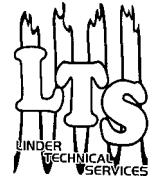


Networking

Newsletter



Tech Training

GURU-II

We have been offering Guru-II classes since 2000. Guru-II is a weekend class that is available only to those who have already attended our week-long Guru school. This month we hosted our third Guru-II class. It was held Friday, Feb. 7-Sunday, Feb. 9 at Lincoln Technical Institute (where Jim, Doug and Michele all graduated from). Previously we held Guru-II classes in both 2000 and 2001 with a total of 41 students attending. This year's Guru-II class had a total of 33 students who represented 17 states. The guys came from all over the U.S. (New York to California) and we also had one lonely Canadian :) This year's group brought our total for all Guru-II students to 74!



Guys started arriving on Thursday by car and airplane. Unfortunately, the weather in Indiana in February can be nasty and we ended up with some fresh snow which delayed some flights and caused longer driving times. However, we're happy to say that everyone who was signed up for the class made it safely and on time.

Classes began on Friday afternoon around 1pm with an introduction by Jim. Shortly after, he handed the reins over to Randy Dillman who did a brief class on current ramping review and some common mistakes to avoid. After a short break, Randy continued with Vehicle Theft Deterrent systems on Ford & Chrysler. As many of you already know, this type of information can sometimes be very hard to find and also understand. Randy once again did a great job researching these systems and presenting it in a way that the guys could understand and use in their shops right away. After dinner, Randy concluded his class and Jim took over with an abbreviated version of his newest class, E.S.I. (Electronic Service Information). Things wrapped up around 8:30pm and the guys were transported back to the hotel.

Saturday morning began bright and early with breakfast at the hotel at 7am. Everyone was once again transported to the school and classes began around 8:30am with Jim's Scan Tool Graphical Interface class. This class stresses the importance of viewing graphical data on your scan tool to help make diagnostic decisions as well as showing the usefulness of being able to interface your scan tool with a PC in order to view on a larger screen, print the waveforms and also save the files for future reference. After lunch, everyone split into small groups (7 or less) and spent time in the shop. There were 7 different workstations set up to demonstrate different scan tools live on test vehicles. Each student spent 45 minutes at 5 different workstations. At the end of the allotted time, there were a few extra minutes for everyone to go back and ask questions. Other than it being a little noisy in the shop, I think everyone really benefited from their time spent at the different workstations. After a long day, a tired group was transported back to the LTS shop where a Bubba-style cookout was being prepared complete with: steaks, brats, corn, potatoes, polska kielbasa and shrimp. Our newest employee, Susan Cooper, (read about Susan in the issue) attended the cookout and was introduced to the group.

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Guru-II (cont. from front page)

I believe everyone enjoyed having time to relax, visit with the other attendees and share “war” stories. Several of the guys also used the time to walk around the building and check out our latest projects. By 9pm, most of the guys had headed back to the hotel in anticipation of another early morning.



Sunday morning once again began at 7am with breakfast at the hotel and then it was off to Lincoln Tech for the final class session. Members of the Lincoln Tech staff who were on hand all weekend gave everyone a brief tour of their facility. Then, John Thornton took over (at lightning speed) with one of his new classes on Ford special systems. This included IMRC (Intake Manifold Runner Controls), VCT (Variable Cam Timing) and Electronic returnless fuel systems. As usual, everyone wished for more time with John. The procedures he discussed in class will be used in shops right away! Class wrapped up around 1pm and everyone took to the road or headed to the airport for their journey home. Luckily, the weather had cleared somewhat so flights weren't delayed and hopefully those who drove home didn't experience too much trouble. Pictures from this event can be found on our website at www.lindertech.com or by going to this link:

To all 74 guys who have gone thru the Guru-II class, we're looking forward to Guru-3 next year on Feb. 6, 7 & 8, 2004. More details to follow!

There are several people we would like to thank. Without their participation, this weekend would not have been such a success!

***The staff at Lincoln Tech** was on hand all weekend making sure we had everything we needed. Special thanks to **Mike Yerke** and **Steve Burton** for making sure the classroom was set up just like we requested and also making sure we had several running test vehicles!

***John Thornton and Randy Dillman** once again took time away from their families and their regular jobs to be with us for the weekend sharing their real-world experiences.

Special thanks to all the guys who demonstrated the different scan tools:

-**Jeff Masterman**, training developer for Standard Motor Products, was on hand showing off the Standard BDM tool

-**Chuck Mehozonek** of Hickok wowed the group with the demonstration of the Ford NGS

-**Mike Sauer**, regional trainer for Vetronix, spent time showing the newest Techview Pro software for the Mastertech

-**Randy Dillman** with the GM Tech-2 and **John Thornton** with the PC-based tool, EASE both volunteered to showcase these tools in lieu of having a tool representative on hand.

