



# **mintex**



Quality aftermarket friction from  
the world's leading O.E. manufacturer



## Mintex - a reputation for quality brakes that goes back to the very beginnings of the automotive industry

Mintex has been recognised as a leading friction brand for almost 100 years. Now, Mintex is part of the TMD Friction Group - one of the world's leading automotive friction manufacturers, supplying O.E. friction to the world's vehicle manufacturers as well as quality aftermarket friction products.

TMD Friction has manufacturing facilities in 10 countries and employs 4,500 people worldwide.

The Mintex brand has always demonstrated a commitment to ongoing product development - a philosophy that exists to this day and which helps Mintex to stay ahead of the competition.

With world-class resources, and TMD Friction's vast original equipment expertise now supporting the Mintex Research and Development programme, Mintex friction continues to evolve and set new standards in aftermarket quality and performance across its product range.



## The complete aftermarket braking solution

The Mintex range alone includes over 1,200 references in brake pads, over 450 brake shoes, more than 1,100 discs and 100 brake drums, as well as a complete range of brake system accessories and brake fluids.

### Brake pads

Developed and engineered to set new standards in aftermarket friction, Mintex brake pads provide the optimum balance of performance and service life.



### Brake discs

The Mintex range of brake discs are engineered to precise tolerances from advanced alloys for improved resistance to high-temperatures.



### Brake shoes

Developed to the same high level standards as for Mintex disc brake pads, Mintex brake shoes offer market-leading performance for drum and rear-axle applications.



### Brake drums

Precision casting and finishing provides consistent levels of quality and stable braking performance across the Mintex drum range.



### Brake accessory kits

Essential for safe-brake fitment, the Mintex range of brake system accessories has been introduced to compliment the brake pad range and ensure that worn or damaged caliper clips, springs and wear indicators can be replaced during brake maintenance.



### Cera Tec™

Mintex Cera Tec is an advanced non-metallic lubricant ideal for use with vehicles equipped with ABS.



### Brake fluid

The Mintex brake fluid range covers all DOT specifications for use with drum, disc and ABS equipped vehicles. New to range, Mintex ESP brake fluid has been developed specifically for vehicles with electronic stability programmes. The exceptional viscosity of Mintex ESP improves the high-speed transmission of signals from the vehicle's computerised 'brain' to the braking system.



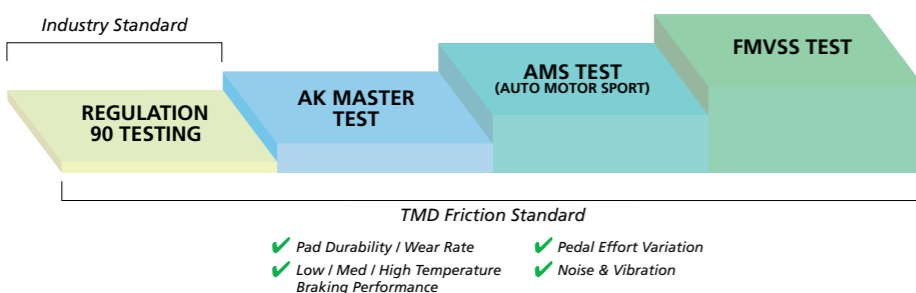
## Mintex friction - engineered for quality & safety

Mintex friction is engineered at state-of-the-art facilities using the latest automated technology, including computer-controlled grinding and E.S.P.I. (Extra-Short in-line Pressing), to ensure consistently high standards of quality and finish.

### Raising the standards

Just because a brake pad meets European Regulation 90, it does not mean it is good enough to bear the Mintex name. ECE R90 approval can still be granted even if a brake pad only performs within 15% of the guideline standard.

Therefore TMD Friction considers ECE R90 as only a minimum standard and has introduced its own more stringent standards that each Mintex brake pad must meet. Testing is done under real-life conditions as well as on a dynamometer, to examine not only friction performance, but also noise, comfort and consistency across the temperature range.



## Developing the perfect aftermarket solution

### Friction material

Developed and engineered to offer the optimum balance of performance and durability.

