

MTA *Journal*

Business & News from Automotive World

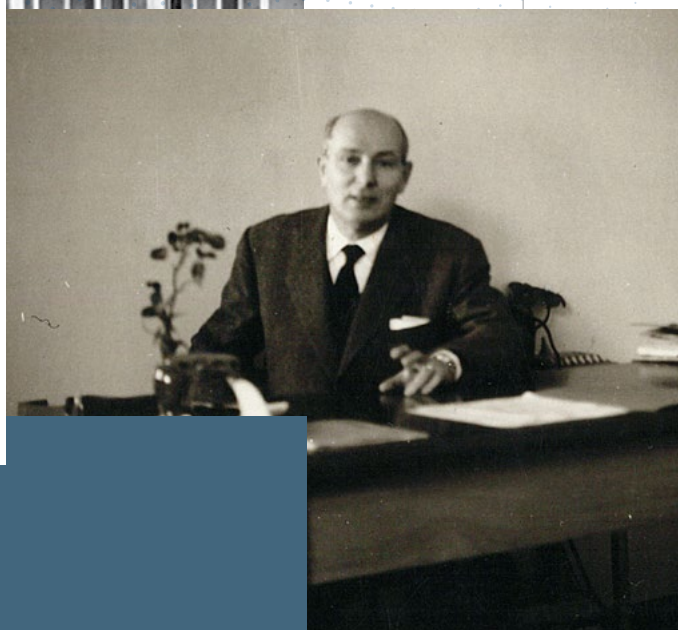
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70

1954 - 2024



**THE
ANNIVERSARY
ISSUE**





On the cover.
 The headquarters in via San Giorgio in Codogno in the 1960s.
 Antonio Giulio Falchetti at his desk in the early 1960s.
 The headquarters in viale dell'Industria in Codogno in the 1980s.
 A pack of fuses produced by MTA.

In this page.
 Antonio Giulio Falchetti in the 1960s.
 A drawing of a product from 1974.
 An aerial view of the headquarters in viale dell'Industria in Codogno in the 1990s.
 A pack of fuses produced by MTA.

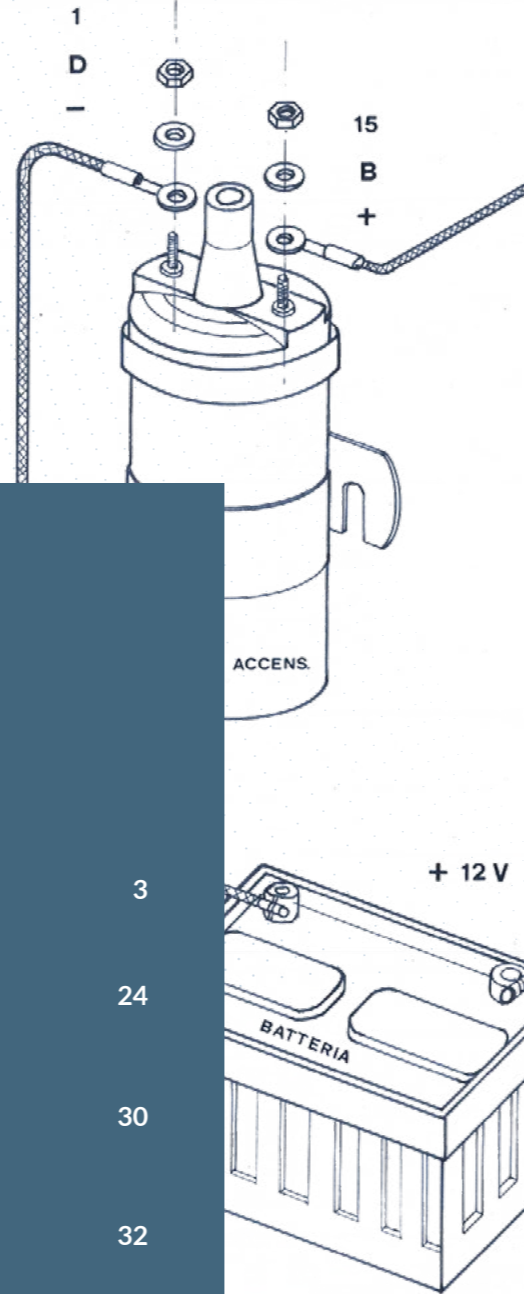
在封面上
 20世纪60年代，位于科多尼奥市圣乔治镇的总部。
 20世纪60年代初，Antonio Giulio Falchetti坐在他的办公桌前。
 20世纪80年代，位于科多尼奥viale dell'Industria的总部。
 MTA生产的一组保险丝。

在本页
 19世纪60年代的Antonio Giulio Falchetti。
 1974年的一张产品图纸。
 20世纪90年代，位于科多尼奥viale dell'Industria的总部鸟瞰图。
 MTA生产的一组保险丝。



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Editorial 主编



This is a rather special edition of our Journal. In fact, in order to mark MTA's 70th anniversary, we have "set aside" the product summaries and case histories that have typically filled the pages of this publication for the past 20 years, in order to make room for our company's story: how MTA arose, and how it has changed over the seven decades since its founding.

In order to provide a comprehensive narrative, without leaving out any important aspects and potentially interesting details, I scoured my own memory, and enlisted the invaluable help of numerous people, to whom I am extremely grateful.

I would like to thank my uncle Giuseppe, the curator of my family's history and the second-born son of my grandfather, Antonio Giulio, the founder of Meccanotecnica Codognese, who told me a lot about his childhood in Genoa, the war, and the family's arrival in Codogno, and provided me with the tin box containing all the "historical" photos of our family, which we used to browse through with our grandparents as children. I want to thank my father, who left behind his neatly kept notebooks, which I jealously guarded, where he jotted down everything related to his work.

I want to thank my cousins, my sister and my brother, for all the help and support they provided me.

I want to thank my colleagues who have now retired: Eugenia, Giuliana, Maria Luisa, Pinuccia, Bruno, Dario and Franco, who worked with my grandfather, and knew him well. Thanks to them I was also able to include several amusing anecdotes.

I want to thank my friends from the Craftsmen's Union, who made several interesting documents available to me.

I would like to thank the MTA press office: Barbara, for all the help she has provided to our company for over 15 years now, and Emilio, for his contribution to the text, and the interview with our CEO, which can be found on page 24.

Finally, I would like to thank Ilaria for all her patience and expertise in creating the layout for the Journal, which has now reached its 27th edition.

这一期的《Journal》有点特别。恰逢 MTA 成立七十周年，和过去二十多年来不同，今天我们不介绍产品和案例，我们谈谈企业的历史：MTA 是如何诞生的、它是如何在这七十多年中发展起来的。

为了讲述得更加全面，不漏掉有趣的内容和细节，我努力回忆，并向许多人寻求了帮助，在此向他们表示感谢。

我要感谢我的叔叔 Giuseppe，他是我们家族历史的万事通，是作为 Meccanotecnica Codognese 创始人的我爷爷 Antonio Giulio 的二儿子。他向我讲述了他在热那亚的童年时光，关于战争，以及关于来到科多尼奥之后的故事。他还给了我一个“有年代的”小铁盒，里面装着我们小时候经常和爷爷奶奶一起翻看的家族照片。感谢我的爸爸，他给我留下了一些非常整洁的笔记，保管得非常好，他在上面记录下了与工作有关的一切。

感谢我的堂兄弟姐妹和我的哥哥妹妹，他们给了我很大的支持和帮助。

感谢我那些已经退休了的同事们：Eugenia、Giuliana、Maria Luisa、Pinuccia、Bruno、Dario 和 Franco，他们曾经和爷爷共事过，对他非常了解。多亏了他们，我才能写下那些有趣的轶事。感谢我在手工业者联盟的朋友们，他们为我提供了很多有趣的材料。

感谢 MTA 新闻办公室：感谢 Barbara 15 年来对我们工作的帮助，感谢 Emilio 的文字工作以及对我们 CEO 的采访，大家可以在第 24 页看到相关的内容。

最后，感谢 Ilaria，感谢她为《Journal》奉献的耐心和努力，这份杂志如今已经出版到第二十七版了。

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History 历史

MTA's story is one of typical Italian entrepreneurship. It's the story of a company that began from almost nothing, and, thanks to the intuition, determination, and perseverance of its founders, grew over time to become one of our country's greatest strengths.

It all started with Antonio Giulio Falchetti. Born in Genoa on April 4, 1908, Antonio began his career working at Stigler, a historic elevator and freight elevator company. By 1930, when he was just 22 years old, he was already a skilled technician, and was in charge of installing the elevators on board the Rex, a luxury ocean liner under construction at the Ansaldo shipyards in Sestri Ponente.

It was during this time that he met Aurelia, a Tuscan girl who had moved in with her aunt in Genoa, whom Antonio met while repairing the elevator at the house where she lived. They soon fell in love, and were married in 1931.

"We lived with our paternal grandparents on the sixth floor," recalls Antonio's second son, Giuseppe. "My brother Umberto and I used to ride a tricycle and a pedal car that our father had given us on the large terrace, which ran all around the apartment. Dad

MTA 的故事，是一个典型的意大利创业故事。这是一个近乎白手起家的奋斗史，在参与企业创办的一代人的果敢、决心和毅力下，企业不断发展壮大，最终成为了我们国家的重点企业之一。

Antonio Giulio Falchetti 是这一切的起点。Antonio 1908 年 4 月 4 日出生在热那亚。他的职业生涯是从一家历史悠久的升降机公司 Stigler 起步的。1930 年，年仅 22 岁的他已经是一名熟练的技术人员了，负责在 Sestri Ponente 的安萨尔多造船厂中建造的豪华邮轮雷克斯号上组装升降机。

就在那时，他认识了一个从托斯卡纳搬来和姨妈同住的女孩 Aurelia，Antonio 被叫去维修女孩住处坏掉的电梯，而那部电梯成就了他们的姻缘。

他们之间擦出了爱情的火花，并在 1931 年举行了婚礼。

Antonio 的二儿子 Giuseppe 回忆说：“那时我们和爷爷奶奶



Umberto and Giuseppe Falchetti on the terrace of their house in Genoa, ca. 1938.

Opposite page. Antonio Giulio Falchetti in 1924 and Aurelia Adorni in 1930.

Umberto 和 Giuseppe Falchetti 在热那亚家中的露台上，1938 年左右。

对页，Antonio Giulio Falchetti, 1924 年；Aurelia Adorni, 1930 年。



was often away on business, and would always tell us wonderful stories about his travels when he returned."

Adventures abroad

In 1933, at the age of 25, Antonio set sail aboard the Rex as an elevator technician. And this wasn't a voyage like any other, because the ocean liner completed its route from Genoa to New York in record time, receiving the "Blue Riband", an accolade awarded to passenger ships that crossed the Atlantic Ocean at record speeds during regular nonstop commercial service. It was a feat that had never been achieved by an Italian steamship up until then. For Antonio, 1933 was an important year, also because it marked the birth of his eldest son, Umberto, who was followed by his brother, Giuseppe, three years later.

Dark times, however, were on the horizon, and World War II broke out just a few years later. The days of record-breaking transatlantic crossings were put on hold, as the ocean liners were requisitioned by the Royal Italian Navy to be transformed into aircraft carriers.

一起住在六楼，有一个环绕公寓的大露台，我和哥哥 Umberto 经常在上面骑三轮车和脚踏车，它们是爸爸送给我们的。爸爸经常出差，但他每次回来都会给我们讲他的奇妙旅行。”

世界历险记

我们现在来到了 1933 年，25 岁的 Antonio 作为电机技工登上了雷克斯号。这次航行非比寻常，轮船打破了从热那亚到纽约的航行纪录，并且因此获得了“蓝丝带”奖，该奖项授予在不间断定期商业航线上打破横穿大西洋航速纪录的客轮。这也是意大利蒸汽船第一次获得这个成就。对于 Antonio 来说，1933 年是非常重要的一年，因为这一年，他的大儿子 Umberto 出生了，三年后，二儿子 Giuseppe 也出生了。

然而，黑暗时代也即将来临：几年后，第二次世界大战席卷了整

Antonio Falchetti, who had completed his military service in the air force, in Capua (Caserta), was enlisted by that same branch, and, due to his expertise as an elevator technician, was stationed at the Cameri air base (near Novara), and was tasked with building the elevators needed to lift the planes from the hangars onto the flight decks.

The project was never completed, however, due to the 1943 armistice. Antonio was called back to work at Stigler, but this time at the office in Milan; since it was wartime, lodging was not available at organized facilities, so he asked to stay with his aunt on his mother's side, who was married to a lieutenant from Codogno that she has met during World War I.

In those days, Codogno was little more than a rural village immersed in the countryside between Lodi and Piacenza. However, the town turned out to be very hospitable, offering everything that the war-torn cities were no longer able to provide due to the bombing. Every day, initially from Cameri, and later from Milan, Antonio commuted to that small village, sometimes using makeshift means, where he found hospitality with his aunt, uncle and cousins.

