



Issue 4 - APRIL 15

EURO CAR PARTS PRODUCT NEWS



WIRED

“Charge yourself
with knowledge!”



Duracell Batteries



**ECP Engine
& Gearbox Program**



Brake Clinic



**DSG Gearboxes
& Clutches**



**Evans Waterless
Coolant**



Brake Fluid



AirCon Station



Contacts



New To Range

Duracell Automotive Advanced Batteries

In stock now!

Duracell, the most trusted and well-known battery brand in the UK have now entered the automotive battery market.

The 20-strong Duracell Advanced automotive range covers over 95% of cars, including every popular make and model.

To underline the exceptional quality and long-life performance of the Duracell Advanced range, Euro Car Parts have backed it with a five-year guarantee (excluding taxis and non-automotive fitment).

- Another amazing brand brought to ECP...who has not heard of Duracell?
- We proudly present the Duracell Advanced automotive battery range.
- 20 x references, fully sealed maintenance free with calcium technology.
- Perfect for all vehicles

regardless of age and extra on board electrics

- 5 year guarantee (excluding taxis and non-automotive fitment)
- These Advanced batteries meet and exceed O.E manufacturers specifications

Every branch has now received the Duracell header board, please ensure this is displayed in your shop and if you have space put a stand together and add the board and batteries.



This is a retail focus product, so if customers don't see it advertised they won't know we stock them, take advantage of the brand loyalty and reap the rewards of sales – savvy branches are already on this!

*For more information contact:
Alan Knight – 7001-091
alan.knight@eurocarparts.com*

Brake Clinic

Disclaimer: The following is for internal use only and should not be used under any circumstance outside of the Euro Car Parts network. Information correct as of March 2015.



The old “Pagid is the same as Mintex” argument has reared its head again after Andrew Page produced a flyer about both brands.

The flyer features a blue corner, Pagid, and a red corner, Mintex, with “facts” about both brands. These are totally unfounded, and actually the FACT is Pagid and Mintex are indeed different, despite what Andrew Page are stating.

Below are the differences between one of our popular applications.

There are certain references that are not available in the Mintex range simply because they are the OE product in the Pagid range. For example, the front (101870018) and rear pads (101870028) for the Aston Martin DB9 are not available in Mintex range because of this reason.

Pagid



Application: Vauxhall Corsa

All Pagid Brake Pads use an OEM branding process. This is a method used on OEM production lines to brand the pads with the relevant information such as the part number, batch number and



Mintex



R90 number. The R90 number is a legal requirement and is only allocated to a specific part number of a specific brand. If Mintex were the same as Pagid, they would be branded with the same R90 number.

Additionally, Pagid use OEM shims – there are varieties of shims utilised specific to the application, each will be chosen for best performance – not a „one size fits all” approach.

Furthermore, Pagid have a range of pads where the accessories are included in the box. Depending on the vehicle, they include the wear indicators, sliders and or pins. To buy these separately, would be an additional cost – with Pagid, it is included in the price of pads.

So, next time your customer says “Mintex are the same” or “Mintex are cheaper” you’ll have the information to counter our competitors „facts”.

*For more information contact:
Aaron Spencer:
aaron.spencer@eurocarparts.
com Cisco: 7001-038*



Evans Waterless Coolant

No Water, No Problems!

Evans Waterless Engine Coolants are a truly unique and revolutionary engine coolant fluids formulated to improve efficiency, and reduce corrosion of the car's cooling system. They neither contain water nor require mixing with water, consequently overcoming the limitations associated with using water in engine cooling systems.

Before using waterless coolant in any vehicle, you first need to run Prep Fluid (80% of cooling system volume needed). This is a hygroscopic formula that will extract any remaining water in the system. Once vehicle has been run up to temperature this is drained and engine is ready for the coolant.

Eliminates Overheating – Evans Waterless Coolants have a boiling point above 180°C and will not vaporise, thus

eliminating overheating, boil-over and after-boil.

Reduces Pressure – generate very low vapour pressures reducing strain on engine cooling system components.

Prevents Corrosion – contain no oxygen effectively eliminating corrosion.

Increases BHP – eliminate pre-ignition and detonation caused by overheating – thus improving combustion efficiency and delivering more power.

Stops Erosion – prevent cavitation and eliminate liner and cooling pump erosion.

Freeze Protection – freeze below -40°C.

Non-Toxic – Evans Waterless Coolants are proven to be Non-Toxic. Standard anti-freeze is toxic.

