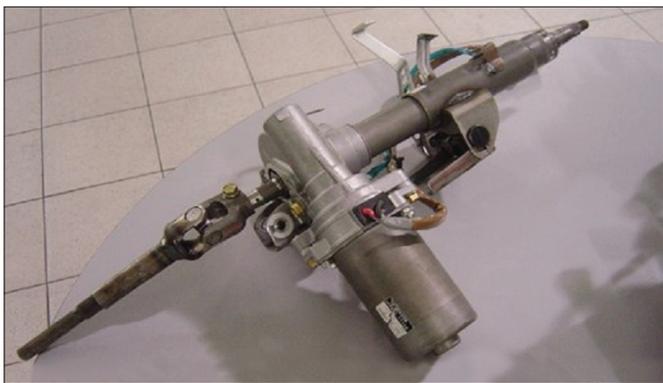


ON THE MOVE

97 New Numbers!

We told you they were coming, and now the first batch of numbers are instock for immediate shipment! **OEM** is pleased to announce the release of 97 new part numbers across a broad range of categories. Some notable additions include 10 new cam/crank sensors, 14 new blower motor resistors, 6 new canister purge valves – and that only covers about one third of the numbers! Just for the record there are 6 new “A”, 24 new “B”, 39 new “C”, 22 new “D” and 6 new “W” POP coded parts. We would recommend immediately adding the “A” & “B” numbers to ANY account. If you have multiple locations, these should also be pushed out to hub or feeder locations to start. Larger customers in metro areas should look at the addition of all the new numbers, but anything down through “C” should be a “no-brainer”. If you are unsure and need VIO data to confirm you have the vehicle population in your area to support the additions, please contact Craig Butt (cbutt@forecastparts.com) and he will get you the data for your specific area. Attached you will find a detailed list with buyers guide information, Standard and Wells reference numbers and MAX per car quantities. “A” & “B” numbers are in bold type for your convenience. Pricing is available through your group’s website. Stand by for even more numbers before the end of the 2nd quarter!

Do you know me?



The Power Steering Pressure Switch is only a short stop on the way forward in steering technology!

Power Steering Pressure Sensors

As computer controls grew more sophisticated and manufacturers continually sought more efficiency, they began to monitor the power steering system. Some “old timers” will recall when you would turn your steering wheel until it would stop and you could hear the engine bog down under the load (if you had power steering!). Whenever you turn the wheel there is demand put on the power steering pump to provide pressurized fluid to the steering system to aid in turning the wheels. Today this demand is often monitored by a pressure switch that provides data to the ECM/PCM letting it know to increase engine speed/power to compensate for the load. A failing switch may leak, and/or may turn on the check engine light and set a trouble code (P0550 – P0554). Other symptoms can include changes in engine speed when turning the wheel (sometimes actual engine stalling), a “choppy” feel when turning, and the most obvious, fluid leaking at the switch. A leaking switch should be replaced and the harness cleaned/replaced if it is contaminated with fluid. If the switch itself is not leaking, check the basics! Check the fluid level, low fluid can cause the same symptoms. Check the harness for damage. With the steering rack’s location typically low in the vehicle, damage from road debris of the harness is not uncommon. Other possibilities include leakage elsewhere (rack/pump/hoses), fuse/relay issues or the PCM itself. If a visual inspection doesn’t show an issue, a complete diagnosis is needed!

THE LAST WORD:

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www.oemautoparts.com

www.showmethethparts.com/oem

Tell me what you would like to see in future newsletters
Craig Butt - cbutt@forecastparts.com

Do you know me?

An electric power steering column from the Corvette. Many new cars have electric assist on the rack itself. No more pumps/lines/fluid in the future!