

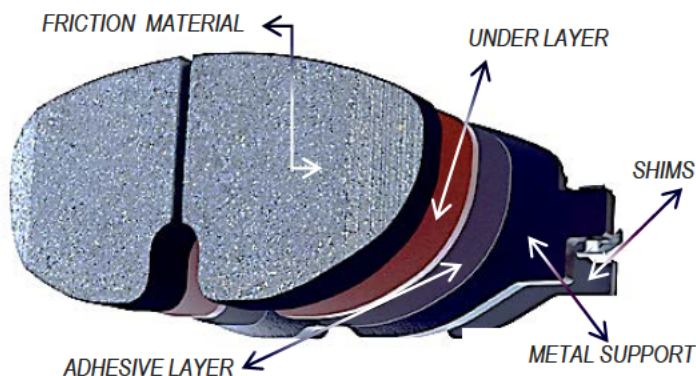
RENAULT TRAFIC



BRAKE PADS

THE HYBRID BEHIND THE FRICTION

The new compound is a hybrid of over 30 different elements combining the best of semi-metallic, ceramic and organic materials. As a result, the braking surface has a number of benefits beyond its stopping power. When braking, these qualities provide greater comfort and stability for the driver – who will eventually also appreciate the additional durability of the *Hybrix®* compound.



ANOTHER LAYER OF IMPROVEMENT

One of the technical improvements to the new design is its underlayer. As well as providing a barrier against heat transfer to the callipers, this is particularly good at reducing vibrations – and noisy braking, and there is an anti-vibration device assembled directly on the pad.

SUPER SOLID CONSTRUCTION Significant improvements have also been made to the metal supports and the mechanical retention system of the pad itself. Based on a matrix of hooks penetrating the friction material, these ensure a firmer, more durable adhesion. As a result, the bonding of the layers is practically indestructible

ALL PADS WITH ECE R90 APPROVAL

MERCEDES-BENZ SPRINTER



TESTS ON DISCS AND PADS

Metelli discs and pads are subjected to rigorous testing, either on the test bench or on the road, to assess the behavior of the components in real usage situation selected according to the type of test to be carried out.

Using a test bench, the performance and duration of our discs is tested to verify their specific behaviour when coupled with different types of disc in perfectly repeatable test conditions. In the same way, the pads can be coupled with different discs in order to obtain separate results for both products and thereby evaluate the best coupling of Metelli discs and pads. The tests may examine general aspects of the behavior of just the disc, just the pads, or the whole disc-pad system.

There are also very specific tests that focus on particular aspects (*heat dispersion capacity, wear resistance, noise levels, thermal fatigue resistance, behaviour in wet conditions, etc.*). In the lab, Metelli has two dynamometric benches purposely designed and built to carry out tests with brake discs and drums.



One of our dynamometric test benches

Each bench simulates the mass of a vehicle to be braked by a series of large flywheels rotated and accelerated by a powerful electric motor and then stopped by the test disc or drum, using exclusive software developed to simulate behaviour on the road or even in competition conditions.



BRAKE PADS MARKING WHICH INCLUDES THE BRAND, PRODUCT NAME, COMPOUND CODE, PACKAGE DATE AND ECE R90 APPROVAL CODE



BEVELS AND GROOVES ALLOW THE BRAKE PADS TO REDUCE THE NOISE DURING THE RUNNING-IN AND TO BE MORE FLEXIBLE SO AS TO AVOID PROBLEMS RELATED TO CRACKING.