Common Questions asked about Evans Waterless Coolants:

Q: What vehicles can it be used on?

A: Simple, all vehicles no matter what coolant they use from factory. It will supersede Blue/Red/Purple!

Q: Why are there different types of Waterless coolant?

A: Autocool 180 is designed and aimed at standard vehicles. Powercool 180 is aimed at high performance vehicles that often use aluminium blocks. The product is essentially the same but marketed at the 2 channels of customers.

Q: What happens if system still has prep fluid in it?

A: You will need to drain prep fluid in the usual manner.



However it is impossible to remove every last drop, do not worry it is designed to work with the waterless coolant. It has already extracted any water out of the system and turned it into a compatible solution.

Q: How much will I need?

A: You will need the exact amount the vehicle manufacturer specifies as engine cooling capacity. You are not diluting so if vehicle for example has 7 litre system you will need that amount.

Q: What happens if my Evans coolant needs draining?

A: If you are having a cambelt/ water pump replacement then the waterless coolant can be drained and re-used. As long as it is clean and not contaminated. This goes for any other jobs that require the system to be drained. Just make sure it is not mixed with water.

Q: How will a garage know I am using this product?

A: It comes with a warning sticker for your engine

bay. Often to be placed on expansion bottle cap.

The Evans coolants are stocked at hubs, and will be distributed to the branch network. Part numbers below.

- Power Cool 180 -2L - 993778002
- Power Cool 180 -5L - 993778001
- Auto Cool 180-2L - 993778012
- Auto Cool 180-5L - 993778011
- Prep Fluid 2L - 993778022
- Prep Fluid 5L - 993778021

If you need any technical support, please contact Justin Wasling: justin.wasling@eurocarparts.com

AirCon Station

Smells like clean spirit

Winter sees motorists tightly shut in with windows wound up and heat on full. In this situation, air-con problems will quickly become apparent. Is there a smell? Then there may be a bacterial infection.

We know in enclosed environments coughs and sneezes are quickly transmitted. What is not so well known or appreciated is that bacteria are very efficiently spread by your car's air conditioning system.

Unfortunately it is all too easy to fix the symptoms without addressing the actual disease afflicting the car.

“LICKING” BACTERIAL INFECTION

Bacterial infection in the vents can be very unpleasant and potentially a further risk to health:

“Even when the system is off,” says Geoff, “condensation and dirt hidden inside the system are ideal breeding grounds for all sorts of bacteria and mould.”

An odour is not the worst part of the situation. “It's not just a smell” says Geoff. “If you can smell it, you are actually tasting it.” Nice.

In fact, professor Anthony Hilton, Head of biology and biomedical Sciences at Aston University, has said there can be as much bacteria in a family car as can be found on a toilet seat. perhaps alarmingly, during his research professor Hilton found evidence of E.coli infections which are generally caused by eating contaminated food or drinks. professor Hilton has publicly stated that infection from bacteria is more likely to occur in older cars that carry both children and pets.

Passengers who consume food in their vehicle run the risk of cross-contamination with their fresh foods and groceries.

So how do you “lick” bacterial infection in this situation? Obviously, you need to be able to





prove that your products do what they say. Changes to legislation mean that agents for destroying bacteria will soon need proof to back up claims. “Errecon is ahead of the game”, Geoff comments; “We are ready for the change to the European biocide regulations coming in 2016, where you can’t

claim you are killing bacteria unless you’ve got the certification to say that you do.”

ATOM MACHINE

As well as products that specifically deal with bacteria in the air conditioning system,

Errecom offers products to deal with odours and infections across the whole interior:

“The Atom Machine is our ultrasonic nebuliser. It is a very simple machine. You just have the fan running, plug it in and run it through while you are servicing the rest of the car.”

“Because the particles come out cool and so small at five microns they dissipate right into the back of the evaporator and even into the headlining and the seats.”

“This is much better than an aerosol; you get a much better treatment. It’s 100 per cent safe and clean too. We recommend this for any vehicle.”

*For more information contact:
Aaron Spencer:
aaron.spencer@eurocarparts.
com Cisco: 7001-038*

New To Range



Range Rover rear light clusters

Here is a great new product for you to offer to your Land Rover specialists, styling specialists, used Range Rover dealers or retail customers, an LED rear light upgrade.

Owners of pre-facelift ('05>'09) Range Rover Sport can benefit from a simple rear cluster upgrade which allows them to fit the '10> LED style rear lights, a very popular upgrade by Range Rover enthusiasts. They are a plug in and play aftermarket option that come with adaptors to fit the pre-facelift wiring.

