



## Dear reader,

In this edition of our company magazine, we would like to once again highlight our top products, which all have one thing in common: They help automotive professionals to carry out their tasks quickly, reliably and economically. This goes for our successful Leak Detector USM 20128 as well as our new generation RoTWIN which revolutionized the brake service industry. It's important to us that you understand the benefits and advantages. We're not saying that the new RoTWIN sets new standards in the industry, but in this edition we would like to show you exactly why this is the case.

Enjoy your read,  
Yours truly,

Werner Rogg

## A Lead Detector that saves valuable time

This "bloodhound" is a must have for car professionals: the ultramodern **ultrasonic leak detector USM 20128** is a robust, hand-held hand terminal. A highly sensitive ultrasound sensor which accurately records radiated sound waves sits at the end of a long neck. Any change in frequency caused by minute leakage is shown on the LCD-display - and exactly this display is the highlight: Visually, it is held in the style of an analog device - Both a deflecting pointer and a digital numerical display easily and effectively shows the measured values.

"The human eye can grasp a deflecting pointer more easily than a jumping figure display", explains ROMESS CEO and Development Engineer, Werner Rogg. This is proving very popular because the demand in the car repair shop is great. The Leak Detector USM 20128 is a great help when trying to locate and pinpoint even the most minute leakage points in piping and conduit systems, such as air conditioning units, quickly and efficiently.

This "Bloodhound" will quickly and reliably detect and localize even tiny air, steam and gas leaks with cross section diameters of less than 0.1 millimeters. That saves time.

*Easy and efficient:  
The Leak Detector  
USM 20128.*



**In this magazine:  
All about RoTWIN,  
the world first in  
brake maintenance**

**RoTWIN convinces professionals**

# Highest flow pressure makes the difference

*Mr. Rogg, there it was written in the papers again just recently: Accidents caused by worn brake fluid have increased. What's the reason?*

Quite simply, that driver's are not willing to change the brake fluid regularly. **Many just simply do not seem to realize that a good brake service is the best and most affordable life insurance.**

*Why is that so crucial?*

Fresh brake fluid in the system guaranties that all 4 wheels brake concurrently. Only after a clean exchange of the fluid is safety ensured, because in the case of modern electronic brake systems, the brake pressure is influenced by regulating elements within the brake lines which may then distribute pressure differently to the wheels. A so-called brake-starting inertia can take place. This is dangerous if the car then drifts sideways and the driver causes an accident.

*But the modern cars that we drive nowadays are safer, aren't they?*

Modern vehicles require innovative service equipment. Our products also meet the hydraulic requirements of modern brake systems by high flow pressure in order to transport gases and suspended particles out of the system. **The repair shops should bear this in mind and should not forget to point out to their customers the importance of brake maintenance.**

*Why does the service work better with your new RoTWIN devices?*

We have further refined a proven pump technology here. The new generation of devices is in the mid-price range, but is nearly comparable to our premium devices. I maintain: Only with our devices is it



*Werner Rogg has been in business for a long time. With the development of the RoTWIN generation, he has created a big hit, in any respect.*

possible to completely bleed modern brake systems.

*Well, everyone can claim that. How do you document this statement?*

The awesome performance results from a significantly higher flow pressure. This is analytically proven. Modern hydraulics in our equipment produces this pressure, so that the brake fluid does not foam. We have made huge strides with RoTWIN.

*So you are totally on the edge of technology, to put it eloquently...*

We also offer other key benefits; for example, excellent customer service. **A device is only as good as the service that its manufacturer offers** - and high product quality Made in Germany. **Believe it or not, we still supply spare parts for devices that have been on the market for 40 years.**



*In the national league the sportsmen of the basketball club Villingen-Schwenningen make a splash.*

## From victory to victory

Performance is decided not only in the car repair shop, but also in sport. The best example of this is offered by the junior players of the VS Baskets - the team players of basketball club Villingen-Schwenningen - are sponsored by ROMESS. With the signature of the technology leader in the field of brake maintenance on their chests, the VS Baskets rush from victory to victory. The success of the team, which is currently at the forefront of the national league, is its distinctive team spirit.

## A good Year

2017 appears to be just as good a year for the industry as last. That's what current figures from the Federal Motor Transport Office are indicating; the used car market continued to grow in January while new car demand also remained at a high level at the start of the year 2017. For the automotive industry, this trend is definitely a positive development.





**World debut in  
brake maintenance**

For repair shops with high-quality consciousness in high demand: units with the red RoTWIN sticker. This is the force of the two pumps. The flow pressure during bleeding is twice as high as with conventional systems offered on the market. This brings more dependability in less time.

## The power of two hearts

The professional world has reacted quite positively to the market introduction of the new RoTWIN generation from ROMESS. Not only at the Automechanika last autumn in Frankfurt did the world debut in brake maintenance cause a great deal of attention, but the trade press was also rather impressed. The journalist Ottmar Holz from the "Kfz-Betrieb" magazine praised the system with the word "Doppelherz" - meaning "double heart" - the double pump power beating in the new units. RoTWIN units meet the most stringent requirements due to a completely innovative hydraulic design.

They are the answer to ever increasing modern brake systems. Repair shops and service centers are in ever higher demands to avoid "soft" brakes, because of today's higher resistance in the hydraulic treatment of brake systems. With simple conventional service units, a brake line can no longer

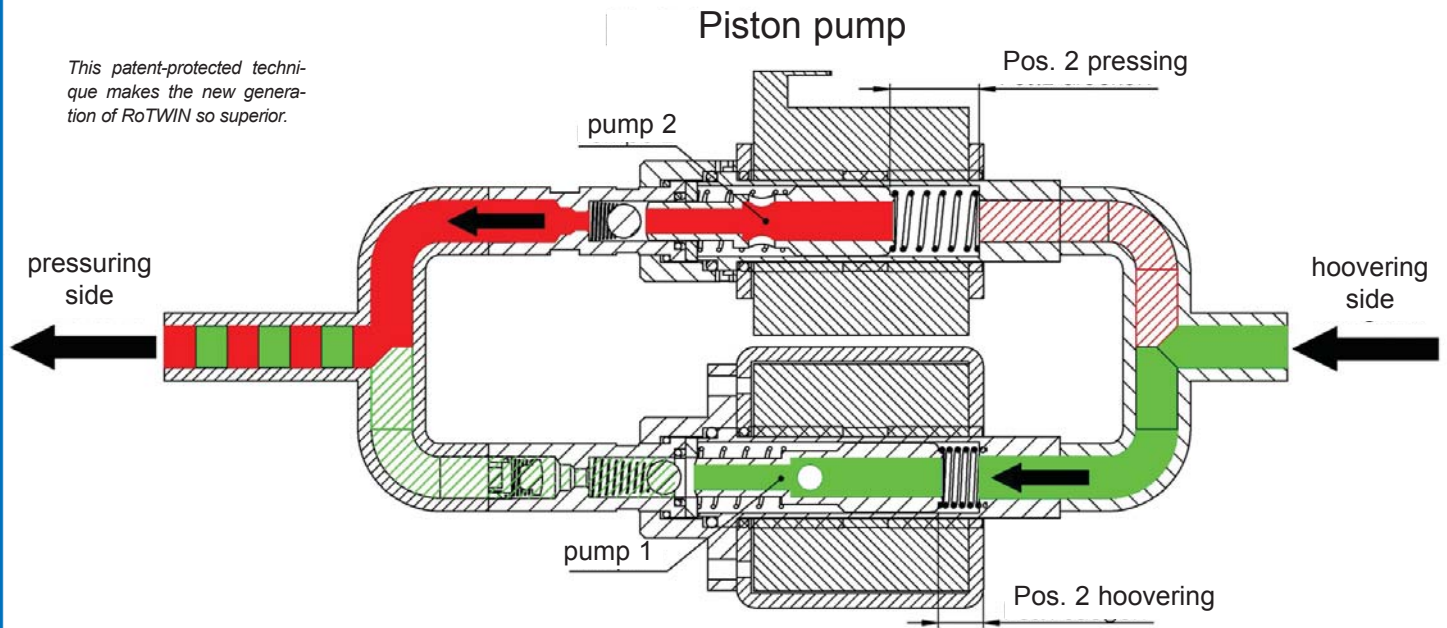
be completely vented. The RoTWIN generation is convincing in the market of medium-price ranged units alongside the proven premium devices, the S 15 and the S 30-60. It is patented worldwide. The SE 30-60 A 10 and 22 A, both equipped with RoTWIN, produce twice the high a flow pressure as conventional units. They asserted their superiority in a test for the trade press (see next page).

