

ProTec S®

NEW PAD
RETAINING SYSTEM
MAKES
REPLACING PADS
SAFER AND FASTER



FERODO®

YOU'RE IN CONTROL

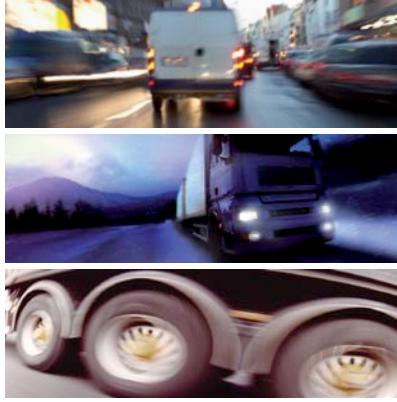
When it comes to commercial vehicles, the safety of drivers and their cargo is a top priority. Even though brakes are arguably the most safety-critical component on any vehicle, they're also vulnerable to faults resulting from improper fitment. That's why Ferodo is bringing to market the innovative pad retaining system ProTec S® that Knorr-Bremse has developed in conjunction with the foremost European commercial vehicle manufacturers. This clever technology ensures a permanent, welded connection between the spring and the brake pad's back-plate.

WHAT'S IN IT FOR YOU

- ▶ THE ASSURANCE OF LATEST OE TECHNOLOGY
- ▶ QUICK, ERROR-FREE INSTALLATION
- ▶ MORE EFFICIENT BRAKING
- ▶ REDUCED BRAKE NOISE AND IDLE WEAR

ProTec S® technology will be introduced by Ferodo on all SN7 calliper types using the following part numbers:
Truck applications Ferodo FCV4296PTS – Trailer applications Ferodo FCV4344PTS

NEW



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A SMALL CHANGE THAT MAKES A HUGE DIFFERENCE

Less work for installers, safer for drivers

Brake springs are only designed for one brake pad lifetime. Even though manufacturers always recommend against reusing old springs on new brake pads, this practice still occurs today. ProTec S® technology is the solution.

In addition, brake pad replacement is now far quicker and safer than before, and any potential installation errors are no longer an issue.


Better wear control in harsh conditions

ProTec S® offers more significant improvements over the older, clamp-type system. The direct connection between the spring and brake pad increases the application force across the whole working area. This optimises the guidance of the brake pad and gives it a more secure placement, reducing disc contact after braking application and therefore idle wear – especially in harsh driving conditions.

Improved noise control

ProTec S® also minimises the risk of movement between spring and pad backplate area, resulting in reduced vibration and so ensuring a quieter braking application.



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