

# THE SMART CHOICE

ISSUE 66 • SEPTEMBER/OCTOBER 2022



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# WELCOME TO SMART CHOICE

ISSUE 66 SEPTEMBER/OCTOBER 2022

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2

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### Tyre Changer

- Clamping range 10" - 26"
- Max Wheel diameter 1070mm
- Max Wheel width 380mm
- Bead breaker force 2800kg
- Assistant system with 3 operating arms



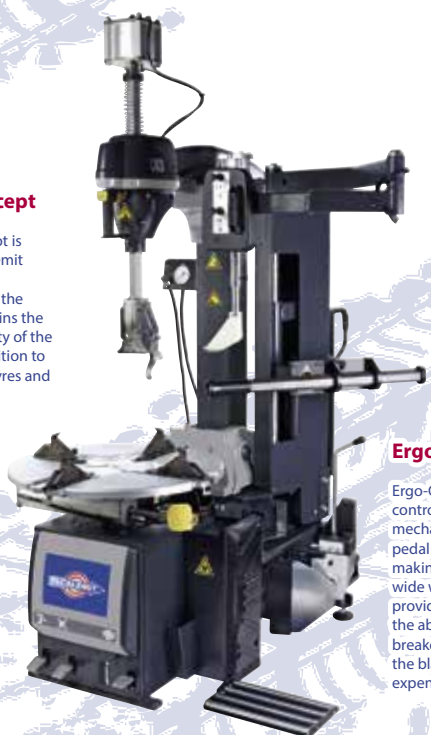
### Wheel Balancer

- Internal data entry & weight positioning arm
- Adhesive weight position guide
- Automatic rotation & positioning via One-touch operation
- Data memory to store common wheel size combinations



### 'G' Frame Concept

The 'G' frame concept is unique to the Tecalemit range and ensures structural rigidity of the chassis. This maintains the accuracy and stability of the mounting head position to protect expensive tyres and wheels



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Wheel Balancer  
together**

### Options available

Leverless operating head, side tyre lift and tyre roller board available for selected models to further reduce operator effort

### Ergo-Control

Ergo-Control moves the control of the bead breaker mechanism from a foot pedal to a hand control making it easier to handle wide wheels. It also provides the operator with the ability to control the breaker force and prevent the blade crashing into expensive alloy wheels

### Quick Selection Program (QSP)

Choose fast internal rim data entry with the QSP internal data arm\* and the QSP external data arm for steel wheels\*, to get the ultimate in easy setup.  
\*A Models \*AE Models

### Chassis Selection

Choose from a 65kg space-saving chassis or a 70kg chassis for heavier wheel and tyre combinations

### Options available

Internal rim illumination, laser weight positioning, Sonar spoke detection and weight optimisation available on selected models

Model shown TTC/9628S/LL/T

Model	Turntable	Chassis & Assist Arms	Changer Head & Bead Breaker	Price
TTC/9620/T	2 Speed 10" - 24" Clamping 3" - 11" Rim Width	Strong G-Frame with Pneumatic Tilt Arm, Technoroller & Technofollower	Mounting Head Step Back Rim Protection & Pedal Control Bead Breaker	£21.23 p/w
TTC/9624S/T	Variable Speed 10" - 28" Clamping 3" - 12.5" Rim Width	Strong G-Frame with Pneumatic Tilt Arm, Technoroller & Technofollower	Mounting Head Step Back Rim Protection & Ergo-Control Bead Breaker	£24.41 p/w
TTC/9628S/T	Variable Speed 12" - 32" Clamping 3" - 15" Rim Width	Strong G-Frame with Pneumatic Tilt Arm, Technoroller & Technofollower	Mounting Head Step Back Rim Protection & Ergo-Control Bead Breaker	£28.13 p/w
TTC/9628S/LL/T	Variable Speed 12" - 32" Clamping 3" - 15" Rim Width	Strong G-Frame with Pneumatic Tilt Arm, Technoroller & Technofollower	Leverless Operating Head & Ergo-Control Bead Breaker	£37.68 p/w



Model shown TBM/V/9660L/S

1000+  
REFERENCES

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## NEW! FROM BM CATALYSTS: SELECTIVE CATALYST REDUCTION (SCR)

BM Catalysts has expanded its product offering by adding Selective Catalyst Reduction (SCR) references to its range, alongside its established range of catalytic converters, DPFs and front pipes.

### What is SCR?

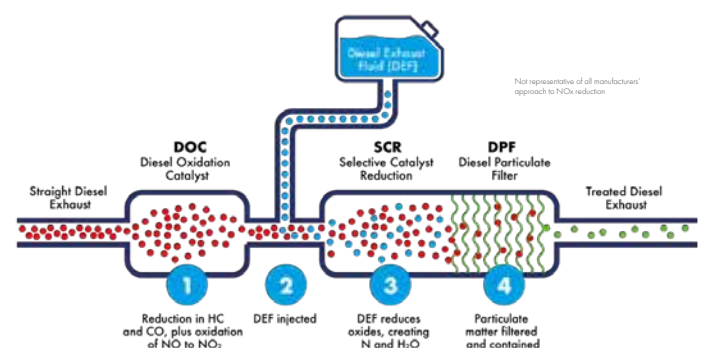
SCR technology was first introduced by the Japanese in the 1970s and is often found in power plants, marine vessels, and heavy duty vehicles as one of the most cost and fuel effective ways of reducing nitrogen oxide (NO) and nitrogen dioxide (NOx) emissions. The technology has since become more commonplace to treat emissions from diesel engines over 1.5L following the introduction of Euro 6 emissions standards in 2015, which cut permitted NOx emissions by more than 50%. SCR technology can reduce a vehicle's NOx emissions by up to **90%**, whilst also reducing hydrocarbons, carbon monoxide and particulate matter emissions.

### How does SCR work?

SCR technology works by injecting a liquid-reductant agent through a special catalyst into the exhaust stream of the vehicle. This reductant is an automotive grade urea solution comprised of approximately 1/3 ammonia and 2/3 water. It is more commonly referred to as a **diesel exhaust fluid (DEF)** and it triggers a chemical reaction that converts NOx into nitrogen, carbon dioxide and water vapour. Ammonia is highly reactive with NOx in the oxidising atmosphere of the vehicle exhaust. This is where the 'selective' part of the name comes from. The chemical reaction itself is known as 'reduction', hence the name Selective Catalyst Reduction.

