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To All Distributors

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When the Garrett® by Honeywell VNT™ (Variable Nozzle Turbine) turbocharger was first introduced into passenger cars in 1991, it heralded the arrival of a true breakthrough technology.

VNT™ satisfied the demand for rapid boost response in diesel engines – and in doing so helped to transform the driving habits of an entire continent. Over the last 15 years, more than 20 million turbochargers have been installed in passenger cars around the world, most notably in Europe where diesel engines now account for 50% of the marketplace.

Today, Honeywell supplies third generation VNT™ turbos to automotive manufacturers around the world, raising the bar still further on engine boosting performance. More power, more torque, greater fuel efficiency and lower emissions – VNT™ technology continues to set new standards.

Garrett® by Honeywell VNT™ turbos are highly complex units, engineered and calibrated to meet the exacting performance parameters of automotive manufacturers.

The first requirement is to set the turbo's critical minimum flow vane position. This intricate process takes account of the large number of parts and extremely tight tolerances within the VNT™ and involves using a highly accurate turbine flow bench to measure and compensate for any variation in gas flow through the vanes of the turbo. Highly skilled technicians then set and lock the minimum flow position to suit the requirements of each individual application. It is only when the 'minimum vane open' position is set that it is possible to calibrate the unit (to three decimal places), using four checkpoints to ensure correct operation.

Each of these steps is vital in ensuring the optimum performance of Garrett® by Honeywell VNT™ turbochargers. **Indeed, these engineering complexities cannot be compromised**

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Any attempt at remanufacture, using substitute parts, is fraught with difficulty because of the turbo's technical complexities and can lead to potentially serious problems, such as:

- Conflict with the engine management system
- Low flow/pressure, causing poor response, poor overall performance and increased emissions
- Over-rich diesel fuel/air mix, causing excessively high temperatures, damaging both the turbo and the engine
- High flow/pressure, leading to the over-speeding of the turbo, wheel bursting and damage to turbo and engine
- Excessive boost pressure, causing physical engine damage

Therefore we have issued technical Bulletins 32, 34 and 42 outlining our Non Repair Policy for the Garrett® by Honeywell VNT™ turbochargers. With this letter we would like to remind you of this policy.

Please note your failure to respect this policy negatively impacts on the reputation of the Garrett® by Honeywell VNT™ turbocharger and will be seen as a fundamental breach of your commitments towards our Company.

We are committed to safeguarding the interests of the car owner by protecting the integrity of the technology – and will therefore supply only new replacement Garrett® by Honeywell VNT™ turbochargers.

All Distributors are also committed under the terms of our Distributor Contract to follow the same policy.



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