



# Technical Specifications Vinyl/Foam Insulation

ENGINE

SERVICE CHANNEL

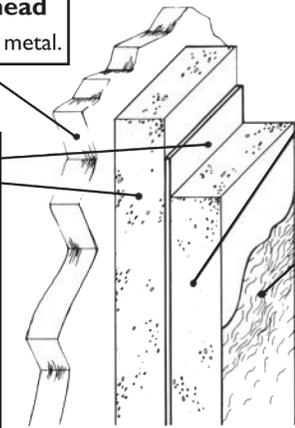
SOUND SHIELD

### Enclosure Bulkhead

Wood, fiberglass, or metal.

### Barrier Layer Decoupler Layer

The combination of the barrier and the decoupler layer covered by a thin attractive vapor barrier facing acts as a second wall, in addition to the machinery space enclosure. This wall reflects noise back into the absorption layer.



### Absorption Layer

Absorbs reverberating sound in the machinery space by filtering sound waves through fine porous foam or fiberglass.

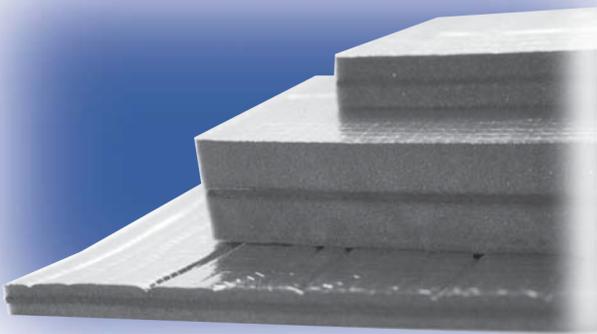
### Film Facing

The attractive easy-to-clean surface protects the absorption material from spills, mists, and vapors.

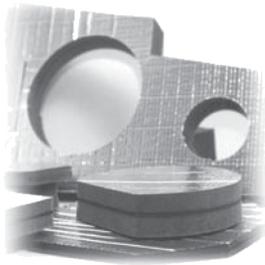
## Vinyl Foam Barrier Composite

All Noise Control Vinyl/Foam composite insulation is an effective treatment for airborne noise that radiates from engines, and other machinery. The standard composite consists of a layer of mass loaded vinyl sandwiched between two layers of poly-ether fire retardant foam covered by a thin attractive vapor barrier facing. The composite is designed and manufactured specifically for attenuation of sounds from machines such as engines, generators, pumps, and other marine equipment which may have significant base and mid-range frequency components. Our construction centers the acoustic vinyl between equal thicknesses of foam, front and back. This configuration optimizes the mid and bass frequency sound

isolation in comparison to other materials with only a thin foam layer on the backside; solely optimized for "tinier" high-frequency noise. Vinyl/Foam composite insulation from All Noise Control is available in a number of formats for optimal sound attenuation within the available space. All Noise Control is able to tune this attenuation by utilizing barrier material of 0.5 lb., 1 lb., 1.5 lbs., or 2 lbs. per square foot in our composites. In areas where hatch and bulkhead clear-ances do not allow the use of thicker composites we may substitute heavier barrier material so that performance is not compromised. Likewise, in weight critical applications, lighter barriers may be used in thicker composites.



**Above:** All Noise Control manufactures a wide range of insulation to meet specific needs



**Left:** All Noise Control's custom cutting reduces labor, scrap and shipping costs. All NoiseControl technicians work with digital files, drawings and complex



## Barrier Foam Composites

### Barrier

.5 lb./ft <sup>2</sup>	1 lb./ft <sup>2</sup>	1.5 lb./ft <sup>2</sup>	2 lb./ft <sup>2</sup>
1/16"	1/8"	3/16"	1/4"

### Decoupler Layer

Polyether Polyurethane  
Flexible Foam-1.6 lb/ft<sup>3</sup>  
220+pores/inch  
1/2"-3" thickness available

### Absorber Layer

Polyether Polyurethane  
Flexible Foam 1.6lb/ft<sup>3</sup>  
220 + pores/inch  
1/2"-3" thickness available  
1.5 mil Ripstop Mylar Vapor Barrier Facing

## Typical Physical Properties

Thickness	1/4" to 4"
Weights (per ft <sup>2</sup> )	.55 lbs. to 2.5 lbs.
Flammability, foam UL 94 HF-1 MVSS 302 ISO 4589-3	PASS ----- MEETS MEETS
Specific Gravity (Barrier)  ASTM D 798	1.80
Hardness (Barrier) Shore A 2 ASTM D 2240	90 Nominal

Stiffness, MPA (Barrier) ASTM 749	19.60
Tensile, PSI (Barrier) ADSTM D 412	407
Elongation, % (Barrier) ASTM D 412	120
Tear, lbs/1" (Barrier) ASTM D 624	77
Temp Range, Fahrenheit (Composite)	-40 to 255 degrees

## Typical Acoustic Properties

Octave Band Center Freq. Hz	Transmission loss of Composite by Weight Per ASTM E90-90		Sound Absorption Per ASTM C 423-84A
	1 lb./ft <sup>2</sup>	1.5 lb./ft <sup>2</sup>	1" Foam, Mylar Face
125	14	18	.14
250	17	21	.37
500	22	25	.69
1k	28	32	.61
2k	36	37	.79
4k	44	46	.48
STC	28	30	
NRC			.60

\* Transmission loss as published by All Noise Control and other manufacturers of composite insulation represent a test of the material alone without panel to it might be attached to in service.