### Powder coating

Applied to the back plates to provide a clean and durable finish that also protects against corrosion.



### Chamfering

Matched with the O.E. where used to reduce noise and vibration on some brake systems.

### Ink-Jet branding & R90 markings

Approval type and authorisation numbers allow easy product identification.

### Clips

Where required, clips identical to those found on the O.E. equivalent are included.

### Backplate

Made from high strength steel to perfectly match their O.E. equivalents.

As vehicle speeds continue to increase, the demands placed on the brakes become greater. However this is just one of the reasons why TMD Friction continues to improve the specification of Mintex friction.

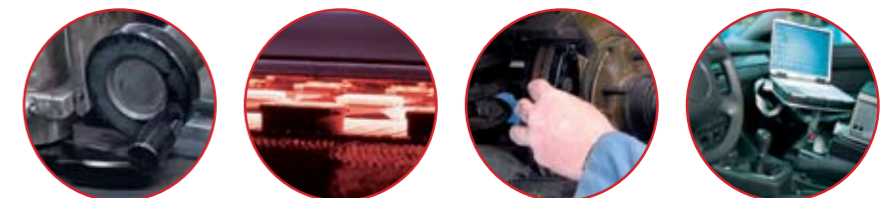
With the recent introduction of the European Commission's Block Exemption Regulations, there is a growing market need for O.E. quality friction products at aftermarket prices.

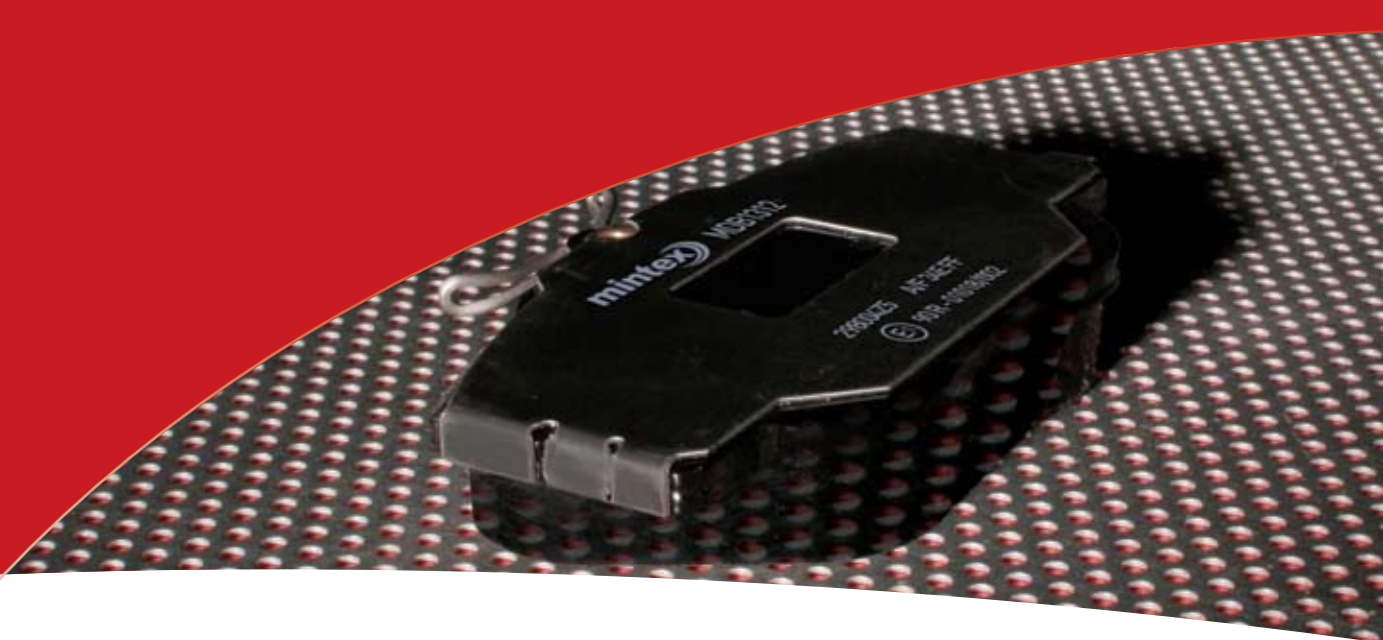
### Block Exemption - what does it mean?

