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EQUIPMENT, TOOLS & SUPPLIES

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## HYBRID TOOLS!



ALSO... SERVICE JACKS



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employee to test a customer's old fuel pump and get either a "good" or "bad" diagnosis. The same equipment can also be used to verify the operation of a new pump before it leaves the store, or to check a fuel pump that is being returned under warranty.

Currently, the only way to test a fuel pump is on the vehicle — but this requires a certain level of know-how and some special tools. If a technician suspects a bad fuel pump, he will usually listen for the pump to run for a couple of seconds when the ignition is first turned on (no buzz means no power to the fuel pump, which may indicate an electrical problem rather than a bad pump). A pressure gauge is needed to measure fuel pressure, and on vehicles that do not have a service fitting on the fuel rail, that means teeing the gauge into the fuel supply line. Testing should also include measuring the volume of fuel the pump can deliver. This requires attaching a flow meter to the fuel supply line. But many technicians skip this step because they assume good pressure means the pump is

okay — which is not always true.

FPMC is also looking at ways to get more information into the hands of parts jobbers, technicians and especially DIYers. One of the goals is to include more detailed diagnosis and installation instructions in the box with each new fuel pump. FPMC members are also looking at making more fuel pump training clinics available, especially in "problem" locations where return rates are unusually high.

Finally, there is the issue of low-cost imported fuel pumps. FPMC members, which currently include only North American manufacturers, are concerned about the quality of many of these imported pumps because the entire industry suffers when poor-quality pumps don't last. FPMC members strive to produce the highest quality parts, and design their parts with engineering, research and development, and quality control measures that assure their pumps meet OEM specifications for performance and durability. FPMC members also strive to provide support and training for their customers. 



## Nitrogen On Demand

The RTI NTF-15H Nitrogen Tire Filling System generates nitrogen on demand and stores it on-board for quick nitrogen tire service. The NTF-15H performs the same service as all of the other RTI Nitrogen Tire Filling Systems, but also offers more service options, such as multiple tire hook-up and nitrogen "top-offs" for tires already containing nitrogen. An Auto Inflation Kit can be added to any existing NTF-15 Plus and NTF-60 Plus systems for the automatic, multi-hose service option. A purity tester, which is included with all NitroPro systems, quickly checks the nitrogen purity in the tank and the tires.

RTI

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## More Coverage, Faster Diagnostics

As vehicle computer-controlled systems are becoming more and more sophisticated, correctly identifying the problem(s) in different makes of vehicles is becoming more challenging, especially when computer-controlled systems from one manufacturer may be different than others. The Star Auto Scanner from AutoBoss can fulfill the needs of independent service technicians by providing full access of OEM-level diagnostic information for European and Asian vehicles. Star allows your business to expand by providing timely diagnosis of a broad range of systems for the most popular vehicles, including Mercedes-Benz, BMW, Volkswagen, Audi, Honda, Toyota, Nissan, Mitsubishi, Mazda, GM and many more. Visit [www.autoboss.com](http://www.autoboss.com).



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