

EDITORIAL

Dear Reader,



This second newsletter provides you with genuine information from our company and a survey of the present conditions in the marketplace.

The present economic situation is clearly detectable in the field of engine cooling and air conditioning for cars. Recently in 2009 the US American PROLIANCE (parent company of NRF in Europe) filed for bankruptcy.

PROLIANCE once was the largest IAM supplier of coolers and air conditioning equipment in Northern America. As a consequence some Asian suppliers have had to cope with high bad debt loss. The European PROLIANCE subsidiary company NRF is for sale.

In addition other European suppliers have had to face the impact of the crisis. As the Financial Times reports, BEHR company is searching for new investors. The pre-tax loss in 2008 was reported to amount to 70 million Euros; the net indebtedness was as high as about 480 million Euros by the end of 2008, which corresponds to an equity ratio of 22.1 % writes the newspaper.

The company NISSENS in Denmark made job cuts of several hundreds during the last 12 months. In addition to the economic climate this could also be a modification to the strategy: NISSENS has reduced their own production for the IAM, and buys more in Asia instead.

The AVA group experienced steady growth after a slow start to 2009. The group performed strongly in the second quarter with strong results in France, Great Britain and the Benelux countries. Sales were slightly lower during the first six months than the corresponding period in 2008. By

improving our cost efficiencies the organisation has been able to maintain our competitive pricing policy.

One of the measures taken was closing down AVA Iberia by late July 2009, which had been planned for some time. Since the location, which was founded in 2005, still remained unprofitable after the start-up period affecting the entire group, this step was logical and unavoidable.

Since July J.Deus in Madrid/Spain is in charge of the marketing AVA products for Spain. The Portuguese manufacturer of coolers J. Deus has been cooperating successfully with the AVA group for many years. J.Deus is part of the DENSO group and is specialised in the development of charge air coolers for OE customers such as Audi/VW, Fiat and Toyota. We can now intensify an existing partnership.

Finally I invite to visit our booth No. 6 H90 on the EQUIP AUTO in Paris from 13 to 18 October. You can expect a special offer from AVA at the exhibition. A competition for our guests who drive our BMW M3 driving simulator, which BMW exclusively provided us at our exhibitions, will be a highlight of the show.

I look forward meeting you at the Equip Auto.

Sincerely yours
Wolfgang Haugg

NEWS

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TECHNICAL INFO Volkswagen: Compressor problems

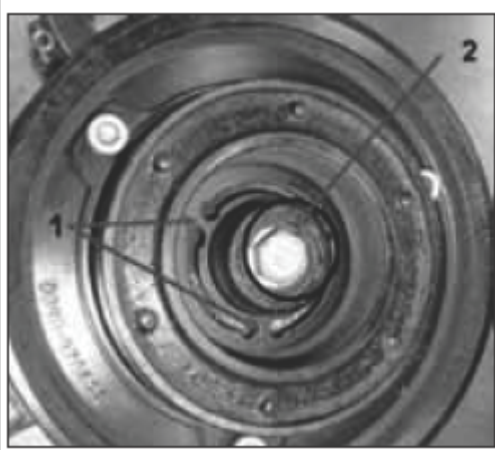
source: Automotive A/C Reporter - www.auto-ac-reporter.com

In a recent technical bulletin, Volkswagen has communicated the occurrence of certain technical problems with the a/c compressor in the vehicle models Golf, Passat and Jetta. It specifically concerns the latest models from approx. MY 2005 equipped with a Zexel-Valeo compressor.

The problem with these compressors can be two-fold.

In one case, the compressor will have failed completely after the limiter -which protects the drive belt against overload- has broken or is missing completely.

Sie III. 1, point 1.



This type of problem can also be recognized from the fact



that the compressor shaft cannot be moved manually. As a consequence the compressor cannot be driven and the a/c system does not cool at all.

The solution to this problem is to install a new compressor after the system had been flushed thoroughly. Pay attention to the fact though that Volkswagen specifically prescribes to replace the Zexel-valeo compressor by the Sanden type with the original part number 1K0820859F

Volkswagen also recommends to replace the condenser and the expansion valve as any remaining metal particles may damage the system yet another time.

A second problem with this compressor maybe the lack to build up sufficient pressure in the system and no trouble codes are stored in the fault memory. The cause for this will in most cases be a build-up and blockage of metal particles in the compressor's control valve.

Also in this case Volkswagen recommends to flush the system and replace the compressor, condenser and expansion valve. The new compressor should be the Sanden with number 1K0820859F.

In both cases the compressor pulley should be turned 10 revolutions by hand before engaging the vehicle a/c system.

PRODUCTS

AVA NEW REFERENCES

Our range is enlarged every day further Market requests.

