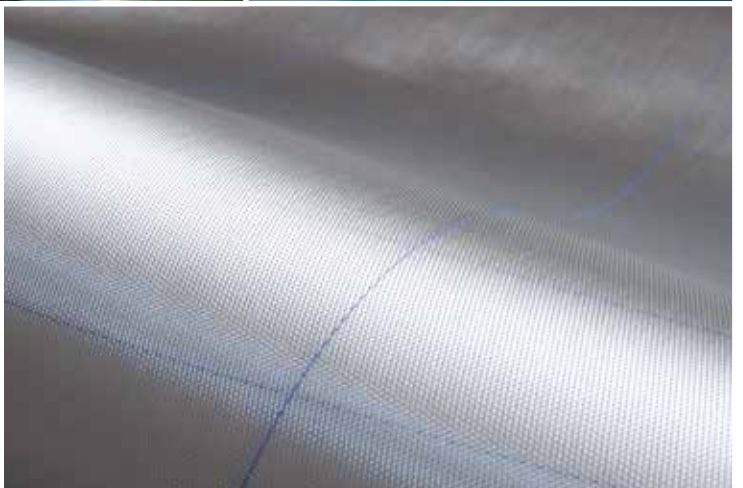
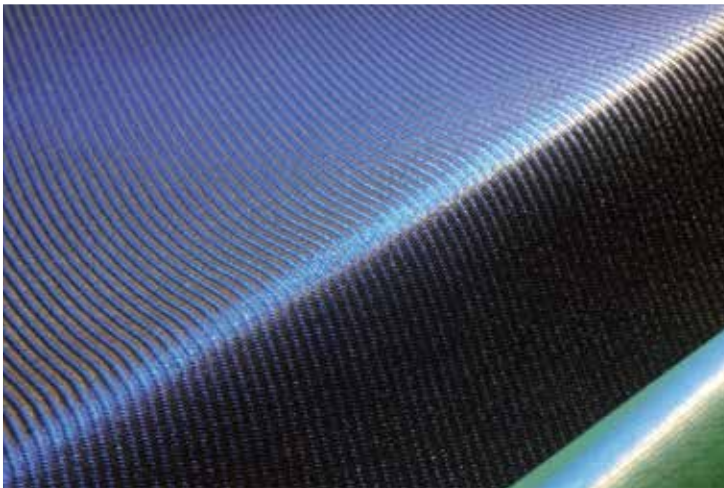
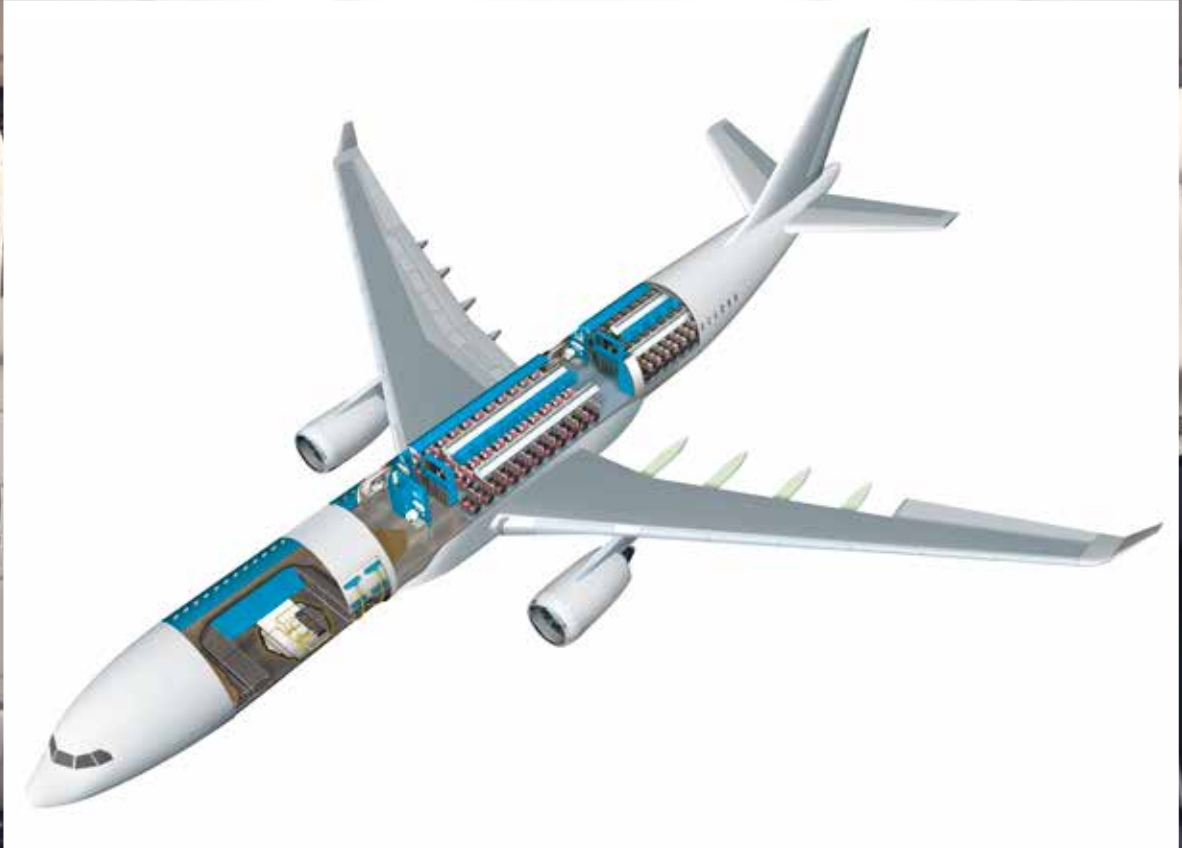