### What is it made from?

SCR catalyst substrates are typically made from the same ceramic honeycomb material as standard automotive catalysts. They are generally coated with either oxides of base metals such as vanadium, or zeolites of copper or iron. Early SCR systems tended to place the urea/DEF injector SCR catalyst downstream of other emissions control devices. It is now becoming increasingly common to see parts containing both SCR and DPF substrates, or even in some cases a single DPF substrate coated as an SCR catalyst. It is also quite common to see a final catalyst installed after the SCR catalyst in the exhaust system to remove any remaining ammonia.



Product Support Helpline: **01623 663802**

Product Support Email: **Support@bmcatalysts.com**

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## Gasoline parts for HEV applications

## Bosch current gasoline portfolio for hybrid vehicles

### How can we define a hybrid vehicle?

A hybrid vehicle is a combination of two or more different powertrains. For passenger and light commercial vehicles, the combination between an electric motor and an internal combustion engine is the most common one. At the same time, it represents a flexible powertrain system that makes reduced CO<sub>2</sub> journeys possible over short distances while increasing efficiency, thus improving the carbon footprint.

### What are the main benefits of hybrid powertrains?

- **Lower fuel consumption and improved CO<sub>2</sub> balance through regenerative braking.** This represents the recovery of kinetic energy during braking. In a conventional vehicle a majority of the kinetic energy is converted during friction braking into heat and emitted unused into the environment. Hybrid vehicles can use the electric motor to recuperate at least a portion of the kinetic energy and reuse it for acceleration.
- **Pure electric drive** and therefore greater comfort for drivers and passengers due to low noise electric drive, thanks to well-coordinated interplay between the ICE and electric motor.
- **Lower emission production** than ICE, supporting manufacturers to comply with current and future legislation.

### Are hybrid vehicles popular among customers?

In the first three quarters of 2021, according to ACEA\*, the share of hybrid electric passenger cars (HEV+ mHEV) registrations accounted for 19.4%. If we sum up the PHEV registrations that represent 8.6%, all types of hybrids represent 28% of the total registrations in the European union. In comparison with the first three quarters from 2020, the registration of all hybrids in 2021 has doubled, becoming the most popular alternative powertrain with respect to volumes.

### What are the future market challenges and what is the Bosch strategy?

The world faces enormous challenges when it comes to energy and climate change. Energy-efficient powertrain systems are a key solution for mastering these challenges. Optimised internal combustion engines and electric drive systems have a key role to play. That is why Bosch continues to develop and improve both types of powertrain. Using state of the art injection systems as well as hybrid and all-electric drives, mobility becomes more efficient, economical and dynamic.



### What does Bosch offer for gasoline hybrids?

Majority of the manufactured hybrid vehicles have a gasoline engine on board. In the future, the most dominant system for hybrids will be gasoline direct injection (GDI), where Bosch has a leading position in OE for both injectors and pumps. GDI is the key to efficient and economical engines because it reduces the fuel consumption and emissions with enhanced driving dynamics due to direct injection of the fuel into the combustion chamber.

The quality of the engine management parts in hybrids is highly important due to Start/Stop systems instant starting capabilities in cold weather as well. Only parts having an OE level quality can ensure the benefit of hybrid technology in terms of fuel efficiency and Bosch is the right partner for this, offering a wide range of components for hybrids. Although existing and available technology, these parts are essential for the maintenance and good functioning of the gasoline engine.

*For more go here to find the Bosch parts that fits your hybrid vehicle!*

<https://www.boschaftermarket.com/gb/en/parts/>

### Selection of top EV/HEV applications

Brand	Model	Fitment Period	Product Type	Part No.
Toyota	Yaris 1.5 HSD	2014 -->	Ignition Coil	0 986 AG0 502
Toyota	Yaris 1.5 HSD	2014 -->	Fuel Pump	0 986 580 990
Volkswagen	Passat/Golf 1.4 GTE Hybrid	2015 -->	Ignition Coil	0 986 221 057
Volkswagen	Passat/Golf 1.4 GTE Hybrid	2015 -->	High Pressure Injector GDI	. 04/ 3. . 132
Volkswagen	Passat/Golf 1.4 GTE Hybrid	2015 -->	Oncob Sensor	. 764 06. 4/ .
Volkswagen	Passat/Golf 1.4 GTE Hybrid	2015 -->	K_l ghjb Pæqqspæ Scl qmp	. 06/ . . 0 754
Volkswagen	Passat/Golf 1.4 GTE Hybrid	2015 -->	I l mai Scl qmp	. 04/ 01/ / 24
BMW	225 xe Active Tourer	2015 -->	Ignition Coil	. 764 00/ / 02
BMW	225 xe Active Tourer	2015 -->	High Pressure Injector GDI	. 04/ 3. . 32/
BMW	225 xe Active Tourer	2015 -->	High Pressure Pump GDI	. 04/ 30. 026
BMW	225 xe Active Tourer	2015 -->	Oxygen Sensor	. 036 . 05 . 61
BMW	225 xe Active Tourer	2015 -->	Knock Sensor	0 261 231 224
BMW	225 xe Active Tourer	2015 -->	Fuel Pump	0 580 200 526





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# Simon's SPECIALIST STUFF

A selection of hard-to-find niche parts that are available!



349-0019

## Expansion Tank (Cool)

• To fit: **Dacia / Renault** Dokker / Duster / Captur / Clio IV



484-0014

## AdBlue Injector

• To fit: **Fiat** 500L 17 > / 500X 18 >



533-0016

## Oil Filler CAP

• To fit: **VAG Group** A1 10 > 18 / A3 03 > 20 / A4 15 > A5 16 > / Q2 16 > / Q3 11 > 18 / Seat Ibiza 17 > / Mii 11 > / Arona 17 > / Golf Mk7 / T-Roc 17 >



555-0007

## Hazard Light Switch

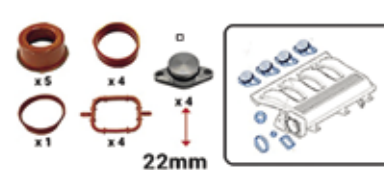
• To fit: **Ford** Transit MK6 / KA MK1



555-0008

## Hazard Light Switch

• To fit: **Dacia / Renault** Duster / Captur / Clio IV / Zoe



REF : 681-0001 (18PCS)