Herein you will find our new products list, already available in stock

Ref. No.	Application	Oe Number *
HYK196	Compressor Elantra IV / Matrix* 1.6i '02-	977012C000 / 977012D000
RTK404	Compressor Laguna II 2.0i 09/02-05/05	8200343375
VWK285	Compressor Golf V* 1.9 / 2.0 TDi 10/05-*	5N0820803
CRA5075	Condenser Voyager Single AC 04/01-	5072262AA
LCA5090	Condenser Lybra All 07/02-10/05	51708843
PEA5258	Condenser P206 1.6 HDi 11/03-	6455CW / 96483015
PEA5295	Condenser 207 1.4 i * 04/06-	6455EL / 6455ET / 9680713180 / 9653035980
RT5406	Condenser Mascott 3.0 DCi 04/05-	5010514383 / 5010580664
TO5487	Condenser Matrix 1.8 i '02-'08	8845002261
RTM405	Coolingmod. Clio III 1.5 DCi * 08/04-	8200134606 / 8200289181 / 8200289184
HDD219	Drier Accord VII Tourer 03/03-	80351SDAA01
RTV407	Evaporator Megane Scenic 1.9 / 2.0 '99-'03	7701206451
HD4220	Intercooler Civic VI 1.7 CTDi 10/01- 09/05	19700PLZE01
RTA4089	Intercooler Master II 2.8 TD '98-	7701043695 / 4500847 / 09161147
SC4024	Intercooler Scania City bus 12/02-	1775107 / 1798692
DN2317	Radiator Nissan L35.085 '97-	121007230
IV2094	Radiator Iveco 190.30 * '84-'92	42123116
OL2467	Radiator Astra -H 1.9 CDTi Aut.10/04-	1300278 / 13184736
OL2468	Radiator Insignia 1.6 i * 07/08-	1300292 / 13241726
OL2469	Radiator Insignia 2.0 i Turbo Man.07/08-	1300293 / 13241728
OL2470	Radiator Insignia 2.0 i Turbo Aut.07/08-	1300294 / 13241729
OL2471	Radiator Insignia 2.8 i Turbo Man.07/08-	1300289 / 13241723
OL2472	Radiator Insignia 2.8 i Turbo Aut.07/08-	1300288 / 13241722
OL2473	Radiator Insignia 2.0 CDTi Aut.07/08-	1300290 / 13241724
PEA2221	Radiator 307* 1.4i * M/Airco 03/01-	133083
RE2073	Radiator Premium II 10/05-	7420775792
RE2074	Radiator Premium II 10/05-	5010619804
RTA2325	Radiator Kangoo 1.5 DCi 12/01-	8200240818 / 8200072712
SU2071	Radiator Forester 2.0i Man. 06/02-	45111SA020 / 45111SA000 / 45111SA080
SU2072	Radiator Impreza IV 2.0 i Man. 09/07-	45119FG030
TO2488	Radiator Hi-Ace 2.4 TD 08/95-08/01	164005B330 / 164005B331
TO2489	Radiator Yaris 1.8 VVTi 09/05-	1640021310
VW2283	Radiator Sharan 1.9 TDi * 06/02-	7M3121253F
VWA2155	Radiator LT (2.3 /2.5 Tdi) -/- AC '96-'06	2D0121253 / 2D0121253B

* All indications regarding compatibility and O.E.M. part numbers are indicative and for reference purposes only

MARKETING

AVA News

Catalogues 2009/2010

The updated AVA catalogues for the 2009 and 2010 are now distributed to all our customers. They have been carefully reviewed and they include clear information for all AVA-products from the Engine cooling products to Ac ones to the fans, and moreover to specific applications for trucks over 7.5. t



EQUIP'AUTO 2009

Step On The Gas With AVA At The Equip Auto

A visit to the AVA group's trade fair stall (No. 6 H90) between the 13th and 18th of October 2009 will be worthwhile for all visitors of the Equip Auto in Paris.

Among other products, the AVA team will present the motor fan range and visco clutches which are brand new additions to the AVA portfolio. In the field of utility vehicles, for which the organisers of the Equip Auto are keen to see a stronger integration as part of the trade show, the AVA group also has much to offer. A strong truck product range above 7.5 tonne is ready for presentation in time for the trade show. In this segment, AVA relies on the know-how and experience of the parent company, Haugg, an OEM with a solid presence in the utility vehicles sector.

An absolute visitor magnet will be the imposing BMW M3 drive simulator that will be available for use at the AVA stall. All trade show visitors will be able to actively experience the thrill of speed and take part in the great AVA prize draw. The main prize will be an unforgettable weekend in Portugal/Lisbon in cooperation with our Portuguese partner J.Deus group. J.Deus is responsible for the development of intercoolers for OE customers such as Audi/VW, Fiat or Toyota inside the Denso group in Europe. The AVA products are distributed via this company in Spain and Portugal. J.Deus also is a supplier to the AVA group providing products in OE quality for the IAM.

The AVA and Moradia staff are looking forward to your visit at the trade show



MARKETING Supported Teams

With AVA UK to the WTCC AVA UK customers visit Liqui Moly Team Engstler at Brands Hatch

AVA UK customers had an exciting weekend at Brands Hatch. They were invited by the Liqui Moly Team Engstler, that takes part in the WTCC with 3 cars now and Steward Inglis, the Managing Director of AVA UK.

The Liqui Moly Team Engstler is sponsored by AVA in the 2nd year already and runs 3 cars in the WTCC with Franz Engstler, Kristian Poulsen and Philip Geipel who was racing for the first time in the WTCC as the Liqui Moly Junior Team.

The Liqui Moly Youngster Philip Geipel showed during his first World Championship in the English city Brands Hatch what he is capable of. Geipel came fifth once and placed once sixth in the privateer's ranking. Engstler himself scored only in the second race.

Due to his fifth position, team owner Franz Engstler achieved at least some important points regarding the privateer's championship. On the whole, he places currently third with a score of 104 points in the "Yokohama Independent's Trophy". During the first race, all hopes for a score had been destroyed quickly. Engstler was engaged in a collision of two competitors. Avoiding the scene of the incident was impossible for Engstler. He touched a car causing a damage at his wheel suspension. The team worked quickly, so the BMW was ready for use in the second race.

Kristian Poulsen draws an alternating balance of the race in England. He came sixth after the first race in his BMW and scored three points. In the second race, the Danish driver was touched by another driver, ended up in the gravel patch and had to go away empty-handed.

The driver of the Allgäu based racing team achieved 14 points on the whole in the Touring Car World Championship in England, so they are ranking third in the team overall standings with 104 points.

The summer break of the WTCC lasts until September, the upcoming German WTCC leg will be held in Oschersleben on September, 5th.



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by haugg germany

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