个世界。此时已经不再是破纪录远洋航行的时代了，这些轮船被意大利皇家海军征用，用来改造成航空母舰。Antonio Falchetti 曾在卡普亚空军服役，此时也应征入伍，加入了皇家海军。由于他曾经担任升降机技术员，因此被指派至诺瓦拉附近的卡梅里军用机场，负责设计和建造用于将飞机从机库搬运至起飞台所需的升降设备。

不过由于 1943 年停战，这个项目没能建成。Antonio 再次应召去了 Stigler 公司的米兰办事处工作。由于当时是战争期间，没办法住在公司附近，于是他投奔了妈妈的姐姐，也就是他的姨妈，请求暂住，这位姨妈嫁给了她在第一次世界大战期间认识的一位来自科多尼奥的中尉。

那时，科多尼奥不过是洛迪和皮亚琴诺之间的一个村庄，但这里的人们热情好客，能够提供被战争和轰炸摧毁的大城市所无法提

An August 8, 1928 postcard sent by Antonio Giulio Falchetti to his brother Umberto from Capua (Caserta, Italy), where he was serving in the military.

The medal awarded to Antonio Falchetti by Stigler-Otis on May 26, 1959.

Opposite page. Antonio Falchetti during his military service, in 1928.

Antonio Falchetti on the ocean liner Rex, on October 5, 1933.

这是一张 Antonio Giulio Falchetti 在 1928 年 8 月 8 日从意大利卡塞塔塔卡普亚寄给他哥哥 Umberto 的明信片，当时 Antonio 正在那里服兵役。

Stigler-Otis 向 Antonio Falchetti 颁发的奖章，1959 年 5 月 26 日。

对页，Antonio Falchetti 服兵役期间，1928 年。

Antonio Falchetti 在雷克斯号远洋邮轮上，1933 年 10 月 5 日。



His goal was to have his family join him there, where they would be sheltered from the bombings that were devastating the big cities, until they would be able to return to their hometown of Genoa. But fate had other things in store for him.

供的一切。每天，Antonio 先是从卡梅里到米兰，再到洛迪吉亚诺下游的这个小地方，有时运气好，还能到叔叔亲戚家里借住。他想要躲避大城市中疯狂的轰炸，等待时机回到他的家乡热那亚，和家人们团聚。但命运却没有如他所愿。

Codogno, an oasis of tranquility

After the armistice, between June 1943 and May 1945, Italy was torn apart by bloody battles between the German army, entrenched on the defensive lines, and Allied troops, who were advancing northward. Aurelia Falchetti had since moved away

科多尼奥，宁静的桃源

停战后，1943 年 6 月到 1945 年 5 月期间，固守防线的德军和北伐盟军之间的腥风血雨让意大利四分五裂。为了躲避对港口城

The milestones in our history 历史中的里程碑

1908

Antonio Giulio Falchetti, the founder of Meccanotecnica Codognese, is born.

Meccanotecnica Codognese 的创始人 Antonio Giulio Falchetti 出生。

1929

Antonio Falchetti performs his military service in the air force, in Capua (Caserta, Italy).

Antonio Falchetti 在卡塞塔塔卡普亚空军服役。

1930

Antonio Falchetti works at the Ansaldo shipyards, as a specialized technician for Stigler.

Antonio Falchetti 在安萨尔多造船厂担任 Stigler 公司的专业技术人员。

1931

Antonio Falchetti marries Aurelia Adorni, a Tuscany native who had moved in with her aunt in Genoa.

Antonio Falchetti 迎娶了寄居在热那亚姨妈家的托斯卡纳姑娘 Aurelia Adorni。

1933

Antonio Giulio Falchetti sails aboard the Rex, when the ocean liner wins the "Blue Riband".

远洋邮轮雷克斯号赢得“蓝丝带”奖期间，Antonio Giulio Falchetti 在此工作。

1933

His first son, Umberto, is born.

长子 Umberto 出生。

1936

His second son, Giuseppe, is born.

次子 Giuseppe 出生。

1940

With Italy's entry into the war, Antonio Falchetti is called by the Air Force to serve at the Cameri (Novara, Italy) air base.

意大利参战后，Antonio Falchetti 应召加入空军，在诺瓦拉的卡梅里机场工作。



Left. Aurelia Falchetti with sons Umberto and Giuseppe, in 1949.
Above. Antonio Falchetti at his desk in the early 1960s.
Opposite page. Antonio Falchetti with his wife Aurelia.

左图，Aurelia Falchetti 和两个儿子 Umberto、Giuseppe，1949 年。
上图，Antonio Falchetti 在办公桌前，20 世纪 60 年代初。
对页，Antonio Falchetti 与妻子 Aurelia。

from Genoa to escape the heavy bombing of the port city, and had found shelter on her family's farm in Monteso, near the Tuscan town of Aulla. But she soon found herself in even greater difficulty: she had become separated from her husband by the Gothic Line fortification system built by the German army, which ran from the Magra River, between La Spezia and Carrara, all the way to Pesaro.

In 1944, using any means at their disposal, Aurelia and her children managed to catch up to Antonio in Codogno, where little Umberto, as he would later recount, "saw white bread on the table for the first time, after so many years."

It was in that Lombard town that the two boys began attending school. Umberto, who was eleven years old, tested into sixth grade, because he wasn't able to complete the fifth grade regularly due to

the war; Giuseppe, on the other hand, was eight years old, and was enrolled in third grade. Their classmates would remember them because of their "strange way of talking," as they weren't used to hearing accents different from those typical of their area.

For his part, Antonio continued to work at Stigler-Otis, in Milan, taking part in the reconstruction and restoration work throughout the city, which had been heavily damaged by the war. One of the most significant interventions was performed on the Teatro alla Scala, the roof of which had been seriously damaged by bombing in 1943. In just three years' time, the theater was ready to reopen, thanks in part to the use of elevators and the intervention of the Stigler-Otis technicians, who were able to hoist the extraordinary chandelier to the center of the stalls, where it can still be admired today, with its 400 bulbs and a cup so large that it could potentially even hold a person.

市的猛烈轰炸，Aurelia Falchetti 逃离了热那亚，在托斯卡纳的奥拉附近找到了栖身之所，那是 Monteso 家的农场。但很快，她又陷入了更大的困境：她和丈夫之间隔着哥特防线。这是德军修建的防御工事，从拉斯佩齐亚和卡拉拉之间的马格拉河一直绵延到佩萨罗。

1944 年，Aurelia 和孩子们终于幸运地到达了科多尼奥，与 Antonio 团聚在一起了。Umberto 后来回忆说：“那么多年了，我终于又在餐桌上看到了白面包。”

在这个伦巴第的小镇上，两个男孩开始上学了。十一岁的 Umberto 因为战争没能正常完成小学五年级的学业，所以在通过了必要的考试后，他直接进入了初中一年级。而八岁的

the war; Giuseppe, on the other hand, was eight years old, and was enrolled in third grade. Their classmates would remember them because of their "strange way of talking," as they weren't used to hearing accents different from those typical of their area.

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Giuseppe 则进入了小学三年级。班里的同学们不习惯外地口音，所以可能会因为他们的“奇怪口音”而记住他们。

而 Antonio 则继续在米兰为 Stigler-Otis 公司工作，参与到这座遭遇战争重创的城市的重建和修复工作中。对斯卡拉歌剧院的修复是其中最重要的工程。这座剧院曾经在 1943 年遭受了猛烈的轰炸，屋顶受损非常严重。仅用了三年的时间，歌剧院就可以重新开放，其中就有 Stigler-Otis 升降机和工作人员的功劳，他们把恢宏的吊灯吊到了观众席中央，这座吊灯有足足 400 个灯泡，灯罩甚至能够装下一个人，直到今天我们仍然能够欣赏到它的风采。

随着时间流逝，Antonio 觉得自己能够回到热那亚的日子似乎越



1943

Antonio Falchetti is called to work at Stigler in Milan, and moves in with an aunt in Codogno.

Antonio Falchetti 应召去了 Stigler 的米兰办事处工作，并寄居在了科多尼奥的姨妈家。

1944

Reunification with the family: his wife and children manage to make it to Codogno by makeshift means.

妻子和两个儿子设法来到了科多尼奥。

1949

Together with a lawyer friend, Antonio Falchetti founds Fusibili S.r.l.

Antonio Falchetti 和自己的一位律师朋友一起创立了 Fusibili S.r.l. 公司。

1952

Three years after Fusibili, Antonio Falchetti founds Microtecnica.

Fusibili 成立三年后，Antonio Falchetti 又创立了 Microtecnica 公司。

1954

Microtecnica becomes Meccanotecnica Codognese.

Microtecnica 更名为 Meccanotecnica Codognese。

1958

Antonio Falchetti founds the Association of Italian Craftsmen of Codogno, for which he would serve as president until 1977.

Antonio Falchetti 在科多尼奥创办了意大利手业者协会，并一直担任会长至 1977 年。

1958

Meccanotecnica Codognese moves to a different location on via San Giorgio.

Meccanotecnica Codognese 迁到 San Giorgio。

1959

Umberto Falchetti earns a degree in electromechanical engineering.

Umberto Falchetti 从机电工程专业毕业。

As the years went by, Antonio felt that the time for his return to Genoa was growing increasingly distant. After all, in those days Italy was still just beginning to recover from the war, and the desire for rebirth meant that there was a need for virtually everything. While continuing to work at Stigler-Otis, Falchetti decided to focus his distinctive technical skills, ingenuity, and entrepreneurial spirit on building something of his own, and, with the help of a friend, these efforts resulted in the establishment of Fusibili S.r.l. in 1949.

Rapid growth

In fact, Antonio Falchetti sensed that there was a potentially large market for fuses, including high-voltage fuses. For this reason, in 1952, he founded another company, Microtecnica Codognese, which shortly afterwards, in 1954, was renamed Meccanotecnica Codognese, marking the official founding of the company that would go on to become MTA.

Antonio would one day tell his grandchildren, "At my job, I noted how easily fuses burned, and how electricians didn't think twice about throwing out small electrical parts, like terminals, because of their size and low cost." He therefore decided to begin producing these items, not starting with fuses for cars, but rather with those for civilian uses, with which he was well acquainted: not surprisingly, his first customer was Stigler-Otis itself.

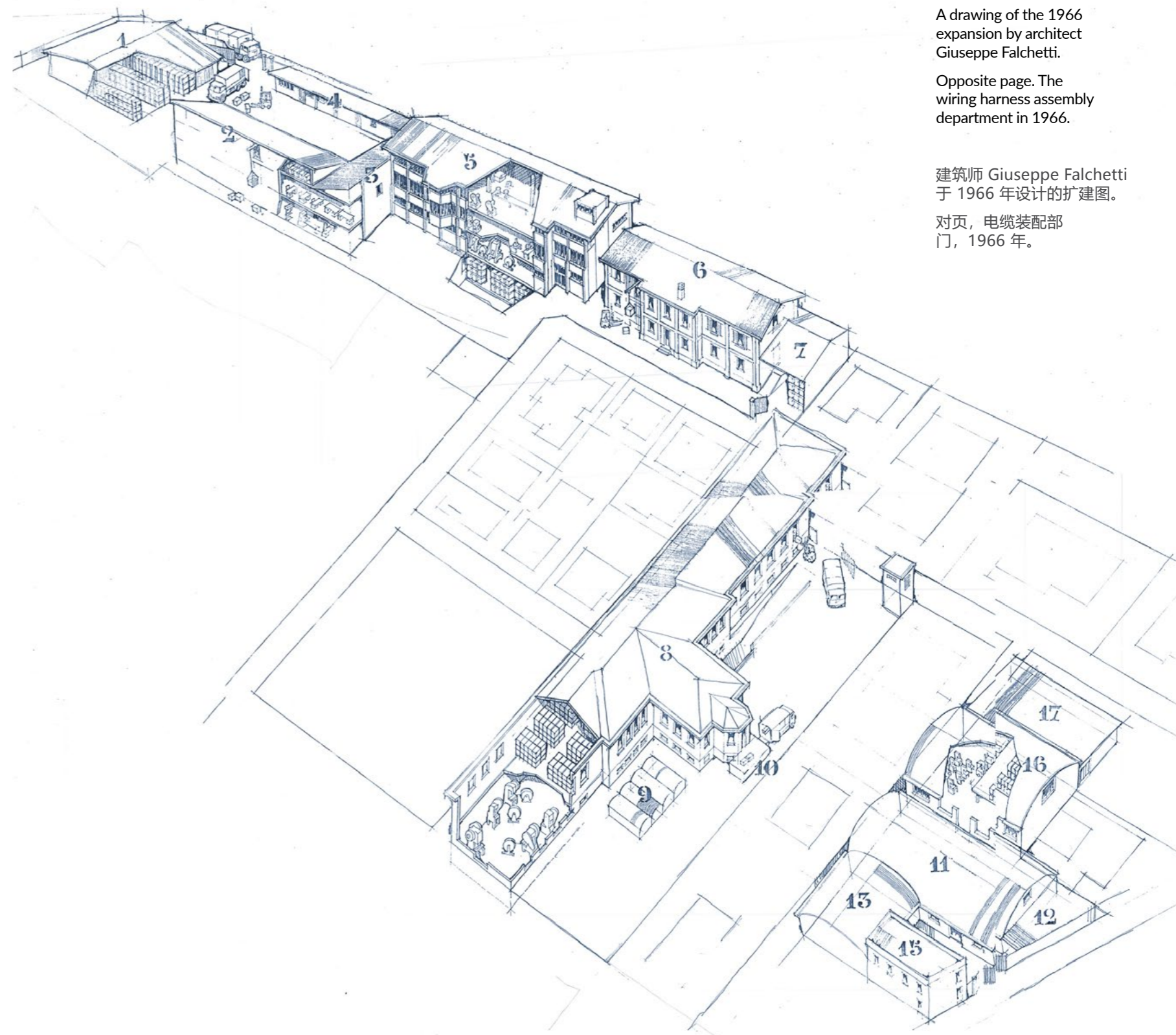
来越远了。毕竟当时的意大利在战火中饱经摧残，想要重建，一切需要从头再来。Antonio 在 Stigler-Otis 公司工作的同时，决定发挥自己的技术能力、聪明才智和创业精神，建立一家自己的公司。于是，在一位朋友的参与下，Fusibili S.r.l. 公司在 1949 年成立了。

快速成长

Antonio Falchetti 意识到，包括高压保险丝在内的保险丝市场前景广阔。因此，他在 1952 年又成立了 Microtecnica Codognese，两年后更名为 Meccanotecnica Codognese：这就是未来的 MTA 的前身。

“在我工作时发现保险丝很容易烧坏，” Antonio 有天对他的孙子们说，“还有像端子呀、接线片呀这样的电工小零件，因为体积小、成本低，特别容易被电工浪费掉。”然后，这位企业家就决定开始生产这些设备，不是汽车上的保险丝，而是从他熟悉的民用保险丝开始，而他的第一位客户正是老东家 Stigler-Otis 公司。

和大多数企业一样，我们的公司一开始也是一家小作坊，在科多尼奥市中心有一处简陋的办公地和十几个员工，但后来我们的发



A drawing of the 1966 expansion by architect Giuseppe Falchetti.

