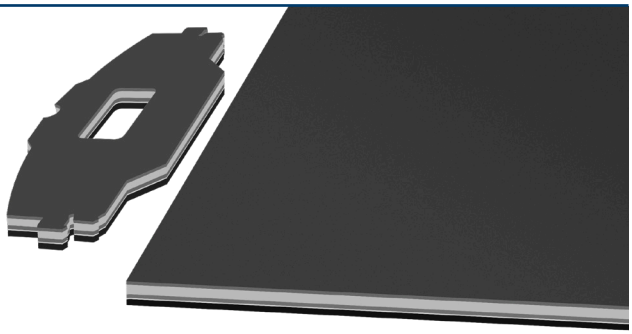
KLINGER®
Polystrat BT38-21

KLINGER India

Polystrat BT38-21 is Noise absorbing shim for disc brakes

Produced with a hard Steel shim with temperature- and pressure resistant rubber coating, one-sided adhesive coating and perfect damping performance



Basis composition	NBR/Carbon Steel/NBR	**Roll**	ROLL LENGTH up-to 500 m
Color	Black - Other per request	**Width**	Up-to 500 mm

Composite and tolerances	Rubber, NBR	0.100 ± 0.010 mm
	Cold rolled carbon steel	0.380 ± 0.020 mm
	Rubber, NBR	0.100 ± 0.010 mm
	PS-adhesive, acrylic	0.080 ± 0.010 mm
	Release paper, siliconized	0.100 ± 0.020 mm
	Total without release paper	0.660 ± 0.050 mm

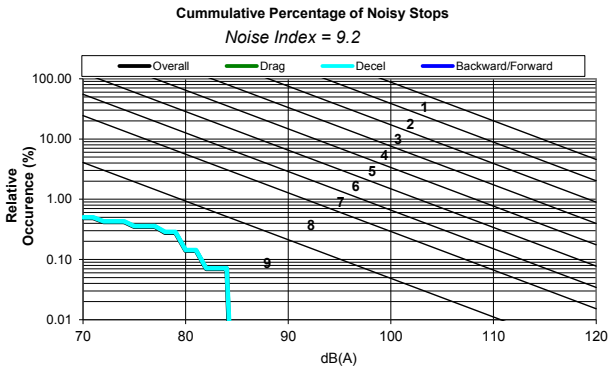
Industry / Application

Engines / Compressors / Brake systems / Automotive

Typical technical data and Properties for KLINGER® Polystrat

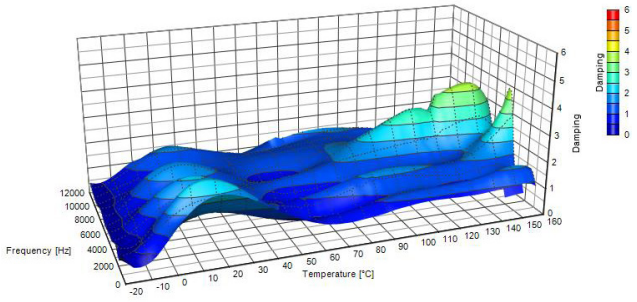
Max. creep relaxation	ASTM F38	%	12
Adhesive bonding strength to the steel plate	SAFT	°C	100 - 150
	To steel plate	N/mm	≥ 3
Bonding conditions	Shim connection		
	Temperature of back plate	°C	≥ 20
	Pressure	MPa	2-3
	Pressure time	s	5
Rubber hardness	Shore A ISO 7619-1		70-75
Compression	ISO 815-1	%	25-27
Corrosion	EKB 1102	Grade	0
Storage life (Higher storage temperature and or longer storage time may cause a quality decrease of the product)	DIN 7716	Months	24

NVH-Test Result incl. Anti-Noise shim



Anti-Noise Shim application for Passenger Car disc brakes. Reduction of brake noise in passenger car disc brakes. The shim serves to reduce the vibrations resulting from the braking process. The construction and design of the shim prevents the brake and axle components from being excited and getting into vibration. These vibrations would lead to the so-called “brake squeal”.

Damping characteristics



Damping characteristics:

Is used in Q-Control when evaluating the material responses to dynamic loading conditions.

Materials with high damping coefficients are used in applications of shock absorption, vibration control, noise reduction, and dissipating increased heat.

All information is based on years of experience in production and operation of sealing elements. However, in view of the wide variety of possible installation and operating conditions one cannot draw final conclusions in all application cases regarding the behaviour in gasket joint. The data may not, therefore, be used to support any warranty claims. This edition cancels all previous issues. Subject to change without notice.

Subject to technical alterations.
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