

Bargains can be very expensive

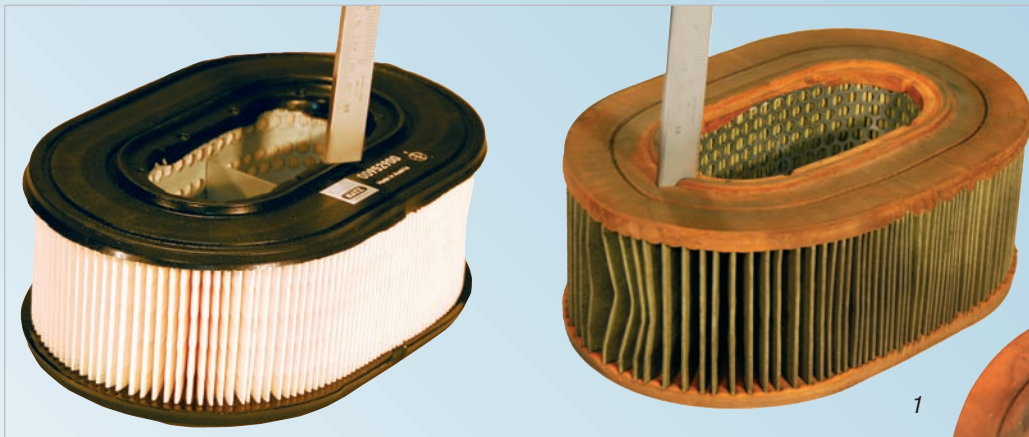
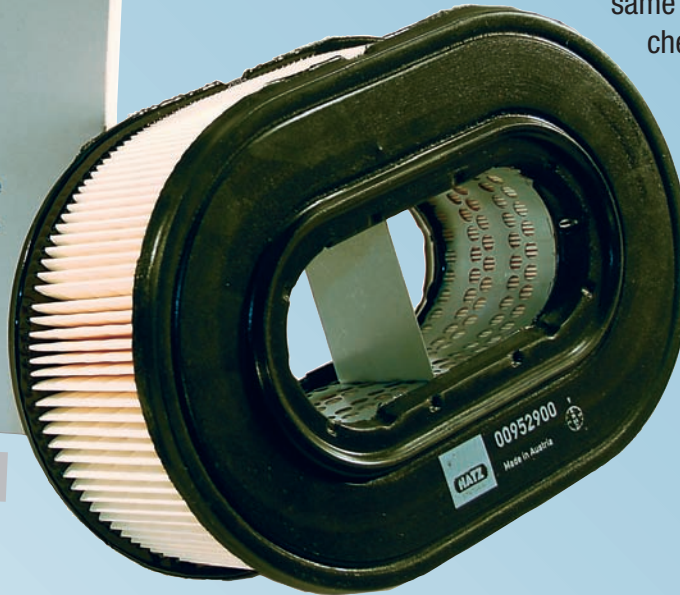


Why using original HATZ spare parts is so important:

They often look like original spare parts, they are sold on the basis that they do the same job, and they are often a lot cheaper. But in reality they are deliberately placed time bombs, just waiting to explode. These are fake copies, which are often put on the market by anonymous companies. Automobile manufacturers are severely affected by them – but engine manufacturers like HATZ know about the problems best of all.