Opposite page. The wiring harness assembly department in 1966.

建筑师 Giuseppe Falchetti 于 1966 年设计的扩建图。

对页，电缆装配部门，1966 年。



1962

Giuseppe Falchetti earns a degree in architecture.

Giuseppe Falchetti 从建筑专业毕业。

1966

Meccanotecnica acquires Fusibili and opens new headquarters.

Meccanotecnica 收购了 Fusibili 并举行了新总部的落成典礼。

1967

Meccanotecnica takes part in the Turin Auto Show for the first time.

Meccanotecnica 首次参加都灵车展。

1968-69

Application and registration of the MTA trademark in Italy and abroad.

在意大利国内外申请与注册 MTA 商标。

1969

The company becomes a supplier for Alfa Romeo.

开始为 Alfa Romeo 供货。

1972

Antonio Giulio Falchetti is made a Knight of the Italian Republic on June 2.

6月2日，Antonio Giulio Falchetti 被授予意大利共和国骑士荣誉称号。

1978

Work begins on new headquarters in the Codogno industrial area.

位于科多尼奥工业区的新厂房开始施工。

1978

Incorporation of Stabak S.r.l., a company specialized in plastic and bakelite molding.

从事塑料和酚醛树脂模具的 Stabak S.r.l. 公司成立。

1979

Meccanotecnica Codognese becomes a joint-stock company.

Meccanotecnica Codognese 成为股份制公司。



1956: Umberto Falchetti goes on a tour of Italy to raise awareness of the MTA brand.

Fuses produced by Meccanotecnica Codognese.

1956年：Umberto Falchetti 正在意大利各地宣传 MTA。

Meccanotecnica Codognese 生产的保险丝。



Several Meccanotecnica Codognese employees during the inauguration of the new production area in 1966.

新生产区落成典礼上 Meccanotecnica Codognese 的部分员工，1966年。

As is always the case, the company was initially small, consisting of just a small location in the Codogno town center, with a dozen or so employees, but its growth was extremely fast. As the production range expanded, the company soon also began supplying components for the automotive industry, starting with Alfa Romeo.

展速度惊人。随着生产规模的不断扩大，我们很快就开始为汽车行业提供零部件了，第一个客户就是 Alfa Romeo。

Umberto and Giuseppe begin working at the company alongside their father

Antonio Falchetti remained at the helm of the company he created for about 20 years, even enjoying the help of his sons. His eldest son, Umberto, who graduated in electrical engineering in 1959, began working alongside his father even before finishing his studies. In 1956, he went on a tour of Italy in order to raise awareness of the MTA brand and products. In addition to serving as the MTA Director, he would also maintain a constant role in the sales office. Giuseppe, on the other hand, who graduated in architecture in 1962, served as manager of the purchasing department for several years, and went on to draw up various architectural plans for the company, both in Italy and abroad, included those for the expansion in 1966, and the new headquarters in 1983.

From its very first modest location, Meccanotecnica Codognese moved to a larger facility in 1958, just four years after its founding;

上阵父子兵

Antonio Falchetti 在他创立的公司里掌舵了二十年，期间也得到了儿子们的帮助。大儿子 Umberto 1959 年从机电工程专业毕业，在完成学业之前就已经开始支持爸爸的工作了。1956 年，为了提高品牌的知名度，他走遍了整个意大利，让大家认识了 MTA。除了担任 MTA 的董事之外，他还始终从事着销售相关的工作。Giuseppe 1962 年从建筑系毕业，多年来一直担任采购办公室主任一职。他也是 1966 年的扩建项目和 1983 年的新总部建设项目，以及意大利国内外众多其他项目的设计者。

1958 年，在公司仅仅成立了四年之后，Meccanotecnica Codognese 公司从最初的小厂房搬到了更大的厂房。1966 年，公司在政府的见证下完成扩建，在当时来说也是一个井然有序的先进生产企业。

随着业务的增长，公司也获得了大量订单，并参加了各种展会。1967 年，公司首次参加了都灵车展，虽然只有一个简单的



Antonio Falchetti with his sons, Umberto and Giuseppe, in 1972.



Antonio Falchetti 和两个儿子 Umberto、Giuseppe, 1972 年。

1981

Incorporation of Cablat S.r.l., a company specialized in cable assembly.

从事电缆装配的 Cablat S.r.l. 公司成立。

1983

Establishment at the new headquarters, a building of about 11,000 m² on a lot approximately 100,000 m² in size.

迁入新总部，占地约 100,000 平方米，建筑面积约 11,000 平方米。

1989

Umberto Falchetti's son, Antonio (born 1963), graduates in mechanical engineering and begins working at the company. His arrival leads to the creation of the component design department.

Umberto Falchetti 的儿子 Antonio (生于 1963 年) 从机械工程专业毕业并开始在公司工作。在他加入后，组件设计部门也随之建立。

1990

The new warehouses are opened in a dedicated area of about 10,000 m².

在约 10,000 平方米的专用区域内落成了多个新仓库。

1995

The group's first foreign office is founded: MTA Brasil.

集团第一个境外生产基地建成：MTA Brasil。

1995

Meccanotecnica Codognese S.p.A. incorporates Stabak S.r.l., brings all the plastic molding activities in-house, and gains major logistical and production advantages.

Meccanotecnica Codognese S.p.A. 收购了 Stabak S.r.l. 公司，将所有塑料模具的生产都纳入了公司内部，并取得了重要的物流和生产优势。

1997

The Tooling Department, the Design & Development Technical Offices, the Industrialization Technical Offices, the Automation Office and the Metrology Room are expanded.

扩大了模具制造部、设计与开发技术办公室、工业化技术办公室、自动化办公室和计量室。



Left. Umberto and Giuseppe Falchetti with their respective families in 1971.

Below. The showcase displaying the Meccanotecnica products at the 1967 Turin Auto Show.

Opposite page. Several female workers during the inauguration of the new production area in 1966.

左图，Umberto 和 Giuseppe Falchetti 以及各自的家人，1971 年。

下图，都灵车展上展有的 Meccanotecnica 产品的小展柜，1967 年。

对页，新生产区落成典礼上的部分女工，1966 年。



later, in 1966, the inauguration of a major company expansion was attended by the local authorities, which gave the company a well-organized facility that was considered state-of-the-art for its time.

This growth was accompanied by larger orders and attendance at industry exhibitions; in 1967, the company took part in the Turin Auto Show for the first time, with a simple display case. These events also allowed the brand to gain greater notoriety abroad, and to increase its sales volumes. In 1969, the trademark was thus registered in Italy, as well as in other countries.

Attention to the workers

From the stories of those who knew him and who worked with him from the very beginning, the portrait of Antonio Falchetti that emerges is one of a stern man, with a strong and decisive character, but one who was also very attentive to his employees' needs. For example, the idea of introducing a mid-morning break, in order to allow the workers to take a pause, was his, and it was a concept that

展柜。各种活动让国外的企业了解到了我们的品牌，同时也提高了我们的供应体量。1969 年，我们在意大利和一些其他国家注册了商标。

人文关怀

透过他人可靠的叙述，我们勾勒出了一个完整的 Antonio Falchetti：他为人严厉，性格刚毅果断，但也非常关注员工们的需求。比如说，是他提出了要在上午增加间休，让员工们可以稍事休息，这在当时的公司中前所未有。工作从早上 7 点开始，工人们通常会坐在自己的工作台前吃个早饭。Antonio 主张 9 点 15 分到 9 点 23 分之间有响铃提醒，给工人们几分钟的时间吃点东西，补充体力，避免受伤的危险。工作到晚上 10 点的工作妇女们还可以享受一顿晚餐，吃到汤食或意大利面。

另外，为了保障工人的健康，会给所有工人分发一套制服，女工



1998

A street in Codogno is named after Antonio Falchetti.

科多尼奥的一条街道以 Antonio Falchetti 的名字命名。

2003

ELTEM, a company in which MTA holds a partnership stake, is founded in Poland for the design and manufacture of wiring harnesses for special vehicles, agricultural and earthmoving equipment.

MTA 作为股东参股的 ELTEM 公司在波兰成立，为特种车辆、农用车辆和建筑机械设计和生产线束。

2003

Umberto and Giuseppe Falchetti are awarded the distinction of "Codognese Benemerito".

Umberto 和 Giuseppe Falchetti 被授予科多尼奥荣誉市民称号。

2004

Opening of a new 6,000 m² plastic molding wing with a fully automated granulate distribution system.

占地 6000 平方米、配备了全自动颗粒分配系统的新塑料成型车间投入使用。

2004

Change of the company name: Meccanotecnica Codognese S.p.A. becomes MTA S.p.A.

公司更名：Meccanotecnica Codognese S.p.A. 更名为 MTA S.p.A.

2004

Opening of the headquarters in Slovakia, which has now more than tripled in size, and employs nearly 400 people.

斯洛伐克生产基地成立，如今规模扩大了两倍多，员工达到了近 400 人。

2006

A new 6,000 m² office building is inaugurated in Codogno.

在科多尼奥新建了一座 6000 平方米的办公楼。

2007

Opening of MTA USA, a technical sales office located in Chicago: a strategic location in the automotive industry.

在汽车行业的战略要地芝加哥开设了 MTA USA 技术销售办事处。

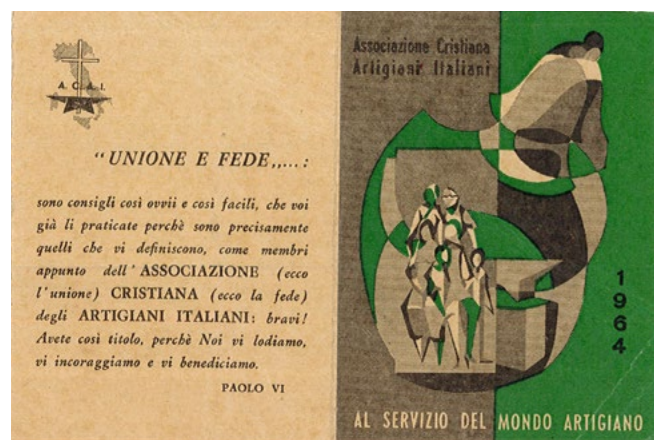
no other company had envisaged back in those days. The work shift began at 7 a.m., and the workers would often eat a sandwich while sitting at their workstations; the break that Antonio introduced from 9:15 to 9:23 a.m., signaled by a bell, gave everyone the opportunity to eat something, without running the risk of getting hurt. A dinner, consisting of either soup or pasta, was brought to the women in the production department who worked until 10 p.m.

All the workers were also provided with their own uniforms embroidered with the Meccanotecnica logo, which consisted of a smock for the women, and pants and a t-shirt for the men. Antonio Falchetti also liked to reward his employees with small gestures and gifts, and he never forgot the employees' children on St. Lucy's Day, which is celebrated on December 13th.

But his personality also led him to point out certain things that he didn't like, often with a gentle touch of sarcasm. For example, he was known to ask women wearing pants whether they had stolen them from their husbands, or to caution those wearing miniskirts to be "careful not to trip." And he wouldn't hesitate to pull on the hair of any of the men who let it grow a bit too long. They were the gestures of a man who truly cared about his company and, above all, the people who were its heart and soul.

是罩衫，男工是长裤和汗衫，上面都绣着 Meccanotecnica 的标志。Antonio Falchetti 还喜欢通过一些细节的举动和礼物来奖励员工，例如 12 月 13 日圣露西亚节是孩子们最喜欢的节日，这一天 Antonio Falchetti 也从来不会让员工的孩子们失望。

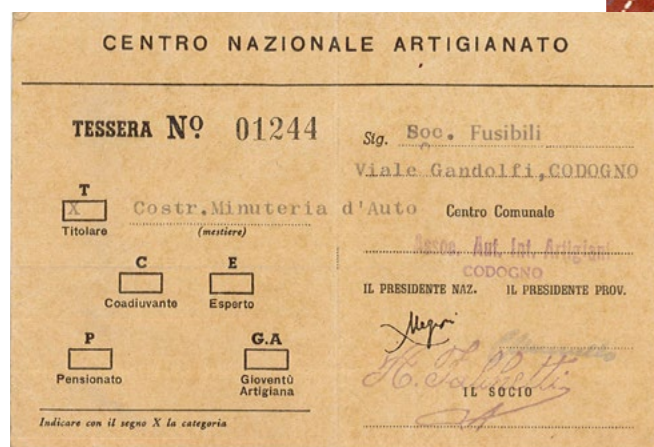
性格使然，他也会礼貌地嘲弄一下那些他看不惯的事物：看到有女人穿着长裤时，他会问是不是从丈夫那里偷来的；而看到穿迷你短裙的女人，他也会提醒她“小心别被绊倒了”。如果有男人的头发太长了，他会毫不客气地伸手去拽。这些小举动证明他心系企业，关心员工，毕竟他们是这家企业的价值和灵魂所在。



Membership card for the Italian Association of Craftsmen.

