

**Typical Properties of Cured Compound
Compound N-7026
70 Durometer Nitrile Rubber – UL Recognized, Category JMLU2*
vs. ASTM D 2000 M2BG714 B14 EA14 EF11 EF21 EO14 EO34 F17**

Original Physical Properties	Spec	N-7026
Hardness, Shore A durometer points	70 ± 5	70
Tensile Strength, min psi	2030	2255
Elongation, min %	250	432
Compression Set: Test Method D 395, Method B, 22 hr @ 100°C		
% of Original Deflection, max	25	17
Water Resistance: Test Method D 471, Method B, 70 hr @ 100°C		
Hardness Change, max durometer points	± 10	-3
Volume Change, %	± 15	+8
Fluid Resistance: Test Method D 471, Ref Fuel A, 70 hr @ 23°C		
Hardness Change, max durometer points	± 10	-3
Tensile Change, %	-25	-3
Elongation Change, %	-25	-14
Volume Change, %	-5 to +10	+4
Fluid Resistance: Test Method D 471, Ref Fuel B, 70 hr @ 23°C		
Hardness Change, max durometer points	0 to -30	-13
Tensile Change, %	-60	-26
Elongation Change, %	-60	-37
Volume Change, %	0 to +40	+25
Fluid Resistance: Test Method D 471, No. 1 Oil, 70 hr @ 100°C		
Hardness Change, max durometer points	-5 to +10	+7
Tensile Change, %	-25	+9
Elongation Change, %	-45	-18
Volume Change, %	-10 to +5	-7
Fluid Resistance: Test Method D 471, IRM 903 Oil, 70 hr @ 100°C		
Hardness Change, max durometer points	-10 to +5	-3
Tensile Change, %	-45	-9
Elongation Change, %	-45	-16
Volume Change, %	0 to +25	+4

Low Temp Resistance, Test Method D 2137 (A), 3 min @ -40° C	non-brittle	pass
Fluid Resistance: Test Method D 471, n-Hexane, 70 hr @ 23° C		
Tensile Change, %		-12
Elongation Change, %		-8
Volume Change, %		+11
Temperature Retraction, TR-10: Test Method D 1329, degrees C		-39

***Recognized End Use Applications per UL 157, UL262**

- Manufactured gas or natural gas
- Diesel fuel, fuel oil or lubricating oil
- Liquefied petroleum (LP) gas
- Suitable for use in UL262 appliances

The data shown here are provided as an engineering guide only, and should not be used for the purpose of establishing performance limits. These values were obtained using established standard test procedures, and are believed to be reliable. However, due to the variables that may be encountered in actual use, it is always advisable to test the material under actual service conditions before specification.