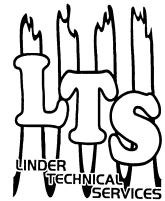


Networking

Newsletter



The 6th Annual LTS Conference “Your Key to OBDII Service” September 14, 15 & 16

“Your Key to OBD-II Service” offers the latest OBD-II information available to date, taught by leading edge automotive technicians and instructors from all across the country! Hang out with our “OBD-II Crew” for the weekend. You won’t want to miss this one!

John Forro

John is the owner of Ohio’s AST Training Group and winner of the Motor Top 20 Tool Award with his “Silver Bullets” book. John will introduce his latest version of OBD-II service at our conference.

Jeff Masterman

Jeff is currently the training developer for Standard Motor Products. He was formerly the technical trainer and developer at Mac College. Jeff’s presentation will bring to the surface the differences in the current OBD-II systems.

Grant Swaim

Grant is the owner of the Tech 2 Tech website (A Honda service site). His presentation will cover Honda EGR and EVAP failures and fixes for these problems.

John Thornton

John is the owner of Pro-Tec Auto Repair in Illinois and a contributor to “Underhood Service” magazine. John will cover EVAP issues for GM, Ford & Chrysler.

Jerry “G” Truglia

Jerry is our east coast friend in the training business. Jerry is presently serving on the SAE/STS board and has just completed his latest manual on OBD-II. His presentation will focus on the highlights from his latest manual.

Jim Wilson

Jim is a California GM technician as well as the founder/operator of the website Flatrater.com. Jim shares tips from the trenches on a weekly basis on his website. His presentation will cover misfire tips and fixes.

Craig Van Batenburg

Craig has been owner and lead technician at Van Batenburg’s Garage for over 23 years where he specializes in servicing Asian cars. Craig also delivers management and technical seminars nationally and is a certified AMI (Automotive Management Institute) instructor.

The 6th Annual LTS Conference Continued from pg. 1

Weekend Agenda

Friday, September 14th:

Noon to 5pm.....Vendor set-up
6:00 to 9:00.....Vendors open, Registration & LTS Shop Tours

Saturday, September 15th:

7:30 to 8:30am.....Breakfast in Atrium
8:30 to 9:00.....Introduction with Jim Linder
9:00 to 10:30.....Class Session
10:30 to noon.....Class Session
Noon to 1:30.....Lunch and Vendor open
1:30 to 3:30.....Class Session
3:30 to 4:15.....Vendors open
4:15 to 6:00.....Class Session
6:15 to 8:00.....Vendors open / Dinner
8:00 to ????. Entertainment

Sunday, September 16th:

7:30 to 8:30am.....Breakfast in Atrium

Technicians will remain in classroom for:

8:30 to 9:30.....Class Session
9:30 to noon.....Class Session

Those who have signed up for the management class:

8:30 to noon.....Class Session in Lebanon Room w/ Craig Van Batenburg

Special Management Class offered on Sunday

This year, you will have the option to attend either the technical class sessions or a 4-hour management class on Sunday morning. We are very pleased to have Craig Van Batenburg with us to present his class titled:

“Now that you know how to fix it, learn how to get paid for it!”

If you want to get paid well for your diagnostic service (read this analysis) this class is for you. **Service writers, managers, owners, shop foreman, technicians.** You will learn how to handle the conversations on the phone, at the write up desk, the road test, asking for authorization and more. **Taught by a shop owner that is ASE Master, L1 and a management trainer,** the cars and customers are brought through a systematic process that keeps the human element in focus while maintaining a profitable structure. Come ready for a lot of helpful information and a good workbook to take with you. Why do all this training only to give away half of what you know. How much money would you have if you kept what was left on the table? **You can make a lot of money for a job well done, but only if you know how to communicate and sell. Stop subsidizing your customers repair bills! SELL is not a bad 4-letter word. DEBT is!**

Up What??

The more you actually know about this industry, the more you forget! On a recent problem vehicle (1995 Pontiac Grand Am with an Up-Integrated Ignition System) we had a vehicle with many parts replaced but still would not start. *The problem with the vehicle is secondary in regards to this story. The problem turned out to be a timing chain and was sent elsewhere to be fixed since we do not do engine work.*

The problem was a slight change in function of overall ignition system operation that I felt we should have caught, but we didn't! The Oldsmobile quad four has experienced many changes over the years and uses a couple of different ignition modules, different flow fuel injectors and two different methods of spark control. The two ignition systems are:

- Up-Integrated Systems
- Bypass Systems

In an up-integrated ignition system, the actual ignition coil firing is controlled by the PCM. Crankshaft signal is sent to the PCM and the PCM provides the module with an on/off signal. ***In a bypass system, the ignition control module handles the crankshaft signal*** and then sends this signal to the PCM as an rpm reference signal. Then a module bypass circuit is used to advance the timing when needed. This change makes a large difference when troubleshooting a no-start, but the clues were given in the actual wiring diagram of the vehicle.

Moral of this story??? When in doubt, look at the system and think it out. More on these types of GM systems in future issues..... Jim Linder

Check this out!



Many thanks to Randy Dillman of LTS North for showing us this cool invention. It's called a Gano Filter. It is designed to be installed in the upper radiator hose to prevent rust or other foreign particles from plugging the radiator tubes and thereby avoiding the necessity of radiator repair or replacement due to clogging.

The double screen trap is made of copper alloy which allows you to monitor the corrosive action of the coolant. Since the trap is made of a material similar to that used in the radiator, any sign of corrosion on the screen indicates a need to change the coolant before damage occurs.

The filter can be cleaned rather than replaced and is easily disassembled by removing two small screws. The Gano Filter has been used on a large number of vehicles of many different makes and models and has successfully protected the radiator from clogging in all cases. The Gano Filter is available in either plastic or brass. The plastic model is very durable and provides a window through which you may observe the coolant during engine operation. This could provide you with a lot of useful information such as: an empty filter = low coolant, bubbles = engine overheating, leaking head gasket or water pump cavitation, etc.

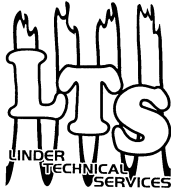


For more information contact Gano Filter @
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Linder Technical Services is in the process of making our monthly newsletter, "Networking" available via e-mail. Instead of receiving our newsletter in the mail, we would send it to you via e-mail in a downloadable format for you to either view on your computer screen or print out and read. This will help reduce printing and mailing costs and save valuable time that is spent folding, taping and stamping several hundred copies each month.

* If you do NOT want to receive the newsletters by e-mail and wish to continue receiving them in the mail, simply do nothing. We will continue to mail newsletters to you unless you contact us to do otherwise.

This new system of sending newsletters will not be implemented until September at the earliest, but we would like to start compiling an e-mail list now. If you would like to start receiving the newsletter via e-mail, please send an e-mail to Michele at michele347@juno.com. Be sure to include your name, your company name and the mailing address where you are currently receiving the newsletter.

*We hope that this new system will be more convenient for everyone!
Thanks for your continued support of Linder Technical Services!*