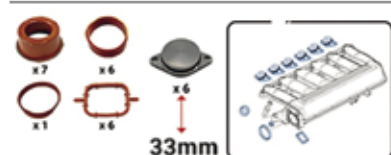
O.E.: 11612246942, 11617792019

**Compatible: BMW**  
3 (E46) / 5 (E39)

681-0001

## Swirl Flap 22mm Kit - 4 CYL

• To fit: **BMW** E46 / 318D / 320D



REF : 681-0002 (26PCS)

O.E.: 11617790701, 11617792019

**Compatible: BMW**  
3 (E90) / 3 Touring (E91) / 5 (E60) / 6 Descapotable (E64) / X3 (E83) / 6 (E63) / 3 Coupé (E92) / 3 Coupé (E92) / X5 (E70) / 3 Descapotable (E93) / 5 Touring (E61)

681-0002

## Swirl Flap 32mm Kit - 6CYL

• To fit: **BMW** E90 330D / E60 / E63 / E83 / E53 / E70 & E71



705-0032

## Cooling Flange

• To fit: **Landrover** Defender 2.2L 2007 >



800-0088

## Wiper Motor - Front

• To fit: **Nissan** Qashqai J11 13 > 17



800-0091

## Wiper Motor - Rear

• To fit: **PSA / Toyota** C1 / 107 / Aygo 05 > 14



838-0010

## Nox Sensor

• To fit: **VAG Group** Caddy 2.0 TDI



838-0019

## Nox Sensor

• To fit: **Vauxhall** Insignia MK1

Due to current fluctuations availability of some items may be subject to change. Call us for more details.





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## BOOST YOUR KNOW-HOW! Diagnosing TURBO failures

**As the latest generation of turbocharged vehicles filters into the service network, accurate diagnostics provides a real opportunity for both factors & garages. Leading remanufacturer & technical expert, Carwood, explains why...**



Thanks to their proven ability to improve engine efficiency & fuel economy, whilst reducing emissions, turbos can now be found in almost every type of car, providing an ever-growing parc of vehicles that will require high-quality, cost-effective repairs.

Yet despite their growing popularity, turbo failures are still often misunderstood. Faced with an issue, many will wrongly blame the turbo itself. The truth is, they are incredibly reliable; **less than 1% fail due to a manufacturing defect** with the actual unit, so it's rarely the turbo, but something else. The question is what?

"Fortunately, a handful of causes account for the majority of failures," explains Will Johnson, Turbo Sales Manager, Carwood. "By taking time to carefully evaluate the turbo's key components & other related systems, & knowing what to look out for & why, issues can be correctly pinpointed & remedial action taken, to avoid a repeat failure."

"Foreign object impact damage, for example, can be caused when dirt, dust & debris from broken components or a previous failure, enters the turbine, compressor or bearing housing. At high speeds, this can result in imbalance & costly impact damage to the compressor & turbine blades. Replacing the air filter at regular intervals & checking the turbo for debris, worn pipework & air intake restrictions is an easy way to prevent this."

# CARWOOD®

"A build-up of carbon deposits in the oil feed, blocked oil filters & the incorrect grade or quantity of oil, can starve the turbo of oil - its lifeblood," he continues. "The tell-tale signs are discolouration of the shaft, excessive wear to the thrust bearing pad, an out of balance shaft & even complete shaft failure, so it's a good idea to check & clean the entire air & oil supply system, use fresh oil & fit new components where required."



shaft discolouration due to oil starvation



foreign object damage to compressor wheel

"Admittedly, accurate diagnosis is not always straightforward. Some causes & symptoms overlap. Take a poorly routed or blocked oil return pipe. It can restrict the flow of oil out of the turbo, causing a build-up of oil pressure in the bearing housing & in turn oil leaks at both ends. The same can cause damage to the turbine side, through overheating."

"Although, discolouration is more typical of oil starvation, it can indicate other problems. So, it's important to look at the pattern too. Staining that starts at the turbine wheel, & continues through the shaft to the compressor side, suggests excessive heat, caused by increased back pressure from a DPF related issue instead."

These examples, highlight the need for garages to always fit top-quality parts, & follow a methodical process when doing so. By determining what caused the original unit to fail, & fixing it, before replacing the turbo, you can deliver a right-1st-time service, with no comebacks. Saving you & your customer time & money, whilst building loyalty.

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## THE OE & AFTERMARKET SPECIALIST





## TECHNICAL FOCUS

BELT IN OIL  
TECHNICAL UPDATE

## FORD 1.0-LITRE ECOBOOST 'FOX' ENGINE

Dayco, the company that pioneered the belt in oil (BIO) innovation on behalf of vehicle manufacturers (VMs) such as Ford and VW, is highlighting the importance of regular maintenance in line with the VMs scheduled service intervals, to ensure the ongoing reliability of these engines.

Taking the Ford 1.0-litre EcoBoost 'Fox' engine, which is used in multiple Ford applications including the B-Max, C-Max, Ecosport, Fiesta, Focus and Mondeo, as an example, according to the manufacturer's service schedule, the timing belt must be replaced at 150,000 miles or every 10 years, whichever comes soonest. When it comes to the Tourneo Connect and Courier however, the replacement mileage is slightly lower, at 140,000 miles.

"Although the BIO innovation is a fantastic solution, which helps this small and efficient engine to deliver incredible levels of power, alongside exceptionally low emissions and excellent fuel economy, depending on the quality of the fuel it uses and the type of journey it undertakes, the engine can sometimes be prone to oil contamination, which has the potential to affect the belt," explains Dayco's National Sales Manager, Steve Carolan. "It is therefore imperative that workshops highlight the importance of following the VMs scheduled replacement intervals to their customers.

"On a practical level, there are also some best practice guidelines that technicians can follow to help them assess the condition of the belt in between the specified replacement interval, the first of which is to assess the condition of the oil.

"This is easier than it might appear as the presence of petrol in the oil is generally noticeable due to its strong odour, so rather than undoing the drainplug and walking away, whenever carrying out a scheduled oil and filter change technicians should check for the smell of petrol fumes. If this is detected, further investigation must be made as the failure of the belt will have catastrophic consequences to the engine.

"Unfortunately, checking the condition of the belt is not straightforward, but a sensible starting point is to check the strainer that the oil will have passed through when draining from the sump, because it's possible that fragments of the belt or deposits of material that have been dislodged as the fuel attacks the belt material, will be left behind.

