

# Friction Components and Systems Ltd

## Product Data Sheet Material Type: D3733

### General Description

D3733 is a medium friction, rigid, non-metallic material supplied as compression moulded slabs and flat shapes. D3733 meets the requirements of Fed Spec HH-L-361G

### Applications

D3733 exhibits sufficient strength, and is recommended for, light to medium duty gear tooth facings or notched drivers. D3733 may be used dry or in oil immersed applications.

### Bonding

D3733 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.

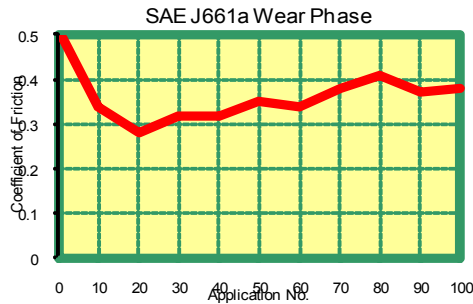
### Availability

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 :  
Hot 0.33  
Dynamic  
Dynamic  
Static @ 200°F  
Static @ 400°F

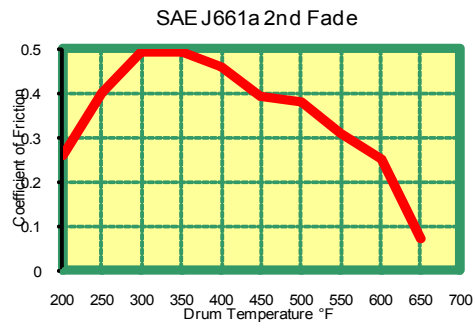


Normal 0.41  
@200°F 0.26  
@400°F 0.37  
0.60  
0.35

#### Recommended Operating

Max Pressure  
Max. rubbing speed :

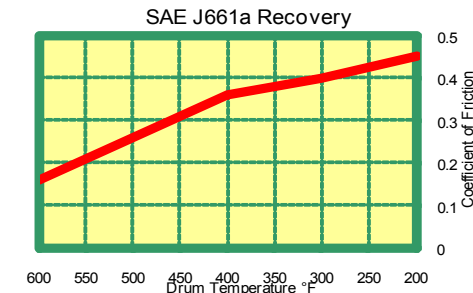
Max. continuous temperature 82°  
Max. intermittent temperature 138°



Range  
250psi  
25M/s (83 ft/s) Dry  
15M/s (50 ft/s) In Oil  
260°C Dry  
C In Oil  
325°C Dry  
C In Oil

#### Physical Properties

Density 1.80  
Wear Rate  
Ultimate tensile strength  
Ultimate shear strength  
Ultimate compressive strength  
Ultimate flexural strength  
Gogan hardness 17  
(All physical properties shown)



g/cc  
0.0025 in<sup>3</sup>/hp-hr  
5,200 lbf/in<sup>2</sup> (35.9 MPa)  
7,900 lbf/in<sup>2</sup> (54.5 MPa)  
23,500 lbf/in<sup>2</sup> (162.1 MPa)  
9,800 lbf/in<sup>2</sup> (67.6 MPa)

+/-5  
above are all mean values)

The information supplied in this data sheet is laboratory testing. However, since actual LIMITED, it is suggested that this material be acceptance.

believed to be accurate and reliable, and was obtained by scientific and conditions of use are largely outside the control of FEROTEC FRICTION thoroughly tested and its suitability for use be determined before final

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