

SABIC® PPcompound 7500

Polypropylene

Saudi Basic Industries Corporation (SABIC)

Message:

SABIC® PPcompound 7500 is a mineral filled modified polypropylene. This material combines high flow, good impact and a high stiffness level with a low shrinkage and CLTE. Typical applications include automotive exterior parts such as large thin wall zero gap bumper designs but also lateral siding and bumper strips. It can be used in painted and unpainted applications with UV stabilization added on demand.

SABIC® PPcompound 7500 is a designated automotive grade.

General Information			
Filler / Reinforcement	Mineral		
Additive	Impact Modifier		
Features	Good Impact Resistance		
	High Flow		
	High Stiffness		
	Impact Modified		
	Low CLTE		
	Low Shrinkage		
	Paintable		
Uses	Automotive Applications		
	Automotive Bumper		
	Automotive Exterior Parts		
Forms	Pellets		
Processing Method	Injection Molding		
Physical	Nominal Value	Unit	Test Method
Density	0.960	g/cm ³	ISO 1183
Melt Mass-Flow Rate (MFR) (230°C/2.16 kg)	17	g/10 min	ISO 1133
Molding Shrinkage (24 hr)	0.90	%	Internal Method
Hardness	Nominal Value	Unit	Test Method
Shore Hardness (Shore D, Injection Molded)	60		ISO 868
Mechanical	Nominal Value	Unit	Test Method
Tensile Stress			ISO 527-2/5/50
Yield, 3.20 mm, Injection Molded	20.0	MPa	
Break, 3.20 mm, Injection Molded	17.0	MPa	
Tensile Strain (Break, 3.20 mm, Injection Molded)	500	%	ISO 527-2/5/50
Flexural Modulus ¹ (Injection Molded)	1300	MPa	ASTM D790
Impact	Nominal Value	Unit	Test Method

Charpy Notched Impact Strength (23°C, Injection Molded)	No Break		ISO 179/1eA
Charpy Unnotched Impact Strength (-40°C, Injection Molded)	No Break		ISO 179/1eU
Notched Izod Impact Strength			ISO 180/4A
-20°C, Injection Molded	6.0	kJ/m ²	
0°C, Injection Molded	No Break		
23°C, Injection Molded	No Break		
Thermal	Nominal Value	Unit	Test Method
Heat Deflection Temperature (0.45 MPa, Unannealed)	100	°C	ISO 75-2/B
Vicat Softening Temperature	130	°C	ISO 306/A
CLTE - Flow			ASTM D696
-30 to 30°C	7.5E-5	cm/cm/°C	
23 to 80°C	1.0E-4	cm/cm/°C	
NOTE			
1.	Method I (3 point load)		

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Recommended distributors for this material

Susheng Import & Export Trading Co.,Ltd.

Tel: +86 21 5895 8519

Phone: +86 13424755533

Email: sales@su-jiao.com

No. 215, Lianhe North Road, Fengxian District, Shanghai, China