Quote from "Kfz-Betrieb" 3-4 / 2017: "The S 30-60 DUO scored highest with its electronic pressure control. Where the RoTWIN flow pressure reduced slightly, the competitor brand dropped significantly. During the flow test, the RoTWIN unit was definitely in the lead." And furthermore, it says: The service center cannot make any mistakes when it comes to brake repair - even the best complaint-management department will not restore customer confidence once it's lost."



Different conditions apply today when changing brake fluid. The service unit must overcome higher resistances in the hydraulic treatment of modern brake systems.

*This patent-protected technique makes the new generation of RoTWIN so superior.*



Protected by law

Our RoTWIN units integrate tried and tested pump hydraulics, which meet the safety requirements of modern brake systems. Other mid-price range systems cannot compete here, as shown by the test results below.

This is made possible by a refined system: two pumps are electrically controlled in a flow cycle. The pressure build-up of these pumps is attained by the alternating movement of step pistons in the flow direction. As one pump sucks, the other pump presses the liquid further. The input and output of the pumps are balanced symmetrically. This results in a continuous flow. In addition, the flow pressure and the flow rate increase. This is a welcome benefit. The cycle thrusts in the direction of flow. At the same time, this creates a pipe cleaning effect, so that dirt, debris and vapor locks in the brake fluid are also swept out and purged indefinitely. This is particularly important when purging and replacing the brake fluid (Pat. pend. DE 20 2014 010 280 U1 / 20 2014 010 280.5).



**Measured values with different flow pressure**

Device type	operat. pressure constant	Flow pressure variable	Vol./Time Measured	Flow Calculated
22 A RoTWIN	3,0 bar	2,0 bar	0,4 l/28,5 s	50,5 l/h
		1,5 bar	0,4 l/24,0 s	60,0 l/h
		1,0 bar	0,4 l/20,5 s	70,2 l/h
		0,0 bar	0,4 l/19,0 s	75,8 l/h
S 30-60	3,0 bar	2,0 bar	0,4 l/24,5 s	58,8 l/h
		1,5 bar	0,4 l/24,0 s	60,0 l/h
		1,0 bar	0,4 l/23,5 s	58,8 l/h
		0,0 bar	0,4 l/22,5 s	64,0 l/h
Competitors conv. device	3,0 bar	2,0 bar	0,4 l/51,5 s	28,1 l/h
		1,5 bar	0,4 l/34,5 s	42,4 l/h
		1,0 bar	0,4 l/29,0 s	49,7 l/h
		0,0 bar	0,4 l/24,0 s	60,0 l/h

**Measured values at a set pressure of 2 bar for bleeding**

22 A RoTWIN	2,0 bar	1,0 bar	0,4 l/20,5 s	70,2 l/h
		0,5 bar	0,4 l/18,4 s	75,0 l/h
S 30-60	2,0 bar	1,0 bar	0,4 l/22,0 s	65,4 l/h
		0,5 bar	0,4 l/21,5 s	66,9 l/h
Competitors conv. device	2,0 bar	1,0 bar	0,4 l/78,0 s	46,2 l/h
		0,5 bar	0,4 l/67,0 s	53,0 l/h

*\* The comparison test was carried out by ROMESS in January 2017 together with representatives of the trade press present. In each case, the unit to be tested was switched on and the operating pressure was set to 3 or 2 bar. The flow pressure was gauged along with the time taken until the required fill level was reached for different pressure settings. The measured values were converted into flow values per hour. The ROMESS 22 A RoTWIN (left in the picture) was tested alongside the unit S 30-60. Today's brakes have control elements within the lines that cause a higher pressure loss during venting and bleeding. For this reason, a higher flow rate is required. Previously 40 l/h was sufficient whereby today approx. 60 l/h at a flow pressure of 2 bar is required. Both ROMESS units tested met the conditions and requirements for successful brake bleeding.*