Antonio and Aurelia in a photo taken in the mid-1970s.

意大利手工业者协会的会员证。
Antonio 和妻子 Aurelia 的照片，20 世纪 70 年代中期。



2008

Opening of a new 3,700 m² wing dedicated to stamping.

占地 3700 平方米的新冲压车间投入使用。

2008

Acquisition of Digitek and creation of an electronics headquarters in Concordia sulla Secchia, in the province of Modena.

收购 Digitek，并在摩德纳省的 Concordia sulla Secchia 建立电子设备总部。

2009

Establishment of MTA India based in Pune, a city considered to be the strategic hub of the local automotive industry.

MTA India 在该国汽车工业战略中心 Pune 成立。

For the good of the territory

For the town of Codogno, Antonio Falchetti did not only represent Meccanotecnica Codognese. For example, after the war ended, he began giving lessons in electrical engineering to a group of eager young boys at the San Luigi Oratory, using a notebook containing the notes he had jotted down while attending school.

Then, in 1958, he founded the Autonomous Association of Craftsmen of the Codogno area, with the aim of "protecting and developing the interests of the craftsmen of Codogno and the municipalities in the Codogno and Maleo area." He would go on to serve as the association's president for a full nineteen years, until he resigned for health reasons in 1977. In the final report he submitted as outgoing president, after setting out the association's financial situation in detail, he wrote that he was proud to be leaving office and handing the association over to his successor in such "a healthy and robust financial and economic state." After having been awarded the honor of Knight of the Order of Merit of the Italian Republic on June 2, 1972, Antonio retired to his wife's Tuscan farm estate in 1977, where he passed away in 1981.

A new headquarters

Meanwhile, Meccanotecnica continued its pathway of growth. Umberto Falchetti's notes read: "December 1971: employees 19, workers 143, apprentices 2. Total 164." And while these numbers are far removed from the figures of today, they nevertheless hint at the potential for development.

It wasn't long before Umberto and Giuseppe Falchetti started thinking about building a new headquarters, and, in 1978, they

Several workers during the inauguration of the new production area in 1966.

The warehouse in 1962.

新生产区落成典礼上的部分男工，1966 年。

仓库，1962 年。



惠及地区

Antonio Falchetti 为科多尼奥带来的不仅仅是 Meccanotecnica Codognese。比如说战后他开始在圣路易吉神学院为一群有志青年讲授电子工程学，使用的教材是他在上学时总结的一些笔记。

然后，在 1958 年，他成立了科多尼奥及其辖区手工业者自治协会，目的是要“保护并发展科多尼奥以及科多尼奥和马来奥辖区市镇中手工业者们的利益”。他担任协会主席十九年，直到 1977 年因为健康原因辞职。在卸任主席的报告中，他详细介绍了协会的财务状况并写道，在卸任时“将资产和财务稳健地交到继任者手中”，他感到非常自豪。1972 年 6 月 2 日，Antonio 被授予了意大利共和国骑士荣誉称号。1977 年退休后，他回到了妻子在托斯卡纳的农场庄园并于 1981 年在那里与世长辞。

新的总部

与此同时，Meccanotecnica 公司继续保持着增长的势头。在 Umberto Falchetti 的笔记中写道：“1971 年 12 月：办公人员 19 名，工人 143 名，学徒 2 名。总人数 164”。这些数字与当下情景相去甚远，但我们却可以从中窥见公司的发展潜力。

Umberto 和 Giuseppe Falchetti 很早就开始考虑建造一个新的总部了。1978 年，他们开始在科多尼奥的工业区动工兴建。



began its construction in the Codogno industrial area. Shortly thereafter, in 1979, Meccanotecnica became a joint stock company. The companies Stabak and Cablat, which respectively specialize in plastic and bakelite molding and cable assembly, were also established during that period, both of which would later be incorporated into the company.

The move to the new headquarters, a building of about 11,000 m² on a lot approximately 100,000 m² in size, took place in 1983. The Falchetti family's foresight ensured that the land purchased for this purpose would be large enough to allow for the expansions necessary over the following decades to keep up with the growth in demand from customers, with the original facility having since grown to reach its current size of 40,000 m².

不久之后的 1979 年, Meccanotecnica 成为了一家股份公司。Stabak 和 Cablat 这两家公司也是在这一时期成立的, 它们分别专门从事塑料和酚醛树脂模具以及电缆组装: 这两家企业后来都并入了 MTA 公司。

1983 年, 公司迁入了新总部, 新总部占地约 100,000 平方米, 建筑面积约 11,000 平方米。Falchetti 家族目光长远, 他们购买的这块土地足够大, 能够在随后几十年里进行必要的扩建来满足客户增长的需求, 由此这座建筑才能从最初的面积扩展到当下的 40,000 平方米。

With the move to the new facility, the company made a further qualitative leap, expanding its business to include other components as well. In 1983, for example, it began production on the fuse box for the Alfa Romeo 33, the heir to the Alfasud sedan, which used much of the same mechanics. This was a significant step, because, for the first time, the company had also begun designing everything around fuses as well. But new major developments were already just around the corner.

随着新工厂的落成, 公司实现了质的飞跃, 业务范围也扩展到其其他部件。比如说, 还是在 1983 年, 公司开始生产 Alfa Romeo 33 车型的保险丝盒。这款车继承了 Alfasud 旅行车, 在很大程度上使用了 Alfasud 的机械装置: 这是重要的一步, 因为公司开始第一次设计围绕保险丝的所有产品。与此同时, 命运之轮又开始转动。

In-house design

In fact, in 1989, still fresh from his degree in mechanical engineering, Antonio Falchetti, born in 1963, began his professional

The honor of Knight of the Order of Merit of the Italian Republic awarded to Antonio Giulio Falchetti in 1972.

Below. The medal of the Italian Association of Craftsmen awarded to Antonio Falchetti in 1967.

Opposite page. The MTA headquarters on viale dell'Industria in 1983.

Antonio Giulio Falchetti 被授予意大利共和国骑士荣誉称号, 1972 年。

下图, Antonio Falchetti 被授予手工业者协会奖章, 1967 年。

对页, 位于 viale dell'Industria 的 MTA 总部, 1983 年。



2015

TIMA, a company specialized in the design and supply of electrical and electronic systems for off-road vehicles and work machinery, is established in Reggio Emilia. MTA holds a partnership stake in the company and provides technical support for the development and production of instrumentation, displays, electronic control units, and electromechanical components.

TIMA 公司在雷焦艾米利亚省成立, 专门设计和供应越野车和工作机械的电气和电子系统。MTA 作为股东参股, 并为仪表、显示器、电子控制单元和机电部件的开发和生产提供技术支持。

2015

Opening of a plant in Mexico, for production and delivery to NAFTA regions.

在墨西哥开设生产厂并为北美自由贸易区供货。

2017

Strategically located in the Free Trade Zone of Kenitra, MTA Morocco, the group's latest overseas location, was established to supply the EMEA market.

MTA Morocco 工厂位于 Kenitra 的自由贸易区, 地理位置优越, 是集团最新的海外工厂, 产品主要供应欧洲、中东和非洲市场。

2022

Acquisition of EDN S.r.l., a company specialized in the development of on-board battery chargers and DC/DC converters.

收购 EDN S.r.l., 这是一家专门开发车载电池充电器和 DC/DC 转换器的企业。

2024

Acquisition of a business unit from Calearo Antenne S.p.A., a company that develops and produces advanced communication technologies.

收购 Calearo Antenne S.p.A. 公司负责开发与生产先进通信技术的一个业务部门。

journey with the family business by immediately tackling an ambitious task entrusted to him by his father, Umberto. The company needed a component design department, which would make it proactive towards its customers by freeing it of its exclusive reliance upon the designs entrusted to it by the manufacturers.

The mold and component design activities were therefore separated, and a modern CAD/CAM software, necessary for computer-aided production (using machine tools), was adopted. This strategy proved to be successful, as it put Meccanotecnica in a position to offer its customers a “complete cycle,” including design, industrialization, testing, and production of the components, or rather what is referred to today as a “one-stop shop.”

自主设计

1963 年出生的 Antonio Falchetti 在 1989 年从机械工程专业，毕业后就开始了在家族企业中的职业生涯，立即着手完成父亲 Umberto 交给他的一项充满雄心的任务。Antonio 认为有必要设立一个专门的组件设计办公室，这样公司才能够积极地为客户服务，摆脱对制造商所提供设计的依赖。

因此，公司将模具和部件的设计分离。另外，还采用了现代化的 CAD/CAM 软件，通过计算机来辅助机床的生产。事实证明，这样的战略非常成功，它让 Meccanotecnica 有能力为客户提供



Several photos of the MTA offices in 1991.

MTA 的部分办公室照片，1991 年。



The Falchetti family in 2006.

Falchetti 家族，2006 年。

The design for the production of the Val blade fuses had actually begun as early as 1979, with the analysis of a competitor's product. The installation of the first UniVal® lines at the viale dell'Industria headquarters dates back to 1983, while the molding of the two half-shells was entrusted to Stabak: thanks to the new plant, the product came out already finished and tested. However, in order to be proactive towards its customers, Meccanotecnica naturally couldn't limit itself to simply supplying the individual components: it was necessary to develop everything on board the vehicle related to the transmission of electrical current, from the battery and its terminals, to the fuse boxes, the terminals, and the connectors.

This change marked a major turning point for the company, which had since then established itself worldwide as the company of choice for the development of power distribution and electrical system protection units for low, medium, and high voltage applications, as well as for connectors and fuses. In short order, the company not only became the main supplier of these products for the world's leading automakers, but for the manufacturers of motorcycles, trucks, and agricultural and earthmoving equipment as well.

The year 2004 marked Meccanotecnica's fortieth year in business, and to celebrate the occasion the company changed its name to MTA S.p.A., thus identifying itself with the trademark printed on its products, by which the customers knew it, especially the foreign ones. But there were still other major changes yet to come.

一个从设计、工业化、测试到部件生产的“完整周期”：就是我们今天所说的“一站式服务”。

实际上，Val（刀闸）保险丝的生产项目早在 1979 年就已经开始了，我们还对竞争对手的产品进行了分析。在 viale dell'Industria 工厂安装的第一批 UniVal® 生产线可以追溯到 1983 年，而两个半壳的成型任务就委托给了 Stabak。由于采用了新设备，产品出厂时就已经完成并通过了测试。不过，想要更积极地服务客户，Meccanotecnica 公司当然不能局限在供应单个部件。我们必须开发出与电流传输有关的全部汽车部件：从电池和接线端子开始，到保险丝盒、接线柱和连接器。

这次的发展是公司的一个重要转折点，自此以后，公司在全球范围内成为了开发高、中、低压配电装置和电气系统保护装置以及连接器和保险丝的标杆企业。简而言之，公司不仅成为了世界主要汽车制造商的此类产品的供应商，还为摩托车、卡车、农业和建筑机械制造商供应产品。

2004 年，Meccanotecnica 公司成立四十周年，借此机会，公司更名为 MTA S.p.A.，同时新名称印在了产品上，被国内外客户所熟知。自此，新的旅程即将开始。

The evolution of the logo
公司标志的演变



1954



1968



2005



Above. A group photo of the MTA workers in 2004.

Left. Umberto and Giuseppe Falchetti in 1997.

Opposite page. The Falchetti family in 2024.

上图，MTA 工人合影，2004 年。
左图，Umberto 和 Giuseppe Falchetti，1997 年。
对页，Falchetti 家族，2024 年。

Electronics: the new horizon

With the advent of electronics and its ever-increasing use in vehicles, the company felt the need to establish its own presence in this sector. The solution came in 2008 with the acquisition of Digitek, a company founded in 1983 in the Modena area, specializing in the manufacture of dashboards and electronic control units for high-profile car manufacturers.

The integration of this new company took place quickly: in 2014, its headquarters was moved to a new high-tech facility in Rolo, a town northeast of Reggio Emilia. That which has since become the MTA Local Unit in Rolo allowed the company to quickly become a leader in the field of instrument panels and displays for super sports cars, motorcycles, tractors, and earthmoving equipment.

The more recent years have also been characterized by the transition to electric mobility. And MTA has once again reacted promptly to the market's change, procuring the necessary know-how through the acquisition of EDN S.r.l., an Italian leader in the design and production of on-board battery chargers and DC/DC converters for electric and hybrid vehicles.