When it comes to friction, these new rules mean that drivers of vehicles within the manufacturer's warranty period are free to use independent garages for vehicle servicing without invalidating their warranty, provided that any replacement parts fitted meet the vehicle manufacturer's specification.

This ruling offers more choice for the customer, as well increased opportunities for independent garages and repairers.

As part of its commitment to improvement, and to ensure that Mintex meets the market need for O.E. quality and performance, TMD Friction has begun an unprecedented programme of product development. Each brake pad reference within the range has been evaluated in order to identify, and then implement, improvements that may be required to bring Mintex in-line with O.E. specifications. These measures have included adding slots or chamfers, and even a range of anti-vibration shims, to references where these features are already specified to the O.E. equivalent part.





## Your guide to upgraded Mintex friction

Original Equipment brake pads can incorporate a number of different types of anti-vibration shim or clip depending on the characteristics of the braking system they are designed to fit






Whilst usually attached to the brake pad, these accessories are intended to reduce the unwanted vibration and noise that can occur with certain braking systems, often caused by associated components or poor fitting, rather than the brake pads themselves.

Most aftermarket friction suppliers choose simply to affix one kind of shim - if at all - to reduce costs. However as a leading O.E. friction supplier, TMD Friction has already been incorporating shims onto a large number of its O.E. friction products and, through a close partnership with a shim manufacturer, the Group has the capability to provide the full range of shims without increasing manufacturing costs.

This capability is now extended to the Mintex production facility in order to ensure that in future, Mintex brake pads are fitted with an appropriate O.E.-type of noise fix to prevent vibration and noise.


Of course not all Mintex brake pads need shims. Due to the uniquely absorptive characteristics of Mintex friction formulations, on a number of vehicle applications O.E. performance, low noise and vibration levels are achieved without the need for an additional shim.

### Key to shim composition icons

-  Protective coating
-  Rubber layer (smooth, textured or nitrile)
-  Steel layer
-  Adhesive
-  Back plate




### Metal shim (textured or smooth surface)

 Comprising a layer of textured rubber, steel and adhesive, this shim is known to absorb both piston and disc vibration. In addition to the adhesive, the shim is also mechanically attached.




### Metal shim (nitrile core)

 A metal shim comprising of a rubber core sandwiched between two metal layers and protected by an outer layer to prevent contact between the caliper piston and the steel layer.




### Metal shim (textured surface)

 With a textured surface to both sides, this is a floating shim held in place using the caliper pins. Some braking systems require a similar shim that clips on to the back plate.




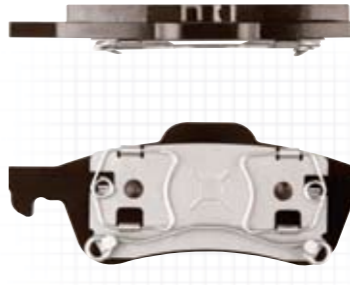
### Foil shim

 A self-adhesive foil designed to stick to the piston and hold the pad securely in place, reducing vibration. The backing paper must be removed before fitment.



### Rubber coating

 2-pack Epoxy coating often used on O.E. / O.E.S. brake pads to ensure that the caliper pistons do not make contact with the back plate.




### Metal clips

Metal clips are used on some applications to securely hold the brake pad in place. These can be either fixed to the back plate or supplied loose, depending on the specific braking system.




### Soft rubber shim

 A flexible fibrous rubber weave adhered to the back plate.



### Metal shim (smooth surface)

 Similar in composition to the textured surface metal shim, this shim is often designed to wrap around the edges of the back plate to reduce sideways movement within the caliper.

*The above examples indicate the most common shim types. Other types of shim may be found on both O.E. and Mintex brake pads and in some cases the above shims may be used in combination.*



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