ORIGINAL EQUIPMENT PARTS 24 MONTH WARRANTY

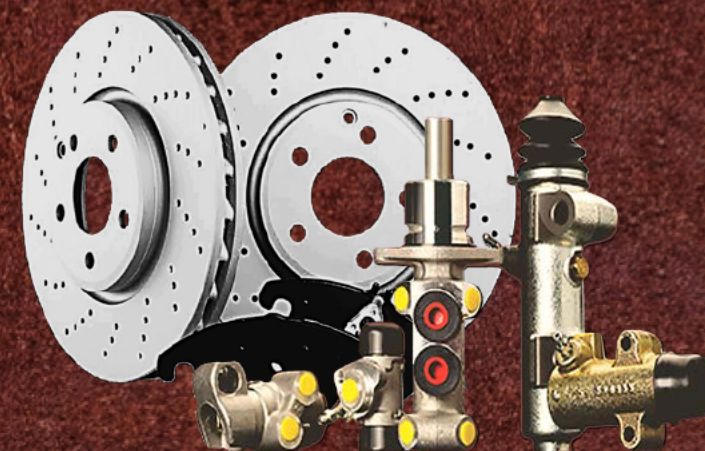
IVECO DAILY



KAGER



TRANSPORTER SAFETY PARTS



FORD TRANSIT



100% TESTED HYDRAULICS

WHEEL CYLINDERS

Safety and robustness are the watchwords of the *Trucks & Buses* sector. *Metelli, Cifam, Trusting and Fri.Tech.* brake cylinders are produced with the same technologies as that of the original parts: in fact, *Metelli Group* is a supplier to the leading manufacturers of braking systems. We provide reliability that is renowned not only within the aftermarket sector, but also expertise and know-how appreciated by the manufacturers themselves.

The Trucks range of wheel cylinders boasts numerous references, with a coverage of over 80 different models, and with particular attention to *Iveco* models. Each component is checked throughout the production phase to ensure compliance with the strictest standards.

BRAKE MASTER CYLINDERS

Converting physical pressure exerted by the driver on the brake pedal into hydraulic pressure is the responsibility of the brake master cylinder.

From the aftermarket segment through to supply and production with the same original installation technologies, the range of *Metelli, Cifam, Trusting and Fri.Tech.* brake master cylinders for *Trucks & Buses* is mainly dedicated to *Iveco* models. The seals also comply with original installation specifications, with particular attention to resistance to wear and corrosion caused by brake fluid, to tensile and breaking resistance and to low compression deformation.

Performance that meets the highest standards, accompanied by ease of assembly. All of our brake master cylinders are fully equipped with accessories (screws, nuts, pins, etc.), thread caps and protection caps so as to speed up installation times in workshops.



HYUNDAI GRAND STAREX



METELLI Brake Discs are made using high quality raw materials in chemical compositions that are the most suitable for the application of the vehicle they are intended for.



The mechanical processes are implemented with top notch machinery and equipment that are designed to exclude any geometric errors.

DSP Paint
(Disc Surface Protection)

High carbon content materials are used

Run-Out and DTV values in line with OES products

The brake rotors are drilled just like OES products

Thorough checks of roughness, parallelism, oscillation, balancing and bench tests on the *Metelli* discs result in a product that can guarantee maximum safety, comfort and reliability in time.

PERFORMANCE TESTS
PERFORMED REGULARLY ON THE PRODUCT TO VERIFY THE PERFORMANCE COMPARED TO OES SAMPLES.



RANGE OF MATERIALS
CONSISTING OF TRADITIONAL GREY CAST IRON G620 AND HIGH CARBON CONTENT CAST IRON FOR MORE PERFORMING APPLICATIONS.



VOLKSWAGEN CRAFTER



22-0671-0
FMS: D1316, VWA: 29192
MERCEDES BENZ, MERCEDES BENZ LCV, VOLKSWAGEN LCV

22-0672-0
FMS: D1317, VWA: 29190
MERCEDES BENZ LCV, VOLKSWAGEN LCV



22-0673-0
FMS: D1288, VWA: 29200
MERCEDES BENZ LCV, VOLKSWAGEN LCV

22-0674-0
FMS: D1318, VWA: 29217
MERCEDES BENZ LCV, VOLKSWAGEN LCV



Ø 31,75 mm

M5X0,5



M10X1

05-0870

Ø 25,4 mm



M12x1

05-0752