



# Service Line

NEWS AND IDEAS FROM AMSOIL

## NOTES

### Nissan Issuing Recall

Nissan North America will recall as many as 97,000 new cars due to excessive engine oil consumption. The problem is believed to be the result of improper functioning of piston rings. Affected vehicles include four-cylinder Nissan Sentras and Altima sedans built between January and May 2006 at a plant in Decherd, Tenn. Nissan has stopped selling the vehicles and advises consumers to check engine oil levels every 700 miles until the problem is resolved.

### Class 8 Truck Sales on the Rise

Class 8 U.S. retail sales rose 20 percent from May 2005 to May 2006. May 2006 sales topped out at 25,149, bringing total sales for the first five months of 2006 to 114,969, an 18 percent increase over the sales from the same period last year.

### "Gas-Saving" Devices Under Scrutiny

High gas prices have brought more phony gas-saving devices to market. The Environmental Protection Agency (EPA) tested more than 100 products that claimed to boost fuel efficiency. All of them failed to show significant gains, and those that did produce a small increase in fuel economy also increased emissions.

## Industry News...

### Senators Propose 40 Percent Increase in Gas Mileage Requirements

Four U.S. senators have put forth a proposal to drastically raise fuel economy standards in the next 10 years. According to the Detroit News, the proposed legislation is the latest and most aggressive attempt by lawmakers to increase Corporate Average Fuel Economy standards.

The bill is called "Ten in Ten," and requires automakers to have a fleetwide fuel economy average of 35 miles per gallon by the 2017 model year. It also requires onboard fuel economy displays by the 2013 model year and cars to average 31.1 miles per gallon and light trucks to average 23.6 miles per gallon by model year 2009. According to the Detroit News, the senators claim the changes would save America 2.5 million barrels of Middle Eastern oil a day, but automakers said the senators' proposal would cost the industry billions of dollars and force them to build lighter, potentially less safe vehicles.

Sen. Lincoln Chafee of Rhode Island said that senators whose states are home to GM or Ford plants have refrained from supporting raising fuel economy standards in the past

because the automaker industry has been opposed to such measures.

"What we don't want is to get something so technically ridiculous that everyone's forced to buy a Fred Flinstone car," said Chrysler Group Spokesman Jason Vines. "If anyone could build an SUV that gets 40 miles per gallon, don't you think we would? We'd corner the market. No one can do it," said Vines.

While the Big 3 have made efforts to offer fuel efficient vehicles and flexible fuel vehicles that run on E85, biodiesel and alternate fuels, some say that's not enough. U.S. Rep. Vern Ehlers, R-Grand Rapids said the Big 3 need to embrace fuel economy improvements.

"If they haven't, they got bigger problems than they think," said Ehlers.

The senators' proposal also calls for a credit trading system. This would allow companies that exceed the fuel economy requirements to sell credits to automakers that didn't meet the requirements. For instance, in order to not break the law, GM might have to give Toyota hundreds of millions of dollars.

### Truck Specs Make Big Impact on Fuel Economy

According to an article on FleetOwner.com, a recent study suggests that engine size and gear ratio impact vehicle fuel efficiency more than previously believed. PHH First Fleets's Fleet Services Application Engineer Ezel C.J. Minnet Baltali said "Gear ratios also impact engine speed, acceleration, fuel consumption and performance. A higher gear ratio may increase performance while driving in lower gears, but it lowers fuel economy." Baltali is overseeing the fuel study at PHH First Fleet.

They are using data from onboard telematics on customer vehicles to map out what affects vehicle fuel economy. After 10 months, the results show that while horsepower and torque are directly proportional to one another, if the output torque range or engine load percentage is maintained at a significantly lower percentage rate and the horsepower and rpms are over-spec'd, fuel economy will increase.

# AMSOIL Keeps Bike on the Track



*Chris Price with his AMSOIL racing bike.*

Motocross racer Chris Price of Yadkinville, N.C. competes on a 2005 Honda CR85 at a couple of local tracks. One morning this spring Price's dad installed a new clutch on his bike before racing began.

"I forgot to check the clutch for play because the plates will swell when they are new," said Price's dad, Mike Price. Mike said he could hear the engine screaming as soon as the 11-year-old racer left the gates. The motor nearly quit altogether and Price fell to last place, but he didn't stop riding.

"I finished the whole seven laps and took second place, the clutches held together but were slipping the whole time" said Price.

After getting the bike back to the trailer the Prices changed the oil and checked the clutches.

"Everything looked great. My dad said if it wasn't for AMSOIL MCF 10W-40 Motorcycle Oil in the transmission, the clutches would have burned out after two laps," said Price.

Price uses AMSOIL Dominator in the engine and an AMSOIL Power Sports Air Filter along with the AMSOIL Motorcycle Oil in the transmission.

"The oil never broke down in the severe heat that built up in the clutches, and AMSOIL Dominator is the best that has ever been made," said Mike. "Customer for life."

**The AMSOIL Service Line sent courtesy of your Servicing AMSOIL Dealer.**

Jeff Fisher

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