

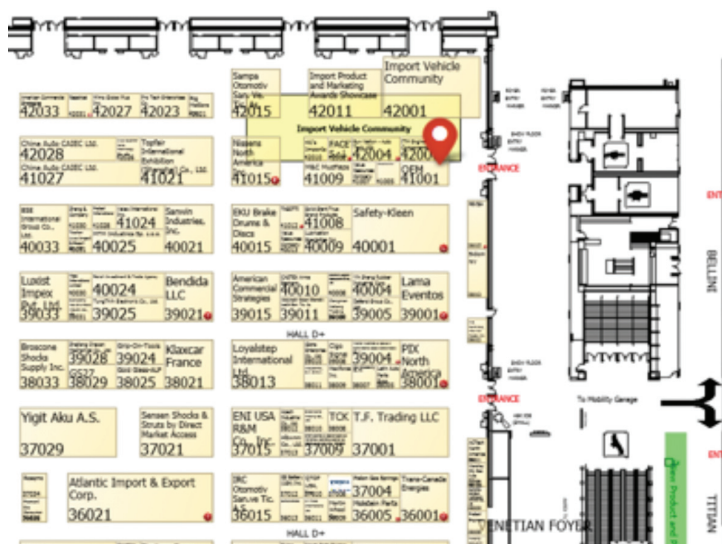
ON THE MOVE

It's Show month!

Many of you will be headed to Las Vegas soon after your receipt of this month's newsletter. We look forward to seeing you at our new location shown below. Yes, I know this is the third month of mentioning it, but after decades in one spot, we don't want to miss you! We also know there may be many first time visitors with the Alliance, and we want to see them as well. Next month our "Do you know me!" section will revert back to our usual news/trivia/humor item and we will have a recap of the show from our perspective.

New Numbers are coming!

Stand by, with the release of our new full price sheet there will be another batch of new part numbers added. Due to the recent tariffs we needed to react with some revised pricing. Please know we have absorbed as much of the increase as possible and plan to "roll back" prices if/when these tariffs are lifted. Advance notice of the new price list should be in your hands as well as published on all the group websites before the first of November (most should see them prior to the show). Next month we will have, a recap of the new numbers/applications and stocking recommendations.



OEM Booth #41001 – AAPEX 2018

Quick Tip of the Month!

Not all coil/misfire codes are created equal! Some techs have been known to treat the PO30x and PO35x ("x" indicating cylinder number) the same. Savvy techs DO know the difference. If you are seeing a PO35x code, this indicates the coil DID NOT FIRE. While this could be the result of bad grounds/wiring or a PCM driver, it is a higher probability of the coil itself having a fault. If you are seeing a PO30x code, this indicates a MISFIRE, but could be the result of many other factors. Of course the easy path is to switch the coil to another cylinder and see if the problem goes where the coil goes, but if it doesn't, then it's time to look elsewhere. In the case of the PO35x we already mentioned a few possible causes that could be tied to the cylinder and not the coil. In the case of the PO30x codes you will need to also look at fuel issues (bad injector), and here again, you can swap them between cylinders to see if the issue follows. Other causes can include mechanical issues, EGR issues and internal coolant leaks to name a few. It is always a good idea to check for TSB's (Technical Service Bulletins) and/or refer to some of the other data sources we discussed over the past few months (like iATN – International Automotive Technicians Network) and check for "pattern failures" related to the vehicle you are working on. Just because one or more of these pattern failures shows up related to your issue does not mean you skip diagnosing your individual vehicle. VERIFY the problem before you start replacing parts. Pattern failure data is a direction – not a diagnosis!!

THE LAST WORD:

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

AAPEX is Coming!

Start your show off with us! We'll be waiting for your visit. Yes, it's the same as last month! We want to be sure you find us this month in Las Vegas!