

Friction Components and Systems Ltd

Product Data Sheet Material Type: D3910

General Description

D3910 is a rigid moulded friction material, dark grey in colour and having a non-asbestos basis of mineral fibres together with friction modifiers and a synthetic rubber binder system. It has a high coefficient of friction together with excellent resistance to fade and wear and is quiet in operation. Both surfaces of **D3910** are ground in production so that it may be bonded on either or it may be attached by riveting. Although minor oil contamination does not damage **D3910** physically, the material is not suitable for use immersed in oil.

Applications

Industrial drum and band-brakes
Industrial clutches
Crane and excavator brake/clutch linings
Miscellaneous industrial devices

Bonding

D3910 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.

Availability

- Sheet size 660mm x 330mm x 3.2 up to 12.7mm thick
- Sheet size 660mm x 530mm x above 12.7mm up to 25.4mm thick
- Special shapes and discs on request

TECHNICAL DATA

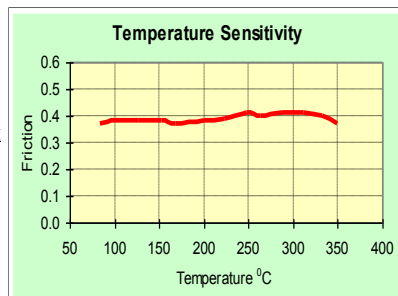
Friction

μ for design purposes :

Recommended Operating

Pressure	Dynamic	70-860
	Static	70-2,410

Max. rubbing speed
Max. continuous temperature
Max. intermittent temperature
Max. temperature



Static (cold)	0.35
Dynamic	0.38

Range

kN/m² (10-125 lbf/in²)
kN/m² (10-350 lbf/in²)
25 m/s
150°C
250°C
325°C

PHYSICAL PROPERTIES

Density	2.00 g/cc
Ultimate tensile strength	11.7 MPa (1,700 lbf/in ²)
Ultimate compressive strength	51.7 MPa (7,500 lbf/in ²)
Ultimate shear strength	9.5 MPa (1,380 lbf/in ²)
Rivet holding capacity	58.6 MPa (8,500 lbf/in ²)
Shore D Hardness	75

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

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