

Technical Data Sheet

# Polyfort FPP 20 T K2276

Polypropylene Homopolymer  
LyondellBasell Industries  
Engineering Plastics

**Product Description**  
20 % talc filled PP Homopolymer

General	
Filler / Reinforcement	• Talc, 20% Filler by Weight
Features	• Homopolymer
Processing Method	• Injection Molding
Resin ID (ISO 1043)	• PP-H T20

Physical	Nominal Value (English)	Nominal Value (SI)	Test Method
Density	1.04 g/cm <sup>3</sup>	1.04 g/cm <sup>3</sup>	ISO 1183/A
Melt Volume-Flow Rate (MVR) (230°c/2.16 Kg)	5.5 cm <sup>3</sup> /10min	5.5 cm <sup>3</sup> /10min	ISO 1133

Mechanical	Nominal Value (English)	Nominal Value (SI)	Test Method
Tensile Modulus	348000 psi	2400 MPa	ISO 527-1/1A/1
Tensile Stress (Yield)	4640 psi	32.0 MPa	ISO 527-2/1A/50
Tensile Strain (Yield)	6.5 %	6.5 %	ISO 527-2/1A/50

Impact	Nominal Value (English)	Nominal Value (SI)	Test Method
Charpy Notched Impact Strength			ISO 179/1eA
-22°f (-30°c)	0.95 ft·lb/in <sup>2</sup>	2.0 kJ/m <sup>2</sup>	
73°f (23°c)	1.7 ft·lb/in <sup>2</sup>	3.5 kJ/m <sup>2</sup>	
Charpy Unnotched Impact Strength			ISO 179/1eU
-22°f (-30°c)	7.1 ft·lb/in <sup>2</sup>	15 kJ/m <sup>2</sup>	
73°f (23°c)	19 ft·lb/in <sup>2</sup>	40 kJ/m <sup>2</sup>	

Thermal	Nominal Value (English)	Nominal Value (SI)	Test Method
Deflection Temperature Under Load			
66 Psi (0.45 Mpa), Unannealed	225 °F	107 °C	ISO 75-2/Bf
264 Psi (1.8 Mpa), Unannealed	142 °F	61.0 °C	ISO 75-2/ Af
Vicat Softening Temperature			
--	194 °F	90.0 °C	ISO 306/B50
--	304 °F	151 °C	ISO 306/A120

Flammability	Nominal Value (English)	Nominal Value (SI)	Test Method
Burning Rate			
0.0787 In (2.00 Mm)	< 3.9 in/min	< 100 mm/min	ISO 3795
0.0787 In (2.00 Mm)	< 3.9 in/min	< 100 mm/min	FMVSS 302

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Injection	Nominal Value (English)	Nominal Value (SI)
Drying Temperature	176 °F	80 °C
Drying Time	2.0 to 3.0 hr	2.0 to 3.0 hr
Processing (Melt) Temp	428 to 500 °F	220 to 260 °C
Mold Temperature	86 to 140 °F	30 to 60 °C

**Injection Notes**

Drying normally not necessary.

Injection molding parameters also influence emission properties, which are often required for automotive interior applications. Generally speaking, the emission, odor and fogging behavior of finished parts is improved by lowering the melt temperature, reducing residence time and avoiding high shear stress.

**Notes**

These are typical property values not to be construed as specification limits.