

Fact Sheet

Media Contact:
Michael Stoller
+1 734 392 5525
michael.stoller@honeywell.com

Honeywell Transportation Systems Aftermarket - Type approval Q&A

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1. Which government agency issued the letter? What is its regulatory power?

The German Federal Ministry of Transport, Building and Urban Infrastructure (BMVI) issued a statement with regards to German Type Certification requirements for replacement turbos. The BMVI is the top-level federal authority, responsible for strategically planning and coordinating political projects and cooperating with the government coalition leaders, other ministries, the German Bundestag, the Bundesrat, associations and institutions at European and international level. This includes strategic alignment and coordination of EU policies and the strengthening of bilateral relations with other EU Member States.

2. What is the key message of the letter concerning installing of non-certified turbos?

German drivers are susceptible to potential fines and suspension of driving privileges for using underperforming, non-certified auto replacement parts including turbochargers. The BMVI said that a drop-in turbo that is not OE specified requires a specific parts certification or vehicle inspection including passing of emissions testing -- an important message for garages and installers as they consider their recommendations to customers.

A replacement part that does not match to certain emissions and safety standards -- which is what the BMVI is presuming for non-genuine copy or non-original remanufactured turbochargers -- may result in fines and penalties in line with the BMVI's regulations for aftermarket parts. This can include the automobile losing driving permissions on public roads and fines up to a maximum of 270€. In addition, both the vehicle owner and the driver may receive one point in the central register.

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3. What does it mean in plain language?

If you have someone replacing your turbo with a copy or a turbo which is not specified by the Original Automotive Manufacturer for the type of your car, then you will not have any longer the permission to drive the car on any public road in Germany. Also in Spain, the government has applied the same approach as Germany.

4. Why are governments raising this issue? Is it consistent with its policy on other components of the vehicle?

The governments have issued the information to raise the awareness of the consequences of installing a non-specified turbo. This action also underscores the important role turbochargers play in helping to meet more and stringent emissions and energy efficiency targets. The federal policy is consistent with other federal policies on vehicle components, such as tire dimensions or tuning components.

5. For distributors and installers, what responsibilities does this letter pose on them?

Their responsibility is to ensure that OE-specified turbos are installed to ensure safety and conformity with emissions regulations. Installers are taking a big risk for themselves as well as their customers when you consider the cost of repetitive warranty repairs or the price customers pay for inefficient engine performance leading to poor fuel economy or emission issues.

6. For drivers who need to have their turbo replaced, what should they do?

Be aware of the risks if you get an offer for a replacement with a cheap turbo, which may contain poor quality components, which may cause emission non-conformity and loss of type approval. If you would chose such a drop-in turbo, which was not originally fitted to your car, check whether this drop-in turbo includes a parts certificate for use on your specific engine/ vehicle, in absence of which you would need an individual approval of the drop-in turbo mounted on your vehicle. We strongly recommend to ask the installer for the Original Manufacturer part number for the original turbo mounted on your car. Ask for either a new or a remanufactured Genuine Garrett Turbo or the original Turbo fitted on your car. With a

Genuine Garrett turbo, you get original quality components and world-class assembly, guaranteeing performance and reliability.

7. If a non certified turbo is installed, what are the possible negative consequences in terms of vehicle operation and inspection?

During a police control or an inspection, your vehicle is judged as not being type-approved, which means cancellation of your permission to use the car on public roads. Additionally, administrative fines are likely to be issued: In Germany up to €270. In addition, both the vehicle owner and the driver may incur one point in the central register.

Why these strong consequences? Because of the risks you take: Failure to meet emission requirements and possible safety risks.

8. Why is it important to have vehicles on the road equipped with genuine turbo?

The information that a drop-in turbo which is not OE specified requires specific vehicle inspection and permission including parts certification underscores the critical role the turbocharger plays in modern powertrain which are engineered to help to reduce emissions and to meet energy efficiency targets.

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