

### TPMS STORIES FROM THE TRENCHES

I know this guy who's been a shop owner for 30 years and at one time was an excellent technician. As time has gone by he has had to step out of the shop and into the office. Given all of this office time his skills have gotten rusty from lack of use.

So I see him one day and he asks me where the TPMS reset info is in Alldata. I tell him that at the start page he'll find the Technicians Reference section and that the info is contained in there.

After he starts searching through the information he wants, I ask him what kind of problem he's having. He tells me that the TPMS light is on in the Jeep he's working on. I suggest he look in

the owner's manual for the information and that he might want to consider going to a class in the kindest and gentlest way I could. He then tells me that he's just changed this flat tire and would like to turn the light off for the customer. Again with my kind and gentle demeanor, I start to explain that he can't turn the light out due to the fact the sensor in the flat tire, in the back of the vehicle, is still sending that info to the module.

So now the light goes on in his head and he realizes that, like many others out there, he wanted to make a

repair without using common sense first.

So, when a vehicle with



TPMS rolls into your shop will you be prepared?

With a little common sense, and maybe a class or two, you can succeed. TPMS is not to be feared but embraced. All it takes is the knowledge to deal with it.

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#### Points of interest:

- Join our mailing list. Email the subject "mail me" to [scott@drivabilityguys.com](mailto:scott@drivabilityguys.com)
- TPMS class on August 8th in Downers Grove, Illinois. Register early and save \$20.
- We are looking for feedback on our site, training, and software. Email us your honest opinion.

### DECS NOW AVAILABLE AT AES WAVE

Lambda, combustion efficiency, volumetric efficiency, and more have all been made accessible in one software application. Multiple fuel types such as E85, LPG, diesel and more are also included in the calculations.

The software is now available at [www.aeswave.com](http://www.aeswave.com).

More technical information about DECS can be found at [www.drivabilityguys.com](http://www.drivabilityguys.com).



Driveability and Emissions  
Calculation Software

Version 2.0  
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## 4.7 LITER DODGE DURANGO—02 CODES

Recently it has been brought to my attention that Dodge Durangos with 4.7 liter engines have an interesting pattern failure rearing its ugly head.

The fix: two oxygen sensors, one power steering pressure switch, and maybe a harness? Only time will tell.

Special thanks to Ryan Kooiman and Standard Motor Products..

The symptoms often manifest themselves in the form of a variety of oxygen sensor or lean codes. Occasionally these codes may be accompanied by a Power Steering Switch Failure code.

If usual testing procedures prove the oxygen sensors are bad, inspect the harness by the power steering pressure switch.

Apparently a leaking pressure switch allows power steering fluid to wick its way down the harness, potentially contaminating both the up and down stream oxygen sensors.



## CARAVAN INSTRUMENT CLUSTER ISSUES... SOLVED.

1996—2000 Chrysler mini vans commonly have issues with their instrument clusters. Symptoms can range from U codes (network) to intermittent gage operation, or even every other odometer segment inoperative.

These issues can be traced down to a handful of issues on the actual printed circuit board.

If one of these clusters turns up bad, what options do you have?

If one of these clusters turns up bad what options do you have?

You can spend hundreds of dollars on a new circuit board that might take days to get. Then purchase a DRB-III (unless you already own one) to set up the cluster once it is installed.

Or, we can fix it.

For a much more reasonable price (\$50). We will go through the cluster and fix its problems. All with a money back guarantee if your problem isn't solved.

Local customers that can drop a cluster off get a same day turn around time. Customers that mail a cluster to us will have it sent back priority mail the next business day. For more details email [scott@driveabilityguys.com](mailto:scott@driveabilityguys.com).

## ATTENTION TRAINERS!

As stated on [www.driveabilityguys.com](http://www.driveabilityguys.com), we are offering free advertising for any training seminars or classes for our fellow trainers. In order to promote technical education in the industry this service is available to any and all trainers who wish to submit their class information to us.

We have decided to promote classes, other than our own, to provide technicians with as many opportunities as

possible to better themselves.

Submitted classes will be published in Random Misfire and delivered via email to everyone on our mailing list.

In addition we would like to offer trainers the opportunity to write a short piece highlighting their class to be published in Ran-



dom Misfire as well. Much like the articles in this publication, submissions may consist of approximately 100-150 words and a picture may also be included.

To submit your information just email it to us and we'll get it in the next issue.

## The Drivability Guys Tire Pressure Monitoring seminar

The 4th offering of Tire Pressure Monitoring Systems is open for registration. This expanded version of the previous three classes offers all of the information needed by service writers and technicians alike. Don't let TPMS leave you in the dark. Or worse, cost you money. To register just print this page, fill it out, and mail it and your payment to the Driveability Guys.

**Wednesday, August 8th, 2007**

# Tire Pressure Monitoring Systems



### Highlights

- ◆ What is the Federal mandate?
- ◆ How does it affect you?
- ◆ What a service writer needs to know.
- ◆ What are the different types of TPMS?
- ◆ What tools are available and what do you need?
- ◆ How to rotate tires on TPMS vehicles.
- ◆ How to avoid damaging sensors during tire service.
- ◆ What new technology does the future hold?

### ***THE DRIVEABILITY GUYS***

will deliver what you need to know in-order to service vehicles with TPMS.

You will come away knowing the different systems, what tools are available and what they cost. You will get an understanding of how to perform a re-learn procedure. Most of all, you will leave knowing how to make money with TPMS, instead of it costing you time and money

**Wednesday, August 8th at 7:00 PM**

### **Comfort Inn— Downers Grove**

3010 Finley Rd.  
Downers Grove, IL 60515  
(630) 515-1500

Register by phone (630) 853-4454  
or on-line: [www.driveabilityguys.com](http://www.driveabilityguys.com)

or mail a check payable to:  
**The Driveability Guys**  
PO Box 683 Wheaton IL 60189

Total persons attending: \_\_\_\_\_

Names of attendees:

\_\_\_\_\_  
\_\_\_\_\_

Shop Name: \_\_\_\_\_

Address: \_\_\_\_\_

Fax No: \_\_\_\_\_

\$90.00 per person

Register by July 9th and receive  
a \$20.00 discount

## THE DRIVEABILITY GUYS

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We're on the web!  
[www.driveabilityguys.com](http://www.driveabilityguys.com)

*The Driveability Guys are a couple of regular technicians that strive to improve the quality and image of the automotive repair industry. We feel the best way to accomplish this task is to educate technicians and consumers alike.*

### *This issues thought:*

*If trust is one of the most important issues between auto shops and customers... then maybe we should address that point from multiple angles.*

*How can a customer trust a technician that doesn't know what he/she is talking about? If technicians don't understand what they are dealing with, how can they possibly communicate said issues with their customers? In either case education and communication are key. Work on these issues and everyone benefits.*

## JUST FOR FUN... MAYBE I SHOULD HAVE CHANGED MY OIL



Left: I'm sure this 2.7 Sebring timing chain "Just Started" making noise.

Right: A not so connected Saturn connecting rod.

Sometimes catastrophic failures make for some great pictures.

