

Product Information

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Ultradur® B 4300 G4 LS High Speed BK15045 PBT (Polybutylene Terephthalate)


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Product Description

Ultradur B 4300 G4 LS High Speed BK15045 is a high flow, fast cycling with low warpage, 20% glass filled, pigmented black, injection molding PBT for industrial parts, rigid tough and dimensional stable applications.

Applications

Typical applications include windshield wiper arms, printed circuit boards, housing, consoles, contact carriers, covers.

PHYSICAL	ISO Test Method	Property Value
Density, g/cm³	1183	1.45
Viscosity Number, cm³/g	1628	100
Moisture, %	62	
(24 Hour)		0.2
(50% RH)		0.2
(Saturation)		0.4
RHEOLOGICAL	ISO Test Method	Property Value
Melt Volume Rate (250 °C/2.16 Kg), cc/10min.	1133	28
MECHANICAL	ISO Test Method	Property Value
Tensile Modulus, MPa	527	
23°C		6,900
Tensile stress at break, MPa	527	
23°C		115
Tensile strain at break, %	527	
23°C		3.0
IMPACT	ISO Test Method	Property Value
Izod Notched Impact, kJ/m²	180	
23°C		5.8
Charpy Notched, kJ/m²	179	
23°C		6.3
Charpy Unnotched, kJ/m²	179	
23°C		39
THERMAL	ISO Test Method	Property Value
Melting Point, °C	3146	223
HDT A, °C	75	200
HDT B, °C	75	220

Processing Guidelines
Material Handling

Max. Water content: 0.04%

To ensure optimum part performance, this product must be dried prior to molding and maintained at a moisture level of less than 0.04%. Dehumidifying or desiccant dryers operating at 100-120°C (212-248°F) for 4 hours drying time are recommended. Further information concerning safe handling procedures can be obtained from the Safety Data Sheet. Alternatively, please contact your BASF representative.

Typical Profile

Melt Temperature 250-270°C (482-518°F)

Mold Temperature 60-100°C (140-212°F)

Injection and Packing Pressure 35-125 bar (500-1500 psi)

Mold Temperatures

This product can be processed over mold temperatures of 60-100°C (140-212°F); however, for optimizing surface appearance, dimensional stability and part performance, mold surface temperatures of at least 80°C (176°F) are preferred.

Pressures

Injection pressure controls the filling of the part and should be applied for 90% of ram travel. Packing pressure affects the final part and can be used effectively in controlling sink marks and shrinkage. It should be applied and maintained until the gate area is completely frozen off.

Back pressure can be utilized to provide uniform melt consistency and reduce trapped air and gas. A maximum of 10 bar (145 psi) is recommended due to the risk of excessive shear.

Fill Rate

Fast fill rates are recommended to ensure uniform melt delivery to the cavity and prevent premature freezing. Surface appearance is directly affected by injection rate.

Note

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