



Scan-Pac Mfg.

Product Data Sheet

Brake Lining Material: 242OR

PRODUCT DESCRIPTION: 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, meaning extremely low tensile strength both longitudinal and latitudinal. This in turn means low or no rivet holding strength, frequent in-service cracking and in the case of facings very low burst strength. Our sheeter materials are all strong, tough, smooth, and consistent.

APPLICATION: All of our flexible sheeter products are intended for light and medium duty and wherever a flexible material is desired or required. 242OR is a medium high friction material suitable for both wet and dry applications. It is also available diamond grooved on request.

PHYSICAL PROPERTIES

Size and Tolerance Data

Rolls – Thickness: 1/32” to _”
- Width: 1” to 13”

+ .000/- .020”
To 6” wide +/- 1/32”
6” to 10” +1/32”-1/16”
Over 10” +1/32”-1/8”

Flat Sheets – Thickness: 1/32” to _”
- Sheet Size

+/- .010”
20” X 60”
30” X 30”

Facings – Thickness: 1/32” to _”
- OD to 12”
- OD over 12”
- ID to 12”
- ID over 12”

+/- .010”
+/- 1/32”
+/- 1/16”
+1/16”-.000
+1/8”-.000

MECHANICAL PROPERTIES

Specific Gravity (SAE J380)
Shore D Hardness (ASTM D2240-68)
Tensile Strength, psi (ASTM D638)

1.66-1.86
56-68
1500psi min.

FRICITION PROPERTIES 242OR

Coefficient of Friction (SAE J661)	
Normal	.42
Hot	.40
See Note 1	
Wear Rate, by weight (SAE J661)	.020
Friction Code	FF
Recommended Operating Limits	
Max. Rubbing Speed	5000 fpm
See Note 2	
Max. Drum Temp.	500°F
°F for Constant Operation	
See Note 2	
Max. Pressure	100psi
See Note 2	

Note 1. – Friction values shown are for guide purposes only since values deviate with changes in temperature, pressure and speed. Practical design should include a 25 to 50 percent safety factor.

Note 2. – Rubbing speed, drum temperature, and pressure are directly related. Changing any one value will change the others. The values shown represent typical conditions, but are not the ultimate limits of the material.

SAE J661a Test Curves