"If any evidence of debris is found, the next step is to remove the camshaft cover as this is the only practical way to properly assess the belt's condition as it allows technicians to examine the back, which will reveal whether the

contaminated oil has begun to degrade the surface of the belt. "At this point it's important to state that some moderate increase in the width of the belt, commonly referred to as belt swell, is not an issue, unless of course it's so excessive as to cause the belt to foul, but this will be evident if there is damage to its edges.

"Naturally, should the belt need to be replaced, as the original equipment supplier for both the timing and oil pump drive systems for these engines, Dayco has replacement kits – either KBIO02 or KBIO03 – in its aftermarket range.

"In addition, to guide technicians through the installation procedure and help independent workshops fully understand the issues and replacement requirements, we have produced a technical video, which can be viewed on YouTube via this link – <https://youtu.be/fDkoaPwbfpq> – and highlights the key points that must be noted.

"Finally, we'd encourage workshops to be proactive with their customers and, in addition to highlighting the necessity of the belt checks and replacement interval, make them aware of the consequences in terms of the damage to the engine and the cost to repair it, should the belt fail."



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VOLKSWAGEN Polo (6 RA/6C) 1.6 TDI CR (CLNA)  
77kW 105HP 06/11 05/14 ›  
SEAT Ibiza V (6J) 1.4 TSI FR Biturbo (CAVF) 110kW ›

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- + **Low pressure drops.**
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Filtration performance:  
>50% for particles up to 19 µm



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## Schaeffler OneCode

One code. Loads of benefits!



### One Code

Schaeffler OneCode is a new QR code that is unique to the product in the box, and which will soon feature on all LuK, INA or FAG packaging.

### One Scan

It's easy to use: simply scan the OneCode from the REPPERT app or via the camera function on your smartphone. You can also visit [scan.schaeffler.com](https://scan.schaeffler.com) to enter the OneCode manually.

### One Access

One simple scan of the OneCode provides instant digital access to all the usual REPPERT product and technical info, including detailed installation instructions and specifications, whilst instantly collecting REPPERT bonus points for members to redeem against workshop clothing, tools and consumables in the bonus shop. That single scan also delivers an authenticity check against purchased products, providing an additional security measure for both parts suppliers and workshops, helping to reduce the chances of fitting a counterfeit part.



#### Latest product information

Product information and technical details for each specific repair solution can be accessed with just one simple scan. Over 40,000 references updated daily to guarantee accuracy.



#### Product authentication

The OneCode can authenticate your Schaeffler purchases, giving both parts distributors and garages confidence in the products they sell or fit. Do away with counterfeit products!



#### Detailed repair instructions

Step-by-step instructions and installation guidelines are available through the direct REPPERT link. Digitally, immediately - with no time-consuming searching.



#### REPPERT bonus points

Collecting your REPPERT bonus points is now easier than ever with the OneCode. Add points with a click and spend them on valuable information or tools, consumables or clothing for your workshop.

[www.reppert.co.uk/onecode](https://www.reppert.co.uk/onecode)

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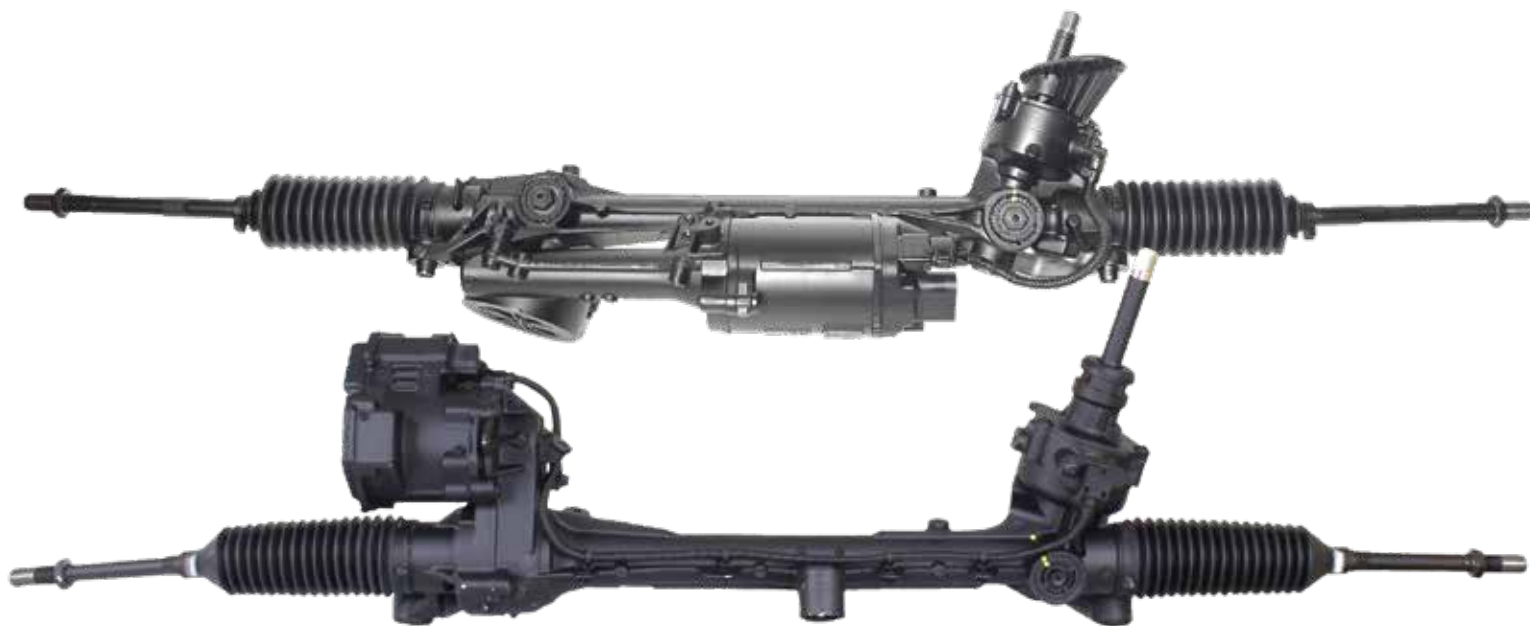
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## FOR SHAFTEC, THE FUTURE'S ELECTRIC!

**Adrian Kitchen, marketing manager at Shaftec, offers IFA Smart Choice readers an insight into the latest EPS developments.**

Up against the biggest names in OE steering, Shaftec's USP is the price benefits of offering remanufactured parts: matching OE quality, software ability and tested beyond OEM expectations – but at a fraction of the cost of a new OE unit.

