

DUPRÉ MINERALS RANGE OF FRICTION PRODUCTS

ANTIMONY TRISULPHIDE is generally used in the friction industry in the manufacture of Brake Linings and Lubricants where it is used as a slip property modifier to improve heat conduction. It can also be used to sharpen the reports of pyrotechnic noisemakers.

BORAX FRIT is commonly used in the friction industry in the manufacture of Brake Linings where it forms part of the binder matrix. Borax Frit can also be used in the production of lead-free earthenware glazes.

LEAD SILICATE is commonly used in the friction industry in the manufacture of Brake Linings where it forms part of the binder matrix. Lead Silicate is also used in the manufacture of coloured glazes.

LEAD SULPHIDE (PbS) is typically used in the friction industry as a slip property modifier to improve heat conduction and regulate the friction coefficient.

M304 is a specially blended product used as a substitute for heavy metals in solid lubricants.

METAL FIBRES (Steel, Copper and Brass) are used in the friction industry in the production of brake linings. They are used to add strength and withstand abrasion.

MICA POWDER (Potassium Aluminium Silicate) is used in the manufacture of Asbestos-free Friction Materials as a modifier to improve heat conduction. Mica Powder can also be used in the manufacture of plastics, abrasives and electrodes.

SILICA FLOUR (Z300) is used in the friction industry as an abrasion resistant filler. It is also used as a filler in epoxy resin castings and adhesives.

SYNTHETIC CRYOLITE (Sodium Aluminium Fluoride) is primarily used as a flux in the smelting or electrolytic production of aluminium and can be used to reduce the melting point of alumina. In the friction industry, it is used as a filler in bonded abrasives and in friction coated linings. It is also used in the glass and enamel industries.

VERMICULITE is used in the friction industry in the manufacture of Brake Linings where it is used to modify heat conduction.

ZIRCONIUM SILICATE (Zircon) is used in the friction industry as an abrasion resistant filler.

Information presented above is given in good faith as accurate and reliable but is not to be taken as a guarantee. The figures provided are intended to be a guide to expected average values and should not be interpreted as a specification. Any potential applications referred to are not to be construed as recommendations. It is the responsibility of the user to determine suitability for any specific purpose.

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