All lights are sold in pairs, available in 4 fantastic styles.

These will be a great seller for your branch if offered to the right customers.

*For more information or assistance on Range Rover rear light clusters, please contact:
Damian Oakden, Cisco: 7108-951*

DESCRIPTION	PRODUCT CODE
LED REAR LIGHTS (PAIR) HAWKE - RED WITH TINTED STRIP RR SPORT 05>09	971670001
LED REAR LIGHTS (PAIR) HAWKE - TINTED/ CHROME INTERNAL RR SPORT 05>09	971670011
LED REAR LIGHTS (PAIR) HAWKE - RED RR SPORT 05>09	971670031
LED REAR LIGHTS (PAIR) HAWKE - CLEAR RR SPORT 05>09	971670041

Solid Flywheel conversion Kits

There is a growing demand for an alternative solution to replacing dual mass flywheels. Given the success of our existing range of Valeo Solid Conversion kits, here are more additions to that range.

Make sure that you offer your customers the choice!

Benefits of Conversion Kits:

- Innovation as an alternative to Dual Mass Flywheels.
- The Drive Plate is completely re-designed and uses a long travel damper system for better vibration damping
- Very competitive prices versus a clutch & DMF
- Ability to offer the customer a choice

*For more information, please contact:
Hardik Solanki, DDI – 0208 956 5033,
Mobile – 0781 781 0211*



BMW

3 Series E46 316i – 63311007
3 Series E46 316 ti – 63311008
3 Series E90/E92 318i – 63311011
3 Series E90/E92 320i – 63311012
X1 sDrive – 63311013

MERCEDES

C Class – 63322005
E Class – 63322006

FORD

Focus C-Max 63359016

MAZDA

Mazda 6 2.0Di – 63368001

HYUNDAI

Coupe 2.7L V6 – 63385003
Sonata 2.7L V6 – 63385004

ECP Engine & Gearbox Program




Euro Car Parts offers a comprehensive selection of Engines, Cylinder Heads and Gearboxes that can be arranged for 24hr delivery direct to your customer. We partner with key suppliers that offer the best remanufactured product that meets all Quality Assurance Standards including ISO and BS Code of Practices, all backed up with 12 months warranty.

WHAT DOES REMANUFACTURED MEAN?

All engines supplied to your customer will be fully remanufactured. It means that all internal components are checked for any visual damages and replaced if it doesn't meet the original specification. All engines are equipped with new pistons, piston pins, piston rings, mains and con-rod bearings, small end bushes, timing chain

or belt, gaskets, oil seals, core plugs and oil filter. These new components have been selected

for their durability and reliability to maximise performance of the new unit.

	REMANUFACTURED ENGINE	USED ENGINE
WARRANTY	12 MOTHS UNLIMITED MILLAGE	6 MONTHS UNLIMITED MILLAGE
PRODUCT INSPECTION	<p>The old unit is completely stripped, cleaned, checked, processed and finally reassembled using new and reconditioned parts. The end result is a product with the same quality as a brand new unit. Engines are supplied complete from sump to rocker cover.</p> <p>The cam belt is supplied where applicable and water pump is included if driven by the cam belt.</p>	<p>Every Used Engine has all external parts inspected for any possible damage. All supplied engines offered back on the market are coming from the crashed cars and all component are in the perfect working condition before dismantled</p>
SURCHARGE	Part of the exchange program, surcharge value vary depending of the vehicle	No Exchange program – no surcharge linked to the product
P&A ENQ. PROCESS	<p>Please liaise with following suppliers:</p>   	Please liaise with Product Manager for further information



ENQUIRY & ORDERING PROCESS

It's a very simple and requires only few steps to follow to add substantial sales to your daily sales target.

ENQUIRY

Before you contact any of above suppliers you need to make sure that you have vehicle registration number. In majority of cases supplier will be able to identify correct engine for your customer based only on that information. On the time of enquiry you will be given:

- Supplier part number
- Price of the engine & surcharge
- Delivery Lead- time
- Enquiry Quote Number Please make sure you will make a note of all details as they will be important in the next stages of the process.

ECP PART NO CREATION

Before you place official order, we need to make sure that ECP number is created on the system. Please remember to provide all information given by the supplier, as they will be essential in the product creation process. What we need from you is:

- Vehicle Reg number
- Price of the engine & surcharge
- Agreed selling prices
- Engine dress-level (short block, long block, long block including injection equipment etc.)

