SABIC® PPcompound 7995

Polypropylene

Saudi Basic Industries Corporation (SABIC)

Message:

SABIC® Prompound 7995 is a mineral filled modified polypropylene. This material combines a very high flow with a good scratch resistance and a good stiffness. This material has a very broad processing window and good esthical performance. Typical applications include esthetical automotive interior parts such as door panels and interior trim.

SABIC® PPcompound 7995 is a designated automotive grade.

Filler / Reinforcement		General Information					
	Mineral						
Additive	Impact Modifier						
Features	Good Stiffness						
	High Flow						
	Impact Modified						
	Scratch Resistant						
Uses	Automotive Applications						
	Automotive Interior Parts						
	Automotive Interior Trim						
Forms	Pellets						
Processing Method	Injection Molding						
Physical	Nominal Value	Unit	Test Method				
Density	1.04	g/cm³	ISO 1183				
Melt Mass-Flow Rate (MFR) (230°C/2.16 kg)	30	g/10 min	ISO 1133				
Molding Shrinkage (24 hr)	0.95	%	Internal Method				
Hardness	Nominal Value	Unit	Test Method				
Shore Hardness (Shore D, Injection Molded)	66		ISO 868				
Mechanical	Nominal Value	Unit	Test Method				
Tensile Stress			ISO 527-2/5/50				
Yield, 3.20 mm, Injection Molded	25.0	MPa					
Break, 3.20 mm, Injection Molded	21.0	MPa					
Tensile Strain (Break, 3.20 mm, Injection Molded)	50	%	ISO 527-2/5/50				
Flexural Modulus ¹ (Injection Molded)	2100	MPa	ASTM D790				
Impact	Nominal Value	Unit	Test Method				
Charpy Notched Impact Strength (23°C, Injection Molded)	8.0	kJ/m²	ISO 179/1eA				
Charpy Unnotched Impact Strength (-40°C, Injection Molded)	18	kJ/m²	ISO 179/1eU				

Notched Izod Impact Strength			ISO 180/4A
-20°C, Injection Molded	2.5	kJ/m²	
0°C, Injection Molded	3.0	kJ/m²	
23°C, Injection Molded	5.0	kJ/m²	
Thermal	Nominal Value	Unit	Test Method
Heat Deflection Temperature (0.45 MI	Pa,		
Unannealed)	105	°C	ISO 75-2/B
Vicat Softening Temperature	130	°C	ISO 306/A
CLTE - Flow			ASTM D696
-30 to 30°C	6.0E-5	cm/cm/°C	
23 to 80°C	9.0E-5	cm/cm/°C	
NOTE			
1.	Method I (3 point load)		

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