Shaftec has been supplying remanufactured and new parts to the motor trade for over 20 years. The business is now firmly established as a leading supplier of aftermarket transmission, steering and braking parts. Its biggest growth area is steering; particularly electric powered steering (EPS).

"With a rise in the number of vehicles with EPS now falling out of warranty and into the aftermarket, it's only going to continue to grow," Adrian explains. "We are well prepared. We've invested heavily in R&D and our skill set and I am confident that the Shaftec brand name will increasingly become synonymous with this product area."

### STEERING TOWARDS THE FUTURE

These days, you'd be hard pushed to find a vehicle rolling off the production line without EPS fitted, as standard. In line with industry trends, this makes perfect sense as the components are lighter in weight & more durable, require less maintenance, give a better response at different speeds, and necessitate less fuel consumption. And yet, there still seems to be a lack of knowledge across the aftermarket in how to deal with them effectively.

Add to this a lack of investment within the independent garage arena in the technology needed to reprogramme the parts and independents could be missing out on a large chunk of the available income stream. If your customers don't know which parts need specialist equipment to reprogramme, and then find they don't have the correct equipment, they may have to call in the expensive services of the main dealer who does – clearly increasing cost. This means they make less on the job than they anticipated, or worse still, must explain to their customer that the job will be more expensive and take longer than they had quoted. This can obviously be a deal breaker in terms of securing return business.

So, it pays to give them as much information as you can to help them defend their businesses.

Once the fundamentals of protecting the integrity of the part by careful removal and storage, they should be aware that to safeguard their surcharge, they must not cut any cables and that EPS motors must remain intact and undamaged. Failure to comply with this will result in full rejection.

After this, they move into the realms of software and programming... lots of programming.

At Shaftec we have a stringent process of formatting the software on most EPS units so that when removed from the box they are 'oven ready' to 'work' in another vehicle. We make this clear by adding a 'Tamper' label to the box to prove we've done this. In the unlikely scenario of a garage receiving a component with a damaged/broken label, they should source a replacement from their local motor factor. The part will then be returned directly to Shaftec, and we will check the product thoroughly to ensure it complies.

But this is only part of the job. As a remanufacturer, the bit we can't physically do for your customers when it comes to EPS is the actual reprogramming – because this must be done when the part has been fitted to the vehicle. Some parts can be reprogrammed using generic diagnostic tools – which garages really should invest in if they want to capture market opportunities. Certain steering systems, however, require bespoke Vehicle Manufacturer (VM) equipment to be successfully programmed for fitment. It helps massively if the garage is aware of which parts require which programming tools so that they can factor the cost of main dealer intervention into the original quote – and decide up front if they can make a profit.

Adrian concludes: "The Shaftec mantra is that range and availability are key. We remain at the forefront of range and availability within the UK for EPS. As garages must consistently evolve to cater for the new vehicle technologies entering the aftermarket, they will continue to rely on our range and products to provide affordability without the compromise on quality against an OEM unit."

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Original  
Equipment  
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# Double Hydraulic Stops comes to the Aftermarket



At a time where active suspension is becoming a reality in passenger cars and semi-active solutions are present in more segments than ever before, a collaboration between KYB and Citroën introduced a new suspension concept based on passive shock absorbers, but capable of approaching the high performance of the semi-active systems with significantly more competitive costs. It was developed and applied as original equipment to the Citroën C5 Aircross, which originally launched in 2017. The vehicle was nominated for the 2019 Car of the Year award and won the 2019 CarWow Comfort Award. KYB was also awarded a Supplier Excellence award from PSA following this very successful development.

KYB Part  
Numbers:  
**3348095 &  
3448033**

Until now this technology has only been fitted to brand new manufactured vehicles, however, in 2022 it will be available as aftermarket parts from KYB Europe. KYB is the only company to offer these parts to the aftermarket. Currently, there are over 150,000 C5 Aircross on European roads equipped with double hydraulic stops.

With this technology, the total stroke of the shock absorbers can be divided into three differentiated parts for which the shock absorber will provide different characteristics. The first part corresponds to the position around the centre of the stroke. In this working area the conventional valving in the piston and the base valve provides the damping forces. The second and third parts correspond to the positions close to the end of the rebound and the compression strokes, with the hydraulic compression and rebound stops responsible for providing additional energy absorption.

This split allows the shock absorbers main valves to focus on comfort and the two hydraulic stops take responsibility when more demanding situations are encountered, thus increasing both comfort and handling performance. To achieve this effectively, both the rebound and compression stops have to be able to provide sufficient energy absorption and to have a very flexible response. This patented technology provides an unprecedented comfort level and what PSA describes as a "flying carpet effect", as the car feels like it's flying over bumps and holes in the road.

Jordan Day, Marketing Manager for KYB Europe aftermarket, explains "having this technology available to the aftermarket is an exciting addition to our existing range and will allow motorists to continue to enjoy the award-winning comfort these shock absorbers offer. It's another great example of how KYB is at the forefront of OE suspension research and development".



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# Lucas

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MaxiSYS MS906Pro is an advanced diagnostic tablet compatible with U.S., Asian and European vehicles, 1996 and newer. This 8-inch wireless Android-based touchscreen tablet performs extensive vehicle diagnostics including an all systems scan with ADAS identification, the ability to read/erase codes, view freeze frame and live data, bi-directional control including active testing, coding and adaptations. Includes customizable Pre/Post

scans, extensive service menu with 25 of the most of common maintenance tasks. FCA Access via AutoAuth account, starting and charging system analysis with MaxiBAS BT506 Bluetooth tester and terminal cables purchase, ADAS Calibrations capable (frame system and software upgrade required).

#### Specifications

- Android 10 OS
- Fast Qualcomm Octa-Core 2.3G + 4\*A53 1.7G processor
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The DS808EU is Autel's base Pro-Range tool. The DS808EU is the 'little brother' of the MaxiSYS MS906 and the UK edition is loaded with the **same software as the MS906**, making the DS808EU fabulous value for money.

The DS808EU is powerful with 4 core processor, colour 7" touch screen, built in lithium battery, 32GB of internal memory + 32GB of external memory and Smart AutoVIN technology. The DS808EU is a smaller tablet than the MS906 and is not supplied with pre-OBD connectors. This stream-lining enables us to significantly lower the price to our end customers.

