///PEGA CLUTCH

Clutch Facings Specifications
www.pegaclutch.com

PEGA- FF3C Facing

Description Material - Type:
Organic FF3C Organic Clutch Facing

FF3C is PEGA Clutch organic facings, with similar friction properties but higher stiffness. Smooth engagement and very high temperature resistance. It is a material with glass fiber and reinforced with 3x copper, this clutch facing performs with very stable coefficient and resists temperature with a minimum wear.

Availability:
Ferrari
Maserati
Lamborghini
Audi (R8 V8 & V10 cars ONLY)
Applications: Vehicle clutches Gear Box systems: E-Gear, F1 & Manual

Friction proprieties (F.A.S.T test)
Dynamic Friction Coefficient (@79N, 7m/s): 0.40 ±0.05 μ
Wear Rate (@79N, 7m/s): 50± 10 mm^3/Kwh
Tº Fading (@100N, 11.5m/s): 320ºC
Physical Proprieties
Hardness (DIN53505): 85±5 Shore-D
Specific Gravity (ASTM D792-91): 1.8± 0.05 gr/cm^3
Ignition Loss (ASTM D-2524): 40 ± 2 %
Acetone Extraction ISO2859-1: 2 ± 0.2 %
Thermal Conductivity (ASTM E1952-01): At 100ºC33 W/mºK
Linear Thermal Expansion Coif. (ASTM E1952-01): 22x 10^{-5}K $^{-1}$
Mechanical Properties
Compressive Strength (UNE 53205): 120 N/mm2
Burst Resistant (200 x 137 x 3,5) @200ºC : 12000RPM
Recommended working values
Tº Max. Continuous Operation: 250ºC
Tº Max. Intermittent Operation: 350ºC

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PEGA FXSS Facing

Description Material - Type:
FXSS Kevlar "Super Segmented" Clutch Facing

FXSS Kevlar is a high performance, high friction, non metallic composite material containing a high percentage of KEVLAR aramid fiber. It can be considered an alternative to sintered metallic materials and offers many advantages, it will with stand high energy inputs, is suitable for both dry and oil-immersed applications. It is not abrasive to the counter material, is silent in operation, it will with stand high pressures. The wear rate is low even at high temperatures.

Availability:
Gum pert Apollo
Ferrari
Maserati
Lamborghini
Audi (R8 V8 & V10 cars ONLY)
Applications: Vehicle clutches Gear Box systems: E-Gear, F1 & Manual

Friction proprieties (F.A.S.T test)
Dynamic Friction Coefficient (@79N, 7m/s): 0.45 ±0.05 μ
Wear Rate (@79N, 7m/s): 50± 10 mm^3/Kwh
Tº Fading (@100N, 11.5m/s): 390ºC
Physical Proprieties
Hardness (DIN53505): 80±5 Shore-D
Specific Gravity (ASTM D792-91) : 1.2± 0.05 gr/cm^3
Thermal Conductivity (ASTM E1952-01): At 100ºC0.25 W/mºK
Linear Thermal Expansion Coif. (ASTM E1952-01): 22x 10^{-5}K $^{-1}$
Mechanical Properties
Tensile Strength (ASTM D638-10): 70N/mm2
Compressive Strength (UNE 53205): 306 N/mm2
Burst Resistant (200 x 137 x 3,5)@200ºC : 18200RPM
Poisson Coefficient: 0.27
Young Modulus (ASTMD638-10) : 7260N/mm2
Recommended working values
Tº Max. Continuous Operation: 360ºC
Tº Max. Intermittent Operation: 400ºC
Recommended Mating Surface:
Prelatic cast iron, hardness HB150-200
Thermosetting adhesive.
Oil Resistant: Ye

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PEGA BFXX Facing

Description Material - Type:
BFXX Brass Button Clutch Facing
BFXX is a high performance, high friction, metal composite material containing a high percentage of Ceramic & Brass, it can be considered as an alternative for sintered metal materials and offers man y ad vantages. It will resist high energy inputs and is suitable only for racing applications.

Availability:

Ferrari
Maserati
Lamborghini
Audi (R8 V8 & V10 cars ONLY)

Applications:
Races Cars F1 & Manual" TOFEO & Challenge applications ONLY "

Clutch systems with Button facings cannot be re serviced!
The Flywheel is required to be changed and cannot be re serviced!

Friction proprieties (F.A.S.T test)
Dynamic Friction Coefficient (@xxN, xm/s): 0.xx ±0.xx µ
Wear Rate (@xxN, xm/s): xx± xx mm^3/Kwh
Tº Fading (@xxN, xx.xm/s): 400ºC

Physical Proprieties
Hardness (DINxxxxxx): xx±5 Shore-D
Specific Gravity (ASTM D792-91) : xx.x± 0.05 gr/cm^3
Thermal Conductivity (ASTM E1952-01): At 100ºC0.25 W/mºK

Mechanical Properties
"Data will be soon added"

Recommended working values
"Data will be soon added"

Recommended Mating Surface:
"Data will be soon added"