



## Product Data Sheet: 242OR

**PRODUCT DESCRIPTION:** 242OR (Oil Resistant) is a flexible molded sheeter lining in the medium to high friction range that is suitable for both wet (when cured) and dry applications. Recommended for light to medium duty clutch and brake applications; it is available in virtually every drum diameter and shape required. Scan-Pac is the only remaining manufacturer in the world of sheeter flexible molded lining. All other flex-mold is either extruded or profile calendered which offer extremely low tensile strength and therefore, low or no rivet holding strength.

### CHARACTERISTICS

- High Tensile strength
- Uniform friction
- Excellent fade & recovery
- Excellent wear rate

### MECHANICAL PROPERTIES

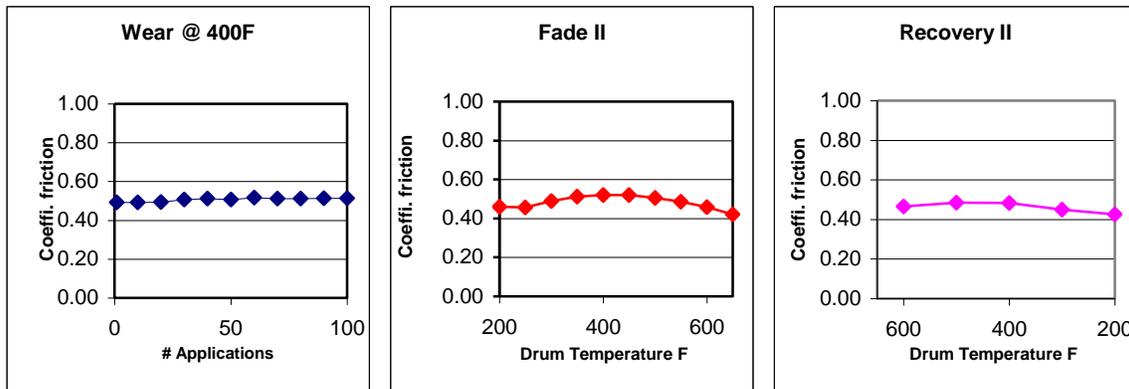
Specific Gravity (SAE J380) : 1.66-1.86  
 Tensile Strength, PSI (ASTM D638) : 1500<sub>min</sub>  
 Shore D Hardness (ASTM D2240-68) : 56-68

### FRICTIONAL PROPERTIES

Coefficient of Friction (SAE J661):  
 Normal\* : 0.47  
 Hot\* : 0.41  
 Wear Rate (SAE J661)  
 (inch<sup>3</sup>/hp-hr) : 0.008<sub>max</sub>  
 Friction Code : GF  
 Maximum Operating Limits:  
 Rubbing Speed\*\* : 5000 fpm  
 Pressure\*\* : 100 psi  
 Drum Temperature for  
 Constant Operation\*\* : 500°

68-80

### SAE J661A TEST CURVES



The information presented in this datasheet provides general performance characteristics of the friction material compound under standard test conditions. Values shown are typical or represent average values from test samples. Friction material performance is application specific due to the geometry and conditions of the application, please use this as reference information only. No warranty can be made as to the suitability of this friction material for a specific application. For support with an application, please contact us to discuss your requirements.

\* Friction values shown are for guideline purposes only. Friction values will change with temperature, pressure and speed. Practical design considerations should include a factor of safety based on the specific application.



**\*\* Maximum operating limits stated are interrelated. Changing any one value will change the maximum limit of the others.**