



PRODUCT SPECIFICATIONS

"Manufacturing with the environment in mind"®

LP1800 POLYETHER POLYURETHANE FOAM

PHYSICAL PROPERTIES

TEST VALUES

	U.S. STANDARD AVERAGE		METRIC AVERAGE	
Density	1.90 ± 10 % lbs./ft. ³		30.44 ± 10 % kg/m ³	
Tensile Strength	MINIMUM 10.0 psi	AVERAGE 16.0 psi	MINIMUM 69 kPa	AVERAGE 110 kPa
Elongation	125%	200%	125%	200%
Tear Resistance	1.50 pli	2.50 pli	263 N/M	438 N/M
Compression Force Deflection				
25 % Deflection	0.21 psi	0.40 psi	1.5 kN/M ²	2.8 kN/M ²
50 % Deflection	0.30 psi	0.50 psi	2.1 kN/M ²	3.5 kN/M ²
Retention of Tensile Strength after 5 hours, 120°C, Steam Autoclave			Min. 70%	
Retention of Tensile Strength after 22 hours, 140°C, Dry Heat Aging			Min. 70%	

Flammability Characteristics: §

- Meets the requirements of S4.3 of Federal Motor Vehicle Safety Standard No. 302.‡

Features:

- Meets the Requirements of RoHS through June 2013 Revision of SVHC (Restriction of Hazardous Substances European Union Directive – 2002/95/EC)
- Compliant with European union REACH (Registration, Evaluation and Authorization of Chemical Substances - EC1907/2006)
- Low Air Permeability: Restriction to Air Flow (5 psig to 1.5 psig) greater than 30 minutes in "Paint Pot" Test.
- Meets the requirements of Chrysler specification MS-AY326 and General Motors specification GM251M type I
- Meets the requirements of Ford specification ESA-M4D200-B (with exception to CFD 65%)
- Meets the requirements of Toyota Specification TSK6712G-1A-40-N

* Test Methods : ASTM-D3574-[latest revision]. Standard Methods of Testing Flexible Cellular Materials - Slab, Bonded, and Molded Urethane Foam.

‡ FMVSS 302 is a test procedure that specifies the burn resistance requirements for material used in the occupant compartments of motor vehicles.

CFC's are not used in the manufacturing of Wm. T. Burnett Co. polyurethane foams.

Edition: 6/1/2015

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§ The flammability test(s) described in this specification is/are small scale test procedure(s) performed under controlled laboratory conditions, and is/are not intended herein to reflect the hazards presented by this or any other material under actual fire conditions.

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