Aerospace Qualified Prepregs

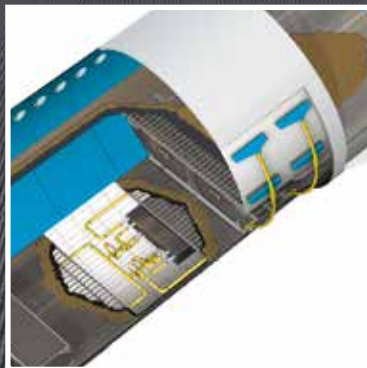




FLOORING



DUCTING



INTERIORS



Front cover image courtesy of Pilatus Aircraft Ltd.

ADVANCED COMPOSITE MATERIALS FOR THE AEROSPACE INDUSTRY

Gurit has developed a broad range of strong, light and fire-retardant aerospace materials which are ideally suited for interior or structural components such as passenger and cargo floor panels, cabin linings, ceiling panels, air ducts, plenums, overhead compartments, lavatories, galleys, bars, wardrobes, partitions, seats, flap track and belly fairings, winglets and fins, landing gear doors, trailing edges and brackets.

Gurit offers three resin chemistries:

	CHEMISTRY	DESCRIPTION	PAGE
RESIN CHEMISTRIES	PHENOLIC	Phenolic based chemistry is well established within the aerospace and rail industries where ultimate fire retardancy, low smoke emission, and no toxicity (FST) and low heat release properties according to the chapters of 14 CFR 25.853 are required. Phenolic prepregs are therefore commonly used in interior aircraft components such as sidewall, ceilings and monuments.	2
	EPOXY	Gurit has a range of fire-retardant and low smoke and low heat release epoxy systems complying to 14 CFR 25.853 part I, Part IV and Part V for applications such as passenger or cargo flooring, small aircraft and helicopter interior, seating or structures where both FST and demanding static and dynamic mechanical properties are required. They can be also can be co-cured with phenolic prepregs to further improve FST properties.	4
	CYANATE ESTER	Cyanate ester prepregs provide excellent flame retardancy, low smoke and low heat release properties and can also be used in thermally demanding applications due to their high glass transition temperatures (>200oC). Laminates constructed with cyanate ester prepregs demonstrate very low gas permeability and are volatile-free, resulting in low void and porous free components. This together with their excellent FST and high Tg properties make them ideal for air- conditioning ducting construction in aerospace applications.	6

	COMPONENTS	TYPICAL APPLICATIONS	PAGE
AEROSPACE APPLICATIONS	I. AIRBUS.	Belly Fairing, Flap Track Fairing, APU Air Intake and Fairing, D-Nose (leading Edge) Vertical Tail Plane	7
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PHENOLIC PREPREG SYSTEMS

