

# **FTL133**

# ✓ General description:

**FTL133** is a woven non-asbestos friction material manufactured from a solid woven cotton fabric, impregnated with special resins, to produce a strong, flexible material with a high coefficient of friction.

# ✓ Application:

Suitable for dry running where a high coefficient of friction is required but where temperatures are not too high. Used on centrifuges, electro-magnetic brakes, domestic appliances, winches, cone clutches, hoists and textile machinery. May be made more flexible to aid fitting by heating in an oven at 100°C.

Not recommended for oil immersed applications.

#### ✓ Bonding:

**FTL133** 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, but bonding cure temperature should not exceed 150 °C.

### ✓ Mating Surface

A good quality, fine grained, pearlitic cast iron or cold rolled steel with a Brinell hardness of at least 135 but preferably 200 or higher.

# √ Recommended Operation Range:

Pressure

Dynamic (dry) 70 - 690 kN/m2
Static 70 - 2410 kN/m2
Max. rubbing speed 18 m/s
Max. continuous temperature 90 °C
Max. intermittent temperature 130 °C

## ✓ Availability

 $\begin{array}{lll} \mbox{Nominal roll length} & \mbox{10 metres} \\ \mbox{Thickness} & \mbox{3 mm} - 25 \, \mbox{mm} \\ \mbox{Width} & \mbox{up to 510 mm} \end{array}$ 

Can be supplied as cut and shaped linings, cone linings and flat sheet.

#### √ Technical Data

Static Friction Coefficient	0.5
Dynamic Friction Coefficient	0.47
Density	1.08g/cm <sup>3</sup>
Tensile Strength	27.5 N/mm <sup>2</sup>
Compressive Strength	41.3 N/mm <sup>2</sup>
Shear Strength	12.4 N/mm <sup>2</sup>
Rivet Holding Capacity	72.4 N/mm <sup>2</sup>
Thermal Conductivity	0.51W/m°C

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, it is suggested that this material be thoroughly tested and its suitability for use be determined before final acceptance.



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