Most recently, in 2024, the company acquired a branch of Calcareo Antenne S.p.A., a company headquartered in Isola Vicentina (Vicenza) that has been developing and producing advanced communication technologies since 1957, working in synergy with the world's leading automobile manufacturers. This strategic decision has allowed MTA to expand its business to include new technologies related to vehicle connectivity (between

电子产品，全新视野

随着电子装置的出现以及其在汽车中越来越广泛的应用，公司认为有必要开拓在这一领域的业务。为此，在 2008 年我们收购了 Digitek，这家企业在 1983 年成立于摩德纳，专门为知名汽车制造商生产仪表盘和电子板。

随着新公司的迅速整合，2014 年这家企业将总部迁到了雷焦艾米利亚东北部的罗洛镇，这里的工厂才有了最先进的生产技术。MTA 在罗洛的地方分部使公司在超级跑车、摩托车、拖拉机和建筑机械的仪表板和显示屏领域迅速取得了领先地位。

过去的几年间，汽车行业开始向电动交通工具过渡。MTA 又一次对市场发展做出了迅速反应：通过收购 EDN S.r.l.，MTA 获得了必要的专有技术。这次收购的企业是意大利一家设计和制造电力汽车和混合动力汽车车载电池充电器和 DC/DC 转换器的领先企业。

最近的一次收购发生在 2024 年，我们收购了 Calcareo Antenne S.p.A. 公司的一个业务部门。这家公司总部位于维琴蒂纳岛，从 1957 年开始就致力于开发和生产先进的通信技术，并与世界主要的汽车制造商多有合作。这样的战略选择加之与电气和电子研发部门的强大协作使 MTA 能够提高与车辆互联性（车辆之间以及车辆与周围环境的连接）相关的新技术业务。

vehicles themselves and between vehicles and the surrounding environment), also thanks to the strong synergies possible with the electrical and electronic research & development departments.

Italy and beyond

Throughout all this, while remaining firmly rooted in Italy, MTA did not want to forgo the possibility of expanding abroad. In fact, as early as the 1990s, the need emerged to set up new production units closer to the areas where the large car manufacturers were setting up shops. It was therefore no coincidence that the company's first foreign branch was established in São Paulo, Brazil, in 1995. Today, having undergone a major international expansion (which is discussed in greater detail in the following pages), MTA has seven foreign branches: the first one in Brazil was gradually joined by others in Slovakia (in 2004), the United States (In 2007), India (in 2009), China (in 2014), Mexico (in 2015), and Morocco (in 2017).

Today

The small workshop founded in 1954 has gone on to become a world-leading producer of a wide range of electrical and electronic components for the world's top manufacturers of cars, motorcycles, trucks, and agricultural and earthmoving equipment. And the company is still even owned by the same family: its founder, Antonio, handed the reins down to his sons Umberto and Giuseppe, who, following their father's example, have dedicated their entire lives to the company. Antonio Falchetti, Umberto's son and the group's general manager, works alongside his sisters and cousins, and even a nephew, who represents the start of the company's fourth generation.

从意大利到世界

在整个发展历程中，MTA 不仅牢牢扎根于本国市场，还实现了在国界之外的发展。实际上，早在 20 世纪 90 年代，公司就出现了在大型汽车制造商所在地附近建立新生产基地的需求。所以，1995 年，我们在巴西圣保罗开设了公司的第一个境外生产基地，这绝非偶然。如今，MTA 已经完成了大规模的国际扩建（后面将对这方面进行详细介绍），在七个国家拥有国外基地：在巴西的生产基地建成之后，又陆续在斯洛伐克（2004 年）、美国（2007 年）、印度（2009 年）、中国（2014 年）、墨西哥（2015 年）和摩洛哥（2017 年）开设了多个生产基地。

从过去到今天

这家成立于 1954 年的小作坊现已成为了全球的标杆性企业，为世界领先的汽车、摩托车、卡车、农用和建筑机械制造商生产各种电气和电子元件。如今，公司的所有权仍然掌握在创始家族手中：创始人 Antonio 将接力棒传给了他的儿子 Umberto 和 Giuseppe，他们以父亲为榜样，将毕生精力奉献给了公司。与集团掌舵人 Antonio Falchetti (Umberto 的儿子) 一起管理公司的还有他的妹妹们、堂兄弟姐妹和一个作为公司第四代传人的侄子。



Interview 采访

By Emilio Deleidi
由Emilio Deleidi采访并撰写

With the transition to electric or otherwise “carbon-free” forms of mobility envisaged by the European Union for 2035, the world of automobiles, and that of transportation in general, are undergoing a pivotal transformation. The industry players must therefore ready themselves for these new challenges: engineer Antonio Falchetti, Executive Director of MTA, explains how the company is preparing to face the future.

欧盟计划在 2035 年实现向电动或“无碳”交通方式过渡的目标让汽车乃至整个交通领域进入了一个可谓跨时代的变革阶段。因此，行业必须为迎接这些新的挑战做好准备：MTA 执行董事、工程师 Antonio Falchetti 介绍了公司正在以怎样的方式为未来做准备。

Throughout its seventy years of business, MTA has always kept pace with the changes in the automotive industry, which seem to have accelerated in recent years: how has your company managed to keep up with the times?

Our story began with just two products, intended for the aftermarket: in a country like Italy, where there was a shortage of practically everything during the postwar period, my grandfather Antonio noticed that the components most used by electricians and mechanics were fuses, which often burned out, and radiator caps, which were ruined by contact with water. Having a background as an electrical technician, my grandfather devoted himself to high-voltage fuses, such as those used in the elevators made by the company he worked for, Stigler-Otis. In the 1970s and 1980s, as the automobile evolved, the fuses were gradually joined by other products, such as terminals, spark plug caps, and devices to shield car radios from interference. At that time, however, half of our turnover came from the wiring harnesses we made for Fiat group models.

MTA 在过往七十年发展历程中始终都能跟上汽车行业变革的脚步，最近，这种变革似乎又有加速的趋势：贵公司是如何做到与时俱进的？

我们的历史从两款面向售后市场的产品开始：在意大利这样一个战后几乎一无所有的国家中，我的爷爷 Antonio Falchetti 意识到，电工和机械师使用最多的部件是保险丝和散热器盖，因为前者经常烧毁，而后者遇水会损坏。我的爷爷有电气技师的背景，他还研究过高压保险丝，比如他曾经工作过的 Stigler Otis 公司在电梯中使用的那种保险丝。20 世纪 70 年代和 80 年代，随着汽车的发展，我们在保险丝之外还逐渐增加了其他产品，比如端柱、火花塞盖和汽车收音机干扰屏蔽装置。不过，当时我们的一半营业额来自汽车线束，主要是用于菲亚特集团的各种车型。



Was there a specific turning point in the company's activities?

At a certain point we lost the contract for the wiring harnesses, which could have created some difficulties. But we had already decided to create an in-house technical department, with the aim of no longer just making components based on the customers' specifications, but rather based on our own designs. In the meantime, engine fuel injection systems had also become established, which posed a risk of fire in the event of an accident, as the jet of gasoline could catch fire upon making contact with the hot, unprotected battery cables. And we made a specific product designed to protect the hot cables, which averted this danger, and this enabled us to become the leading supplier of car manufacturers thanks to our knowledge of power-related issues. That experience led to the development of a broader range of products, such as terminals, fuse boxes (including for passenger compartments), protection systems, and more. Over time, the electrical components in cars increased considerably, so the needs for cable protection grew, and we went from making the fuse box for the Alfa 33 alone to producing an increasingly large and sophisticated range of products. By the 2000s, we had established ourselves as a benchmark in the field of in-car power protection with all the major automakers.

Electronics later came to play a major role in all types of vehicles... how was this development addressed?

With the advent of the first electronic control units, we realized the need to be present in this sector as well, so we decided to acquire Digitek, a company that specialized in electronic components for high-profile manufacturers. We therefore structured ourselves into two business units over time. The first is the “historical” one, dedicated to the production of electrical

公司经营上真正的转折点是什么时候出现的？

有一次，我们居然丢掉了汽车线束的订单，这可能导致公司陷入困境。但实际上，我们已经决定要成立一个内部的技术部门，目的是不再仅仅根据客户的规格要求生产部件，而是要生产我们自己设计的部件。与此同时，发动机燃油系统中开始应用喷射技术，这种情况下，一旦发生事故，喷射出的汽油与没有受保护的高温电池电缆接触后就可能会起火，引发火灾。我们那时已经开发出了一种高温电缆保护产品，可以避免这种危险，这款产品使我们成为了汽车制造商的供应商中解决电力问题的领先企业。有了这样的经验，我们又开发出了更加多样的产品，比如接线端子、保险丝盒（也用于驾驶舱）、保护系统等，不一而足。慢慢地，随着汽车电气部件数量的大幅增加，对电缆保护的需求也随之增长，我们的产品也从只针对阿尔法 33 发展到越来越多、越来越复杂的品类。到 2000 年，我们已在主要制造商中确立自己在车载电力保护领域的领先地位。

随后，电子技术在各类车辆中发挥了主导作用：我们是如何应对这一创新的？

随着第一批电子控制装置的出现，我们意识到必须涉足这一领域了。因此，我们决定收购 Digitek 公司，这是一家专门为知名制造商提供电子产品的公司。所以，后来，我们把公司划分成了两个业务部门。一个是“历史悠久”的电气元件生产部门，产量高，拥有

components, which has high production volumes and serves large vehicle manufacturers; the second and more recent one is dedicated to electronics, and deals with sophisticated elements, such as instrument panels and displays for super sports cars, tractors, and earthmoving equipment, electronic power components, such as on-board chargers and DC/DC converters for electric vehicles, and automotive antennas of various kinds, both OEM and aftermarket.

The automotive industry is currently preparing for a transition into the future that will rest on pillars such as high voltage battery-powered vehicles and connectivity. How are you preparing for this shift?

The voltage of the on-board systems in cars has increased from the initial 24 to 48 volts in hybrid cars, and to 400 and 800 volts in electric cars, and there is already talk of 1,200-volt schemes. We are more than ready to take on these changes, because we already produce control units with a completely different technology than the low-voltage products, having replaced the plastic material of the latter with aluminum. We also plan to use this material for the busbars for power distribution, rather than copper, which is heavier. We are also getting back to our roots a bit and making high-voltage fuses once again, just like my grandfather did, as well as power relays. These are all components that, for automotive applications, need to be rendered lighter and smaller, and adapted to the stresses caused by the vehicles. These still include power protection boxes, but since the power levels themselves and the voltages involved are now much higher, different design systems and manufacturing technologies are also needed. All this also entails a lot of testing in terms of both design validation and product validation.

The second pillar, as mentioned above, is that of increasing connectivity in next-generation cars.

Automakers have realized that they cannot build such complex systems entirely themselves, and prefer to procure the basic infrastructure from specialized companies such as ours, which can provide the hardware (the displays, touch screens, etc.) already equipped with the software needed to connect the additional functions selected by the manufacturer. We are

多家大型汽车制造商客户；另一个是生产电子产品的全新部门，新部门涉及精密元件，比如超级跑车、拖拉机和建筑机械的仪表板和显示器；电力电子元件，比如电力汽车的车载充电器和 DC/DC 转换器；以及各种汽车天线，包括原始设备和售后市场产品。

现在，汽车行业正准备向未来转型，而这一转型的主要方向就是电动汽车的高压电和互联性。贵公司为这样的转型做了哪些准备呢？

汽车车载系统的电压方面，混合动力汽车已经从最初的 24 伏提高到了 48 伏，电力汽车提高到了 400 伏和 800 伏，但我们已经在讨论 1200 伏的方案了：我们在这方面已经做好了准备，因为我们已经生产出了技术上完全不同于低压产品的控制单元，用铝取代了后者的塑料材料。我们还计划将铝这种材料应用于配电导管母线，而不选择较重的铜。我们还在生产高压保险丝和功率继电器，因为我的爷爷就生产过高压保险丝，所以可以说我们又干回了老本行。这些部件在汽车应用中都必须减轻重量，缩小体积并能够适应汽车所产生的应力。这些虽然仍然是电源保护盒，但由于当前功率本身和所涉及的电压要高得多，所以需要不同的设计系统和生产技术。这还需要进行大量的测试，包括设计验证和产品验证。

就像我们刚才提到的，另一个转型的方向是新一代汽车越来越高的互联性要求。

汽车制造商们已经意识到，他们不可能自己生产出一个如此复杂的系统，他们更愿意通过我们这样的专业公司获得基本的基础设备。我们这样的公司可以为他们提供硬件，比如显示器、触摸屏等，并且配备上必要的软件，用来连接制造商选择的更多功能。所以，我们现在正在开发用于基本连接的系统，然后由汽车



therefore developing basic connectivity systems, which are later supplemented by the manufacturers with specific functions, such as smartphone communication, navigation, apps, and audio systems, which are specially developed for them by various specialized players.

There is also a lot of talk about next-generation batteries for electric cars, which will allow them to overcome the current limits, especially in terms of range: does this mean that automakers will have new requirements?