PRODUCT	MAIN FEATURES	RECOMMENDED PROCESS	STORAGE		LOWEST TEMP CURE		HIGHEST TEMP CURE		T _{SERVICE} (°C)	TYPICAL APPLICATIONS
			-18°C (months)	21-25°C (days)	MINS	°C	MINS	°C		
PH600	<ul style="list-style-type: none"> ↳ Modified phenolic resol systems ↳ Worldwide most used phenolic systems ↳ Adjustable tack ↳ Long shelf life and shop life ↳ Optimised peel strength ↳ Equivalent systems ↳ Self adhesive to core materials 	Autoclave Pressed Vacuum bagging	6	30	120	125	30	155	-55 to 90°C (up to 160°C)	<ul style="list-style-type: none"> ↳ Aircraft interior parts ↳ Sidewalls ↳ Overhead storage ↳ Ceilings ↳ Door frames ↳ Galleys ↳ Lavatories ↳ Crew rest
PF801	<ul style="list-style-type: none"> ↳ Modified phenolic novolac resin ↳ Formaldehyde and phenol free ↳ Co-curing with EP121 ↳ Only dry tack available (tack 0) ↳ Self adhesive to core materials 	Autoclave Pressed	6	15	90	130	45	155	-55 to 90°C (up to 120°C)	<ul style="list-style-type: none"> ↳ Co-curing with epoxy system EP121 ↳ A330 floor and MRO
PF808	<ul style="list-style-type: none"> ↳ Phenol resol system ↳ Excellent adhesion to honeycomb ↳ Long shelf and shop life ↳ Self adhesive to core materials ↳ Only dry tack available (tack 0) 	Autoclave Pressed	6	60	30	138	20	155	-55 to 90°C (up to 140°C)	<ul style="list-style-type: none"> ↳ Cargo lining and ceiling ↳ Class partition ↳ Lavatories

PF811	<ul style="list-style-type: none"> ↪ Tack 0 (dry) ↪ Suitable for hot in/out press processes (crushed core) ↪ Fast curing ↪ Excellent surface finish ↪ Light colored appearance after cure ↪ Low smell level during curing 	Pressed Crushed Core	6	30	30	140	15	160	-55 to 80°C (up to 120°C)	Crushed core aircraft interior parts ↪ Sidewalls ↪ Hatrack doors ↪ Ceilings
PF812	<ul style="list-style-type: none"> ↪ Tack 2 (tacky) ↪ Fast curing excellent surface finish ↪ Light colored appearance after cure ↪ Low smell level during curing ↪ New development for A380 	Autoclave Pressed Vacuum bagging	6	30	30	140	15	160	-55 to 80°C (up to 120°C)	Aircraft interior parts ↪ Crew rest compartments ↪ Overhead storage ↪ Door frames ↪ Galleys ↪ Airducts
PH831	<ul style="list-style-type: none"> ↪ Suitable for hot in/out press processes (crushed core) ↪ Excellent surface finish ↪ Fast curing ↪ Very versatile system ↪ Adjustable tack (dry and tacky) 	Autoclave Pressed Vacuum bagging Crushed Core	6	30	90	110	10	160	-55 to 80°C (up to 80°C)	Crushed core aircraft interior parts ↪ Sidewalls ↪ Ceilings
PH841	<ul style="list-style-type: none"> ↪ Broad range of curing cycles ↪ Suitable for vacuum bag and hot in/out press processes ↪ Halogen free modified phenolic system ↪ Light colored appearance after cure ↪ Improved vacuum process surface finish ↪ Adjustable tack 	Autoclave Pressed Vacuum bagging Crushed Core	24	30	90	120	10	160	-55 to 95°C (up to 160°C)	Aircraft interior parts ↪ Sidewalls ↪ Overhead storage ↪ Ceilings ↪ Door frames ↪ Galleys ↪ Lavatories ↪ Crew rest
PH860	<ul style="list-style-type: none"> ↪ Suitable for hot in/out press processes (crushed core) ↪ Excellent surface quality ↪ Fast curing ↪ Amber colour for decorative finish ↪ Non-halogenated formulation 	Crushed Core	6	15	10	160	15	160	-55 to 80°C (up to 120°C)	Crushed core aircraft interior parts ↪ Sidewalls ↪ Ceilings

Notes:

- Reinforcements according to customer specifications

- Widths of prepregs: up to 1800 mm (70,9") for fabrics and 1200 mm (47,3") for tapes- Upper limit of Tservice approximately equal to Tg - 30°C.

