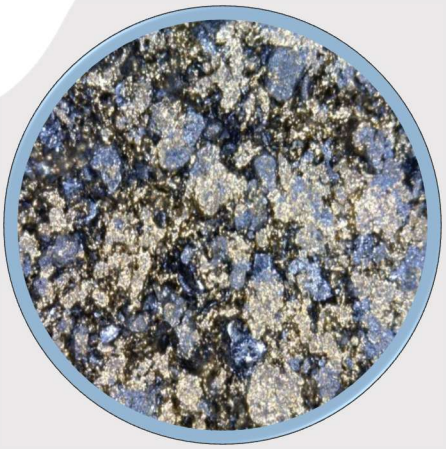

INDUSTRIAL BRAKE & FRICTION SUPPLY
AUTHORISED AUSTRALIAN DISTRIBUTOR

CONTACT

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KEY PROPERTIES

- High Thermal Conductivity: Quickly dissipates heat, reducing brake fade
- High Load Capacity: Handles very high pressures without compressing
- Wear Resistant: Excellent durability under constant load
- Consistent Coefficient of Friction: Reliable holding power over time
- Long Life Span: Less frequent maintenance — crucial in remote or difficult-to-access equipment.
- Stable in Harsh Environments: Resistant to contamination (dust, dirt, oil) common on mine sites.

SINTER B035

BRONZE FRICTION MATERIAL

DESCRIPTION

B035 is a bronze based sprinkled sintered friction material for wet and dry running applications.

- Good thermal stability
- High and stable coefficient of friction
- High mechanical strength
- Good wear resistance

AVERAGE FRICTION COEFFICIENT (WET)

Static: 0.12 - 0.15

Dynamic: 0.08 - 0.11

RECOMMENDED MAX LOAD

Dynamic pressure: 4.0 N/mm² (580 Lbf/in²)

Rubbing speed: 30 m/s (98 Ft/sec)

Specific power: 4.0 W/mm² (3.4 HP/in²)

OIL GROOVING

Multi-pass tangential groove patterns in variety of configurations.

Grooves can either be pressed or machined.

DIMENSIONS

Friction thickness: Max 2.0 mm (0.060") to Min 0.35 mm (0.080")

Friction diameter: Max 304 mm (12")

MATING MATERIAL

Surface finish < 2.0µm Ra (20µ")
Steel hardened & tempered
Cast steel
Grey cast iron

TYPICAL APPLICATIONS

Power take-off clutches
Marine gearbox
Master clutches & Steering clutches
Auxiliary machinery

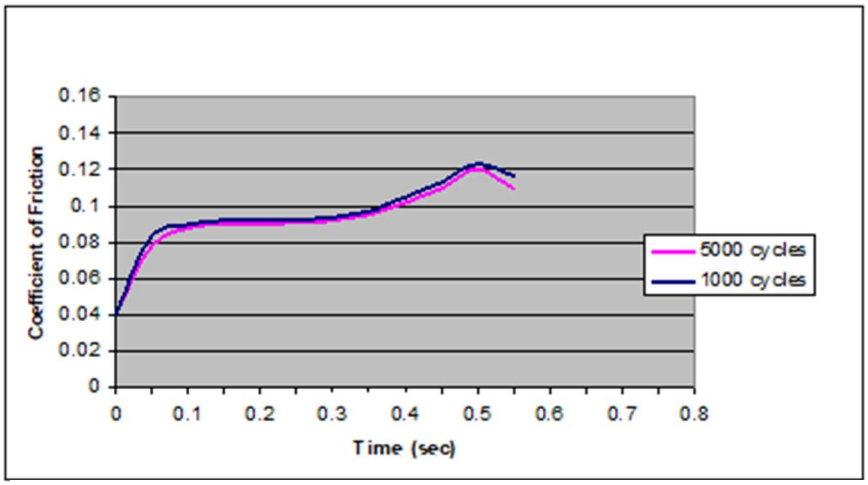
The above data is taken from specific test parameters therefore results can vary in different application conditions

LABORATORY TESTS

Tests carried out over 5000 cycles.

TORQUE TRACE

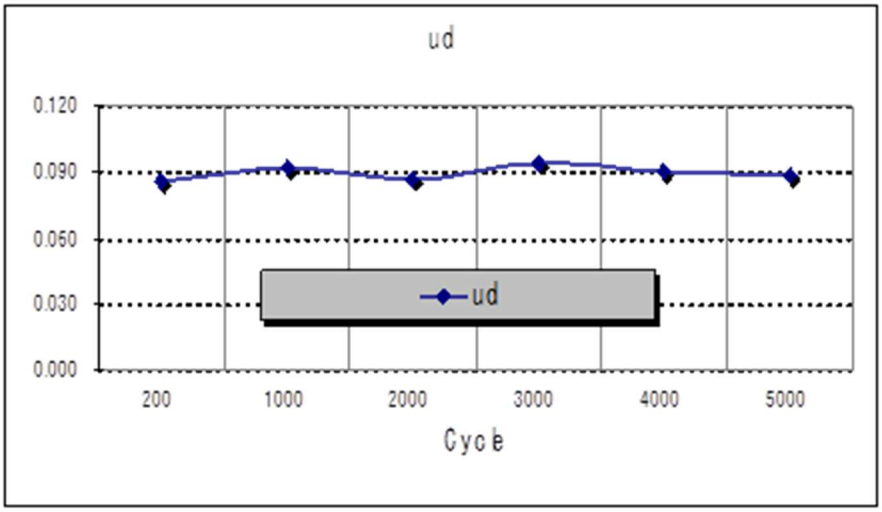
A smoother curve indicates low NVH (Noise, Vibration and Harshness). This results in a smoother engagement with less heat generation.



Torque Trace

DYNAMIC COEFFICIENT OF FRICTION

Dynamic Coefficient refers to the sliding friction while discs are in motion. Over 5000 cycles, friction coefficients remain stable resulting in reliable performance after repeated engagements.
When coefficients are low friction is reduced resulting in more heat build-up and glazing.



Change of Dynamic Coefficient of Friction

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