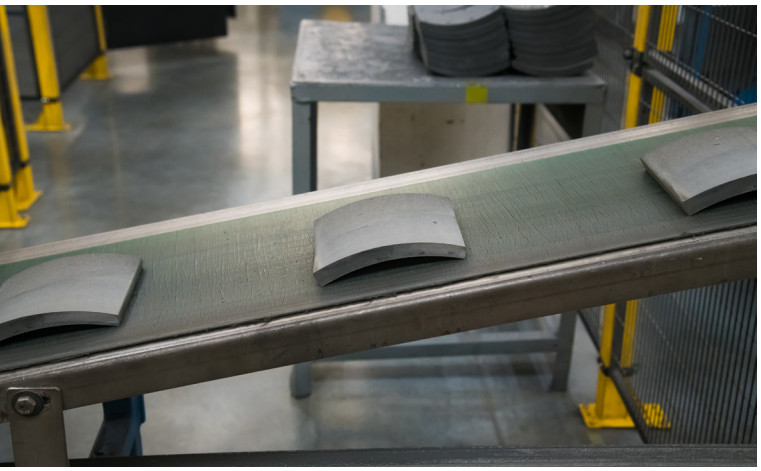
FRICTION

Truck lining manufacture
Reduction of reject rates

SUCCESS STORY



STARTING POINT & CHALLENGE

Reject rate is a common headache for manufacturers of rigid linings. These rejects often present as cracks through the matrix, which can be visible or, even worse, hidden sub-surface in the lining. If these cracks pass through QC undetected it can lead to a catastrophic failure or breakage of the lining in application on a vehicle. Rejected linings need to be reground and reworked back into new moldings as a waste component, or alternatively, transported to landfill.
This reworking step or landfilling adds an additional cost or environmental problem that is non-viable.

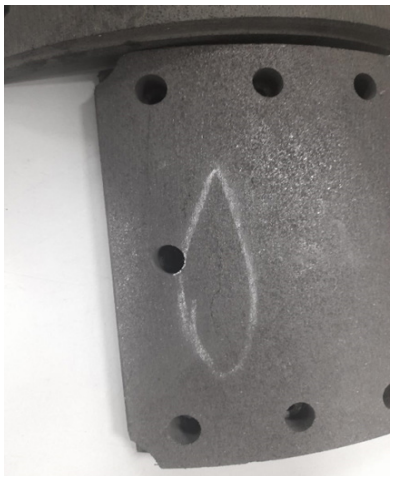


Fig 1: Truck lining with hairline crack

SOLUTION

ASK Chemicals' technical experts can assess the hot-press and curing processes of the manufacturer with the aim of fine-tuning the gas release ("bump") cycles. Alternatively, a more suitable phenolic powder resin can be recommended with the desired cure profile to mitigate defects caused by off-gassing.

TECHNICAL PROFILE

The technical experts of ASK Chemicals has tailored the resin to have a controlled residual phenolic content and a finely tuned cure time. This achieves sufficient green strength development before the first gas release cycle.

BENEFITS AT A GLANCE

Total cost of ownership

- **Cost reduction thanks to less regrinding and rework**
- **Improved production yield**
- **Less machine downtime to deal with defective parts and troubleshooting**

Reziance
Engineered resin solutions