



## Dear readers,

Although we have a very wide range of products, this issue almost exclusively concentrates on topics dealing with brakes and their bleeding. This focal point is the actual situation on the market which is flooded by devices that were copied hastily and poorly and technically cannot deliver what they promise. A brake service which it is not able to establish the full braking effect, is at this time, where holiday makers drive longer distances, have serious consequences for all parties involved: for the driver, for the passengers but also for the workshop, who is responsible.

Have fun reading!

Your Werner Rogg

## Decision falls in only 1.5 seconds



*Before going on vacation, a brake service is advisable. By drawing customer's attention to this the Workshops can easily generate additional turnover.*

On the road on vacation, one can easily get into a traffic-jam. The end of which is often quite unanticipated surprisingly near - without any warning a dangerous situation is created when the brakes do not immediately react.

"A brake service before driving on holiday is worthwhile," says CEO Werner Rogg ROMESS, both for the workshop as well as for the motorists. "The brake system must respond uniformly within the first 1.5 seconds," so Rogg. "Because this short period of time often decides whether it comes to an accident or not." It has been proved: Around 60 percent of all rear-end collisions could have been avoided if the brakes had responded immediately and

equally on all four wheels. This is not the case in many vehicles. This is attributed generally to the poor workshop equipment. Almost all common market brake filling and bleeding devices develop an excessively low flow pressure for today's modern vehicles. As a result, floating and gas particles cannot be forwarded out of the brake pipe or clutch, the brake is "soft". Too high flow pressure, however, causes brake fluid foaming; it creates bubbles. The effect is the same: soft braking.

**In ROMESS devices this is of course excluded; a sophisticated, patent-protected conveyor technology helps to minimize significantly the risk of accidents.**

**Brake filling and bleeding**

**From us for everyone**



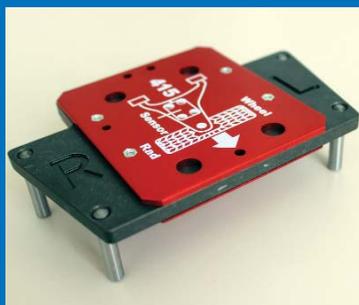
ROMESS now also offers a 150-milliliter extraction syringe.

**Easy suction**

Syringes are not only used in hospitals, but sometimes also in the automotive workshop. Specifically, when it comes to removing fluid from the reservoirs before servicing the brakes, as required by individual manufacturers. 150 millilitres capacity is sufficient for all models. Order No.: 50272.

**New for Citan**

ROMESS, field leader in wheel alignment is continually developing improvements. An adapter for data logging on Mercedes Citan is now available (Order No. 09606-66). It is easily attached at the front on both sides of the wishbone.



Now an adapter for data logging is available for the new Mercedes Citan.

The clever difference between ROMESS products and the competition's devices can be expressed in two words "cheap" versus "inexpensive".

The latter applies to ROMESS brake fillers and bleeders, made in Germany, with the latest conveyor technology, for professional users, absolutely ideal. The ROMESS principle (see blue box on the right) cannot be copied by those offering cheap deals; which must be clear to everyone who only pays attention to the price.

Buy cheap is often known as buy twice, which

quite a few workshops recognize, first then, when the customer complains, because of soft braking, take the overhand First then they realise that they have saved at the wrong end. "An economical act is to select the right device for their own purposes," says Werner Rogg, developer in a variety of industry workshop equipment in the last 45 years. In fact, the ROMESS portfolio is highly recommendable;

solutions designed for the



requirements of garages and workshops whether large or small. In general all models are based on the unique technical concept of absolute reliability, extreme durability and ultimate performance. In addition ROMESS devices are easy and comfortable to handle and are quick to operate.

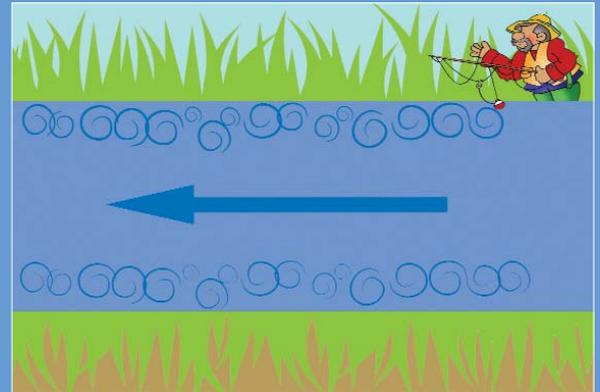
Other brands often take much longer, so that the complete brake service with a ROMESS device is handled much faster. All at ROMESS are proud of our customer proximity and service: Qualified staff with answers for all customer issues. Six master mechanics are available at ROMESS customer service with solutions for complications, even in the customer's own language.

