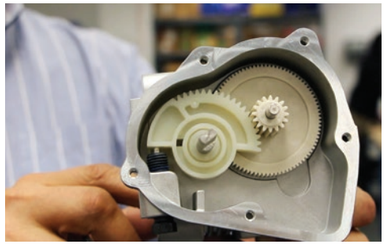
WHAT'S IN YOUR BOX?™

HERE IS WHAT'S IN OURS

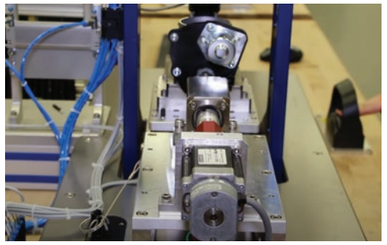
Research and Development

Standard® has 13 fully equipped design and development centers around the world, including locations in New York, South Carolina, Poland, and Germany.



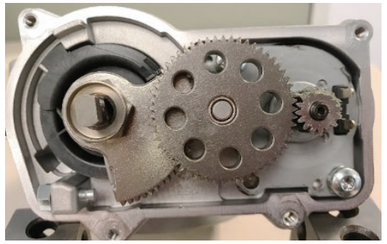
Precision Manufacturing

We are an expert manufacturer with 19 plants around the world, including multiple plants in the US, Mexico, Canada, Poland, and Germany. Standard®-manufactured ETBs are made in North America, and our plants are IATF 16949, ISO 9001 and ISO 14001 certified.



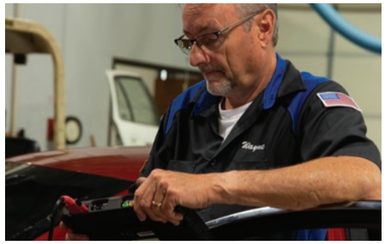
Testing and Performance Analysis

Every Standard® ETB is calibrated and end-of-line tested for voltage output before it is placed in the Standard® box. That means they can be installed with confidence.



On-Vehicle Validation

New Standard® products, including Electronic Throttle Bodies, are tested on real vehicles at our Vehicle Testing Center in Texas.

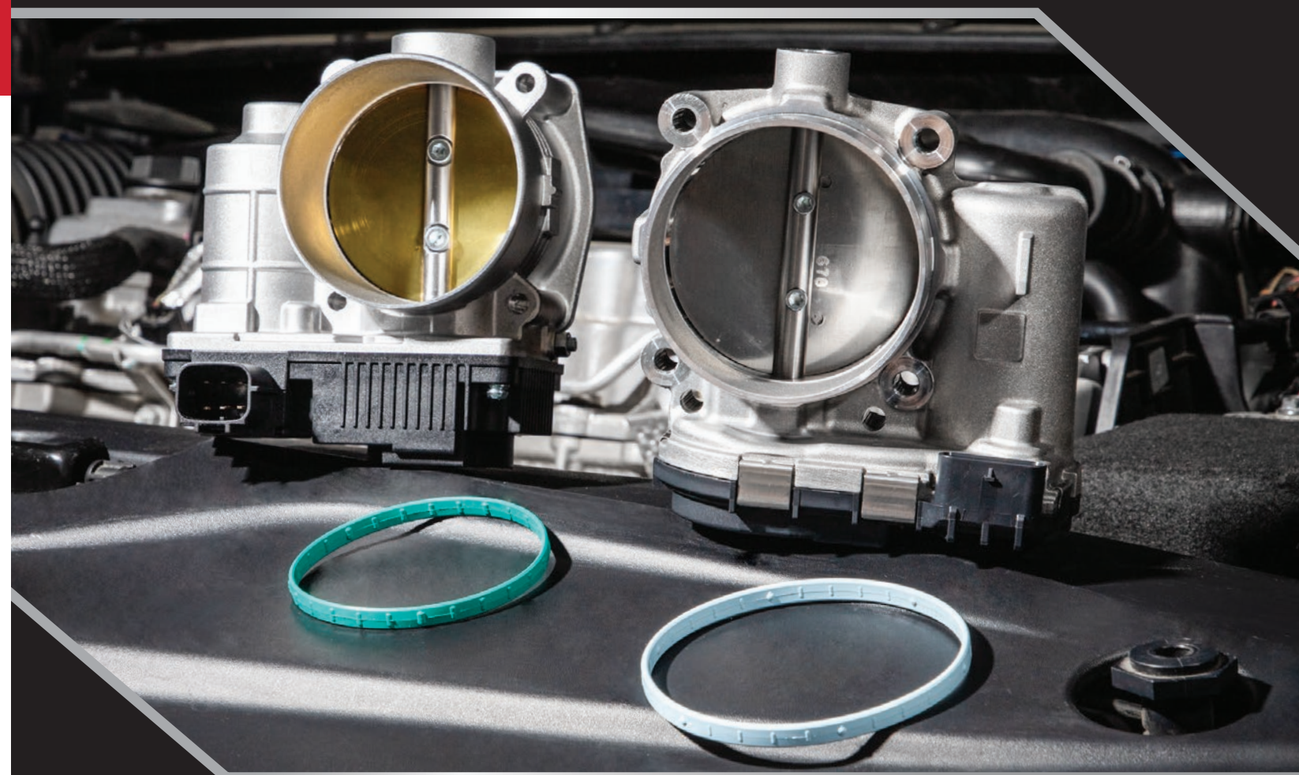


Sales Support

The industry's best and most recognized training programs, comprehensive marketing, word-class category management and a sales force that is second to one, are why Standard® is more than just a part in a box.

StandardWhatsInYourBox.com

ST11749



STANDARD®

ELECTRONIC THROTTLE BODIES

WHEN CHOOSING A REPLACEMENT ELECTRONIC THROTTLE BODY, YOU HAVE THREE CHOICES

1 A Value-Line Part:

Often remanufactured and uses older electronics

Doesn't include the required gasket

Limited resources for engineering and quality testing

2 An OE Service Part:

The same design as the part that just failed

May not include the gasket needed for a complete repair

3 A High-Quality replacement from Standard®:

100% new, not remanufactured

All popular Standard® ETBs include the required gaskets

Design improvements for durability (applicable on specific ETBs with high OE failure rates)

DESIGN IMPROVEMENTS

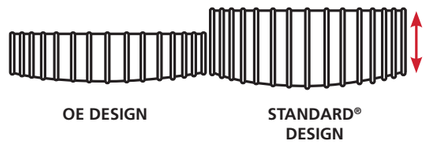
The electronic throttle bodies on the Chrysler / Pentastar 2.0L and 2.4L are known for their high failure rates.

OE PROBLEM

The gear teeth prematurely wear because of poor geometry and a soft material

STANDARD® SOLUTIONS

1. Increased the face width on the gear by 17% to reduce stress on the gear teeth
2. Improved the geometry of the gear teeth to make the gear teeth stronger (thicker teeth, with a slightly shorter overall length)
3. Upgraded the material to Nylon 66, a higher strength, heat-resistant material



The result is an ETB that outlasts the original