



OK ...

... because our drive gets you where you are going.

Everything is “OK”; the right precautions have been taken:

To ensure that your trip is a relaxed one, choose original ContiTech quality when replacing belts. It is “OK”.



If something is worth doing, it's worth doing well:
Save time and money with kits!

When a timing belt needs to be changed, the other belt drive components such as tension and idler pulleys are also usually affected. It's not enough to just replace the belt since there is still the risk of engine damage. Rely on our kits. One package is all you need: the belt, the suitable belt drive components as well as the required small parts. Your mechanic replaces everything all at once – you save time and money.

Our Drive –
Your Success.

Opt for the original quality when it comes time to replace belts and belt drive components. Because leading car manufacturers trust ContiTech's experience and products when selecting original equipment.





“KO” on the road? A nightmare for any driver!

If a drive belt fails in your car, it can quickly knock out your engine. Drive belts run constantly under extreme stress: high speeds and vibrations, temperatures up to +150°C.

Regular workshop checks help, as does the right quality, to prevent costly damage and in the worst case, total engine loss.

KO ...

... if the drive breaks down en route.

The drive belt in the engine: What exactly does it do?

The timing belt controls the precise combustion process in the engine. Often, it also carries out tasks such as driving the injection pump, the water pump or the balancer shaft. If the timing belt tears when the engine is running, valves and pistons can collide forcefully. The result: engine damage.

The multi V-belt drives the generator, ventilation, air-conditioning compressor and power steering. Without it, the engine could not function and the ride would be far from comfortable.

What can you do?

You can prevent it from happening and cut costs. Observe the regular service intervals specified by the vehicle manufacturer. Depending on the vehicle type, the change interval for timing belts ranges from 40,000 to 120,000 km.

Do you know

yes no

when the multi V-belt and timing belt were checked last?

if and when the multi V-belt or timing belt was changed?

if the tension and idler pulleys were replaced at the same time?

when the next change is due?

Play it safe! If you answered “no” to any of these questions, pay a visit to your local workshop.