Ferotec Friction Ltd

D9703 Product Data Sheet

General Description

D9703 is a medium-high to high coefficient, rigid friction composite supplied as segments or formed shapes. D9703 possesses excellent fade resistance and friction level stability, making it a good choice for industrial and off-road applications.

Applications

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

Bonding

D9703 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.

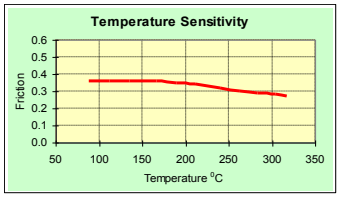
Availability

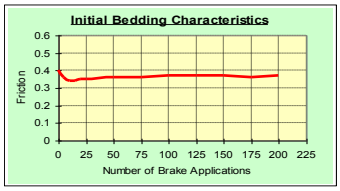
- Sheets size 900mm x 330mm x 3.2 up to 38.0mm thick
- Sheets size 660mm x 530mm x 3.2 up to 38.0mm thick
- Special shapes and discs on request

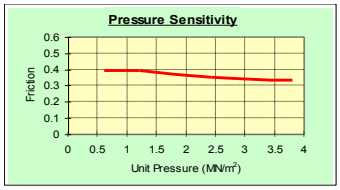
TECHNICAL DATA

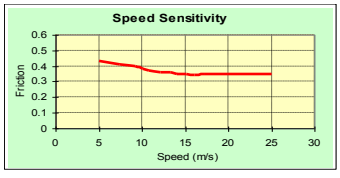
Friction

μ for design purposes :	Normal	0.46
	Hot	0.46
	@ 400°F	0.46
	Static @ 200°F	0.56
	Static @ 400°F	0.47









Recommended Operating Range

Pressure	Dynamic	70-860 kN/m²
	Static	70-2,410 kN/m²
Max. rubbing speed	25 m/s	
Max. continuous temperature	150°C	
Max. intermittent temperature	225°C	
Max. temperature	325°C	

Test Conditions

Application Speed	15m/s	
Clamping pressure	0.61 MN/m³ (88.5 ibf/in²)	
Average temperature	Initial Bedding	140°C
Average temperature	Pressure Sensitivity / Speed Sensitivity	80°C

PHYSICAL PROPERTIES

Density	2.05 g/cc
Ultimate tensile strength	13.2 MN/m² (1,910 ibf/in²)
Ultimate compressive strength	55.8 MN/m² (8,100 ibf/in²)
Ultimate shear strength	8.7 MN/m² (1,260 ibf/in²)
Hardness (Shore D)	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 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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