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# Lucas

## EGR VALVES

MANUFACTURED WITH PRECISION IN MIND

**Lucas's range of manufactured EGR Valves has been developed over several years, to improve aftermarket EGR solutions. Our research into existing aftermarket EGR's showed that in all cases existing electronics were unreliable and in the worst cases missing components altogether.**

Lucas's solution, built on over 50 years experience in the design and manufacture of Engine Management components, was to replace the electronics with custom designed PCB's, developed in our state of the art research and manufacturing facility. Improvements, through design, materials and manufacturing, are made to castings and weldings.

Designed and developed in the UK at our Nottingham Centre of Engineering Excellence, using the latest techniques and technologies, our range of EGR Valves offer a fully temperature compensated design, with each unit individually calibrated on bespoke end of line testing equipment to meet or exceed OE performance standards.

Whilst many aftermarket solutions contain traditional technologies, our parts are manufactured with the latest high performance materials, with custom designed electronics, giving our range a proven record for high performance over a long service life.

**Available now, there is a solution for you. For more information, contact your local branch today!**

### Custom PCB Design

Developed at our Nottingham facility, replacing existing circuitry and electronics.

### Validated Against O.E.

All manufactured EGR Valve components are fully programmed and calibrated on our state of the art test rigs to meet or exceed OE tolerances.

### End Of Line Testing

100% end of line production testing. Each manufactured part is issued with a test certificate before leaving the factory.



CONCEPT

## Range Coverage

Our range includes all types of EGR, from basic pneumatic to closed loop electronically actuated, to cover a high number of vehicle applications across different markets.

Centre of Excellence to improve  
nic performance.

designs are  
on in house designed  
to OE specification and

esting and traceability,  
sued with a serialised  
our facility.



DEVELOP



VALIDATE



MANUFACTURE

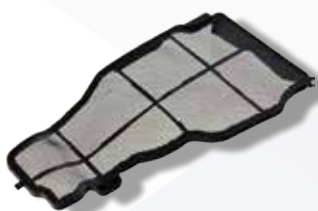


TEST



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**ADBP250047**

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**PFK10LW Includes:**

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|---------------------------------|------------------------------------|
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| 1 x Pro Fuel Regulator          | 1 x L/W #5 Welding Nozzle          |
| 1 x 10L Trolley                 | 1 x L/W #7 Welding Nozzle          |
| 1 x Oxygen Flashback Arrestor   | 1 x L/W Heating Nozzle             |
| 1 x Pro Fuel Flashback Arrestor | 1 x FN Cutting Nozzle              |
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- Cooling Systems
- Fuel Systems
- Air Systems

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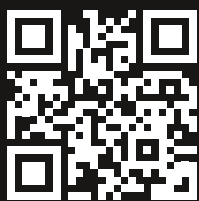
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Turbocharger hoses, cooling system hoses, fuel system hoses and hoses for air systems are all available from Gates suppliers. The latest part numbers in each range have been introduced in response to installer demand that's already being generated at garage level.

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## The Importance Of LSPI

Not treating LSPI problems can result in severe implications



### What Is LSPI?

Low Speed Pre-Ignition (LSPI) refers to the phenomenon when the fuel air mixture ignites sooner than the engine designer intended - ignition occurs before the plug sparks. A characteristic to look out for is the noise of LSPI, which can be identified as a strong, loud sound known as 'knocking'.

### Potential Impacts of LSPI

The pre-ignition causes an excessive pressure to build up inside the cylinder, which, if mild, can simply cause abnormal engine noise, but if severe, will cause damage, such as fractured pistons, and potentially complete engine failure. The peak pressure observed during LSPI may be three times that encountered when the engine fires.

### How Can You Prevent LSPI Issues?

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ACX310 (R134A)



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The new  
generation  
of service units



ACX 310 & ACX 410 Features

- 2x Dedicated machines - ACX 310 for R134a, and ACX 410 for R1234yf
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- No heater blankets needed – MAHLE patented refilling technology that is much faster and more efficient, 100% fill is always guaranteed
- Highest vacuum on the market at a minimum level of 0.02 Mbar and the fastest fill rate through the use of high quality vacuum pumps and compressors with extremely tight engineering tolerances
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Features	Technical data
E³ – FILL   E³ – PUMP	Dimensions: 544 x 617 x 957 mm
High-Resolution display	Weight: 65 kg
Database for service data (R134a   ACX 310 - R1234yf   ACX 410)	Reservoir capacity 12ltr
Easy activation via App	Export of reports as pdf files via USB pen drive
Non condensable gas: Automatic check/manual release for ArcticPRO® ACX 310; Automatic for ArcticPRO® ACX 410	<b>Optional:</b> E³ – CONNECT; Thermal printer for customer reports; Hybrid Function; N-Leak test Function (with external optional kit); Gas identifier; Agricultural and construction machinery database (ACX 310 only)
Oil bottles: 2 (fresh oil, used oil)	
Remote assistance (ACX Manager - USB)	

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## FLUSHING AIR CONDITIONING KEY TO SYSTEM LONGEVITY, SAYS MAHLE

- Latest technical bulletin points to importance of flushing A/C systems
- This is critical to prevent component damage, warns MAHLE

Thermal management specialists MAHLE has reminded technicians of the importance and benefits of flushing air conditioning systems.

During repair work, or changing the air compressor, it's crucial that the air conditioning system is cleaned out, as harmful substances and solids can form in the refrigerant circuit, leading to component damage.

In its latest technical messenger bulletin, MAHLE offers six key prompts to clean the system and avoid consequential damage.

The first prompt to flush the A/C system is when the compressor has suffered mechanical damage such as where the oil contains metallic abrasion particles or swarf.

If there are foreign substances in the system, like sealant, desiccant granules, or rubber particles, the consumables in the system should be replaced and the system cleaned. If the quantity or type of compressor oil in the system is unknown, this presents a risk of overfilling or incompatibility, and in these instances the system should be flushed.

Technicians risk malfunctions, such as clogging of the valve plate, if the amount of UV dye is too high, or if there is moisture in the system. If the new compressor doesn't have an oil drain plug to adjust the oil quantity, the air conditioning system must be completely emptied of oil before installation to prevent overfilling.

MAHLE's technical bulletin prescribes the correct flushing method, with vehicle manufacturers advising use of an A/C service unit, a separate flushing kit with interchangeable prefilter, and refrigerant.