EPOXY PREPREG SYSTEMS

PRODUCT	MAIN FEATURES	RECOMMENDED PROCESS	STORAGE		LOWEST TEMP CURE		HIGHEST TEMP CURE		T _{SERVICE} (°C)	TYPICAL APPLICATIONS
			-18°C (months)	21-25°C (days)	MINS	°C	MINS	°C		
EH250	<ul style="list-style-type: none"> ↪ Highly toughened epoxy resin systems ↪ Controlled resin flow ↪ Self-extinguishing ↪ Outstanding adhesion to core materials ↪ High volume, reference aerospace epoxy system 	Autoclave Pressed Vacuum bagging	6	5	90	130	30	155	-55 to 80°C	Secondary aircraft structures such as: <ul style="list-style-type: none"> ↪ flap track fairing ↪ belly fairing ↪ leading edge VTP ↪ Noses ↪ Auxiliary power unit
EP121	<ul style="list-style-type: none"> ↪ Highly toughened epoxy resin system ↪ Improved hot/wet stability ↪ Self-extinguishing ↪ Controlled resin flow ↪ Suitable for co-curing with phenolic novolac systems such as PF801 ↪ Excellent adhesion to core materials 	Autoclave Pressed Vacuum bagging	6	15	90	120	30	155	-55 to 90°C	<ul style="list-style-type: none"> ↪ Secondary aircraft structures ↪ Cargo floor ↪ Co-cured with PF801
EP127	<ul style="list-style-type: none"> ↪ Resin system for structural applications ↪ Toughened modified epoxy resin system ↪ Improved hot/wet properties at 150°C wet ↪ Improved self-adhesion to core materials ↪ Free standing post cure, T_g up to 230°C ↪ Self-extinguishing ↪ Self-adhesive to core materials 	Autoclave Pressed Vacuum bagging	12	15	90	145	120	220	-55 to 200°C	<ul style="list-style-type: none"> ↪ Primary structures for A/C and helicopters

EP137	<ul style="list-style-type: none"> ↪ Low smoke density epoxy system ↪ Highly toughened epoxy resin system ↪ Improved hot/wet stability ↪ Self-extinguishing ↪ Controlled resin flow ↪ Excellent adhesion to core materials 	Autoclave Pressed Vacuum bagging	6	15	90	120	30	150	-55 to 90°C	<ul style="list-style-type: none"> ↪ Passenger and cargo floor ↪ Seats
EP141	<ul style="list-style-type: none"> ↪ High performance toughened epoxy ↪ Low smoke density epoxy system ↪ Good hot-wet properties at 135°C ↪ Self-adhesive to core materials 	Autoclave Pressed Vacuum bagging	6	15	60	140	25	155	-55 to 135°C	<ul style="list-style-type: none"> ↪ Cargo floor
EH275	<ul style="list-style-type: none"> ↪ Increased service temperature as EP112/EH250 ↪ Controlled resin flow ↪ Self-extinguishing ↪ High volume, reference aerospace epoxy system 	Autoclave Pressed Vacuum bagging	6	10	60	180	60	180	-55 to 135°C	Secondary aircraft structures such as: <ul style="list-style-type: none"> ↪ Fairings ↪ Auxiliary power unit
EH420 C/ EH421	<ul style="list-style-type: none"> ↪ Short curing time ↪ Extended shop life 30 days at RT ↪ Available in hotmelt and solvent (C) ↪ EH421 also available as tacky (T2) variant 	Autoclave Pressed Vacuum bagging	6	30	360	80	10	160	-55 to 80°C	Monolithic and sandwich parts such as: <ul style="list-style-type: none"> ↪ Aircraft floor ↪ Seats ↪ Airducts ↪ Fairings
EP340	<ul style="list-style-type: none"> ↪ Low smoke density epoxy system ↪ Highly toughened epoxy resin system ↪ Improved hot/wet stability ↪ Self-extinguishing ↪ Controlled resin flow ↪ Excellent adhesion to core materials 	Autoclave Pressed Vacuum bagging	6	30	90	120	30	150	-55 to 90°C	Monolithic and sandwich parts of Aircraft such as: <ul style="list-style-type: none"> ↪ Aircraft floor ↪ Seats ↪ Airducts ↪ Fairings

Notes:

- Reinforcements according to customer specifications
- Widths of prepregs: up to 1800 mm (70,9") for fabrics and 1200 mm (47,3") for tapes

CYANATE ESTER RESIN PREPREG SYSTEMS

PRODUCT	MAIN FEATURES	RECOMMENDED PROCESS	STORAGE		LOWEST TEMP CURE		HIGHEST TEMP CURE		T _{SERVICE} (°C)	TYPICAL APPLICATIONS
			-18°C (months)	21 - 25°C (days)	MINS	°C	MINS	°C		
PN900	<ul style="list-style-type: none"> ↳ Modified cyanate ester resin system ↳ Excellent balance between mechanical and FST properties ↳ Volatile content < 1% ↳ Fulfils 14CFR 25.853 requirements ↳ High quality surface finish ↳ Self adhesive to honeycomb ↳ Adjustable tack ↳ Post curing possible to T_g 235°C 	Autoclave Pressed Vacuum bagging	6	15	120	125	30	135	-55 to 200°C	↳ Airducts
PN901	<ul style="list-style-type: none"> ↳ Modified cyanate ester resin system ↳ High temperature system ↳ Post curing possible to T_g of 300°C ↳ Low moisture absorption ↳ Good hot/wet properties and high property retention at 230°C ↳ Adjustable tack 	Autoclave Pressed Vacuum bagging	6	15	90	160	60	180	-55 to 270°C	<ul style="list-style-type: none"> ↳ Aircraft parts for high temperature applications (mixer, plenum) ↳ Radomes