ORDERS

Once you have a part number created on the system, selling price agreed with the customer, you can place order with the Special Order Department

You need to make sure that:

- IBT order is created on the system
- Special Enquiry form is submitted through the system

Make sure you give Special Team your Quote number that was given to you by Supplier – this will speed up the process You can use the same Quote number if you want to check progress of the order with supplier.

WHO DO YOU NEED TO CONTACT?

VEGE – 0845 519 4432
RUN – 0800 160 1033
IVOR SEARLE – 01353 720 531

Sound simple?

If you need any information or you need specific engine product please contact Marcin Lisowski: mlisowski@eurocarparts.com

DSG Gearboxes & Clutches

In stock now!

Did you know that Euro Car Parts are the only UK distributor allowed to stock LUK DSG clutches.

You may or may not know what a DSG gearbox is or what vehicles they are fitted to.

So let's start with the gearbox, many people liked automatic gearboxes because of their two pedal operation, however they were relatively sluggish at changing gear and significantly increased fuel consumption.

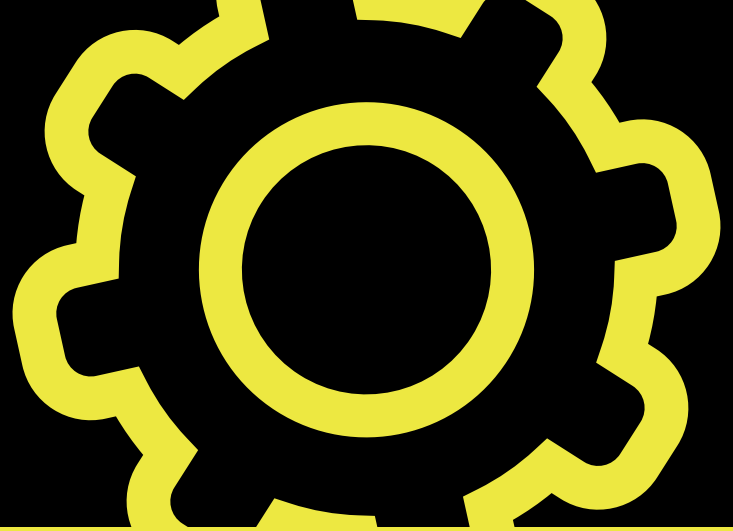
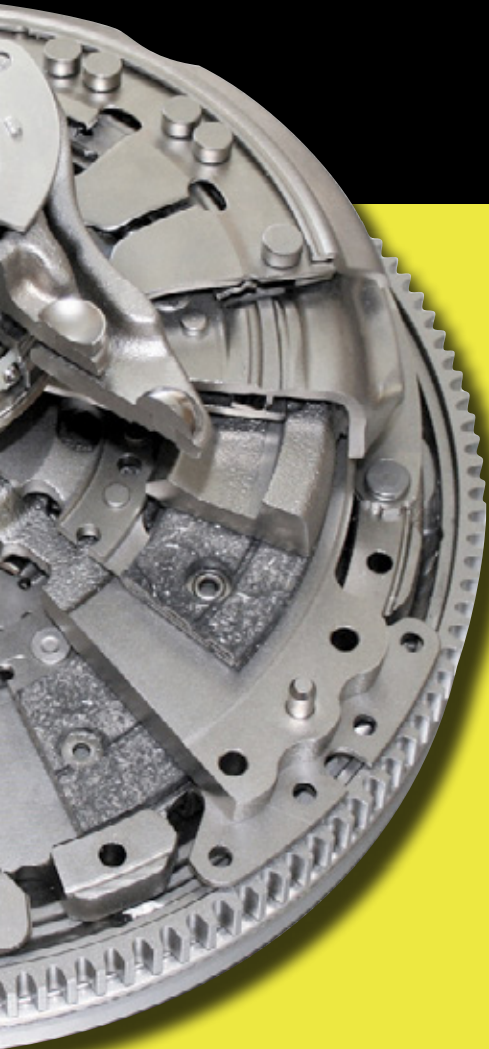
The DSG system gives the driver the benefit of having an automatic transmission with the option of switching to "Sports Mode", a semi-automatic transmission where the driver chooses gearing and increased fuel economy over a conventional automatic gearbox.

The DSG system works by having two gearboxes and two clutches. When you pull away in 1st gear the second gearbox already has second gear lined up for the change. Clutch number one disengages first gear and clutch number two engages second gear for a near instantaneous change. Coupled with some clever electronics the gearbox can predict whether your next change will be up or down.

