FROM TRACK TO ROAD

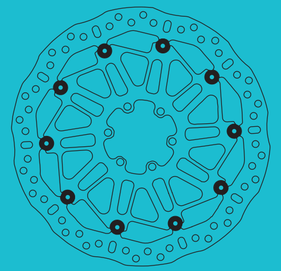
NEW RE-EVOLUTION TECHNOLOGY

Dennis Foggia
Leopard Racing

The new GALFER Floatech® system allows the disc brakes to exhibit improved and more stable behaviour in any position and at any temperature. What is more, they reduce weight, which provides better bike handling and increased rider confidence.

Several world-class MotoGP and WSBK riders have used the new **GALFER Floatech®** disc brakes during the 2021 season, including Italian rider Dennis Foggia (Leopard Racing), who took 5 victories and 5 podiums in Moto3, and South African Steven Odendaal (Evan Bros), who achieved 5 victories and 6 podiums in Supersport 600. They have all experienced the effectiveness of braking with **the new GALFER Floatech® disc!**

GALFER plans to extend this exclusive technology to all teams by the 2022 season and to make it accessible to the general public on medium to high-capacity motorcycles in the medium term.



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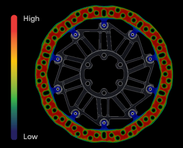
GALFER'S NEW FLOATECH® SYSTEM FOR RACING DISC BRAKES

GALFER is always one step ahead of its competitors and aims to continually develop its products. Today it launches a new floating system for its racing disc brakes: **the innovative Floatech® system**, which optimises disc brake performance in the extreme conditions experienced during competition.

This high-tech system is the result of the constant development work carried out by GALFER's R&D&I department in close collaboration with riders competing in the world's most important motorcycling championships (MotoGP and WSBK).

The new Floatech® system will be launched on the market at the eagerly awaited EICMA 2021 trade fair. The system confirms GALFER, the brake systems specialist, as a constantly evolving innovative brand and, today more than ever, a leading player on the international market with its unique and distinctive style, synonymous with expertise, experience and a desire to innovate.

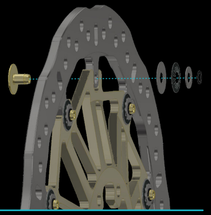


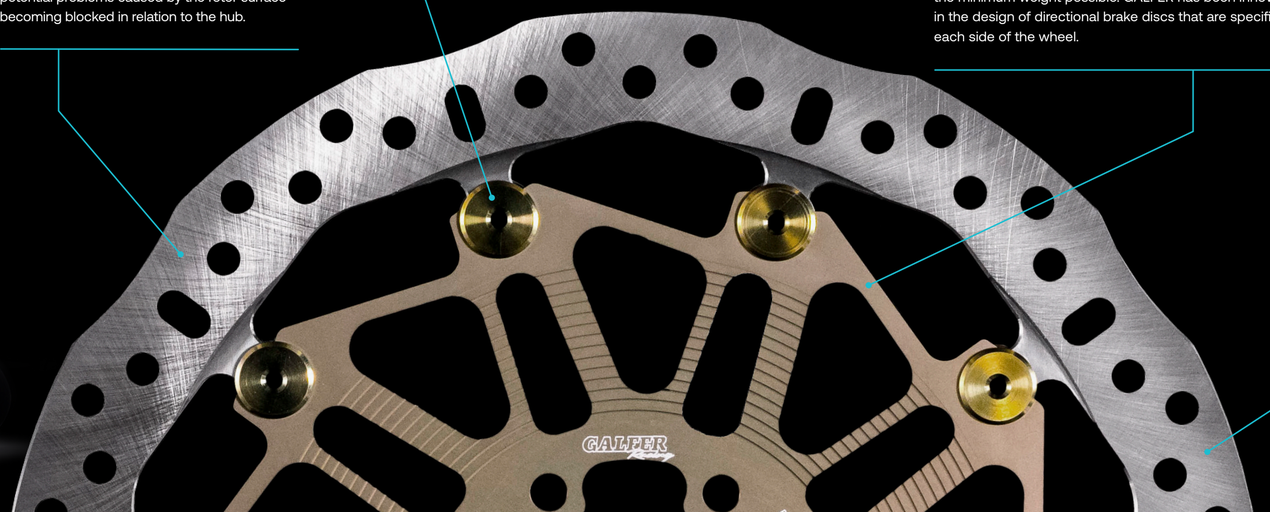
IMPROVED THERMAL BEHAVIOUR

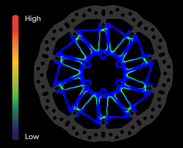
At high temperatures (above approx. 200 °C) the brake rotor tends to expand in all directions. **The new GALFER Floatech® system** makes it possible to control this growth and avoid potential problems caused by the rotor surface becoming blocked in relation to the hub.

IMPROVED THERMAL BREAK

The new gold-nitrided pin that joins the two parts of the disc brake (rotor and hub) is made of titanium and improves the thermal break between the two parts due to its low thermal conductivity. Other materials such as aluminium are more conductive and transfer heat more directly.







OPTIMISED STRUCTURE LEFT/RIGHT

Having studied the braking forces and the possibility of being able to design specific directional discs (left/Right), it was possible to determine the key points for optimising the design of the disc hubs, providing greater rigidity with the minimum weight possible. GALFER has been innovative in the design of directional brake discs that are specific for each side of the wheel.

PERFECT DISC/PAD ALIGNMENT

The system allows the rotor to expand freely and avoids the loss of floatability by incorporating a set of parts that consists of washers and a pre-loaded spring. The spring presses on and fixes the brake rotor so that it maintains the same position at all times and is correctly aligned with the brake pads in any situation. This eliminates the free movement that occurs with the majority of racing disc brakes on the market and avoids the problem of the brake pads being applied in an uncontrolled way and causing braking difficulties, even when faced with the strong vibrations or gyroscopic forces that occur at high speeds.

The new Floatech® system ensures perfect self-alignment between the brake discs and pads at all times so that the caliper pistons always maintain the position set by the brake manufacturer and braking is far more stable.

Video Presentation: