

FTL142

✓ General description:

FTL142 is a rigid moulded, resin based material, containing non-asbestos mineral fibres in a random dispersion with selected friction modifiers. It has a medium coefficient of friction with a good resistance to fade and wear.

Both surfaces are ground during manufacture so that it can be either bonded or riveted to brake shoes and metal parts.

FTL142 is not suitable for operating in oil.

✓ Application:

- Industrial drum and band-brakes.
- Industrial clutches.
- Crane and excavator brake and clutch linings.
- General industrial devices.

✓ Bonding:

FTL142 may be bonded using any of the established adhesives recommended for friction material. However, to obtain the best results it is necessary to use a thermosetting adhesive.

✓ Mating Surface

A good quality, fine grained, pearlitic cast iron or cold rolled steel with a brinell hardness of 180. Cast steels are not recommended.

✓ Recommended Operation Range:

Dynamic pressure	0.07 – 0.860 N/mm ²
Static pressure	0.07 – 19 N/mm ²
Max. Rubbing speed	25 m/s
Max. Continuous temperature	180 °C
Max. Intermittent temperature	275 °C
Max. Temperature	325 °C

✓ Availability

Sheets

Length: 914 mm
Width: 711 mm
Thickness range: 5mm - 32 mm

Special Machined Shapes

✓ Technical Data

Static Friction Coefficient	0.35
Dynamic Friction Coefficient	0.4
Density	2.1 g/cm ³
Tensile Strength	15.2 N/mm ²
Compressive Strength	59.2 N/mm ²
Shear Strength	29.6 N/mm ²
Gogan Hardness	27Gg

✓ Test Conditions

Temperature Sensitivity

Application speed	15 m/s
Clamping pressure	0.61 MN/m ²
Temperature range	50 - 350°C

Initial Bedding

Application speed	15 m/s
Clamping pressure	0.61 MN/m ²
Average temperature	140°C

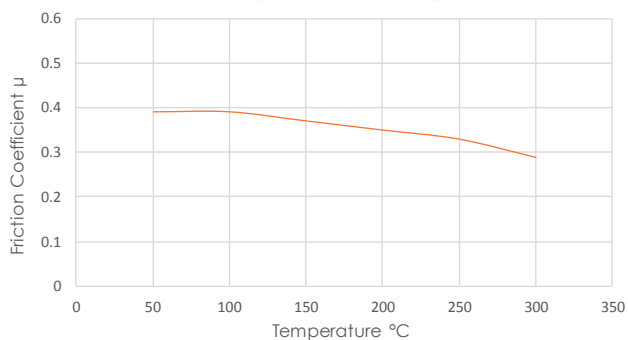
Pressure Sensitivity

Application speed	15 m/s
Average temperature	80°C

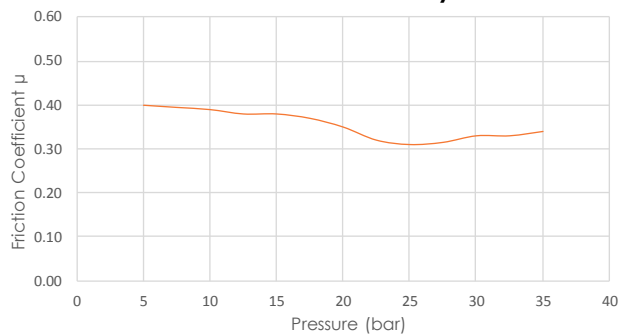
Pressure Sensitivity

Clamping pressure	0.61 MN/m ²
Average temperature	80°C

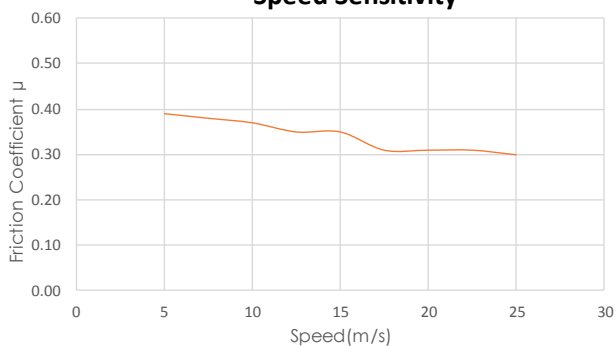
Temperature Sensitivity



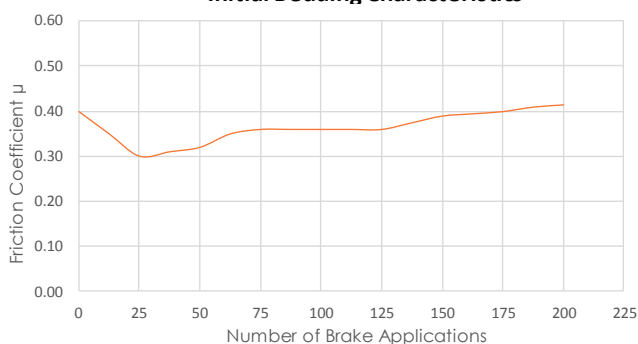
Pressure Sensitivity



Speed Sensitivity



Initial Bedding Characteristics



The information supplied in this data sheet is believed to be accurate and reliable, was obtained by scientific and laboratory testing. However, since actual conditions of use are largely outside the control of Industrial Clutch Parts Ltd, it is suggested that this material be thoroughly tested and its suitability for use be determined before final acceptance.