

ToughMet® 3 (C72900)

Smiths High Performance



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Copper Nickel Tin Alloy

ToughMet® 3 is a wrought copper-nickel-tin alloy, which is similar to beryllium copper alloys.

The fundamental difference is that ToughMet® 3 has reduced conductivity compared to its beryllium copper counterparts. However, it performs similarly to beryllium copper alloys but does not contain beryllium.

The alloy is non-magnetic and thermally strengthened using a heat treatment process called spinodal decomposition. Improvements in this heat treatment process have resulted in an end product aged to a much higher strength level. The alloy offers numerous performance benefits with a combination of high toughness and high strength, which is resistant to dynamic impact loading. The product also provides galling and high bearing resistance and is suitable for saltwater and sour service environments. Its high strength and low coefficient of friction make it well-suited for use as a bushing and bearing material. The alloy also outperforms many nickel and copper alloys in corrosive environments.

Traditionally used in bushings and bearings, particularly in aircraft, ToughMet® 3 has also become popular in oil and gas applications due to its performance in sour service.

Availability:

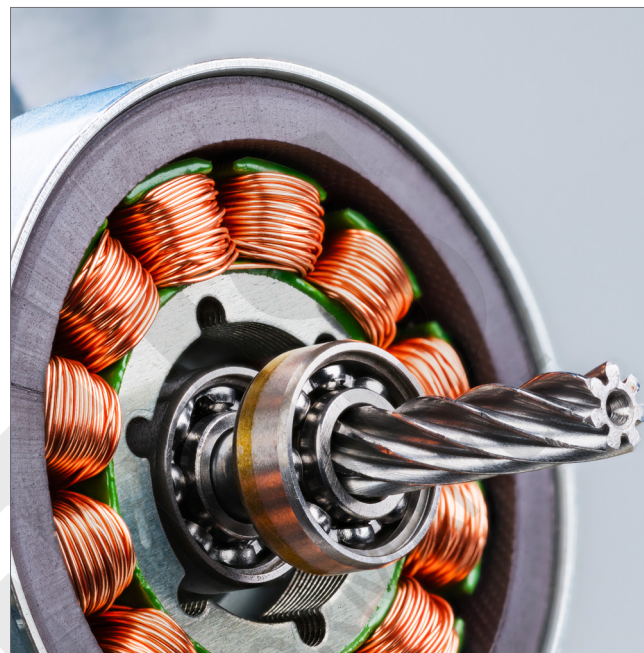
Bar, plate and wire

Weldability:

The product benefits from excellent machinability and can be used to produce intricate parts. The material can be machined at extremely high speeds with carbide tooling, although generous amounts of coolant should be applied. Generally, ToughMet® 3 machines very well, especially with a chip breaker, to control cutting resistance.

About Smiths High Performance

Smiths High Performance is a leading stockholder and supplier of high-performance engineering materials. We are material supply chain partners supporting high-technology market sectors.



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Motorsport Applications:

- Automotive powertrains
- Valve retainer springs
- Gearbox thrust washers
- Engine and generator bearings
- Racing valve guides and seats
- Camshaft bearings
- Brake calliper bushings
- Steering bushings
- Bearings

Further technical data available on the reverse of this Datasheet

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Chemical Composition (weight, %, nominal values)

| Ni | Sn | Copper |
|-------|------|---------|
| 15.00 | 8.00 | Balance |

Physical Properties

| Elastic Modulus | Poisson's Ratio | Electrical Conductivity | Thermal Conductivity | Coefficient of Thermal Expansion | Density | Magnetic Permeability |
|--|-----------------|-------------------------|------------------------------|---|--|-----------------------|
| 24 x 10 ⁶ psi 144 kN/mm ² | 0.33 | <7% IACS <4 MS/m | 22 Btu/ft/hr/°F 38 W/m/°C | 9.1 x 10 ⁻⁶ in/in/°F 16.4 x 10 ⁻⁶ m/m/°C | 0.325 lb/in ³ 9.00 g/cm ³ | <1.001 |

Mechanical Properties (minimum)

| Temper | Diameter | | 0.2% Offset Strength | | Ultimate Tensile Strength | | Elong. | Hardness | Avg CVN Impact Toughness | |
|--------------|--------------------|--------------|----------------------|-------------------|---------------------------|-------------------|---------|----------|--------------------------|-------|
| | inch | mm | ksi | N/mm ² | ksi | N/mm ² | % in 4D | HRC | ft-lbs | J |
| TS 95 | 0.75 - 3.25 | 19 - 82 | 95 | 655 | 106 | 730 | 18 | 93 HRB | 30* | 40* |
| | 3.26 - 6.00 | 83 - 152.4 | 95 | 655 | 105 | 725 | 18 | 93 HRB | 30* | 40* |
| TS 120U | 0.75 - 1.59 | 19 - 40.9 | 110 | 755 | 120 | 825 | 15 | 24 | 15 | 20 |
| | 1.6 - 3.25 | 41 - 82 | 110 | 755 | 120 | 825 | 15 | 24 | 12 | 16 |
| ROD TS 130 | 3.26 - 6.00 | 83 - 152.4 | 110 | 755 | 120 | 825 | 15 | 22 | 11** | 14** |
| | 0.75 - 6.00 | 19 - 152.4 | 130 | 895 | 140 | 965 | 10 | 24 | | |
| TS 160U | 0.25 | <6.35 | 150 | 1035 | 160 | 1100 | 5 | 32 | | |
| | 0.26 - 0.4 | 6.35 - 1.0 | 150 | 1035 | 160 | 1100 | 7 | 32 | | |
| WIRE TS 160U | 0.41 - 0.75 | 10.1 - 19 | 150 | 1035 | 165 | 1140 | 7 | 36 | | |
| | 0.76 - 1.6 | 19.1 - 41 | 150 | 1035 | 165 | 1140 | 5 | 34 | | |
| TS 105 | 1.61 - 3.25 | 41.1 - 82 | 150 | 1035 | 160 | 1105 | 3 | 34 | | |
| | 3.26 - 6.00 | 83 - 152.4 | 148 | 1020 | 160 | 1100 | 3 | 32 | | |
| TUBE TS 150 | <0.252 | <6.35 | 150 | 1035 | 160 | 1105 | 5 | 32 | | |
| | 0.26 - 0.4 | 6.35 - 10 | 150 | 1035 | 160 | 1105 | 7 | 32 | | |
| TS 105 | 1.50 - 3.05 (OD) | 38 - 77 (OD) | 105 | 725 | 120 | 830 | 15 | 22 | | |
| | <0.4 wall <10 wall | | | | | | | | | |
| TS 105 | 1.50 - 3.05 (OD) | 38 - 77 (OD) | 105 | 725 | 120 | 830 | 16 | 22 | 14*** | 19*** |
| | >0.4 wall >10 wall | | | | | | | | | |
| TUBE TS 150 | 1.3 - 3.00 (OD) | 33 - 76 (OD) | 150 | 1035 | 158 | 1090 | 5 | 36 | | |

*no single value less than 24 ft-lbs (32 J) **no single value less than 10 ft-lbs (13.5 J)

***no single value less than 12 ft-lbs(16 J); (10mm width x 10mm thickness) CVN specimens only

...where performance matters...

When you purchase high-performance materials from **Smiths High Performance**, you will join some of the biggest and best global engineering companies. We are a Tier 1 supply chain partner to the world's leading motorsport companies. Our unique business structure and ethos allow us to offer services otherwise unavailable in this market sector.

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