CALCINED NEUBURG SILICEOUS EARTH (SILFIT Z 91) IN CONVENTIONAL AND NON-CONDUCTIVE CAR BODY SEALS

FORMULATION

in phr	conventional	non-conductive
Keltan 8340 A	100.00	100.00
Zinkoxyd aktiv	5.00	5.00
Stearic Acid	1.00	1.00
PEG 3000	2.00	2.00
Calcium Oxide	5.50	5.50
Corax N 550/30	110.00	60.00
Mineral Filler	50.00	155.00
Sunpar 2280	65.00	65.00
Rhenogran DPG-80	0.50	0.50
Rhenogran MBTS-80	1.30	1.30
Rhenogran ZBEC-70	2.00	2.00
Rhenogran S-80	0.75	0.75
Rhenogran CLD-80	1.00	1.00
Rhenogran TP-50	2.00	2.00
Vulkalent E/C	0.50	0.50
Rhenogran CBS-80	0.50	0.50
Total	347.05	402.05

MINERAL FILLERS

Calcined Clay

Sillitin Z 86

Sillikolloid P 87

Silfit Z 91

HOFFMANN MINERAL®

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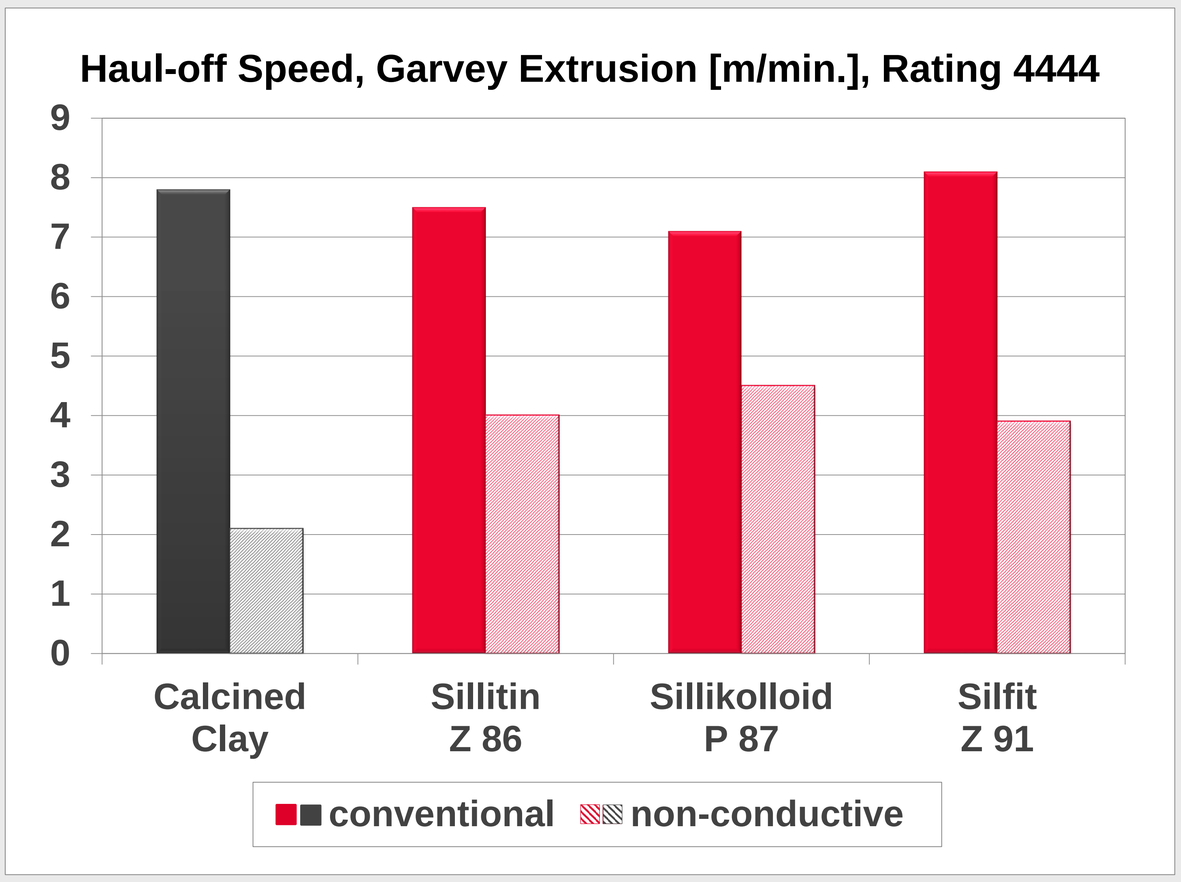