Notes:

- Reinforcements according to customer specifications
- Widths of prepregs: up to 1800 mm (70,9") for fabrics and 1200 mm (47,3") for tapes-

AEROSPACE QUALIFIED PREPREGS

I. Airbus

A. Secondary Structures, laminates and sandwiches

Typical applications: Belly Fairing, Flap Track Fairing, APU Air Intake and Fairing, D-Nose (leading Edge) Vertical Tail Plane

SPECIFICATIONS	GURIT DESIGNATION	RESIN CONTENT BY WEIGHT-%	REINFORCEMENT	REMARKS
LN 29549; MHB-75-T: Epoxy Resin – E-Glass Fabric				
Code A: 120°C Epoxy Resin				
LN29549 8.4320.1A, MHB 75-T-2-0001-5-1	EHG250-44-37	40 ±3	105 g/m ² , Crowfoot 1/3 (4HS)	
LN29549 8.4320.2A, MHB 75-T-2-0001-5-1	EHG250-44-55	58 ±3	105 g/m ² , Crowfoot 1/3 (4HS)	
LN29549 8.4321.1A, MHB 75-T-2-0002-5-1	EHG250-68-37	40 ±3	296 g/m ² , 8 HS	
LN29549 8.4321.2A, MHB 75-T-2-0002-5-1	EHG250-68-50	53 ±3	296 g/m ² , 8 HS	
LN29549 8.4322.1A, MHB 75-T-2-0003-5-1	EHG250-46-37	40 ±3	288 g/m ² , Crowfoot 1/3 (4HS)	
Code B: 180°C Epoxy Resin				
LN29549 8.4330.1B, MHB 75-T-2-0021-2-1	EHG275-44-37	40 ±3	105 g/m ² , Crowfoot 1/3 (4HS)	
LN29549 8.4330.2B, MHB 75-T-2-0021-2-1	EHG275-44-55	56 ±3	105 g/m ² , Crowfoot 1/3 (4HS)	
LN29549 8.4331.1B, MHB 75-T-2-0020-2-1	EHG275-68-37	40 ±3	296 g/m ² , 8 HS	
LN29549 8.4331.2B, MHB 75-T-2-0020-2-1	EHG275-68-50	53 ±3	296 g/m ² , 8 HS	

B. Interior

1. Environmental Control Systems / Airducts

SPECIFICATIONS	GURIT DESIGNATION	RESIN CONTENT BY WEIGHT-%	REINFORCEMENT	REMARKS
ABS 5047: Cyanate Ester Resin – E-Glass Fabric				
ABS 5047-71; AIMS 05-10-040	PN900-44-43	43 ±3	105 g/m ² , Crowfoot 1/3 (4HS)	Low volatile, fullfils AP2091
ABS 5047-70; AIMS 05-10-020	PN900-68-43	43 ±3	296 g/m ² , 8 HS	Low volatile, fullfils AP2091
ABS 5047-70; AIMS 05-10-020	PN900-68-40	40 ±3	296 g/m ² , 8 HS	Low volatile, fullfils AP2091
ABS 5047-72; AIMS 05-10-030	PN900-G205-43	43 ±3	230 g/m ² , Crowfoot 1/3 (4HS)	Low volatile, fullfils AP2091
ABS 5047-73; AIMS 05-10-038	PN900-G233-38	38 ±3	240 g/m ² , leno	Low volatile, fullfils AP2091
ABS 5047-71; AIMS 05-10-045	PN900-44-43	43 ±3	105 g/m ² , Crowfoot 1/3 (4HS)	Low volatile, 180°C airducts
ABS 5047-70; AIMS 05-10-044	PN900-68-43	43 ±3	296 g/m ² , 8 HS	Low volatile, 180°C airducts
ABS 5736: Cyanate Ester Resin – E-Glass / Carbon Fabric				
ABS 5736-01; AIMS 05-10-036	PN900-C582-43	43 ±3	180 g/m ² , Twill 2/2 (50/50 E-Glass/CF)	Low volatile, fullfils AP2091

2. Passenger Interior

Typical applications: Sidewall, Dado, Ceiling, Lavatories, Galleys, Overhead Storage Compartment, Crew Rest Compartments

