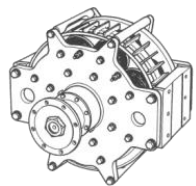


Telma[®]

TELMA 75+ ...



1946

Introduction of the first Telma company retarder



2001

Intégration of Telma in Valeo group



2018

New entity in India
Telma Induction Brakes Pvt Ltd opened



1958

The distribution network had been extended to European countries



2010

Repurchasing from the Valeo group by 4 managers and 3 investors

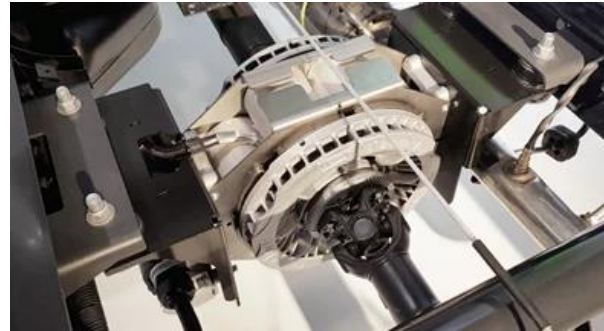


2021

Establishment of production plant in India

Telma – An Auxiliary Braking System

- **World Leader In Electromagnetic Induction Braking**
- **Friction Free Braking**
- **Emission Free Braking**



Why Telma?

SAFETY

Road accidents in India are estimated to be 20 billion \$ in 2012 *



- ❖ Instantaneous availability with full braking power.
- ❖ Remain effective even after the engine stops or when the gearbox is in neutral.
- ❖ No risk of service braking system overheating.
- ❖ **Reduce accidents and save lives and costs**
- ❖ **Increase in vehicle availability, enhanced earnings**
- ❖ Greater Driver Control @ Hilly Terrains
- ❖ * International road federation study

SAVINGS

Save up to 30,000+ annual



- ❖ **Brake lining saving up to 7 times a year.**
- ❖ Reduce vehicle downtime due to brake issues/maintenance, increases earnings
- ❖ No specific maintenance on the retarder and no cost impact.

Why Telma?

COMFORT

Silent and
smoothie



- ❖ Instant response to driver solicitations.
- ❖ Reduce driver fatigue.
- ❖ **Increase vehicle running time, and improved earnings.**

❖ ENVIRONMENT

❖ No fine particles
emission



- ❖ No friction & noise free braking.
- ❖ Absence of particle emissions.
- ❖ No fluid change or wearing parts.
- ❖ EMC compatibility
- ❖ Reduction of green house gas emissions.

❖ Telma means;

- ❑ Road safety, Cost savings, Reliability, Simplicity of in-vehicle interface
- ❑ Low maintenance, Environmentally friendly, Passenger/driver comfort.

Buses Application

Indian General Statutory Rules (GSR) 173 (E) stating that M2, M3, N1, N2, N3 vehicles categories endurance braking test (C1.8 - type II A test) is applicable as per standard IS11852-2013

Effective date 1st of April 2022.



C-1.8.1.1: M3

- >5T
- Vehicle Categories
 - Intercity Buses
 - Tourist And Sleeper Coaches

Tractor Trailers

Indian General Statutory Rules (GSR) 173 (E) stating that M2, M3, N1, N2, N3 vehicles categories endurance braking test (C1.8 - type II A test) is applicable as per standard IS11852-2013

Effective date 1st of April 2022.



- **C-1.8.1.2: N3**
 - **>12T**
 - **authorized to tow a semi trailer**

ADR Applications

ADR stands on Agreement International Carriage of Dangerous Goods by Road originated from 1957 United Nations treaty that governs transnational transport of hazardous materials.



- ❑ **C-1.8.1.3:N3**
 - **Dangerous and hazardous goods vehicles having > 16T or authorized to tow a trailer**

TELMA – VEHICLE INTEGRATION

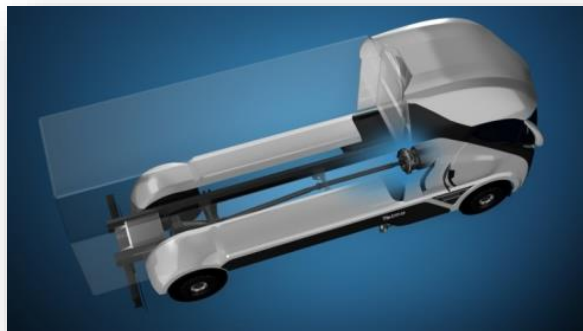
AXIAL RANGE – FITTED ON THE DRIVE SHAFT

Axial retarder			
Range	Retarder Model	Torque	Vehicle GVW
AF3	AF30-35	350 Nm	3.5 – 6 T
AF5	AF50-60	600 Nm	6 – 8 T
	AF50-90	900 Nm	8 – 12 T
AD6	AD61-55	1550 Nm	12 – 19 T
AD7	AD72-00	2000 Nm	17 – 32 T
AF8	AF83-00	3000 Nm	32 – 44 T



**Bharat Benz
OF1623**

Focal ® RANGE – DESIGNED TO BE FITTED ON GEAR BOX OR DRIVE AXLES



Focal retarder			
Range	Retarder Model	Torque	Vehicle GVW
FV6	FV61-40	1400 Nm	6 - 15 T
FN7	FN71-65	1650 Nm	13 – 17 T
	FN71-95	1950 Nm	15 – 26 T
FN8	FN83-00	3000 Nm	32 – 40 T



Eaton/ZF & is typically available with all major gearbox manufacturer



Meritor/Dana & typically available with all major axle manufacturer

Our Partners





Thank You