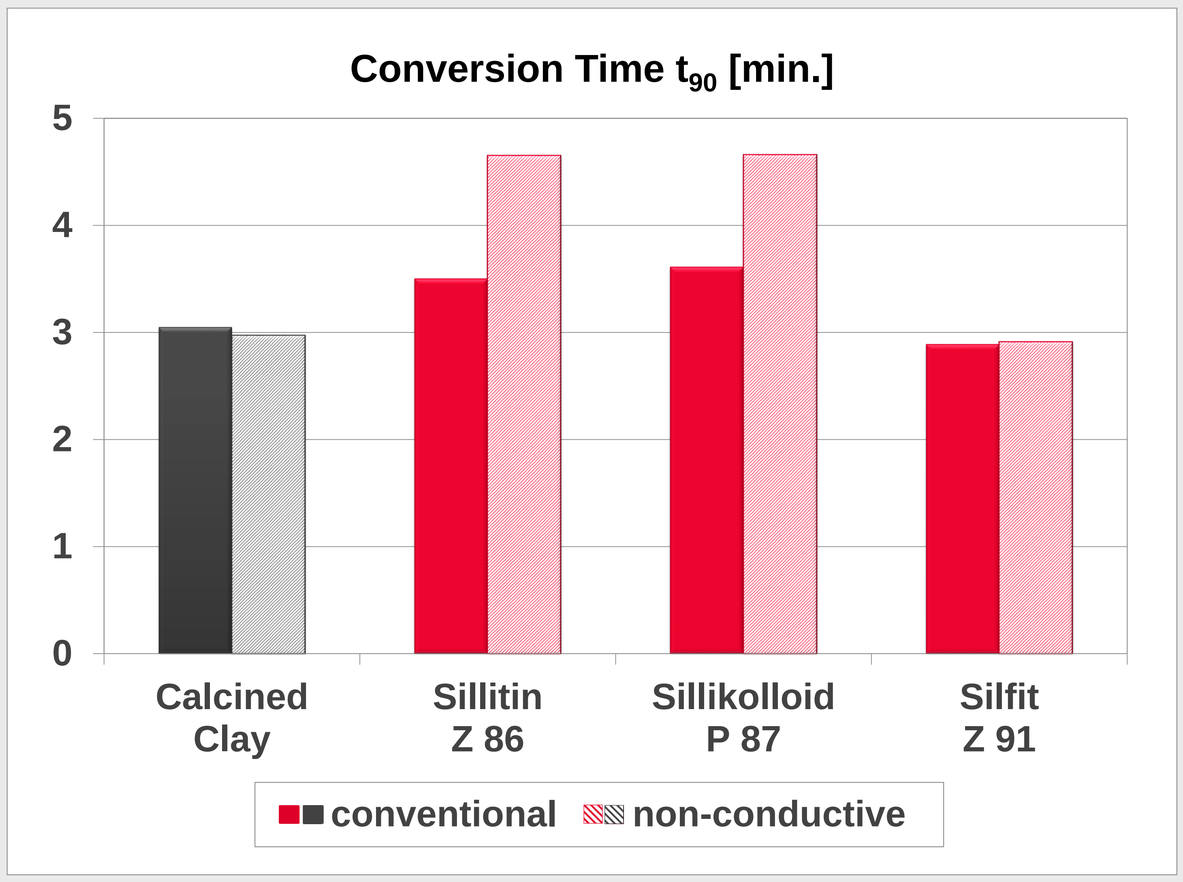
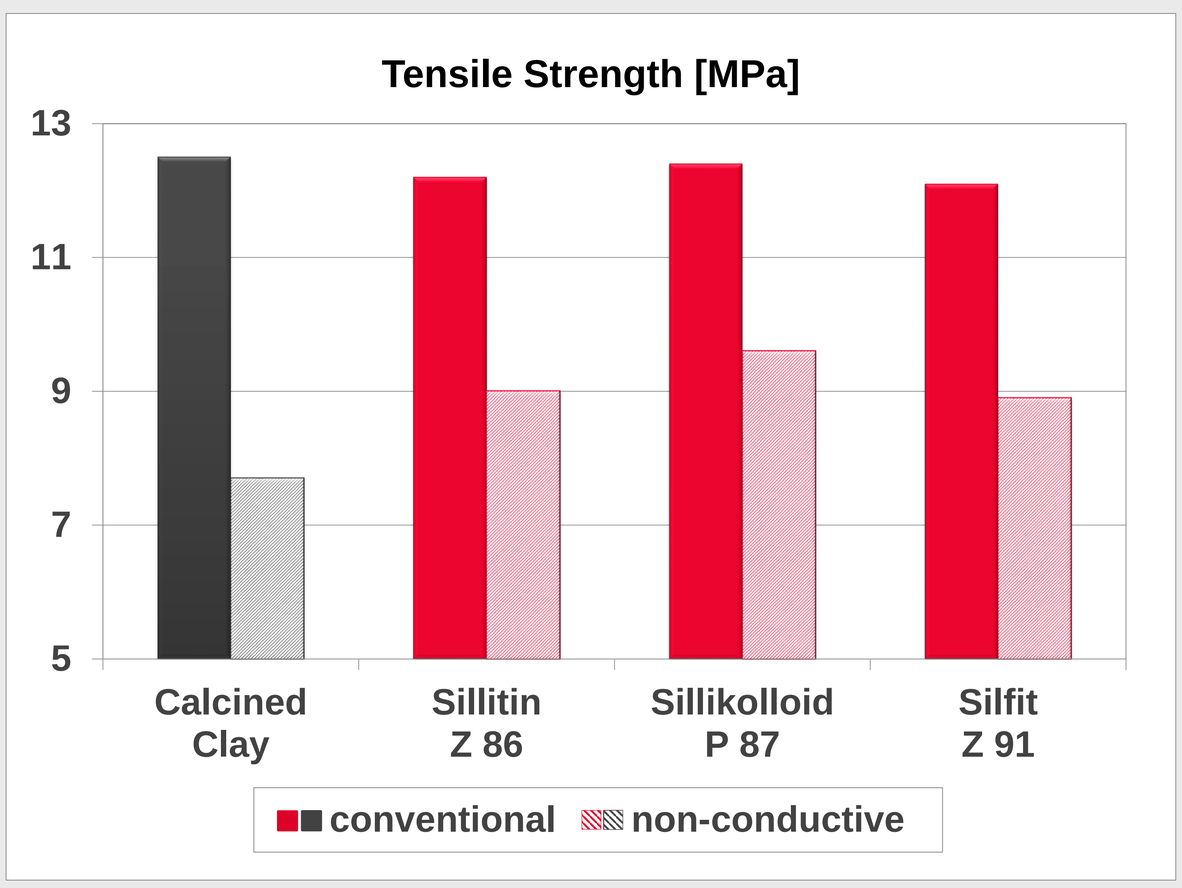
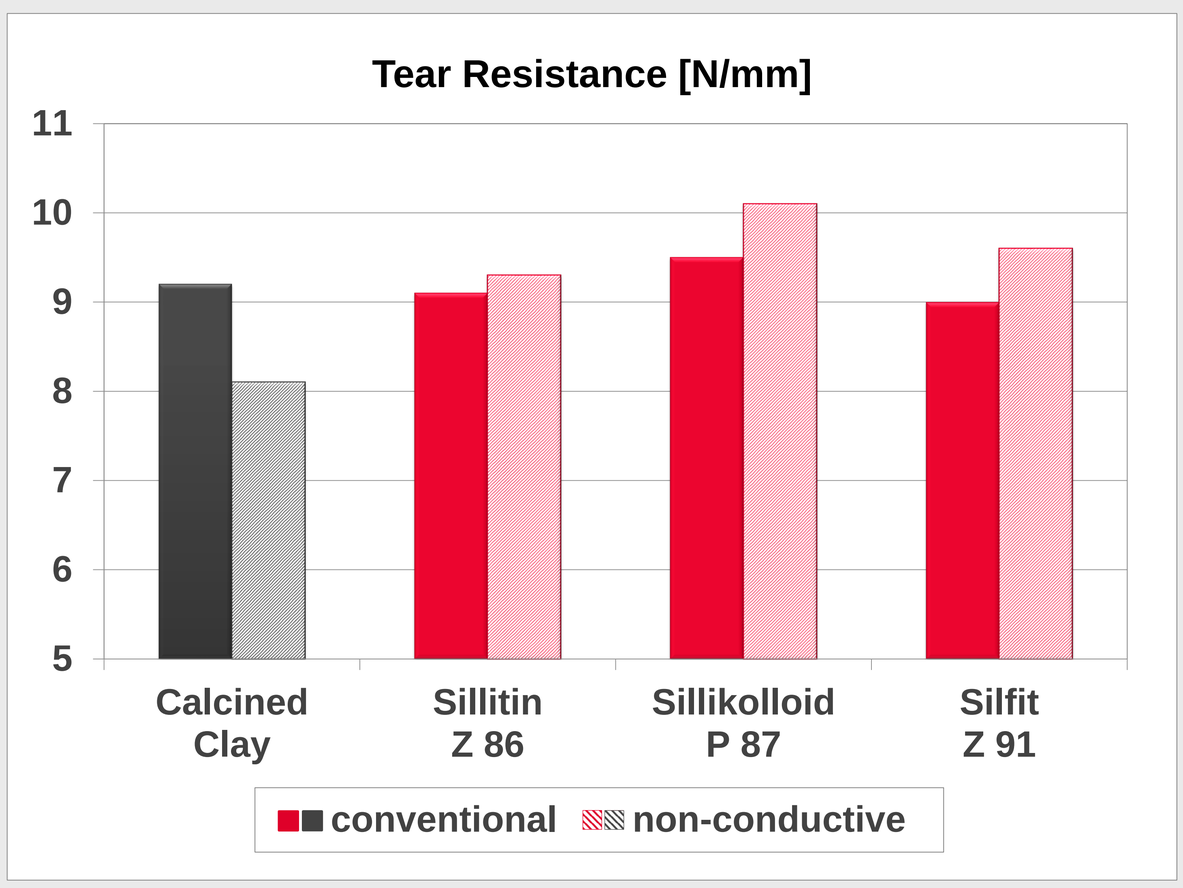
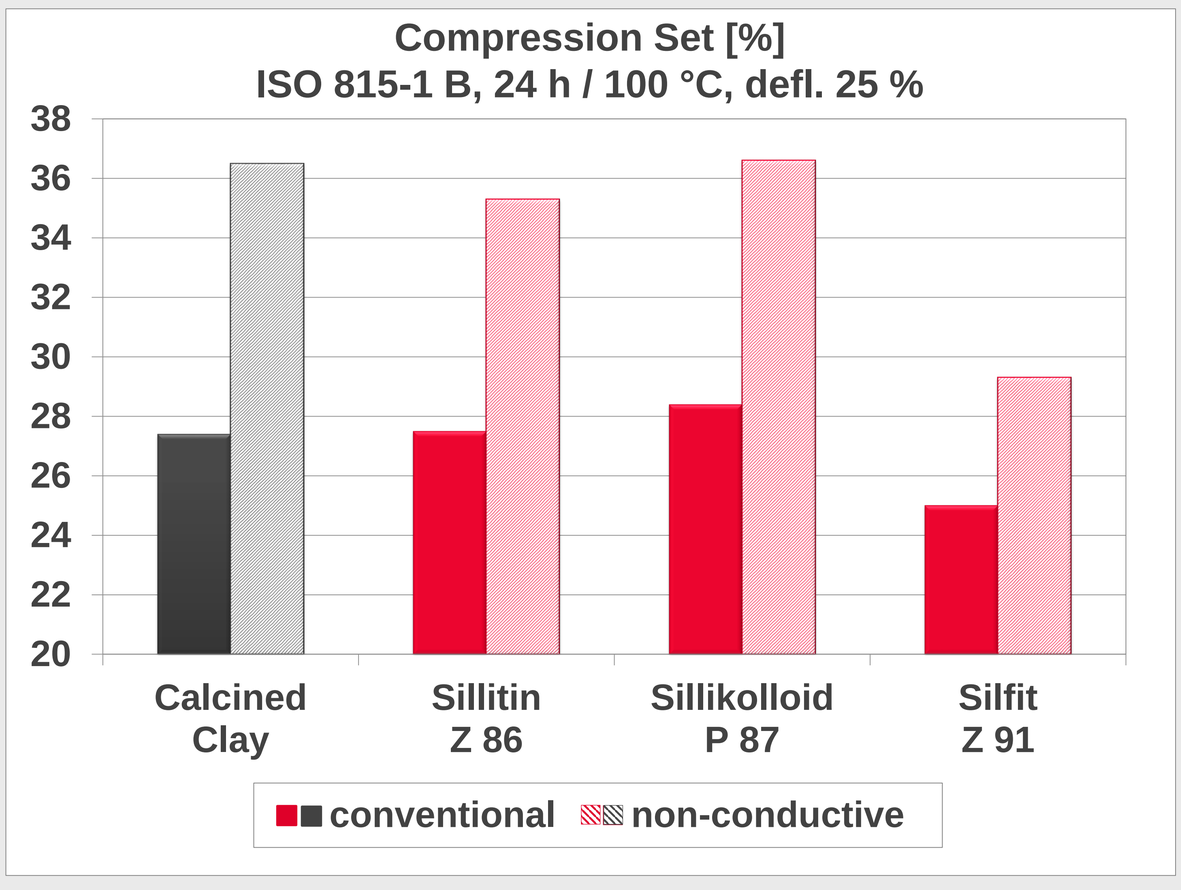
FORMULATION

