PTFE belt design

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Fiat Group, Ford, GM Group, PSA, Renault, VAG Group, Volvo

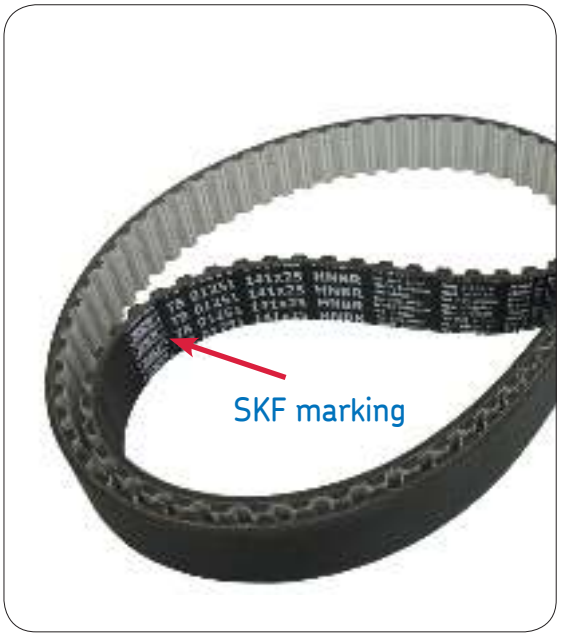
PTFE belt design in SKF Timing belt kits (VKMA-VKMC)

PTFE belt design on latest engine generations

To ensure a high belt performance level - car makers have applied a black or 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 includes a PTFE* belt design in all Timing belts kits (VKMA-VKMC) that require this solution.

Depending on the kit production, the SKF belt color may be visually different from the OE belt. Nevertheless, the belt material, the surface treatment and the performance are equal to OE.



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

VAG Group	39 VKMA-C kits
Fiat Group	14 VKMA-C kits
PSA	2 VKMA-C kits
GM Group	6 VKMA-C kits
Ford, Volvo	4 VKMA-C kits
Renault	18 VKMA-C kits

For detailed applications, please contact your local SKF representative.