More information on our products: [www.romess.de](http://www.romess.de)

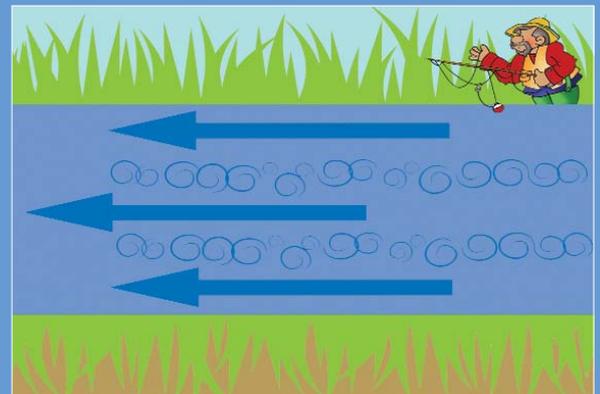


*The actual devices made by Romess: the right one for every workshop.*

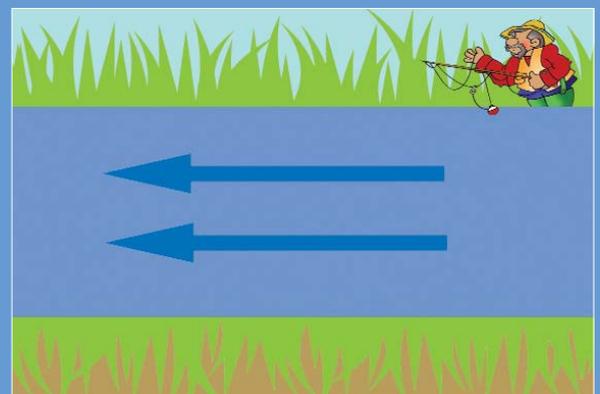
## Das ROMESS-Prinzip



When the flow rate is too low, a turbulence is created at the Banks. In Brake fluid devices this leads to bubbles. In addition, the pressure is too low to flush corrosive particles out of the system.



When the flow rate is too high, the river flows unrestrained on its bed; rapid turbulence is the result.



The ideal flow rate: There aren't any turbulences. Transferred to a brake maintenance device this means that the brake fluid foams. It will create bubbles and thereby results in "soft braking".



Werner Rogg,  
ROMESS - CEO  
and head of development



## PremiumLine

The best that the market has to offer. For users who need a "continuous runner" for their workshop.

My current tip for the **PremiumLine**: S 15

The S 15 is an all-rounder in terms of its capacity designed for daily usage, easily refilling justifies economical handling. Tank capacity: 19 litres. This is of course also a device particularly well suited for ABS. Application example: Mercedes S-class.



Daniel Küssner,  
ROMESS-Technical  
Support

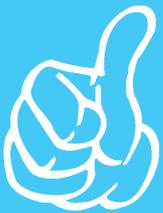


## BusinessLine

Proven ROMESS technology at attractive conditions designed to appeal workshop professionals, who want quality, but also pay attention to the price.

My current tip for the **BusinessLine**: S 20 DUO

The ROMESS S 20 DUO is an easy demountable brake maintenance device for canisters of up to 20 litres. This allows comfortable servicing of hydraulic brake systems. The S 20 DUO version is provided with a pre-drainage system, whereas the S 20 is without pre-drainage.



Marco Weislogel,  
ROMESS-mechanic



## EcoLine

Functional technology at a favourable price. Users also benefit from the know-how of the market leader in brake maintenance.

My current tip for the **EcoLine**: SE 9 B

The SE 9 B is the first ROMESS brake maintenance device in modular design. It has an optical level indicator and can be extremely compactly packaged. The customer receives two modules (device and handle) and the device can be built together very quickly. This device is also for all hydraulic clutch and braking system (ABS, EDL, ESP & SBC). Application example: Renault.

Änderungen vorbehalten

# Only the best for bus-pros

The buses of the company Seitter in Frießheim near Stuttgart drive millions of kilometers. Workshop manager Hans Lauser and his team must always work flexibly and precisely.

In terms of safety they make no compromises and therefore swear on the brand ROMESS. A S 15 has served Lauser for more than 25 years reliably; Now he has ordered directly from the manufacturer the newest model. Especially with buses that have very long brake lines a device must build-up sufficient flow pressure. For workshop master Lauser only ROMESS comes in question.



Workshop manager Hans Lauser and his team from the Seitter company are fans of ROMESS.