



PTFE belt design

Technical Bulletin - July 2012



Fiat Group, PSA, Renault, VAG Group



PTFE belt design in SKF Timing belt kits (VKMA-VKMC)

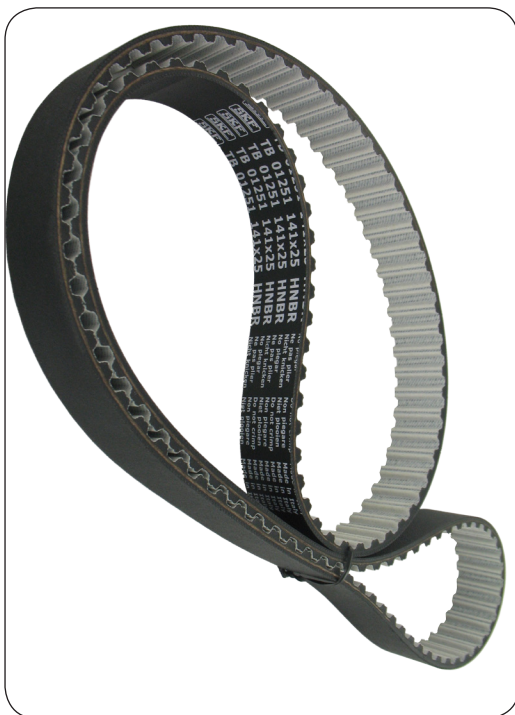


PTFE belt design on latest diesel engine generations

Engine downsizing has optimized the performance of the latest generation engines with higher working frequencies. With this in mind, the belt material is also a contributing factor to the high level of engine performance with belts being subjected to higher loads, and more severe working conditions than ever before.

To ensure a high belt performance level - car makers have applied a white PTFE* coating/design to the belt on applications such as the VAG TDI engines. This allows stronger belt resistance, with extended service intervals typically in the region of 90,000 to 120,000 km (or 5 years, whichever is soonest).

In line with the OE belt material evolution - SKF has also started to include a PTFE* belt design in all Timing belts kits (VKMA-VKMC) that require this solution.



Key benefits of PTFE* belt design

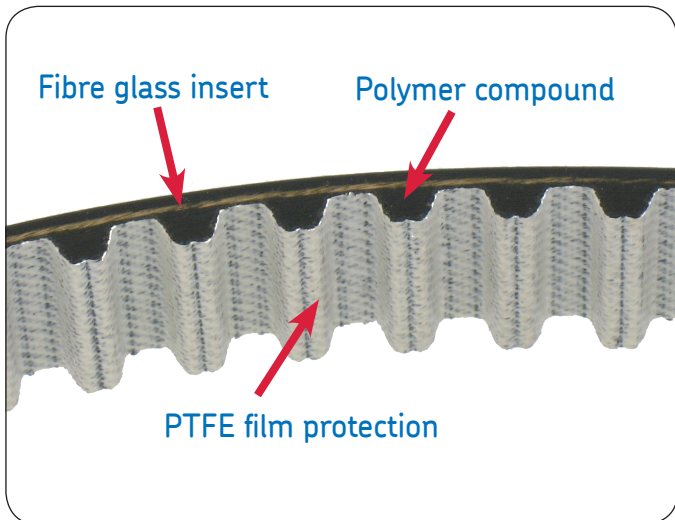
- Reduced belt expansion.
- Limited belt variation.
- Higher resistance to friction.
- Longer belt lifespan/mileage.
- CO2 emission reduction.



*PTFE : Polytetrafluoroethylene



Car maker	SKF kits with PTFE belt design					
VAG Group 1.9, 2.0, 2.5 TDI	VKMA 01130 VKMC 01130	VKMA 01244 VKMC 01244	VKMA 01251 VKMC 01251	VKMA 01255 VKMC 01255-1 VKMC 01255-2	VKMA 01259 VKMC 01259-1 VKMC 01259-2	VKMA 01269 VKMC 01269
Fiat Group 1.6, 1.9, 2.0, 2.4 JTD	VKMA 02193 VKMC 02193	VKMA 02194 VKMC 02194	VKMA 02195 VKMC 02195	VKMA 02196 VKMC 02196	VKMA 02199 VKMC 02199	VKMA 02390
PSA 2.7 HDI	VKMA 03261					
Renault 1.5, 2.2, 2.5 DCI	VKMA 06134 VKMC 06314-1 VKMC 06134-2	VKMA 06503				



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