



Dear readers,
It's worth taking another look at our compact BW 1408 – but this time, let's take a look at the HY version. The device is now enjoying great popularity in utility vehicle garages, as it was able to prove itself worthy within a very short period of time thanks to its outstanding RoTWIN technology. The BW 1408 HY is a real all-rounder, which can be used not only on utility vehicles, but also on agricultural machines such as tractors, combine harvesters or even on construction machinery. I can highly recommend it for those users who do not need to use it every day since the BW 1408 HY is designed to tap original commercial containers of mineral oil. Enjoy your read.

Yours truly,
Werner Rogg

Compact powerpack great for the utility vehicle professional

The handy little "Powerpack" Romess BW 1408 was the focus of our last issue; we would now like to present their green powerpack brothers to utility vehicle service centers worldwide. The BW 1408 HY was specially developed for use on utility vehicles equipped with hydro-pneumatic shift and clutch systems. HY devices of the ROMESS brand make it possible to **work absolutely bubble-free** when changing hydraulic fluid. Due to its compact dimensions, it is particularly well suited for mobile use on-the-go. This device is equipped with the RoTWIN technology as well, which generates a significantly higher flow pressure for venting and bleeding through the use of a new double piston pump. This technology makes the device stand well above the rest in tough motor vehicle workshop usage. You'll see just how easy and efficient it is to use on the fourth page of this issue. HY devices are required when hydraulic fluid has to be exchanged in the gearshift, clutch and transmission. Gaskets and hoses of the green series are designed specifically for this purpose and therefore made of mineral oil-resistant rubber - in contrast to conventional brake maintenance devices, which cannot and should not be used for this purpose.



Working with the ROMESS BW 1408 HY is really enjoyable for utility vehicle experts. They change hydraulic fluid cleanly, safely and efficiently.



Technical specifications

- CE mark, protection class IP43
- Electrical connection: 230V / 50Hz, optional 110/60Hz, Safety plug with power cord, length approx. 5 m
- Fuse: 250 V, T 1 A slow blow (5 x 20 mm glass fuse)
- Operating pressure: infinitely variable from 0 to 3.5 bar
- Pressure gauge: display from 0 to 6 bar
- Filling hose with quick-lock coupling
- Dimensions (L x W x H in mm): 450 x 370 x 420, weight approx. 6 kg
- Packing dimensions (L x W x H in mm): 510 x 380 x 490, weight approx. 7 kg

Brake Technology

With four kilometers per hour against a barracks wall



The Aqua 12 Digi equals precision.

Good point

In the neighboring country Austria, the brake fluid measurement is compulsory according to the TÜV examination. It's not required here, so service mechanics sometimes find it difficult to convince their customers of the need for a fluid change; even though it concerns their own driver safety. The top test device Aqua 12 Digi from ROMESS provides a good stance for replacing aged brake fluid. It evaluates the quality of the brake fluid via the vapor pressure. The Aqua series all have a built-in pressure chamber which, unlike other test equipment, is able to measure independent of ambient conditions and atmospheric pressure with precision.

Now allowed

Although video recording of cameras for the windshield (Dashcams) are not permitted under data protection law, they can now be used as evidence in court to clarify traffic accidents. This was decided by the Federal Supreme Court as the highest civil court. In other countries Dashcam films have long been used for accident clarification.

In the eighteenth century, automobile pioneer Nicholas Cugnot drove his steam car into a barracks wall at 4 kph. That was the first recorded automobile accident. Even as the automobile industry started to pick up speed at the end of the 19th century, the brake system was neglected. This is inconceivable from today's perspective; the brake is one of the most important safety systems on the whole car.

That's why so many people have been working and tinkering to find the best solution. Only four years after the launch of the Carl Benz Automobile, British engineer Frederick Lanchester developed the safety brake, for which he obtained a patent in 1902.

Around 1920, cars were driven with a mechanical four-wheel brake. The driver had to provide and generate the complete braking power by himself. Shortly thereafter, hydraulically operated drum brakes were developed.



In the past, less emphasis was placed on well-functioning brakes

Jaguar offered the first car with disc brakes in 1952. The first vehicle with a brake booster was the Mercedes 300 SL in the 1960s. This reduced the pressure on the brake pedal by about 50 percent. Precursors of the ABS were introduced in 1965; 1978 the first electronically controlled ABS. Further developments then followed

... But what is a brake system worth if it is not properly maintained? ROMESS has been setting standards since 1970. Since then, the brake maintenance devices from the Black Forest have been technological leaders in the field. One great success was the S 15 from ROMESS, which set the standard back then and even today in many automotive companies.

A new era started in 2015, when Werner Rogg revolutionized hydraulics in his devices. Since then, the patented RoTWIN system has been guaranteeing top-notch performance in filling and bleeding brake systems and also gives garages the necessary assurance when servicing modern brake systems. The pump technology was refined even further. Enticing: RoTWIN devices are listed in the mid-price range.



Werner Rogg revolutionized hydraulics in his devices.



Foto: emhancepicivrabby.com

RoTWIN 
The new benchmark in
brake maintenance

Where car dealerships are currently struggling, the automobile industry is earning good money in service

The profit is in the service

Almost every third German car dealership in 2018 does not earn more money selling new cars according to a survey in the industry-specific magazine "kfz-betrieb" and the "Bank Deutsches Kraftfahrzeuggewerbe"(German motor vehicle trade). No reasons were given, but most experts believe that the most important factors are the high price pressure and the generous discount level.

By contrast, things went well in the service industry: every tenth brand dealer and one out of every five freelance repair shops closed the year with a return on sales of more than 15 percent. This corresponds to a profit turnover of 15 cents on the Euro. ROMESS CEO Werner Rogg therefore advises garage workshops to make targeted investments in service this year.

"A source of revenue that should not be neglected is the brake service," says Rogg. Only three steps are necessary to fill and bleed the brake system. The only

real risk is actually to use service equipment with too low a flow pressure.

Modern brake systems especially require the use of the latest ROMESS technology. Because the brake systems of modern vehicles make high demands on a brake maintenance device, above all because of many control elements with the line itself. You'll be on the safe side with RoTWIN equipment, which, thanks to its worldwide patented hydraulics, is able to produce extremely high flow pressure. This allows gas and suspended particles to be purged and transported reliably out of the system. The system is so good that it is baked and funded by the federal government (see info on the right).

Those who trust the ROMESS brand avoids complaints about "soft" brakes. It's well worth it.

RoTWIN is pushed by government

Companies can promise a lot in marketing. The fact that our RoTWIN is a very hot innovation is supported by the federal government. In the program ZIM (see below). RoTWIN devices guarantee the car repair shop, especially in the maintenance of the braking systems of modern vehicles safety.

ZIM for innovators*

ZIM is called "Central Innovation Program for SMEs". This is a nationwide, technology and industry-open promotion program for medium-sized companies. New technology products are being promoted that are of great significance for the respective field of application.



BW 1408 HY

Favourite of the utility vehicle pros



The use of the ROMESS BW 1408 HY enables a comfortable and clean change of hydraulic fluid on the utility vehicle. After connection (above), the service technician attaches the collection bottle (right). ROMESS provides adapters of all kinds for connection to the master cylinder reservoir (bottom left). The collection bottle fills up rather quickly with the old, used hydraulic fluid (bottom right).

