

# RANDOM MISFIRE

The Quarterly E-Newsletter for the Automotive Repair Industry

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## GET ON THE BUS

The Linder conference has been one of the highest level training conferences for quite a few years now. However, the Linder conference is no more. Hoping to fill Jim's shoes... a group of individuals has stepped forward. The Chicago Automotive Networking Conference, or CAN, is their reply.

This will be CAN's first year of operation. Even though it is in its infancy, CAN shows great potential. Top notch trainers delivering cutting edge information is key... and it's here. Networking opportunities with other industry professionals... also here.

Here is a quick summary of the trainers who will be presenting.

**Jim Wilson.** An extremely intelligent guy that I myself am looking forward to seeing. Flatrater? Fuel trims? How can you go wrong?

**Randy Dillman.** A euro king that will clear up a lot of euro coding and programming issues. Another top guy.

**Dave Scaler.** I could make some comments about this character! But I hear his "Diesel for Gas Guys" is a class not to miss (on many levels!)

**Luis Ruiz.** I snuck in on a part of his class on AF ratio sensors and was not disappointed. I'm

sure his Asian EVAP class will definitely be an asset to any technician.

There are also management courses offered, but this is a tech's newsletter. So let those management guys/gals figure that one out for themselves!

My point: Get on this bus! Don't miss the opportunity to better yourselves through quality training, networking with the top minds and just plain chatting about cars!

The full CAN flier can be downloaded here:

[www.driveabilityguys.com/uploads/conference.pdf](http://www.driveabilityguys.com/uploads/conference.pdf)

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### Points of interest:

- TDC software is coming very soon. Keep your eyes open for it!
- The CAN conference is growing closer... Register before it is too late!
- We are looking for feedback on our site, training, and software. Email us your honest opinion.

## CAM SHAFT TIMING ANALYSIS, PISTON POSITIONS AND OVERLAYS WITHOUT POWERPOINT OR OTHER APPLICATIONS?

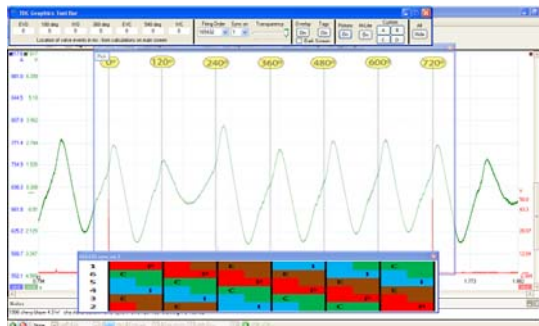
TDC is an application that can help analyze many mechanical situations when viewed with pressure transducers and DSO's.

It's here now and affordable enough for any technician.

For information go to:

[www.driveabilityguys.com/software](http://www.driveabilityguys.com/software)

Unlock the potential of cranking vacuum, relative compression, in cylinder pressure transducers, valve timing and more!





**C.A.N.**

*Register early -  
Seating is limited*

**Chicago Automotive Networking**

# Conference

**Saturday & Sunday October 17 & 18, 2009**

Saturday 8 am - 6 pm

Sunday 8 am - Noon

## “TECHNICALLY SPEAKING...”

Saturday

- ✓ Jim Wilson *FlatRater Diagnostics*
- ✓ Randy Dillman *European Coding*
- ✓ Luis Ruiz *Asian Evap*

Sunday – Owners/Managers Welcome

- ✓ Dave Scaler *Diesel for Gas Guys*

## “MANAGERS”

Saturday **AM**

- ✓ Tom Ham *Ultimate Service Advisor*

Sunday – Techs Welcome

- ✓ Tom Ham *Shop Communications*

Conference registration is  
**Only \$200.00** -- for both days!

Includes lunch on Saturday,  
refreshments and handout materials

*\*\*\$25.00 discount for ASA members  
and those registered before Sept 1, 2009*

Stay right where the conference is held  
just minutes from the airport



5440 North River Road, Rosemont, IL 60018

**CAN room rate: \$99.00 per night**

Book prior to September 25, 2009

*Plus: Complimentary O'Hare Airport shuttle  
service for those flying in from out of state*

For information or to register:

- Phone: 877-272-4445
- E-mail : [info@asaillinois.org](mailto:info@asaillinois.org)
- Online: *coming soon to asaillinois.org*
- Snail mail: Make checks payable to  
**ASA-IL**  
205 E. Kehoe Blvd, #5  
Carol Stream, IL. 60188

# Are You on the BUS?

# THE CAN LINE UP!

**Tom Ham**

has been in the automotive service industry since 1969 where he got his start on the service station drive. He and his wife Deb are the owners of Hams Automotive, specializing in Honda and Toyota, in Grand Rapids, Michigan. President of Hams Automotive since 1978; ASA Michigan Regional Director; One of five finalists for Undercar Digest Top Shop in the USA two years in a row.

**Ultimate Service Advisor**

What are the two critical keys for a great service advisor? What type of person is best suited to be a service advisor? Review of: Service advisor tools and systems, selling, estimating, customer contact. We'll take a look at these service advisor issues and many others.