SPECIFICATIONS	GURIT DESIGNATION	RESIN CONTENT BY WEIGHT-%	REINFORCEMENT	REMARKS / FORMER QUALIFICATIONS
ABS 5047: Phenolic Resin – E-Glass Fabric				
ABS 5047-01; AIMS 05-10-009	PHG600-44-37; PH831-44-40	40 ±3	105 g/m ² , Crowfoot 1/3 (4HS)	DAN 407-01; DAN 1000.1
ABS 5047-02; AIMS 05-10-008	PHG600-44-50; PF808-44-53	53 ±3	105 g/m ² , Crowfoot 1/3 (4HS)	DAN 407-02; DAN 1000.2
ABS 5047-03; AIMS 05-10-018	PHG600-48-37; PHG831-48-40	40 ±3	163 g/m ² , Twill 2/2	DAN 407-03; DAN 1001.1
ABS 5047-04; AIMS 05-10-010	PHG600-48-50; PF808-48-53	53 ±3	163 g/m ² , Twill 2/2	DAN 407-04; DAN 1001.2
ABS 5047-07; AIMS 05-10-001	PHG600-68-37; PHG831-68-40	40 ±3	296 g/m ² , 8HS	DAN 407-07; DAN 1003.1
ABS 5047-08; AIMS 05-10-002	PHG600-68-50; PF808-68-53	53 ±3	296 g/m ² , 8HS	DAN 407-08; DAN 1003.2
ABS 5047-39; AIMS 05-10-012	PHG831-44-40	40 ±3	105 g/m ² , Crowfoot 1/3 (4HS)	DAN 407-39; DAN 1299-01 Lining, crushed core, no tack
ABS 5047-41; AIMS 05-10-003	PHG860-68-40	40 ±3	296 g/m ² , 8HS	DAN 407-41; DAN 1190-01 Lining, crushed core, no tack
ABS 5047-42; AIMS 05-10-004	PF811-G231-32	32 ±3	265 g/m ² , Open Weave	DAN 407-42; DAN 1189-01 Lining, crushed core, no tack
ABS 5047-45B; AIMS05-10-023	PHG860-G227-40	40 ±3	190 g/m ² , Twill 2/2	Lining, crushed core, no tack
ABS 5047-45B; AIMS05-10-023	PHG600-G227-40	40 ±3	190 g/m ² , Twill 2/2	Standard cure, tacky
ABS 5047-44; AIMS 05-10-025	PF811-G225-40	40 ±3	220 g/m ² , Crowfoot 2/2	Crushed core, no tack
ABS 5047-44; AIMS 05-10-025	PF812-G225-40	40 ±3	220 g/m ² , Crowfoot 2/2	Standard cure, tacky
ABS 5047: Phenolic Resin – S2-Glass Fabric				
ABS 5047-45; AIMS 05-10-023	PF811-G226-40	40 ±3	190 g/m ² , 8HS	Crushed core, no tack
ABS 5047-45; AIMS 05-10-023	PF812-G226-40	40 ±3	190 g/m ² , 8HS	Standard cure, tacky
ABS 5034: Phenolic Resin – Carbon Fabric				
ABS 5034 C01; AIMS 05-10-014	PF807-C08-45	45 ±3	160 g/m ² , plain	DAN 1173-1 Lining, crushed core, no tack
ABS 5034-D01; AIMS 05-10-021	PF812-C15-45	45 ±3	193 g/m ² , plain	Standard cure, tacky
ABS 5034-E02; AIMS 05-10-026	PF811-C593-43	43 ±3	135 g/m ² , Open weave	Lining, crushed core, no tack

