ORIGINAL ENGINE MANAGEMENT
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ON THE MOVE

AAPEX Wrap Up

Thanks to all that stopped by at the show. It is always a pleasure to have a chance to visit with so many old friends and associates. We did see many of you and several prospects turned up which is always great news! The folks stopping the booth this year seemed more "focused". Prospects stopping by appeared to be there "on a mission" with goals to accomplish. This makes for more productive discussions and a better understanding of both the opportunity present and our ability to fill that need. We were also thrilled to see the recognition of some old friends and customers by the "Import Vehicle Community" (formerly AIA). Ira Davis (formerly with Beck/Arnley and longtime industry supporter) and Marty Gold (his import parts store in Michigan is now part of Autowares) were inducted into the Hall of Fame while a current customer, Stanley Bloomfield (International Car Parts in the NE), was recognized for Lifetime Industry Achievement. Now that the show is behind us for another year, we are doing our best to tie up loose ends before the year wraps up. This is always challenging given the holidays, but we look forward to finishing this year strong and getting a good start on the New Year's business opportunities.

Do you know me?

State of the art in the '80's. OBD1 ushered in the dawn of "scan tools". Nothing was standardized with OBD1 and it took a full case of equipment (usually all sold separately) to be an all makes and models shop.

Quick Tip of the Month!

The past two months we've discussed TSB's (Technical Service Bulletins) and DTC's (Diagnostic Trouble Codes), but this month I want to touch on another information source that MAY NOT be included in the TSB's, but may solve your DTC's! Since we went to OBDII (On Board Diagnostics Version 2), U.S. vehicles have been equipped with a standardized data port and a reprogrammable chip. Often manufacturer's will "fix" drivability issues with an update to your car's software. This "flash" programming can have a dramatic impact on drivability, and/or may be the only way to keep a "Check Engine" light from returning. Two examples – GM had an issue in the late 90's with "chuggle & surge". This was caused by the lock up torque converter "locking up" at too low of an RPM and caused a bucking sensation. A new program raised the lock up rpm and the problem went away. Ford had "catalyst efficiency" codes on many trucks. Replacing the catalytic converters and O2 sensors often would not solve the problem. A reprogram of the PCM "loosened up" the parameters for the code and solved the problem. These program updates are not always covered in a TSB. You should check the manufacturer's website for programming update information. You will need to know the "calibration code" for the data in the PCM currently and then you can see if a later calibration is available. Some manufacturers will detail the changes in each calibration, others will not. Just like with your home computer, having the latest software is the best course.

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Do You Know Me?

OTC's "Monitor" series of scan tools were some of the most used/well known early scan tools. OBD1 required a unique cable for each make along with a data cartridge for each one as well. Data available was very limited compared to OBDII.