**Would someone PLEASE tell me what's going on!**

One trait of well run shops is excellent internal communication. From the overall mission to the smallest detail, everyone usually has a pretty good idea what is supposed to occur. How does your shop rate in this area? Do you need some ideas? Do you have some ideas? We want to hear them! Plan to take home some good information on how to reduce stress and improve efficiency and income for everyone at your shop.

Join us for a facilitator led discussion involving techs, advisors, managers, owners, and anyone else working at your shop!

**Jim Wilson**

has been a GM dealer technician specializing in electronics and driveability for over 30 years. Since 2000, he has been providing on-line training through case studies at [www.flatrater.com](http://www.flatrater.com)

Jim holds a current unlimited California smog license, holds ASE certifications A1, A6, A8, and L1, and is also a GM master technician in engine performance.

**Flatrater Diagnostics**

Streamlining the diagnostic process and avoiding unnecessary work is the "Flatrater" way.

Using case studies, the following areas will be explored.

- \* Trim and low power diagnostics
- \* Evaporative diagnostics
- \* Misfire diagnostics
- \* Finding clues and direction with the freeze frame and failure records

**Randy Dillman**

is the owner of Unique Training Solutions LLC in Fort Wayne, Indiana and is also a flat rate technician for Alford Automotive. He has also trained for Linder Technical since 1996 teaching the lab scope portion of the Guru school program and speaking at conferences in both the United States and Canada. His background and interest is in European vehicles

**Euro Coding, Programming and Configuration**

Using a variety of OEM, aftermarket and J2534 scan tools, this course will cover the information required before attempting to perform repairs in your shop on the following vehicle lines: VW / Audi, BMW, Jaguar, Volvo and Mercedes

**Dave Scaler**

is the Director for Mechanic's Education Association (MEA) in Maplewood NJ. Celebrating his 29<sup>th</sup> year in the automotive service industry, Dave has worked as a technician for independent repair shops, tire dealers, new car dealerships, as well as for automotive diagnostic equipment companies.

He is a ASE Master Certified Auto Technician who currently teaches over 80 driveability and related courses at MEA, operates and manages their telephone diagnostic hotline, as well as their on-site troubleshooting van. It is this day to day interfacing with the repair industry that has allows Dave to have unique insight repairing vehicle problems in the "real world".

**Luis Ruiz**

is an On-Site Troubleshooter, Instructor and Hotline technician for Mechanic's Education Association (MEA) in Maplewood NJ. Celebrating his 26<sup>th</sup> year in the automotive service industry, Luis brings a great deal of experience to his presentation.

He is an ASE Master Certified L1 Auto Technician who currently teaches driveability and related courses at MEA, helps to operate their telephone diagnostic hotline, as well as their on-site troubleshooting van. It is this day-to-day interfacing with technicians that gives Luis the opportunity to diagnose many different sensor related driveability problems in the "real world".

**MEA**

services over 1000 in-service technicians per year with their training courses and receives over 250 calls per day on their telephone hotline. It is organization formed of technicians, by technicians and focuses their attention on issues that directly affect the working technician both technically as well as industry related.

**Diesel Driveability for Gas Guys**

This course is designed for the Driveability Technician who may not have had much experience with Diesels. Many "gas guys" have fixed computerized engine controls on gas cars and trucks for a long time (and are good at it) without the need to bother with Diesels. Diesel Guys on the other hand are guys who fix diesel vehicles all the time. The problem is that in the light duty truck market, we are now saturated with COMPUTERIZED diesels, and they no longer can be side stepped without a decrease in business. This course is designed to get ALL techs that do not work on Diesels, fixing them with confidence, without the "prior diesel experience" requirement. This prior experience requirement does not mean this is a "new tech" class. It is designed for good techs that do not work on Diesels. Working on diesel vehicles is a great new opportunity for shops. This course will cover operation, testing and common problems on Ford Powerstrokes, GM Duramaxs, Dodge Cummins, and Sprinter systems.

**Asian Evaporative Operation and Leak Diagnostics**

This course will cover complete component and wire by wire testing on the following Asian evaporative fuel systems: Nissan/Infiniti, Honda/Acura and Toyota/Lexus. These are manufacturers that are common to have EVAP leak codes set. Common codes (P1456- fuel tank area leak) and (P1457- canister area leak) on Honda/Acura vehicles. P0440, P0441 and P0446 on Toyota/Lexus. Codes P1491, P0455 and P0446 on Nissan/Infiniti vehicles will be completely diagnosed. Voltage and current specifications not in or easily found in service information systems for VSV, FTP,CCV,VCV and more will be detailed in this course.

## THE DRIVEABILITY GUYS

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Cortland, IL 60112

scott@driveabilityguys.com

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

(630) 917-0953

## THE THINGS THAT CAN STARTLE...

The customer's complaint is that the power seats don't work. A quick check reveals that the power seat fuse is blown. The fuse is replaced and does not blow. What next? Is there a chance that the seat track could have pinched a wire? Sure. Let's take a look under the seat to see if there is any obvious wire damage... Holy Crap! That's not what I expected to see under the driver's seat.

Thanks to Glen for sending this image. I only wish I could see pictures of his co-workers as he ushered each one over to take a peak!