-**Scott Hessler** (one of our local guys who participated in the previous 2 Guru-II classes) showcased the Mac Mentor and it's graphing capabilities

-**Mike Grogan**, (with a little help from his technician, **Michael Workman**) are a couple of our local guys who volunteered to help with the Snap-On Modis. Mike did a great job with the tool, especially when you consider he has only owned it for a few months.



Analysis from the “Sleuth”, Michele Winn



Those of you who keep an eye on the LTS schedule know that we started our local training classes last month. We got things started with a big BANG as Randy Dillman spent two days focusing on Domestic Vehicle Theft Deterrent Systems (VTD). When we discuss training topics for each new year, Jim tries to put them into 3 categories:

1. “Too new”=meaning this is something that has just come out on the current model year’s vehicles. In the independent market, this will be something we most likely won’t see until for 2-3 years or until the vehicle is out of warranty. In any case, after that much time has passed, whatever information you gained has been forgotten.
2. “Tool old”=obviously means this is something that has been discussed over and over again until technician’s don’t want to hear anymore about it!
3. “Just in time”=meaning this is something new I will learn about but have the chance to utilize my new training shortly after I return to the shop.

For me, Randy’s VTD class last month was “Just in time” training !

About 2 weeks after I sat thru Randy’s class, I got a call from a local shop. (The story gets sweeter since I used to work there) They wanted to know if I could program a PCM from a 1998 Ford Explorer without bringing over the vehicle. I said YES, it’s \$50, I’ll do it while you wait! The response on the other end of the line was, “Good, I don’t know why the Ford dealer said I needed to bring the whole vehicle.” Just a few minutes later, they arrived with the PCM. The first red flag was that the PCM was still in the box and appeared new, however the box had already been opened. Was this a new PCM or the existing PCM just placed in the box for transport? I avoided asking any questions, because I didn’t want to end up in the middle of what I had the feeling would be a nightmare. All I wanted to do was program the PCM, get my money and get the guy out of the shop! Why can’t it ever be that simple?! Anyway, after I plugged in the year, make, model, engine size and Vin#, I found out that the PCM already had the most current software. Reluctantly, I explained to the gentleman who was waiting that this PCM already had the most current calibration and I couldn’t do anything for them. His response was, “Well, then why won’t it start the vehicle? The vehicle ran when it came into our shop, but after we replaced the PCM, it hasn’t started since. We assumed the new PCM needed to be programmed.”

Unlike GM PCM’s, new Ford PCM’s already come programmed. So, why wouldn’t the vehicle start with the new PCM? Yep! That pesky Passive Anti-Theft System (PATS) was to blame. The PCM and the PATS system function as a team. When the PCM or the PATS module are replaced with new units, the unit that remains in the vehicle must “learn” the new module in order for them to once again function as a team and allow the vehicle to start. The best source of information on this system is found on the iATN in the Ford section under PATS. (You don’t have to be a sponsoring member to access this portion of the website). It explains in detail how to determine what type of PATS system is on the vehicle you’re working on (there are 5 different types), and what procedure you must perform after replacing the PCM. I explained to the customer that just like the Ford dealer, I would need to have the vehicle in order to get it running with the new PCM.

Bottom line? I got the vehicle, put in the new PCM and followed the iATN instructions exactly . For this system, *I had to have a Ford NGS scan tool w/ service bay function card to get the vehicle running.*

Should anyone be expected to know how all of these different systems function? Absolutely NOT! Should I be expected to know where to find the information? YES! We can’t be expected to remember everything we hear during a training class, but we should at least be able to remember enough of what was said that we can either look back thru a book or know where to go to find the appropriate information. That’s the real value in training!

For those who are not already members, membership on the iATN is free. Log onto www.iATN.net for more information.

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Thoughts from the Guru

Help! I have lost an entire month! January has come and gone and I really didn't see it leave! LTS typically doesn't do a whole lot of travel and out of town classes in the month of January. This is when we get all our classes started for the local shops and plan out our year of trade shows and other events etc. For some reason we started out the first week of January running full out! I began the year with a two day class series in Toronto, Canada sponsored by our newest Fuel Injector Distributor Cochrane Automotive. John Cochrane and his wife Leah do a great job of providing some of the best service available in this market-place!

Our Canadian customers can now purchase our entire line of fuel injectors direct from John at Cochrane Automotive by just calling 416-236-1763.

It was fairly cold in Canada, but I warmed up the following week by spending it in Orlando Florida with the ASE folks on the L-1 test group. Although a welcome change from the cold north, it was still a little chilly even in Florida for this time of year. Back to Indianapolis and into the "Guru-2 class held February 7,8 & 9th. (details on page 1 & 3) Just got enough time now to catch our breath and off we go to the ASA Kansas "Vision" show, one of the largest in the Midwest and gets bigger each and every year.

BTW if ya happen to find my lost month, let me know. I am still quite sure I lost January!

Jim Linder