Since the purposes that our products serve are downstream of the battery, it essentially makes no difference to us whether the energy comes from a lithium-ion or solid-state accumulator, or even from a hydrogen fuel cell. It should also be noted that, whatever the propulsion system, the 12- or 24-volt system, with

制造商在系统中整合上不同专业厂商为他们开发的各种功能，比如智能手机、导航仪、各种应用程序和音频系统等。

关于电力汽车新一代电池的讨论也很多，据说新电池可以超越目前的限制，尤其是在续航里程方面：这是否意味着制造商将有一些新的要求？

我们的产品在电池的下游发挥作用，所以能量是来自锂离子蓄电池还是固态蓄电池，或是来自氢燃料电池，对我们来说根本不重要。另外，我们还应该知道，无论采用哪种推进系统，12 伏或 24 伏系统，只要存在保护要求，那么我们的产品始终是为车载服

Numbers 数字



2.000

collaborators
员工



10

Research & Development
departments
个研发部门

2

business unit: Electrical and Electronics
两个事业部：电气和电子

11

assembly departments
个装配部门



11

sites in the world
全球11处工厂

5

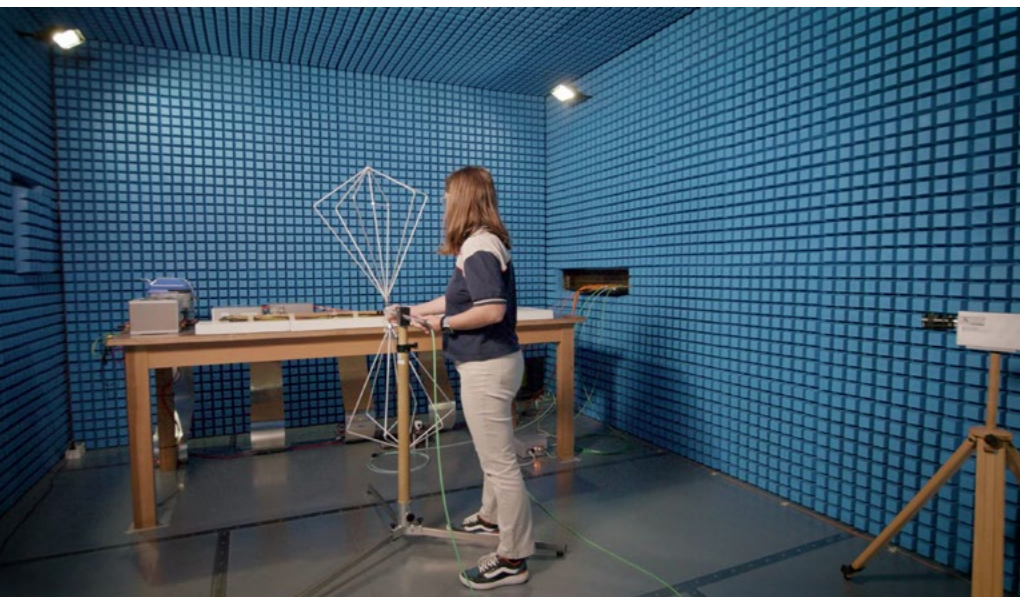
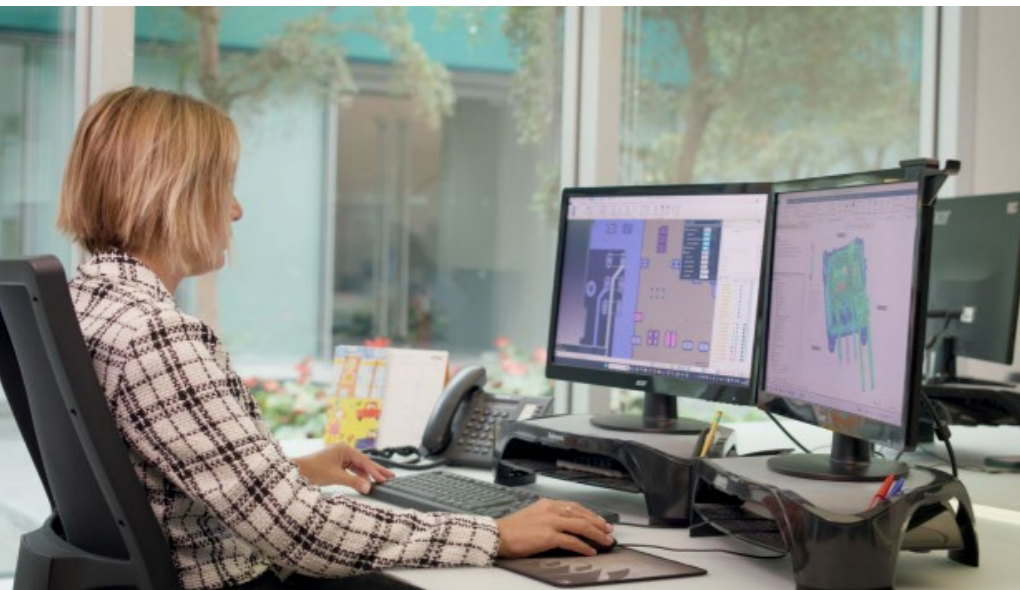
plastic molding departments
个注塑模具部门

1

stamping department
个冲压部门

7

laboratories
个实验室



“
 To prepare people for the ongoing activities and improving the efficiency of the processes, we aim to stimulate them so that they themselves might devise and propose new and innovative solutions.
 为了让人们为正在进行的活动做好准备，并提高流程的效率，我们旨在激励他们，使他们自己能够设计和提出新的创新解决方案。
 ”

its protection requirements, will always remain indispensable for powering the on-board services; in fact, this system will come to play an even more important role due to the need to ensure the functionality of the infotainment systems and the other services, which are gradually becoming more complex.

务提供电力时所不可或缺的，而且由于需要确保信息娱乐系统和其他日益复杂的服务正常运行，我们的产品将变得愈发重要。

With regard to human resources, an essential asset for every company, are there any interventions planned in the sphere of corporate welfare?

人力资源是每家公司的宝贵资产，我们是否有计划对公司福利领域进行改革？

We have several in the works, which will be aimed at improving the work-life balance: for example, at our Codogno headquarters we are currently setting up a company nursery for our employees' children from three months to three years of age, as well as an in-house gym, and common areas to be used for work breaks. The canteens at all of our locations, some of which also have outdoor lunch areas, and the general high quality of the luminous work environments, surrounded by lots of greenery, are very much appreciated by our workers.

为了改善工作与生活之间的平衡，我们制定了多项计划：比如，我们正在为员工们三个月到三岁的孩子建造公司托儿所，还有一个内部的健身房和会面休息区，目前这些只针对科多尼奥的工厂。我们所有的工作地点，食堂（其中一些还配备了室外用餐区）以及明亮又绿树环绕的优质工作环境都得到了员工们的高度评价。

Innovation requires ongoing training of human resources: how do you prepare your employees for new tasks?

创新就要求持续对人力资源提供培训：我们是怎样帮助员工们为新任务做好准备的？

Each year we plan training activities with different priorities based on the identification of the needs in the various areas,

每年，我们都会通过一个管理层和员工共享的程序来确定不同部门的不同需求，然后根据不同的优先级来规划培训活动。2022

which the managers share with their employees. In 2022, the company provided a total of over 7,400 hours of staff training, even on safety issues; the MTA Academy for Project Engineers also continued its activities. This specific training course, which was inaugurated during the last quarter of 2021, is aimed at expanding and developing skills in component design, while at the same time enabling the structured sharing of know-how within the research and development departments. In fact, in addition to preparing people for the ongoing activities and improving the efficiency of the processes, we also aim to stimulate them so that they themselves might devise and propose new and innovative solutions.

What professional skills will companies like yours need most in the future?

Being a technical company, our need for technicians will continue to increase in the future, even technicians without any particular specializations, but with good engineering backgrounds and, above all, with a propensity for inventiveness and creativity.

Finally, what will the MTA of the future look like in your view?

It will be a company that will have an even broader range of products, and an increased in-house production of the components that are currently still obtained from suppliers. In order to remain competitive, we will also work on cost containment, and reducing overhead in particular. The latter will be achieved by automating more of the processes unrelated to production. The challenge will be to apply the optimization process already carried out for the assemblies in the 1960s to this chain of activities as well. It's not easy to streamline the procedures, but it allows us to save time and money.

年，公司为员工提供了超过 7,400 个小时的培训，其中也包括安全问题培训。另外，MTA 项目工程师学院也在持续开办中。这是一个有针对性的培训课程，于 2021 年最后一个季度启动，目的是要提升与发展员工的部件设计技能，在研发部门内实现有组织的技术共享。除了让人们为当下的业务做好准备并提高流程效率之外，我们还努力激励他们设计与提出新的解决方案，让他们积极参与到创新当中。

像贵公司这样的企业未来最需要哪些方面的专业人才？

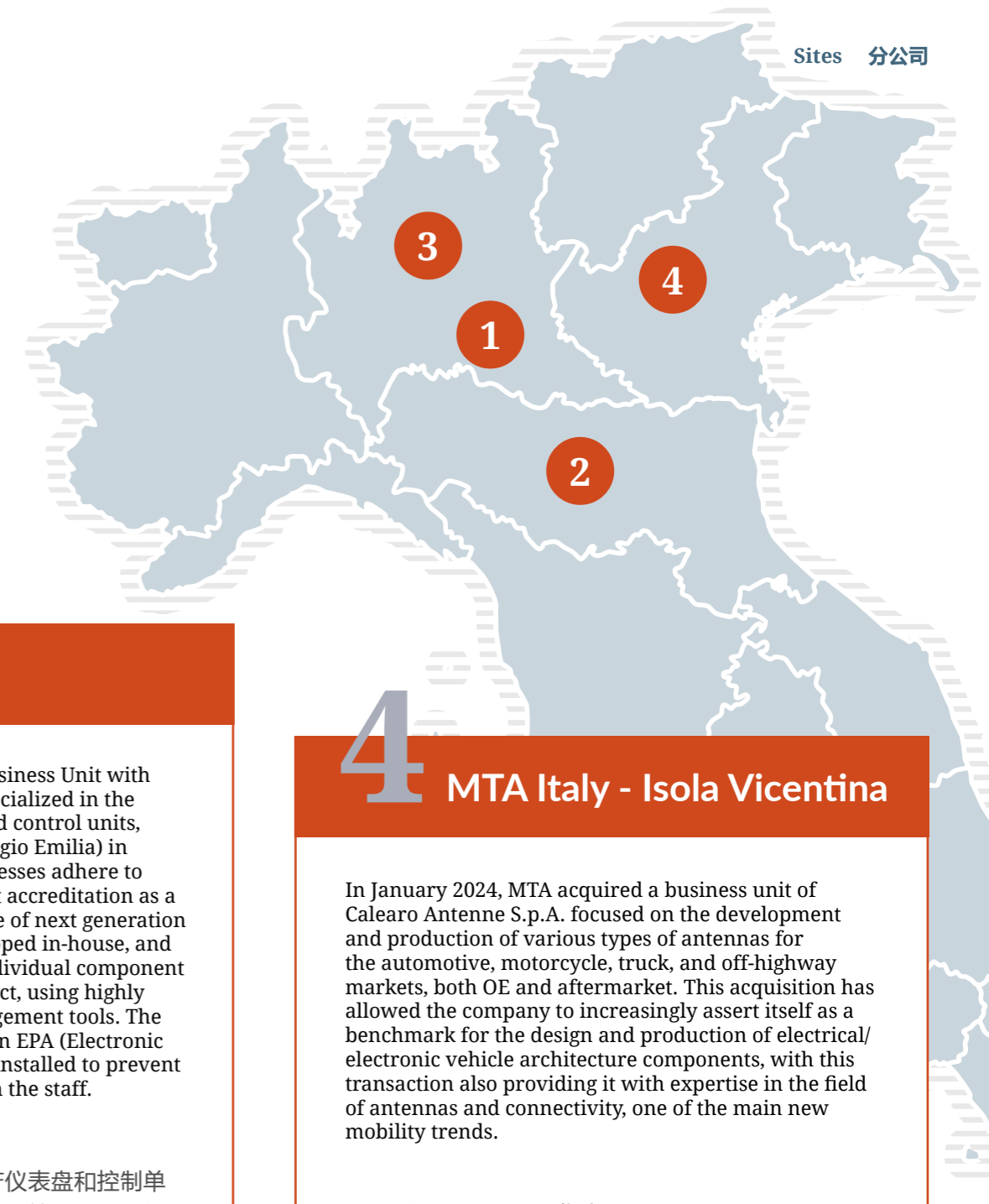
我们是一家技术型公司，所以今后我们也将需要更多的技术人员，不限专业，但需要有良好的工程背景，最重要的是要有很强的创造力和创新能力。

最后，在您的设想中，未来的 MTA 会是什么样子？

MTA 将成为一家产品种类更加丰富的公司，并且有能力实现将目前仍来自供应商的部件进行内部生产。另外，为了保持竞争力，我们将会努力控制成本，特别是将减少管理费用。我们将通过实现非生产过程中更高层次的自动化来控制成本。我们所面临的挑战是如何将 20 世纪 60 年代在装配方面已经实施的优化流程也应用到这一业务链中。流程的合理化并非易事，但却能节省时间和金钱。



Presence in Italy 我们在意大利的业务



1 MTA Italy - Codogno



At the beginning of the 1980s, the need arose for a new production facility that could cope with the changing size and, above all, the increasingly stringent requirements of the automotive market, which required component production to be carried out at sites that had been certified according to the industry standards. In 1983 MTA moved to its new facility, located in the Codogno industrial zone. Over the past 40 years, several expansions and renovations have taken place at this location, where the Headquarters are still located to this day. This location boasts a highly specialized Research & Development Center for the design of electrical and electronic products, and a production area that includes plastic molding, metal stamping, and assembly departments. It is also home to the tooling department, for the creation of injection and stamping molds, and the laboratory, where each product undergoes a qualification phase involving tests designed to simulate the most severe conditions of use for each component.

