

D3714 Product Data Sheet

General Description

D3714 is a rigid moulded, non asbestos, friction material which includes a proportion of brass chippings blended with a selection of synthetic fibres and a specially developed resin binder. **D3714** combines a medium friction coefficient with good resistance to fade and a low rate of wear. It machines well and discs can readily be gear cut for use in multi-plate clutches. This material is suitable for use either dry or in oil immersed applications

Applications

- Clutches for marine gearboxes
- Steering clutches
- Clutches for machine tools, presses and other industrial plant and machinery.
- Miscellaneous industrial devices

Bonding

D3707 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

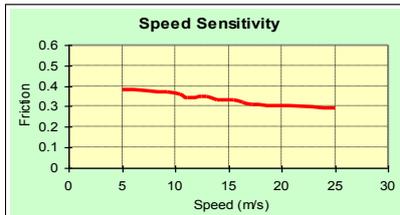
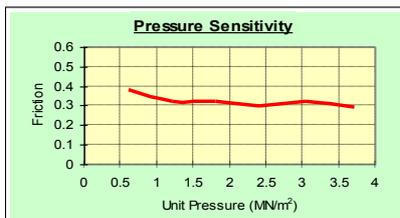
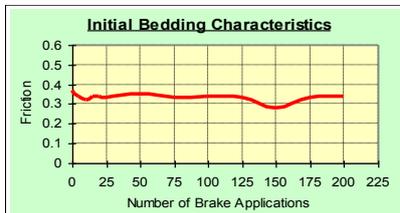
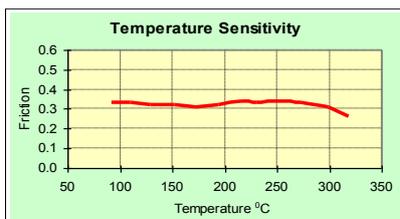
A good quality, fine grained, pearlitic cast iron or cold rolled steel with a Brinell hardness of 200. Cast steels are not recommended.

Availability

Sheets 660 x 530mm x 3.2mm up to 25.4mm thick

Sheets 900 x 700mm x 3.2mm up to 25.4mm thick

Discs and special shapes on request



TECHNICAL DATA

Friction

μ for design purposes : Static (dry) 0.35
 Static (oil) 0.10
 Dynamic (dry) 0.33
 Dynamic (oil) 0.09

Recommended Operating Range

Pressure : Dynamic 70-700kN/m² (10-100lbf/in²)
 Static 70-2410kN/m² (10-350lbf/in²)
 Max. rubbing speed 18 m/s (60 ft/s)
 Max. continuous temperature 175°C
 Max. intermittent temperature 225°C
 Max. temperature 300°C

Physical Properties

Density 1.9 g/cc
 Ultimate tensile strength 26.2 MN/m² (3,800 lbf/in²)
 Ultimate shear strength 24.0 MN/m² (3,480 lbf/in²)
 Ultimate compressive strength 155 MN/m² (22,500 lbf/in²)
 Rivet holding capacity 148 MNm² (21,500 lbf/in²)
 Thermal conductivity 0.486 W/m °C

(All physical properties shown above are all mean values)

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

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