

FTL098

✓ General description:

FTL098 is a rigid, semi-metal, moulded friction material. It is composed of resins and rubber as a link system with friction modifier agents, mineral fibres and fine copper shavings to enhance its strength. They help to establish the friction value conducting heat from the operating surface. It is black with copper shavings.

It has a high and very stable friction coefficient and excellent resistance to fading. FTL098 is fully cured material and is suitable for bonding and riveting.

✓ Application:

FTL098 may be used for forging machinery, heavy duty static applications, heavy-duty industrial machinery, Machinery mining industries, Punch-die press blocks.

✓ Mating surface:

A good quality, fine grained, pearlitic cast iron or cold rolled steel with a Brinell hardness between 150 - 200. Cast steels are not recommended.

✓ Bonding:

FTL098 The best results it is necessary to use a thermosetting adhesive. The material is supplied ground on both surfaces, and so it may be bonded on either surface without any preparation providing it is kept clean.

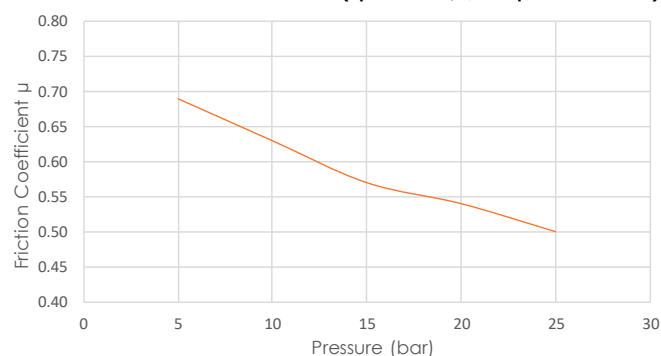
✓ Recommended Operation Range:

Max. continuous temperature 240 °C
 Max. intermittent temperature 350 °C

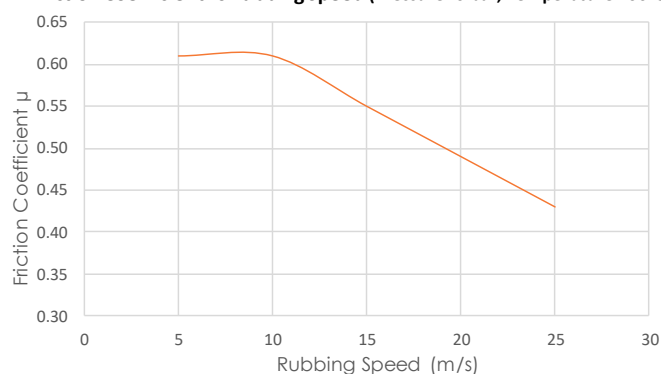
✓ Technical Data

Static Friction Coefficient (15bar, from box)	0.63
Static Friction Coefficient (15 bar, 100°C)	0.68
Dynamic Friction Coefficient (10 bar, 10m/s)	0.66
Tensile Strength (ASTM D638-10)	13N/mm ²
Compressive Strength (UNE 5320)	120N/mm ²
Young Modulus (ASTM D638-10)	5200N/mm ²
Poisson Coefficient	0.25
Hardness (DIN53505)	90 (Shore D)
Fading Temperature (10 bar, 10m/s)	>350°C
Wear Rate (10 bar, 10m/s)	95 mm ³ /kWh
Density	2.2g/cm ³
Ignition Loss	34%
Acetone Extraction	1.9%
Thermal Conductivity (ASTM E1952-01)	0.52 W/m°C

Friction Coefficient vs Pressure (Speed 10m/s; Temperature 100°C)



Friction Coefficient vs Rubbing Speed (Pressure 10 bar; Temperature 100°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 Ltd, it is suggested that this material be thoroughly tested and its suitability for use be determined before final acceptance.