20 世纪 80 年代初，随着公司规模的变化，尤其是为了满足日益严格的汽车市场的需求，零部件的生产必须在经过行业标准认证的工厂进行，由此出现了建立新的生产基地的需求。1983 年，MTA 迁到了位于科多尼奥工业区的新厂房中。如今，公司的总部仍然在这里，只是在过去 40 年进行了多次的扩建和翻新。这个生产基地拥有一个用于设计电气和电子产品的高度专业化研发中心和包括塑料模具、金属冲压和装配部门在内的生产区。此外，这里还设有模具制造部，负责制造注塑模具和冲压模具；实验室负责对每件产品进行检测，要求对每个部件进行最恶劣使用条件的模拟测试。

2 MTA Italy - Rolo

In 2008, MTA launched its Electronics Business Unit with the acquisition of Digitek, a company specialized in the design and production of dashboards and control units, which moved to a new plant in Rolo (Reggio Emilia) in 2014. At this facility, the production processes adhere to extremely stringent standards, earning it accreditation as a state-of-the-art site, also thanks to the use of next generation assembly lines, testing equipment developed in-house, and a traceability system that allows each individual component to be traced back to the individual product, using highly advanced hardware and software management tools. The entire production area is designated as an EPA (Electronic Protected Area), and special devices are installed to prevent electrostatic charges from building up on the staff.

2008 年，MTA 收购了专门设计并生产仪表盘和控制单元的 Digitek 公司，成立了电子业务部，并于 2014 年迁入位于雷焦艾米利亚大区的罗洛镇的新工厂。在这个生产厂内，所有的生产流程都遵循极高的工艺标准。由于采用了最先进的装配线、内部开发的测试设备以及可追溯系统，因此能够通过非常先进的硬件和软件管理系统追溯到单个组件和单个产品，因此可将这个基地认证为最先进的生产基地。整个生产区都是 EPA 区（电子保护区），并采用了特殊装置防止静电荷在人身身上积累。

4 MTA Italy - Isola Vicentina

In January 2024, MTA acquired a business unit of Calearo Antenne S.p.A. focused on the development and production of various types of antennas for the automotive, motorcycle, truck, and off-highway markets, both OE and aftermarket. This acquisition has allowed the company to increasingly assert itself as a benchmark for the design and production of electrical/electronic vehicle architecture components, with this transaction also providing it with expertise in the field of antennas and connectivity, one of the main new mobility trends.

2024 年 1 月，MTA 收购了 Calearo Antenne S.p.A. 公司的一个业务部门，这个业务部门专注于为汽车、摩托车、卡车和非公路车市场开发并生产各种类型的天线，包括原装设备和售后市场。通过这一次的收购，公司在汽车电气/电子结构部件的设计和生产方面逐渐成为了标杆企业，同时还增加了天线和互联领域的专业技术，这也是全新交通方式的主要趋势之一。

3 MTA Italy - Cinisello Balsamo

With the automotive market trending towards “electric” vehicles, MTA decided to strengthen its position in the electronic power sector with an increasingly broad range of products. In 2021, the company acquired EDN S.r.l., a leading company in the design and manufacture of OBCs (On-Board Battery Chargers) and DC/DC converters for electric and hybrid vehicles. The company operates at the international level, with solutions featuring the most advanced technologies, and is equipped with a state-of-the-art R&D department and production area.

随着汽车市场的“电动化”趋势，MTA 决定巩固自己在电气电子领域的地位，提供更加复杂的产品。2021 年，MTA 收购了 EDN S.r.l.。这是一家设计并生产用于电力汽车和混合动力汽车的 OBC（车载电池充电器）和 DC/DC 转换器的领先企业。这家公司拥有最先进的技术，面向全球提供解决方案，并配备了最先进的研发部门和生产区。

Worldwide presence 全球呈现




1 MTA Brasil

30
YEARS IN 2025
到2025年就是
30周年

With the creation of MTA Brasil, a branch created to meet the needs of Automakers, MTA began its internationalization. MTA Brasil, which will be 30 years old in 2025, constitutes a strategic branch for the important Mercosur market. Thanks to its presence, MTA has been able to follow its European customers, who began production there in the late 1980s and needed to have their supplier nearby. Today, MTA Brasil is a well-established entity, which has also grown thanks to the acquisition of new customers, and production in synergy with MTA Mexico, when necessary.

为满足汽车制造商需求而设立的 MTA Brasil 开启了 MTA 的国际化进程。到 2025 年，MTA Brasil 将成立 30 周年，这里是南方共同市场的战略要地。MTA 的众多欧洲客户在 20 世纪 80 年代末开始在当地生产，并需要就近的供应商，正是凭借巴西生产基地，MTA 紧紧跟上了这些客户的脚步。如今，MTA Brasil 已经成长为一家成熟的公司，通过争取新客户并在需要时与 MTA Mexico 协作生产，实现了增长。

 ESTABLISHED / 成立年份
1995

 HEADQUARTERS / 生产基地
Arujá (São Paulo)



MTA Brasil

2 MTA Slovakia


20
YEARS / 周年



Founded in a small rented facility in the area where most of the major automakers are located, and in a country with a considerable amount of skilled labor, MTA Slovakia has grown over the years with the purchase of a large area, which it has been able to develop. Today, having reached the twentieth anniversary of its founding, MTA Slovakia has nearly tripled in size with a recently completed expansion of the production department and the construction of a laboratory, and, most importantly, has equipped its facility with an infirmary, a training classroom, and a new canteen, complete with a kitchen and an outdoor area where 150 meals will be served each day.

MTA Slovakia 起源于主要汽车制造商聚集区的一家租用的小工厂，在这个拥有大量熟练劳动力的国家，MTA 公司多年来购买了大片土地，因而得以发展壮大。今天，MTA Slovakia 来到了它的第二十个年头，公司规模扩大了近三倍，近期还实现了产量的进一步提升并建立了实验室。公司配有一个医务室、一个培训室和一个新食堂，新食堂有自己的厨房和室外用餐区，每天可提供 150 份饭菜。

 ESTABLISHED / 成立年份
2004

 HEADQUARTERS / 生产基地
Bánovce nad Bebravou

3 MTA India


15
YEARS / 周年



MTA India is celebrating the 15th anniversary of its founding in 2009 in the city of Pune, India's largest automotive hub, where all the major local and foreign manufacturers are located. In addition to manufacturing a number of components specifically for the local market, MTA India is highly valued by all the manufacturers for its wide range of high quality, versatile, and affordable components. Thanks to this, MTA India has won the trust of all the major manufacturers of cars, trucks, tractors, and earthmoving equipment.

MTA India 自 2009 年在印度最大的汽车中心 Pune 成立，至今已走过了 15 个年头。MTA 在印度的业务还包括专门为当地市场生产一些部件，丰富多样、质优价廉的部件受到了制造商们的高度评价。正因如此，MTA India 赢得了主要汽车、卡车、拖拉机和建筑机械制造商的信任。

 ESTABLISHED / 成立年份
2009

 HEADQUARTERS / 生产基地
Pune


4 MTA China


10
YEARS / 周年



MTA China received its license from the Chinese government on October 20, 2014, and began operations by opening an office in Shanghai. Soon afterwards MTA China moved to the city's Jinshan industrial district, and became an essential element of the large automotive market, where many European customers have also set up shop to start production in local plants.

在 2014 年 10 月 20 日，MTA China 获得了中国政府颁发的许可证，在上海开设了办事处，并开始运营。MTA China 很快搬到了这座城市的金山工业区。中国是一个非常重要的汽车市场，很多欧洲客户都在这里建厂生产，因此设立 MTA 中国公司十分必要。

 ESTABLISHED / 成立年份
2014

 HEADQUARTERS / 生产基地
Jinshan (Shanghai)




5 MTA USA

In order to manage its relations and supply contracts with large American and Nafta area (USA, Canada and Mexico) customers, MTA established an office in Chicago in 2007. This presence has allowed it to carry out numerous projects, which are followed by the on-site technicians and salespeople operating in the car, truck, and agricultural sectors.

为了管理与美国和北美自由贸易区（美国、加拿大和墨西哥）大客户的关系和产品供应，MTA 自 2007 年起在芝加哥设立了办事处，从而实现众多项目的开发和实施，并在汽车、卡车和农用车辆领域配备了现场技术人员和销售人员。

 ESTABLISHED / 成立年份
2007

 HEADQUARTERS / 生产基地
Chicago


6 MTA Mexico



In 2015, thanks to the results obtained and the completion of many custom projects for American OEMs, the need arose to open a production unit in Santiago de Querétaro. MTA Mexico, which will celebrate its 10th birthday in 2025, is now more involved than ever in the manufacturing of products for electric vehicles.

2015 年，鉴于取得了斐然的成绩并且为美国原始设备制造商完成了许多定制项目，公司认为有必要在 Santiago de Querétaro 开设一个生产厂。MTA Mexico 将于 2025 年迎来它的十周年纪念日，现在它比以往任何时候都更加关注电动汽车产品的生产。

 ESTABLISHED / 成立年份
2015

 HEADQUARTERS / 生产基地
Santiago de Querétaro



MTA Morocco



MTA Mexico





MTA Morocco

7 MTA Morocco

MTA's latest overseas headquarters project, MTA Morocco, is perhaps its most ambitious. The extremely fast turnaround times and modern dimensions bear witness to the excellent organization of the Moroccan automotive ecosystem and its numerous competitive advantages. Like the others, this branch began with the production of electrical components, but it will be the first to pursue electronics R&D and the relative manufacturing. Located within the Atlantic Free Trade Zone in Kenitra, MTA Morocco stands out for the lush, manicured landscaping surrounding its buildings, which is somewhat rare for the country in which it is situated.

MTA Morocco 是境外生产基地的新成员，也是最具雄心的成员。相当短的生产周期和如今的规模证明了摩洛哥汽车生态系统出色的组织能力和诸多的竞争优势。它的诞生与其他生产电器元件的工厂基本没什么不同，但却是第一家拥有电子研发中心和相应生产能力的工厂。MTA Morocco 位于 Kenitra 的大西洋自由贸易区内，建筑周围环绕着一个郁郁葱葱、环境优美的公园，这在摩洛哥几乎是前所未有的。

 ESTABLISHED / 成立年份
2017

 HEADQUARTERS / 生产基地
Kenitra

Sustainability 可持续性发展

MTA's strong commitment to sustainability and environmental protection has always been an intrinsic aspect of the company's operations. All the locations are certified according to the ISO 14001:2015 standard: an international standard for environmental management systems that requires specific performance requirements to be met, covering every aspect of business operations, including waste management, energy efficiency, emissions reduction, and sustainable purchasing. In particular, MTA has recently invested considerable resources to make operations at all of its Italian and foreign locations more environmentally friendly, with particular regard to those where production is more energy intensive, especially due to the presence of injection molding machines.

MTA 从未背弃对可持续发展的承诺，也从未降低对环境保护的重视。我们所有的生产基地都通过了 ISO 14001:2015 环境管理体系国际标准认证，这项认证的环境绩效要求覆盖了公司运营的方方面面，包括废物管理、能效、减排和采购可持续性。特别是近年来，MTA 公司进行了大量投资，提高了公司在国内外所有生产基地的环保水平，重点关注那些能源密集型生产基地，尤其是有注塑机的工厂。

The large photovoltaic plant in Codogno in 2014 was expanded with new solar panels. In Rolo, where photovoltaic energy production was also installed in 2014 at the time of the facility's inauguration, the system exceeds the company's in-house needs under favorable environmental conditions, and this allows the surplus energy to be sold to the distribution grid. Investments in renewable energy production are also in the works for 2024, at the plants in Slovakia, where solar panels will eventually meet about 30% of the company's in-house needs, as well as in Morocco, where they will be installed on the new building, which will double the production area and warehouse space.

公司对 2014 年建成的科多尼奥光伏发电厂进行了扩建，安装了新的太阳能电池板。罗洛的生产基地在 2014 年落成时也安装了光伏电站，在有利的环境条件下，光伏发电量高于内部需求，剩余的能源还可以出售给配电网。此外，我们还计划在 2024 年对斯洛伐克工厂的可再生能源生产项目进行投资，那里的太阳能电池板将可以满足公司约 30% 的能源需求。在摩洛哥，我们将在新的大楼上安装太阳能电池板，届时生产面积和仓库将扩大一倍。



Cofinanziato
dall'Unione europea



Regione
Lombardia

For the Codogno Headquarters, MTA is focusing on environmental sustainability, with an emissions abatement plan that is already reached the implementation phase, and will reduce the site climate impacts by 33% within the next 16 months, which approximately corresponds to a 10,224 ton reduction in CO₂ equivalent atmospheric emissions over the next 10 years. The investment is partially funded by a grant from the Lombardy Region (the Green Line grant). Many of the facilities at the industrial site will be heavily renovated: heat will be recovered from the molding process to facilitate summer cooling and winter heating, refrigerants with a high environmental impact will be eliminated, and, where possible, will be replaced with fluids having a near-zero climatic impact, the existing photovoltaic system will be greatly expanded, and the use of methane gas will be reduced by about 90%. These interventions will significantly improve the Carbon Footprint associated with MTA products, all for the benefit of the entire downstream automotive supply chain. MTA was assisted in obtaining the regional grant and state incentives by Sacee, which has been supporting the company on its energy transition pathway for a decade, and will plan and direct all the relevant work activities.

