

ON THE MOVE

AAPEX Show News

Hard to believe that after this month, 2018 will be half over. Many of you will be in Las Vegas for show week in about 4 months. We at **OEM** are already hard at work preparing for the show. This is your first notice letting you know WE'RE MOVING! After many years on the lower level, we will be moving upstairs into the Venetian Ballroom (still right by a door) and adjusting our booth size and look. We will have more details and the actual booth number soon!

Up & Coming Numbers

Please watch this space next month for our semiannual "Up & Coming" number report. We will recap the top numbers that have seen strong growth over the last 6 months. You'll want to be sure you have these in stock to meet this increasing demand.

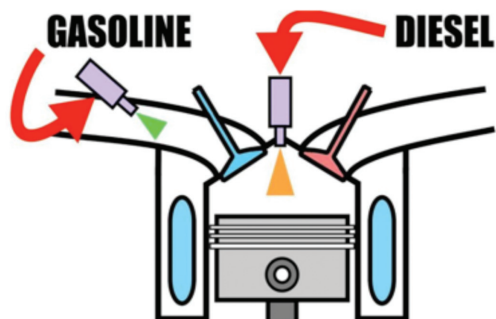
On the Move Direct

Is everyone on your team getting On the Move each month? Tired of forwarding it on to them? Send the email addresses of any folks in your organization that you would like to receive On the Move directly from us monthly to: cbutt@forecastparts.com. We'll add them to our distribution list! It's free, and your more informed team may just sell some more product – and that would be great for all of us!

Quick Tip of the Month!

Misfires. Most often a simple coil change solves the problem. If not, a bad injector? But what happens when that does not solve the problem? We've discussed certain known mechanical issues that can cause a misfire (i.e. Honda 3.5L needing valve adjustments, or Nissan 2.5L with weeping head gaskets). Timing issues can also be a cause of misfires. But if all of the above check out, what do you look for next? EGR (Exhaust Gas Recirculation)! This emission system is designed to allow a metered amount of exhaust gas to be recirculated into the engine under certain conditions. This cools the cylinder and reduces NOx (nitrogen oxide) emissions. It is not uncommon for many of the older cars we see to have a carbon build up in the EGR system. Some of you may even remember the common occurrence of hard carbon blocking GM EGR valves. Many modern EGR systems have ports to each cylinder. The buildup of carbon in these ports can restrict flow to multiple cylinders. It is not uncommon for several of these ports to completely clog, thus directing all the EGR gasses into one port. When this occurs, the large "dump" of EGR gas into one cylinder can cause a misfire. Physically cleaning the hard carbon deposits from the ports is required to restore normal gas flow and solve the problem. Looking into the intake and/or removing the EGR valve and checking the port will give a good indication of carbon buildup.

Do you know me?



What's wrong with this picture?

THE LAST WORD:

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Tell me what you would like to see in future newsletters

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Do You Know Me?

Nothing! It's a diagram of a "RCCI" Reactivity Controlled Compression Ignition engine. Mazda & Infiniti (among others) are experimenting with this high efficiency process. More info in next month's tech tip!