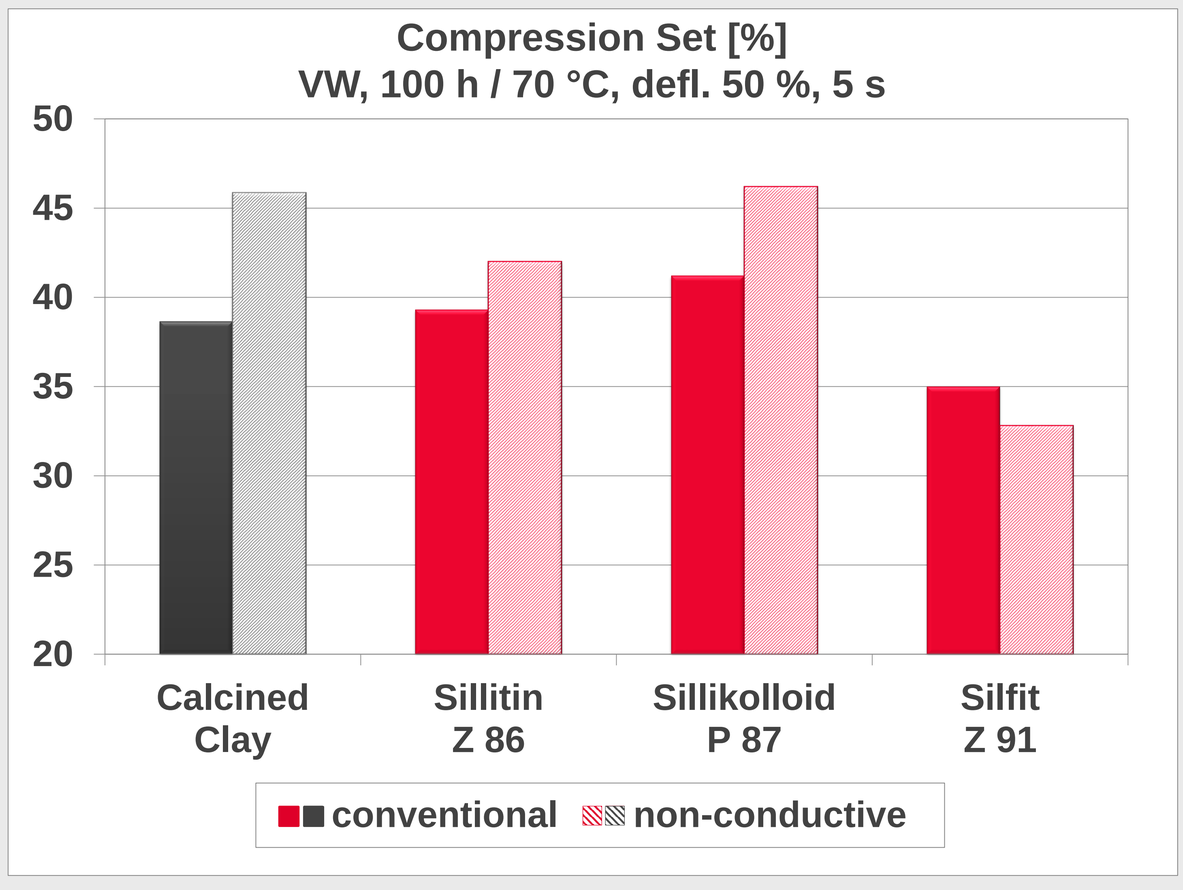












HOFFMANN MINERAL®

CALCINED NEUBURG SILICEOUS EARTH (SILFIT Z 91) IN CONVENTIONAL AND NON-CONDUCTIVE CAR BODY SEALS

DIE PLATING – MODIFIED FORMULATION

in phr	≙ conventional		≙ non-conductive	
Vistalon 8600	100	100	100	100
Sunpar 2280	75	75	75	75
Corax N 550/30	90	90	60	60
Sillitin Z 86	**50**	**-**	**110**	**-**
Silfit Z 91	**-**	**50**	**-**	**110**
Throughput [g/min.]	546	570	616	600
Deposits on the metal insert after extruding 5 kg of the compound				

Silfit Z 91 compared to standard Neuburg Siliceous Earth

- quick cure
- comparable tensile strength and tear resistance
- improved compression set
- comparable extrusion output at equal extrudate quality
- prevention of filler caused deposits (die plating) during extrusion

Silfit Z 91 compared to Calcined Clay

- **conventional** car body seals
  - comparable general properties
  - slightly improved compression set
- **non-conductive** car body seals
  - higher tensile strength
  - higher tear resistance
  - markedly improved compression set
  - higher extrusion output at equal extrudate quality

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