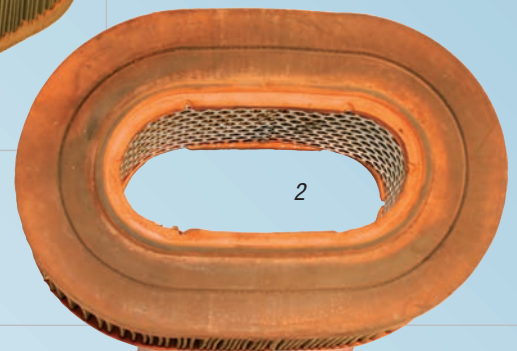


HATZ - L & M



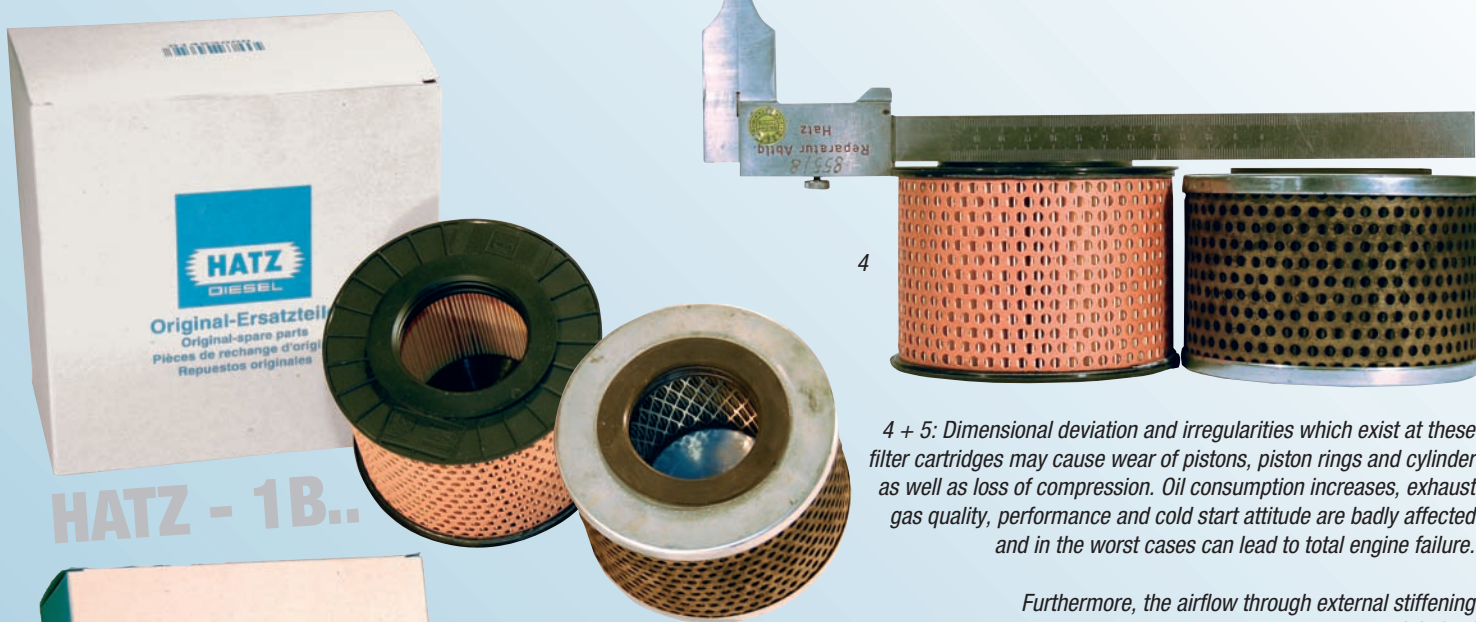
1: Minor shore-hardness causes lift-off of sealing lip during pulsation

2 + 3: Stiffening angle was welded poorly, consequently it broke off and fell into exhaust manifold



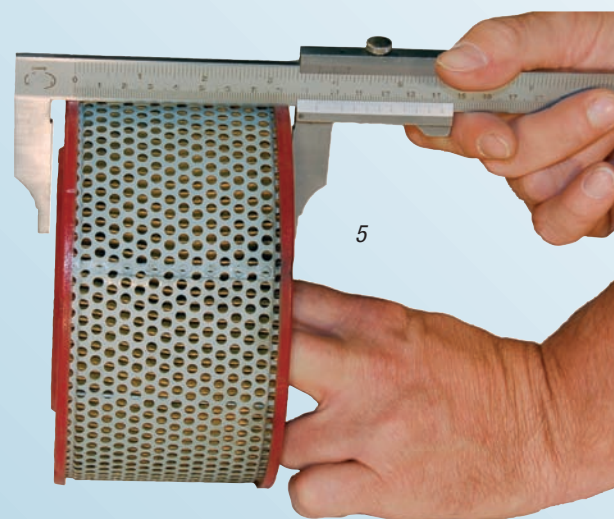
The sharp-edged stiffening cage intersected the sealing lip. Damage like this will quickly lead to engine failure.

Strongly deformed filter medium causes a tearing of the filter paper.



4 + 5: Dimensional deviation and irregularities which exist at these filter cartridges may cause wear of pistons, piston rings and cylinder as well as loss of compression. Oil consumption increases, exhaust gas quality, performance and cold start attitude are badly affected and in the worst cases can lead to total engine failure.

Furthermore, the airflow through external stiffening cage gets minimised



In principle, most people are aware that there are certain differences between original and no-name products. The prevailing view that the cheap options will fulfil the same purpose but possibly with a shorter service life may actually apply to some of them. But whenever really important functions cannot be guaranteed, there can be no compromise.

The focus is on customer satisfaction

According to HATZ service specialists, typical examples are maintenance parts such as fuel filters, air filters and oil filters. The attractive prices seduce the customer into buying no-name articles. It needs to be made clear that HATZ is far less concerned about losing out on sales in the spare parts business than it is about the satisfaction of its customers. "These parts are not subject to our high quality standard. The maintenance intervals which we specify are matched exactly to the particular fuel, oil or air filters concerned. If no-name products are used, these intervals may change, and that means the customer automatically loses any right to complain."

When an air filter is not an air filter

Air filter cartridges consist of a rubber ring and a specially folded air filter paper. So what's the problem? In fact, the list of potential disasters is so long that there is no room here to describe more than a few. From the design of the stiffening basket element to the exact diameter of the filter cartridge to the temperature resistance, HATZ has detected a total of no fewer than twenty weak spots. These include questions such as 'how is the filter paper bonded?', 'how is the rubber ring cast?', 'is the adhesive resistant to fuel or oil?', 'does the rubber ring into which the paper is cast have the correct Shore hardness?', '... what is the surface area of the filter paper – what is the filtration efficiency?' and so on and so on...

While on the subject, HATZ air filters are subject to very strong pulsation, especially in single-cylinder engines. Original filters are matched to this, but no-name filters are not. They may look the same, but they are far from identical.



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