Technicians should always flush against the normal direction of the refrigerant flow. Some components cannot be flushed, so they need to be bypassed or replaced with adapters. Examples include filter-driers/accumulators, compressors, expansion valves, and fixed restrictors.

Most modern condensers can't be flushed because of their parallel flow design and combination with the filter-drier. Only older types, so-called serpentine condensers, can be reliably flushed. In vehicles with a second evaporator in the cabin, this must be flushed separately.

Each flushing cycle should be completed three times, and the prefilter on the flushing unit should be replaced after each vehicle (flushing process).

Once all the removed or replaced parts have been refitted, a leak tightness test must be carried out, followed by evacuation of the system for at least 20 minutes.

MAHLE also recommends that after the flushing has been completed the filter-drier is replaced. This removes the chance of any contaminants that may be in the old filter-drier working their way around the system.

If it is not replaced, these contaminants could cause damage, as the filter-drier is bypassed on the flush, meaning this part of the system isn't cleaned out of any potential contaminants.

**MAHLE®**

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febi Transmission Oil and Filter Service Repair Kits **save you time and money**. Containing all the parts needed for a professional transmission oil change with a single part number.

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#### Perfectly Combined

- ✓ From high quality filters, seals and screws - to oil pans and the correct oil “Made in Germany”



#### Faster & Easier

- ✓ Receiving the necessary components for a complete repair
- ✓ Saving time and money
- ✓ Quick and easy replacement



#### The Complete Solution

- ✓ Regular oil changes prevent premature wear and increase gear shifting comfort
- ✓ New transmission oil contributes to lower fuel consumption and reduced CO<sub>2</sub> emissions



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VEHICLE  
ELECTRONICS

# CONTROLLING NO<sub>x</sub> EMISSIONS IS MORE IMPORTANT THAN EVER

REDUCING POLLUTANTS IS GOOD FOR THE PLANET, GOOD FOR YOUR HEALTH BY HELPING COMBAT RESPIRATORY PROBLEMS, GOOD FOR YOUR CAR'S PERFORMANCE AND GOOD FOR YOUR POCKET.

NTK's EGR valves can help reduce the amount of nitrogen oxides – also called NO<sub>x</sub> or pollutants – that are produced during an engine's combustion process as well as helping to increase engine efficiency and reduce fuel consumption – vital in today's tough economic environment.

Today, 100 percent of diesel cars are equipped with EGR valves and 30% to 50% of petrol cars. Many new models will even be equipped with two EGR types (low pressure and high pressure), which means that the replacement part market for these types of valves is likely to grow, corresponding to the level of demand.

The principal function of the EGR (Exhaust Gas Recirculation) system is to reduce the amount of harmful nitrogen oxides (NO<sub>x</sub>) that are produced during the combustion process.

NO<sub>x</sub> is created when high combustion temperatures enable the nitrogen and oxygen present in the air-fuel mixture to combine. NO<sub>x</sub> formulates when the combustion peak temperature is high so the target is to reduce this temperature.

## How does the system work?

The higher the oxygen (O<sub>2</sub>) content is of the charge entering the combustion chamber, the higher the burn temperature. Recirculating some of the exhaust gasses into the inlet side of the engine has the effect of reducing the amount of O<sub>2</sub>, which lowers combustion temperatures and reduces NO<sub>x</sub> emissions.

## Why is a valve required?

There can be a compromise between the reduction of NO<sub>x</sub> emissions and engine efficiency. Too much exhaust gas in the intake charge when the engine is cold would make combustion very unstable and the engine would not run smoothly. At high engine loads too much exhaust gas in the intake charge would cause a reduction in power output.

Diesel engines can suffer with excessive black smoke. So hence the valve needs to be controlled accurately to maintain good drivability throughout all operating conditions.

**For more information about NTK EGR valves please visit the NGK website at [www.ngkntk.com/uk](http://www.ngkntk.com/uk)**



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- Internal memory: 3GB
- Storage: Internal 32GB
- Screen: 8" 1280x800 IPS
- Battery: 5000mAh
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X431 Euro Tab II is a high end diagnostic tool with docking station. Developed around Android version 7.1 with new features such as DOIP, J2534 pass-through online programming, DCT-based database, intelligent diagnosis, etc. It inherits all the excellent functions of the previous generation tool. It supports dual 5GHz WiFi communication.



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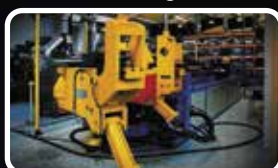
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### LOCATION, LOCATION, LOCATION

Remanufacturing is currently buoyant and it's important that braking brands have the right systems and processes in place to meet the requirements of an ever-changing automotive aftermarket.

With its remanufacturing processes carried out in the UK, Brake Engineering has led the market in the production of calipers for over 40 years, and with the exceptional efficiencies installed at its Wrexham-based facility, it is able to meet this increasing demand and continue to offer calipers of premium quality and increased complexity while still remaining competitively priced, without disruption to supply.

The company is in complete control of the manufacturing process, reconditioning, re-engineering and remanufacturing parts to the highest standard before adding them to its range. It is this attention to detail that is driving demand for Brake Engineering products in the automotive sector.

All wearing parts are replaced with brand new components and the caliper housing is also given a corrosion resistant, zinc-plated finish that abides by current EU legislation. The caliper is then pressure tested to strict quality guidelines, with batch marking being used for essential traceability.

These systems and processes enable the braking specialist to equip people with the skills required to carry out remanufacturing either through long-term employment or when it needs additional personnel to cope with an upsurge in demand.

### REMANUFACTURING OPPORTUNITIES

Education is key. With such a safety-critical product group such as braking, it's essential the quality is in place right the way through the supply chain that offers full traceability and support to distributors and workshops.

Brake Engineering has a "Core Process" poster available to customers, designed to demonstrate its very thorough approach to remanufacturing, which takes place at its Wrexham-based facility.

There are significant opportunities for remanufacturing in the automotive sector, but only if companies like Brake Engineering continue to maintain a focus on quality.

### QUALITY FIRST

Currently, there are a number of 'new' calipers entering the market. Brake Engineering has tested some of these calipers being sold on to independent garages. While these products may fit, their performance has been found to be severely questionable.

Brake Engineering is now taking steps wherever possible to highlight the quality of its range to customers and support them with taking the message further. Extensive research has found a demand for quality and support from independent garages and so it's important distributors meet these expectations with a product range that is backed-up with technical expertise and parts traceability.

