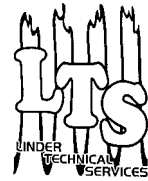


Networking

Newsletter



Tech Training



Well, you never know what is going to happen next with the LTS crew! As many of you know, September has been a very busy month for the LTS group. For some reason a lot of folks decided to hold meetings and technician service conferences this month. Beginning the month was our 7th annual (counting the canceled event last year) technician conference which was held September 12,13 & 14. Next was the Massachusetts East Coast ACDC (Automotive Career Development Center) "TecSkills 2002" event hosted by Mr. Hybrid himself, Craig Van Batenburg on September 20,21 & 22. Then, on to Anaheim, California to attend the I-ATN annual conference held September 27-29th. WOW!

What a month! Lots of travel and more training than most would ever attempt in a single month.

By this time some of you may have figured out that I am writing this section after the fact and I might as well confess that I just got back from the ACDC TecSkills 2002 conference where Doug and I taught classes and had the opportunity to attend a couple really cool classes as well. Our annual conference has also come and gone, and to be perfectly honest, I have not fully recovered from that one much less last weekend's east coast event. However, the "sleuth", Michele Winn, assigned this section of the newsletter to me this morning and has locked me in my office until I complete it. No Harley rides (another story) and no goofing off until I can be released from my cage! Highlights from our conference will be featured in our next newsletter complete with prize winners and pictures.

The thing both our conference and the Tecskills conference had in common was a group discussion (or show and tell) regarding Hybrid vehicles. Both discussions were led by our industry friend, Craig Van Batenburg. Further reading on the subject may be obtained by looking at the ASA web site <http://www.autoinc.org/> and selecting the March 2002 article written by Craig in regards to Hybrid Technology.

Now, when it comes to Hybrid Vehicles, many of you have mixed emotions. Below I have generalized 3 of the most common thoughts / reactions to the new Hybrid technology.

- 1- One thought would be : **NO WAY! I will never buy or even think about this type of vehicle. I will drive my 69 Big Block Chevrolet until the day I die!**
- 2- The second type of thinking would be: **I am aware of these vehicles and don't really care either way I may never need to service or even see one in my neighborhood! No big deal , just something else for the O.E.M.'s to hype.**
- 3- The third and final possibility would be : **WOW! This is really something new, cool and high-tech and I must learn more about these vehicles. I may even try to be the first service facility on my block to own and service these latest high mpg, low emission vehicles.**

I must confess that over the last few years I have owned all three thoughts, starting from number one and working my way up to number three (the exception being actually buying one). My suggestion to all reading this article would be to re-think your position on these vehicles!

(Continued on page 4.....)

Analysis from the Webmaster, Mike McFarland



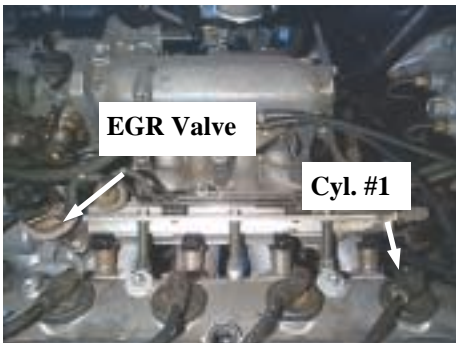
This month's case study comes from our webmaster, Mike McFarland. Mike has specialized in driveability since 1985 and presently works for Hires Auto in Ft. Wayne, Indiana where he has been for the last 12 years. He has also been a part of the LTS North training group since it's inception. I really appreciate Mike's contribution, especially since it's almost October and I just sent out the August newsletter! Thanks, Mike!!



1996 Honda Odyssey 2.2 liter A/T
P0301 with MIL on

This vehicle had been to a few shops, both independents and dealer, for a symptom of poor acceleration under a light load. Customer stated the power loss was more noticeable when the A/C was on.

A slight load acceleration on the test drive revealed the customer's concern: a sag with a misfire was the result.



Disconnecting the EGR vacuum hose improved acceleration. Based on previous experience with older Hondas and their pattern problem of plugged EGR ports, I focused my attention there. The EGR valve is opposite of Cylinder 1. (picture on the left)



Removal of the fuel rail and injectors gives better access to the EGR ports. On the older Hondas, welsh plugs had to be removed from the intake runners to clean the EGR ports. This model uses an EGR chamber mounted to the intake manifold. (picture on the left)

Removal of the EGR chamber reveals the individual EGR ports to each intake runner. (picture on the right)

EGR ports on cylinders 2,3, and 4 are plugged with carbon. Cyl. #1 port is open and receiving all the EGR flow during application, causing the misfire under a light load.

(continued on back page.....)



Lincoln Tech Alumni Conference Announced!



If you are a Lincoln Tech Graduate, Lincoln Tech is looking for you! The first annual (recently resurrected) alumni conference is scheduled for Saturday October 26, 2002 at Lincoln Technical Institute in Indianapolis. Address: 1201 Stadium Drive, Indianapolis, IN 46202

Our very own Jim Linder will be one of the presenters at the event which will also include new vehicle information, vendor fair, alumni luncheon, school tours and more.

To register, simply call Lincoln Tech at 1-800-554-4465 or email a request to Mike Yerke (LTI Instructor and fellow alumnus) at aaeprof@aol.com. So mark your calendars, this looks like it will be a blast! Jim, Doug and Michele (all LTI graduates) will all be attending and hope to see you there!

Tech Training, (cont. from front page)

This is where my story really takes a twist of fate. Today our usual lunch hour brought a visitor singing praises of our recent conference and of the Hybrid class that he attended. Further discussion also revealed that he left the conference so pumped up with the Hybrid technology that he actually bought a new Toyota Prius!

I have to let you know that the mystery owner is none other than our own DATA center member, Richard "Mr. Diesel" Liebler. If I could have picked one person out of our training center members to buy a new hybrid vehicle, I assure you, it would NOT have been Richard! Our entire group spent some time going over this vehicle (including an 85 mph test drive) and to say the least, we are fascinated!

Some base information on the Prius:

- € This vehicle has been available in Japan for the last 3 years. Originally designed for Japan and modified for the United States, it is aimed at families (yes, it seats 4) that need a \$ 20,000 car.
- € It has a 4- cylinder 1.5 ICE engine that is mated to a CVT transmission.
- € The electric motor can drive the car independent of the ICE (internal combustion engine) at low speeds. You start out on electric only and the ICE kicks in somewhere between 5 and 28 mph. Both the ICE and the electric motor can drive the front wheels together or alone. The power can be split up to power up the batteries if they get low.
- € The car never needs to be plugged in and generates power for the batteries when braking.
- € The body is a conventional, steel, 4-door sedan and has all the features any car would have.
- € Mileage is approx 50 mpg in the city and 45mpg on the highway.

Richard has volunteered to bring the vehicle in for a class discussion and a briefing on this latest technology.

Thanks, Richard, for the ride and drive of what may very well be a piece of our future!!



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Analysis from the Webmaster, Mike McFarland (cont.)

I cleaned the EGR ports on cylinders 2,3 and 4. TIP: Clean with a vacuum to draw out most of the carbon and carefully scrape the remainder out of the ports with a small screwdriver while continuing to vacuum.



Be sure to replace the gasket (pictured at the top) and clean the carbon from the EGR chamber (pictured at the bottom) before reassembly.

I reassembled, cleared codes and verified repair fixed the acceleration problem.