3. Passenger Floor

SPECIFICATIONS	GURIT DESIGNATION	RESIN CONTENT BY WEIGHT-%	REINFORCEMENT	REMARKS / FORMER QUALIFICATIONS
DAN 402 E and DAN 402 F: Epoxy Resin – Glass Fabric Inserts				
DAN402 E	Stopfen DAN402E	Diameter: 18 – 90 mm (\pm 0.1 mm)		DAN 407-01; DAN 1000.1
DAN402 F	Stopfen DAN402F	Thickness: 5.8 – 16 mm (\pm 0.05 mm)		DAN 407-02; DAN 1000.2
ABS 5047: Phenolic Resin – E-Glass Fabric				
ABS 5047-51; AIMS 05-10-019	PF801-44-53	53 \pm 3	105 g/m ² , Crowfoot 1/3 (4HS)	DAN 1177-01 MRO A320/A330
ABS 5047-50; AIMS 05-10-024	PF801-03-40	40	48 g/m ² , plain	DAN 1176-01 MRO A320/A330
ABS 5034: Phenolic Resin – Carbon Fabric				
ABS 5034-A02; AIMS 05-10-013	PF801-C15-50	50 \pm 3	193 g/m ² , plain	DAN 1178-02 MRO A320/A330
ABS 5034-B01; AIMS 05-10-014	PF801-C08-43	43 \pm 3	160 g/m ² , plain	DAN 1179-01 MRO A320/A330
ABS 5003: Epoxy Resin – Carbon Fabric				
ABS5003-H53; AIMS 05-10-016	EP121-C15-53	53 \pm 3	193 g/m ² , plain	DAN 1180-02 MRO A320/A330
IGC 04-38-100 : Epoxy Resin – Carbon Fibers				
IGC 04-38-100	EP121-C25-45	45 \pm 3	285 g/m ² , 5HS	Cockpit section
IGC 04-38-100	EP121-C579-45	45 \pm 3	170 g/m ² , plain	Cockpit section
ABS 5672: Epoxy Resin – E-Glass Fabric				
ABS 5672-01; AIMS 05-10-024	EP137-03-40	40 \pm 3	48 g/m ² , plain	A380/A330NEO
ABS 5672: Epoxy Resin – S2-Glass Fabric				
ABS 5672-02; AIMS 05-10-027	EP137-G228-40	40 \pm 3	115 g/m ² , plain	A380/A330NEO
ABS 5671: Epoxy Resin – Carbon Unidirectional				
ABS 5671-01; AIMS 05-20-001 A	EP137-CR527/80-35	35 \pm 3	80 g/m ² IM	A380/A330NEO
ABS 5671-02; AIMS 05-20-001 B	EP137-CR527/100-35	35 \pm 3	100 g/m ² IM	A380/A330NEO
ABS 5671-03; AIMS 05-20-001 C	EP137-CR527/120-35	35 \pm 3	120 g/m ² IM	A380/A330NEO
ABS 5671-10; AIMS 05-20-002	EP137-CR527/100-35-G138-74	50 \pm 3	100 g/m ² IM, 25 g/m ² Fabric	A380/A330NEO

4. Cargo Lining

SPECIFICATIONS	GURIT DESIGNATION	RESIN CONTENT BY WEIGHT-%	REINFORCEMENT	REMARKS
ABS 5047: Phenolic Resin– S2-Glass Fabric				
ABS 5047-48A; AIMS 05-10-031 A	PF808-G218-40	40 ±3	190 g/m ² , 8HS	BCC and CCC
ABS 5047-48B; AIMS 05-10-031 B	PF808-G218-50	50 ±3	190 g/m ² , 8HS	BCC and CCC
ABS 5047-49A; AIMS 05-10-032 A	PF808-G220-40	40 ±3	305 g/m ² , 8HS	BCC and CCC
ABS 5047-49B; AIMS 05-10-032 B	PF808-G220-50	50 ±3	305 g/m ² , 8HS	BCC and CCC
ABS 5736: Cyanate Ester Resin – E-Glass / Carbon Fabric				
ABS 5047-01; AIMS 05-10-009	PF808-44-40	40 ±3	105 g/m ² , Crowfoot 1/3 (4HS)	DAN 407-01; DAN 1000.1
ABS 5047-02; AIMS 05-10-008	PF808-44-53	53 ±3	105 g/m ² , Crowfoot 1/3 (4HS)	DAN 407-02; DAN 1000.2
ABS 5047-04; AIMS 05-10-010	PF808-48-53	53 ±3	163 g/m ² , Twill 2/2	DAN 407-04; DAN 1001.2
ABS 5047-08; AIMS 05-10-002	PF808-68-53	53 ±3	296 g/m ² , 8HS	DAN 407-08; DAN 1003.2

5. Cargo Flooring

SPECIFICATIONS	GURIT DESIGNATION	RESIN CONTENT BY WEIGHT-%	REINFORCEMENT	REMARKS
ABS 5672: Epoxy Resin – S2-Glass Fabric				
ABS 5672-05; AIMS 05-10-034 A	EP141-G218-40	40 ±3	190 g/m ² , 8HS	BCC and CCC
ABS 5672-06; AIMS 05-10-034 B	EP141-G218-50	50 ±3	190 g/m ² , 8HS	BCC and CCC
ABS 5672-04; AIMS 05-10-035 B	EP121-G218-50	50 ±3	190 g/m ² , 8HS	BCC, coloured grey
MHB 75-T: Phenolic Resin – E-Glass Fabric				
MHB 75-T-2-0427-2-1	PHG850C-44-53	53 ±3	105 g/m ² , Crowfoot 1/3 (4HS)	MRO, A320 before 2006
MHB 75-T: Epoxy Resin – E-Glass Fabric				
MHB 75-T-2-0007-2-1	EHG420C-44-53	53 ±3	105 g/m ² , Crowfoot 1/3 (4HS)	MRO, A320 before 2006
MHB 75-T-2-0008-2-1	EHG420C-68-40	40 ±3	296 g/m ² , 8HS	MRO, A320 before 2006