LUK had to design a very sophisticated double clutch to match the gearbox technology and it will be no surprise to you that special training and tools are needed to change a DSG clutch, in fact LUK will not supply a DSG clutch to a garage that cannot prove it has been certified to carry out this repair.



You will need to follow the following process in order to



1. Branch receives clutch enquiry from Customer on DSG clutch

2. Branch must verify that customer is a certified DSG garage.

This can be done by checking on customer database (provided by Luk)

3. Branch raise special order enquiry

4. Special order double checks customer's details and releases the stock.

If there is no stock available at Wembley, special order will raise purchase order to LUK and part will be supplied directly from LUK.

5. Part gets delivered to respective customer

6. If the part does not get sold

for any reasons – system will recall it back to Wembley on next day.

So three great opportunities for you to increase your sales.

1. You can arrange the training for your customers
2. You can supply the DSG special tools.
3. You can supply the DSG clutch kit.

The most prolific users of DSG systems are VAG who offer them on their Audi, Seat, Skoda and Volkswagen vehicles, and their popularity is continually increasing. Having driven one for the last year I would not change it for anything else.

*For more information,
please contact: Hardik Solanki
DDI – 0208 956 5033
Mobile – 0781 781 0211*

get a DSG clutch to your customer:

Brake Fluid

Know your Dots...
Know your Brake Fluid...

What's the difference between DOT 3, DOT 4, DOT 5.1 and ESP?

The original grade DOT 3 was the standard brake fluid for many years, and it still is in some countries, particularly North America. However, DOT 3 grades tend to suffer from steep boiling point decline over time, DOT 4 fluids were developed to counteract this. They contain polyglycol ether esters, which chemically bind the water and dramatically slow the decline in boiling point.

DOT 5.1 fluids are a development of DOT 4 having not only higher boiling but also having a much improved viscosity at low temperatures.

More recently, to meet the needs of ESP and ABS systems, a new fluid grade was introduced – ESP. As yet, there is no DOT





designation for this grade, although the International Standards Organisation (ISO) have designated it as Grade 6.

What does the term “Wet boiling point” mean?

The “wet boiling point” is a measure of how quickly the boiling point of a brake fluid will decline in service. The brake fluid is exposed to a humid atmosphere for a specified period of time after which the boiling point is measured.

Brake fluid is designed to withstand the massive heat generated in vehicle braking but as it absorbs water, the boiling point is reduced. Under prolonged, hard braking conditions, stop-start braking or towing, the heat generated can cause brake fluid with a lowered boiling point to vaporise, so regular maintenance and testing is essential.

Please refer to the below chart for boiling points of Brake Fluids:

Modern technology has enabled Brake Fluid Testing to be a swift process, if Brake fluid temperatures are below the standards (Wet Boiling Point), it needs to be changed. Euro Car Parts stocks many popular brands including Pagid, ATE & Febi.

For more information about Brake Fluid contact Pankaj Babbar:

pankaj.babbar@eurocarparts.com
Cisco 7001-588

Temperatures	FMVSS 116			ISO 4925	ISO 4925			
	DOT 3	Pagid DOT 4	Pagid DOT 5.1	SAE J1703	Class3	Class4	Class 5.1	Class 6
BOILING POINT °C	≥ 205	≥ 230	≥ 260	≥ 205	≥ 205	≥ 230	≥ 260	≥ 250
WET BOILING POINT °C	≥ 140	≥ 155	≥ 180	≥ 140	≥ 140	≥ 155	≥ 180	≥ 165
VISCOSITY @ -40 °C CST	≤ 1500	≤ 1800	≤ 900	≤ 1500	≤ 1500	≤ 1500	≤ 900	≤ 750



Klarius™

Klarius VOR Ordering

We are about to move Klarius Exhaust VOR orders away from the NDC to Klarius direct.

There are two main reasons for this:

1. The volume of exhaust VOR's received by the NDC are at such a massive level that the NDC is struggling to cope
2. The NDC is extremely short of space.

So as Klarius already deliver stock orders to the branch network on a daily basis, it makes sense for them to deliver your VOR's direct as well.

After a successful pilot in 6 branches we will be rolling this out to all branches ON MONDAY NEXT WEEK (13th April).

This means that you will have to place VOR orders directly with Klarius through the SOP screen.

The process is simple but it does require a little effort to begin with. Start by checking stock on ECPedia. Then, once you have confirmed that the stock is available, go to the SOP screen on K8 to place the order.

Details for both steps are available in the Operations area of ECPedia.