在科多尼奥的总部，MTA 十分关注环境的可持续发展，通过制定并实施减排计划，该生产基地将在未来 16 个月内减少 33% 的环境影响，相当于在未来 10 年内减少约 10,224 吨的二氧化碳当量排放。投资的部分资金来自伦巴第大区的捐赠（Green Line 计划）。工业园区内的许多设备都将进行大规模更新，包括：从成型流程回收热量，用于夏季和冬季空调；淘汰对环境影响较大的制冷剂，尽可能使用对气候几乎没有影响的液体作为替代品；大幅扩建现有的光伏系统；将甲烷气体的使用量减少 90% 左右。这样的干预措施将显著减少与 MTA 产品相关的碳足迹，使整个下游汽车供应链受益。十年来 Sacee 能源公司一直为 MTA 的能源转型之路提供支持，并将设计与管理所有的相关工程。

Welfare 公司福利

Attention to human resources and social responsibility are two of the company's core values, and are reflected in its actions.

At all of the company's locations, both in Italy and abroad, great care is devoted to the development and growth of the employees' skills, with solutions like the Career Path and Job Posting proposals: two effective tools for professional growth within the company. Specific training programs are also organized based on the specific needs of the individual locations, such as management, English proficiency, and Italian language courses.

Certain projects of social relevance are launched taking into account the specific needs of the local areas. One example of a recent and ongoing activity is MTA India's special donations in support of the Maher Institute, founded by Sister Lucy to support young, adolescent, and elderly women who are in serious physical, mental and/or family difficulty; at the same time, an internal committee for equal opportunities and women's safety has been set up within the company. MTA USA holds anti-violence classes once a year.

At many locations, health insurance is provided for employees and their families, and awareness raising and screening activities for cancer prevention are carried out during the months of October (Pink October) and November (Blue November).

公司始终关注人力资源与承担社会责任，这是公司的核心价值观之一。

无论是在国内还是外，公司都非常重视员工技能的培养和发展，主要是通过 Career Path 和 Job Posting 这两种工具，有效促进员工在公司内部的成长。此外，公司还根据各地的不同需求安排了有针对性的培训计划，如管理课程、提高英语技能和学习意大利语的课程等。

在实施一些与社会相关的项目时，公司也考虑到了当地具体现实的需要。以几个正在开展或过去一年开展的活动为例：MTA India 通过捐款为马赫研究所提供支持。这个研究所是由修女露西创办的，旨在为那些在身体、精神和家庭方面遇到严重困难的老年、中年以及青少年女性提供帮助；同时，公司内部的机会平等和妇女安全委员会也在积极开展工作。MTA USA 每年都会举办一次反暴力课程。

公司的多个生产基地都会为员工及其家属提供医疗保险。在健康方面，每年的十月 (Pink October) 和十一月 (Blue November) 都是癌症宣传和筛查月。



Specific support initiatives with donations have been conducted during particularly difficult situations, such as the Covid-19 pandemic, and the period following the earthquake that struck Morocco in September 2023.

Finally, for over 10 years now, MTA has been a Corporate Golden Donor to the FAI, the Italian Environmental Fund, thus helping to support a major preservation project that also represents an ambitious cultural challenge: "to make Italy a better place to live, work, and raise children."

In collaboration with the Blood Transfusion Center in Kenitra, MTA Morocco organizes an annual blood drive, inviting its employees to make this gesture in solidarity with the local community.

In Slovakia, one of the most relevant social initiatives involves supporting an organization dedicated to helping autistic children through hippotherapy.

在特别困难的时期，例如新冠大流行期间和 2023 年 9 月摩洛哥地震之后，公司开展了一系列有针对性的捐助支持行动。

最后，MTA 十多年来一直是 FAI (意大利环境基金) 的金牌捐助企业，为这项崇高的保护项目贡献着自己的力量。这个项目也是一个伟大的文化挑战：努力让意大利成为一个更加宜居、适合工作和养育子女的美丽国度。

MTA Morocco 与凯尼特拉输血中心合作，每年组织一次献血活动，鼓励自己的员工们为社区尽一份责任。

在斯洛伐克，最重要一项社会倡议是为一个通过嬉水疗法帮助自闭症儿童的组织提供支持。

At MTA India, help is also provided to volunteer groups dedicated to sterilizing, vaccinating, and controlling stray animals, particularly dogs, which are a serious problem in this Asian country.

Sports also play a significant role, both at the level of active employee participation (MTA Morocco has its own team that participates in the inter-company soccer championship in the Kenitra Industrial Zone), and company sponsorship: in Slovakia, for example, our office supports the local youth basketball and ice hockey teams of the city where is located (Bánovce nad Bebravou).

The attention dedicated to the employees is also reflected in the quality of the working environment provided: even in places where difficult weather conditions persist, the facilities ensure that temperatures inside the buildings are always comfortable, and exceed the minimum standards required by the local regulations.

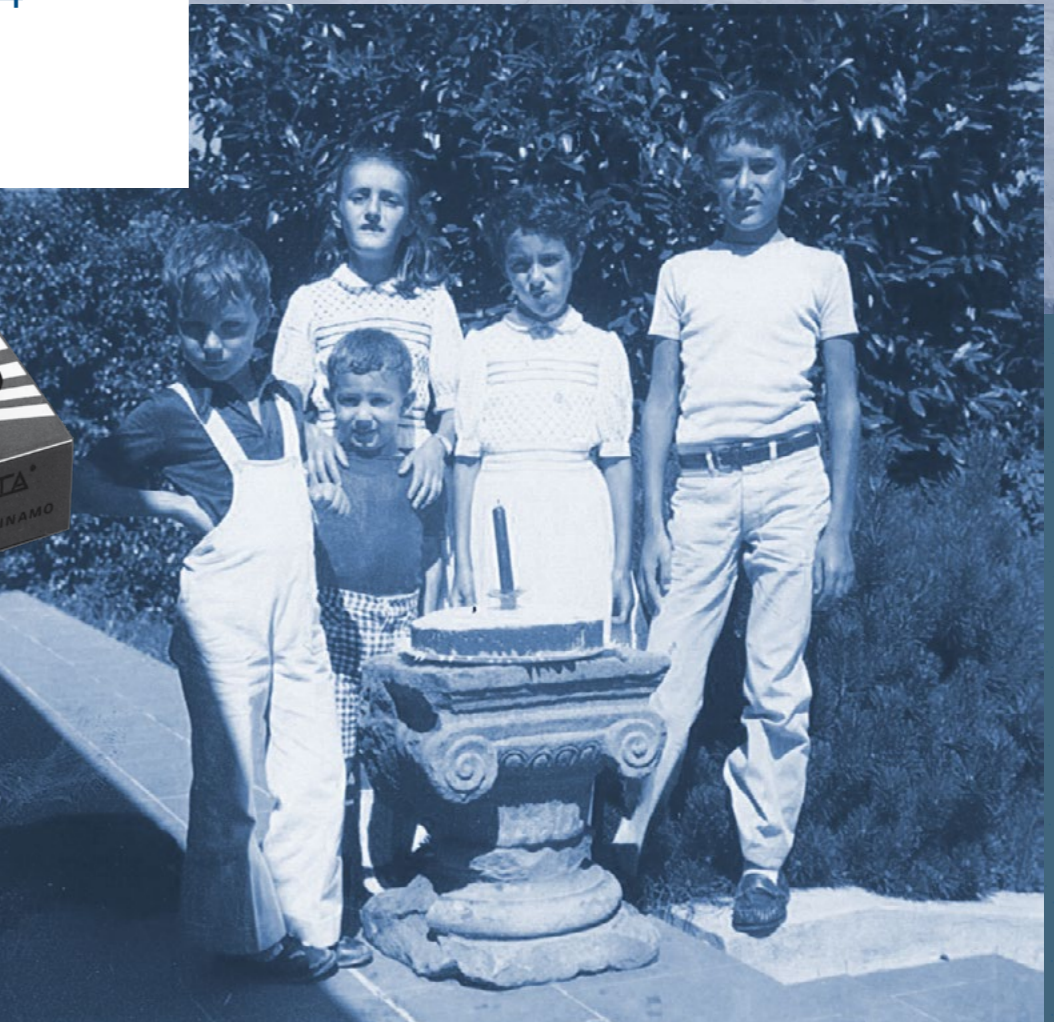
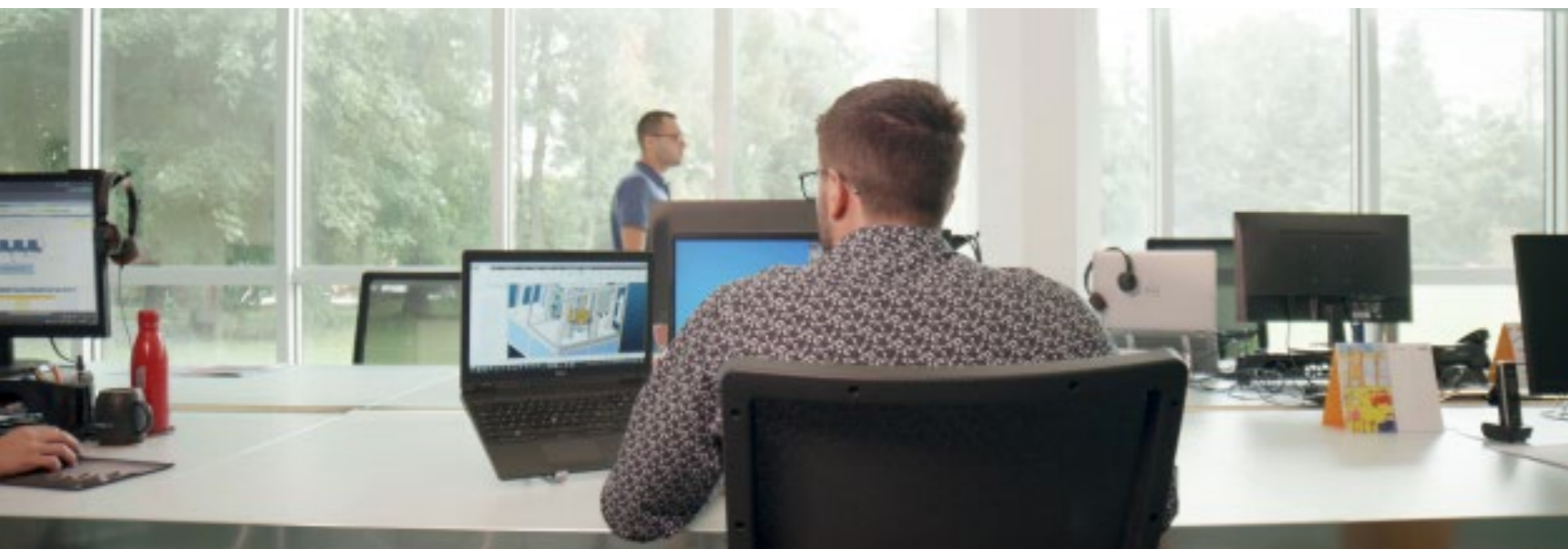
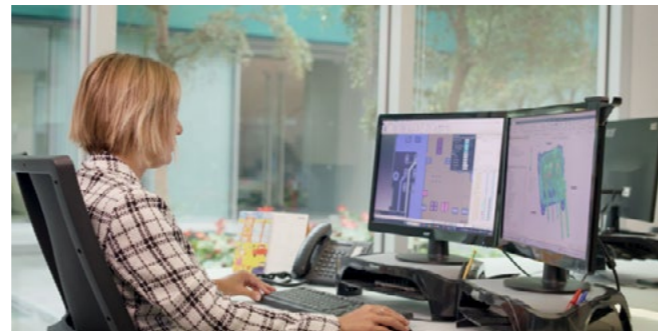
Finally, in Codogno, thanks to the renovation of the last portion of the old building, multipurpose spaces will be created, such as a gymnasium, a studio dedicated to osteopathy and counseling activities, and a nursery for children 3 to 36 months of age, with large areas dedicated to educational activities, as well as a relaxation room and a garden.

MTA India 还向为流浪动物（尤其是狗类）进行绝育、疫苗接种和检查的志愿者团体提供帮助：流浪动物是这个亚洲国家的一个严肃问题。

体育运动也发挥着重要作用：MTA Morocco 的员工们不但积极参与体育运动（他们有自己的球队并且参加了凯尼特拉工业区公司间的足球锦标赛）；同时还为其他运动提供赞助（例如，在斯洛伐克，我们的工厂为自己所在城市 Bánovce nad Bebravou 的青年篮球队和冰球队提供支持）。

公司对员工的关注还体现在对工作环境质量的关心上：即使在气候条件恶劣的地方，公司的设施也能始终确保建筑物内的温度舒适，并优于当地法规的要求。

最后，在科多尼奥，公司将通过翻新旧楼的最后一部分创建一个多功能空间，其中包括一个健身房、一个专门用于骨病治疗与咨询的工作室，以及一个为 3 至 36 个月儿童开设的托儿所。托儿所将拥有宽敞的教育活动空间、一个休息室和一个花园。



In this page.
 Antonio Giulio Falchetti in 1925.
 The plastic molding department in the in the 1990s.
 Antonio, Maria Vittoria, Aurelia, Pietro and Andrea Falchetti in 1974.
 The packaging of a product in the 1970s.
On the back cover.
 The employees of MTA in the 1960s.

在本页
 1925年的Antonio Giulio Falchetti。
 20世纪90年代的注塑部门。
 1974年的Antonio, Maria Vittoria, Aurelia, Pietro和Andrea Falchetti。
 20世纪70年代的产品包装。
在封底上
 20世纪60年代的MTA员工。



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