AEROSPACE QUALIFIED PREPREGS

II. Boeing

A. Environmental Control Systems / Airducts

SPECIFICATIONS	GURIT DESIGNATION	RESIN CONTENT BY WEIGHT-%	REINFORCEMENT	REMARKS
BMS 8-363: Cyanate Ester Resin – E-Glass Fabric				
BMS 8-363 (DMS 2296, 2297, 2441)	PN900-68-40	40 ±3	296 g/m ² , 8HS	Low volatile, Boeing, hot air mixer duct
BMS 8-264: Epoxy Resin – Aramid Fabric				
BMS 8-264 Style 220	EH421C-A726-54	54 ±3	75 g/m ² , plain	
BMS 8-264 Style 285	EH421C-A708-54	54 ±3	170 g/m ² , 4HS	
BMS 8-381: Phenolic Resin – Aramide Fabrics				
BMS 8-381 Style 220	PF812-A726-51	51 ±3	75 g/m ² , plain	
BMS 8-381 Style 285	PF812-A708-47	47 ±3	170 g/m ² , 4HS	

III. Other Aircraft manufacturer

SPECIFICATIONS	GURIT DESIGNATION	RESIN CONTENT BY WEIGHT-%	REINFORCEMENT	REMARKS
Epoxy Resin – E-Glass Fabric				
AWMS-44-058	EP121-03-60	60 ±3	48 g/m ² , plain	Leonardo Helicopter
AWMS-44-004	EP121-68-40	40 ±3	296 g/m ² , 8HS	Leonardo Helicopter. interior
Phenolic Resin – E-Glass Fabric				
Leonardo NTA62467 Type I	PF811-44-50	50 ±3	105 g/m ² , Crowfoot 1/3 (4HS)	Lining, Crushed core, pressurized cabin
Leonardo NTA62467 Type II	PF811-68-40	40 ±3	296 g/m ² , 8HS	Lining, Crushed core, pressurized cabin
Cyanate Ester Resin – E-Glass Fabric				
NTA 62473	PN900-44-43	43 ±3	105 g/m ² , Crowfoot 1/3 (4HS)	ATR42/72, SSJ100 airducts
Cyanate Ester Resin – E-Glass / Carbon Fabric				
NTA 62474	PN900-C582-43	43 ±3	180 g/m ² , Twill 2/2 (50/50 E-Glass/CF)	ATR42/72, SSJ100 airducts
Epoxy Resin – Carbon Fabric				
Pilatus	EP121-C20-45	45 ±3	204 g/m ² , Twill 2/2	Pilatus, PC12 fairings
Pilatus	EHKF275-20-45	45 ±3	204 g/m ² , Twill 2/2	Pilatus, PC12 fairings
Pilatus	EP127-C25-37	45 ±3	285 g/m ² , 5HS	Pilatus, PC24 fairings
Pilatus	EP121-C08-45	45 ±3	160 g/m ² , plain	Pilatus, PC12/24 flooring
Epoxy Resin – Glass Unidirectional				
NTA 43654	EP137-GR108/235-32	42 ±3	235 g/m ²	ATR42/72 flooring
BMS 4-17	EP340-GR112/205-35	35 ±3	205 g/m ²	MRO Boeing BMS4-17 flooring
Epoxy Resin – Carbon Unidirectional				
Pilatus	EP121-CR500/130-G138-42	42 ±3	100 g/m ² SM, 25 g/m ² Fabric	Pilatus, PC12/24 flooring
NTA 43654	EP137-CR509176-49	49 ±3	176 g/m ² SM	ATR42/72 flooring
According to ABS 5671-08	EP340-CR500/200-35	35 ±3	200 g/m ² SM	MRO A320 flooring
According to ABS 5671-26	EP340-CR500/180-G138-50	50 ±3	180 g/m ² SM, 25 g/m ² Fabric	MRO A320 flooring
BMS 4-20	EP340-CR500/120-35	35 ±3	120 g/m ² SM	MRO Boeing BMS4-20 flooring
BMS 4-20	EP340-CR500/165-35	35 ±3	165 g/m ² SM	MRO Boeing BMS4-20 flooring

