

PRESS RELEASE – 05- JUNE-2022

NTN Europe extends its timing chain kit offering

In response to increasing aftermarket demand and at the direct request of its customers, in June NTN Europe will add new products to its timing chain kit range. That product range now comprises 100 part numbers covering all of the main applications of vehicles registered throughout Europe.

In 2018, NTN Europe expanded its POWERTRAIN product family with the launch of a brand new range of timing chain kits. Entering this market with those 22 part numbers commercialised under the SNR brand reflected the company's strategic decision to position itself with the most highly anticipated products. In 2023, the manufacturer is reinforcing its presence in this market segment. Thanks to their long service life, durability and performance, timing chain kits are finding increasingly widespread use in the newest generation of vehicles with a hybrid or internal combustion engine. So much so that today nearly half of all vehicles registered in Europe are equipped with a timing chain. Even though new vehicles with this type of engine are destined to disappear within the next 10 to 15 years, vehicles on the French roads are ageing. The demand for aftermarket parts is increasing as a result, and creating attractive opportunities for suppliers.

Accordingly, NTN Europe has reformulated the 22 part numbers that initially comprised its timing chain kit range and enlarged it to cover a total of 100 part numbers corresponding to more than 4500 applications. Commercialised since early June, this range has thus expanded in terms of both volume and depth with the development of sub-kits that enable the products to adapt to the different chain types found on the vehicles. In so doing, it responds to a direct customer request from distributors and garages.

Legitimacy acquired over many years

Comprised primarily of a chain, a sprocket and a tensioner, the timing chain kit is subject to high loads and tensions. The tensioner in particular, which is the most critical element, will deteriorate over time. So to prevent premature wear, it is vital to favour the use of quality parts such as the ones that engine specialist NTN offers in its POWERTRAIN product family. Producer and supplier of both original equipment and aftermarket components, the manufacturer essentially provides its expertise and its mastery of production processes to its partners. This, in turn, has enabled the company to

position itself as a leader in original equipment hydraulic tensioners.



Since 2006, NTN has been producing an average of 12 million tensioners and 40 million bearings for rollers per year. They are manufactured in the Group's factories in Mettmann, Germany, and in Nagano and Iwata, Japan. Iwata is also where the R&D centre is located. With more than 100 years of expertise, NTN continues to develop the products of its POWERTRAIN range, working hand-in-hand with the major automakers of Europe, Asia and the world over. In 2019, for example, the Group presented its latest innovation at the Tokyo Motor Show: the compact chain tensioner. It supports the trend toward smaller engines while also reducing oil consumption by 10%. Comprising more than 3,200 part numbers, NTN Europe's POWERTRAIN product family also includes special kits and complete kits containing all the elements of power transmission by chain covering most of the motor vehicles registered throughout Europe and their main applications.

Best practices for maintaining the timing chain kit

“Although the timing chain kit is a steel part, far stronger than a timing belt, it's still a wear-and-tear part, even if the automaker doesn't specify a recommended replacement interval. So it is essential to inspect its condition regularly, especially during periodic preventive maintenance, and to replace it if necessary, because the slightest problem can cause significant damage and



Brand of NTN corporation



possible engine failure,” explains Anaïs Le Fouler, Head of the POWERTRAIN product range at NTN Europe. “At first, the chain lasted for the entire life of the vehicle in France, but now Europe’s ageing vehicles remain on the road longer and longer and many reach the point where their chain needs replacing with a timing chain kit.”

To keep their vehicle from breaking down, drivers should first be aware of any change in the sound of its engine, because such changes can be caused by a problem with chain tension or elongation. This can lead to a shift in the valve timing, which can gradually worsen, imbalance the engine’s synchronisation, and eventually result in engine failure. Changing the oil is also an important step. The engine oil that lubricates the engine chain can be contaminated by small particles, which accumulate over time and can adversely affect engine timing. Reduced performance at start-up, on the road, or knocks while driving are also symptomatic of a problem with the chain.

For further information about this product range, which will continue to develop and grow over the coming years, watch [this video](#) or visit the [NTN Europe website](#).

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