### THE BENEFITS OF ORIGINAL AFTERMARKET

Original Aftermarket distinguishes Brake Engineering's position in the marketplace. The term "Original Aftermarket" comes from extensive market research undertaken by Brake Engineering in the automotive industry. This research was designed to determine what customers expect from a supplier in terms of service, range, availability, reliability and support.

From the results and subsequent analysis, the term has become a positioning statement for the brand and demonstrates the level of added value service that sets Brake Engineering apart from anyone else.

The term Original Aftermarket is clear in its message to customers and promotes transparency in areas such as product quality, technical support and customer service.

Existing terms to promote a company's credibility and expertise have only served to confuse the market. It should be expected that parts quality in the automotive aftermarket is of the highest possible standard – it is the norm for Brake Engineering.

Original Aftermarket encompasses all Brake Engineering has to offer and lays bare its unrivalled dedication to the automotive aftermarket. Range development, customer service, stock profiling and marketing, to name but four, demonstrates its commitment to aftermarket businesses.

The company is committed to working alongside motor factors and garages and wants them to buy in to Brake Engineering's full line braking parts solution.

Since launching in 1981, the Brake Engineering brand has led the market in the supply of remanufactured brake calipers evolving to the point where it is widely regarded as the "must-have" brand for full line braking parts supply, which comprises pads, discs and calipers.

This is in response to calls from technicians that want to fit the full range of Brake Engineering products to ensure the correct fit of parts, compatibility and, to receive the very best technical support.

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Soaring oil prices, driven by the prevailing geopolitical conditions in Eastern Europe, make improvements in engine performance, fuel economy and MPG some of the key issues on the minds of many garage customers at this time.

Members can turn to suppliers such as Lucas Oil, one of the world's leading oil, lubricants and additives manufacturers for technical information and marketing support to help promote some of the alternative solutions that are already available.

## UPPER CYLINDER LUBRICANT

A clean engine retains its power, is more responsive to the accelerator and more fuel efficient. Once added to diesel or petrol tanks, Upper Cylinder Fuel Lubricant is the fuel additive that restores lost power, delivers better ignition and improves MPG.



It helps to flush away the tars and lacquers that build up inside the engine, removes the deposits that will otherwise lead to clogged-up injectors. Results are achieved quickly. That's why millions of garages around the world use it so successfully in petrol engines and diesel driven engines when vehicles need extra help to get through increasingly stringent MOT emission tests.

## DIESEL DEEP CLEAN

This is a product with a reputation for cleaning injectors, restoring power and increasing MPG but its prowess as a cleaner of DPFs is often underestimated.

When added to the fuel tank, Diesel Deep Clean removes and dissolves harmful exhaust products that could plug the DPF. That makes it a preventive maintenance tool that mechanics can use, whole promoting the preventive maintenance benefits to the car owners themselves. Regular use of Diesel Deep Clean increases intervals in DPF regenerations, which reduces the risk of engine damage from forced regens, that can sometimes be required if carbon build up is left unchecked.

When garage customers are looking for an additive that can help achieve the aim of saving their customers money over the long-term, while adding to the revenue streams in the garages right now, this has to be a leading contender.

## SAFEGUARD ETHANOL FUEL CONDITIONER

The introduction of E10 petrol fuels in September 2021 forced many motorists to check the compatibility of their cars with these fuels. As many as 600,000 vehicles currently on our roads aren't compatible with E10.

The prevailing myth is that damage will only affect the classic car market and older family runabouts. The reality is very different. Other vehicles, such as boats, aircraft, ATVs and different kinds of leisure craft are unlikely to be compatible. Then there is a wide range of petrol-driven garden machinery to think about.

Without protection, the gradual deterioration of certain rubber compounds used in existing fuel systems will lead to internal rupturing of rubber pipework. Meanwhile, as ethanol continues to absorb water from the air, rising levels of water in fuels is accelerating rust corrosion inside engines and exhaust systems.

The team of engineers at the Motor Museum, Beaulieu, has been protecting its valuable collection with Lucas Oil's ethanol buster for several years. Ethanol corrodes from the inside, adversely affecting rubber pipework and seals. It can also remove tin content from lead solder, so that joints in older fuel systems can become porous.

## HEAVY DUTY OIL STABILIZER

Finally, it's important not to overlook the influence that engine lubricants will exert on engine efficiency, fuel economy and emissions output.

Engine sludge builds up as poor-quality oils begin to fail and when good quality oils are infrequently changed. As well as adversely affecting power output and consequently MPG, engine sludge can cause problems relating to oil pressure and engine overheating.

Heavy Duty Oil Stabilizer is an additive that fortifies existing engine oils. It acts to prevent the build-up of engine sludge but also enhances engine wear and protection against dry starts – the most common cause of engine damage. It proved an ideal engine oil additive during lockdown, because when so many vehicles were left standing for long periods and engines oils drained down into the sump, Heavy Duty Engine Stabilizer leaves behind a film of protection that coats every moving part.

If fuel price rises continue and more consumers begin to leave cars on the driveway in a bid to conserve fuel, more and more engines will require the extra protection that it can deliver.

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## Fast Facts

- Klarius has components available to fit 28 million vehicles on UK roads
- Every applicable Klarius component is type-approved
- Klarius supplies parts for automotive manufacturer OES programmes
- All Klarius parts are tested in-house at its dedicated R&D facility
- Klarius offers exhausts to fit complex hybrid vehicles

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- Rigorous testing on correct vehicles for ultimate suitability

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If you supply a quality exhaust for your customer, you'll both be happy. For you, Klarius exhausts mean a much faster, easier repair. As a result, you'll be finished and onto the next job before you know it. Quality always delivers a time and money saving.

All applicable Klarius components are type-approved, meaning they meet or exceed OE specification. As proven in a test carried out by Longbridge-based Emission Test Facility UK, a Klarius exhaust delivered more miles per gallon than a non-type approved competitor exhaust. For the driver this means better fuel economy and an average fuel cost saving of £25 every year!

You'll get positive feedback from the motorist too. A premium quality Klarius exhaust will last longer than any inferior counterpart, delivering trouble-free motoring for longer. The vehicle owner will be pleased with the quality and quickness of the repair, which will boost customer satisfaction and your reputation as a garage. Everyone is happy.

- Quality exhausts mean faster and easier repairs
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