

News Release

BASF's water-blown polyurethane insulation spray foam helps improve interior air quality of Suzhou Kinglong's latest bus model

- **PU foam meets stringent VOC standards - verified by PONY Testing International Group**
- **Improved flame-retardant properties meet new regulations implemented from 2018 (JTT 1095-2016*)**

Shanghai, China – May 27, 2022 – BASF's water-blown polyurethane insulation spray foam is now used in the latest bus model by Kinglong United Automotive (SuZhou) Co., Ltd. (Suzhou Kinglong). Suzhou Kinglong, China's leading bus manufacturer, their part supplier Changzhou Tianshun Automotive Parts Co., Ltd. (Tianshun), and BASF collaborated to develop the 100% water-blown spray open-cell foam system Elastoflex® CE 3651/108. As verified with a testing report by PONY Testing International Group, the PU foam, which meets stringent VOC standards, provides a better interior air quality in public transportation.

The high flame retardancy of Elastoflex CE 3651/108 also meets the industrial regulation of JTT 1095-2016, which stipulates a higher Limiting Oxygen Index (LOI**) >28 for interior and insulation parts used for commercial bus insulation.

“This is the first time BASF has developed a low odor spray foam system, based on a flame retardant (FR) technology, which meets more stringent FR requirements. We also supported our partner with a spray foam processing to optimize cost and the performance of the final product,” said Desmond Long, Vice President, Business Management Transportation, Performance Materials Asia Pacific.

** JTT 1095-2016: Transportation industry standard of The Peoples's Republic of China. This Standard specifies the technical requirements and test methods for the flame resistance of commercial bus interior materials. This Standard is applicable to the evaluation on the flame resistance of the commercial bus interior materials.*

*** LOI: The limiting oxygen index (LOI) is defined as the minimum oxygen concentration (in vol%) that is necessary to sustain a stable combustion of the specimen after ignition; it is therefore considered a measure of the ease of extinguishment.*

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