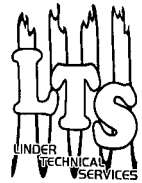


Networking

Newsletter



LTS Tech Day

For the first time in many years, LTS is not having a 3-day training conference in September. Instead, we opted to try having just a one-day Saturday training clinic with no vendors or trade show. We weren't sure of the reception we would get, especially from those who live out of state. As the date drew closer, more and more registrations kept pouring in. By the time it was all said and done, over 130 people had registered for Tech Day! What was even more amazing was how far they were willing to come. We had attendees from as far away as Canada, Texas, Louisiana and even Rhode Island! Our hats are off to all of those who were willing to fly or drive hundreds of miles to learn more about their trade and try to stay current with new technology.

We kicked off the weekend on Friday night with an open house and cookout at our shop on Gasoline Alley. Hamburgers, brats and calico beans were on the menu for the evening and we were lucky enough to have great weather for the event. As you can see from the picture at the right, we had a full house most of the night. While some were busy eating, Doug, Greg and Stan were in the fuel injection lab testing and flowing injectors, answering questions and showing people around their recently remodeled section of the building. Plus, over in the service bay, Dustin Cooper (son of our employee Susan) was busy pinstripping Jim's old Dodge. Dustin's work is really unbelievable, especially when you take into account that he's only 16 years old!

Tech Training By: Jim Linder



Dustin's handiwork!



Jim's Dodge

Tech Day (continued from pg. 1)

The festivities wrapped up around 9:30 on Friday night and everyone headed for the hotels. It would be an early morning!



Saturday morning started off with coffee and donuts at Lincoln Tech. Then, at 8:00am, Jim Linder gave a brief introduction and handed the microphone to Scot Manna. This was the first time Scot had ever taught for us and we were very impressed! His class was called, "Arsenal Diagnostics" and was presented in a case study format that was very easy to follow. Scott has great presentation skills and kept the class involved the entire time. We'll definitely invite Scot to come back, maybe for our conference next year!

After a short break, we switched speakers and Dave Hobbs took over until lunchtime. Some of you may remember Dave from our conference last year. Dave's class was titled: "F.R.E.D. Takes the Bus" and talked about GM LAN and Class 2. This was a presentation that Jim and Michele had seen back in January during the A.V.I. Conference in Sanibel Island, Florida and we knew that this was a topic about which many technicians had requested more training. Dave also brought along a simulator board (which you can see in the picture to the right) and spent the last few minutes of the class working with a Tech-2 and the simulator to show problems. With such a large group, it may have been hard for those seated in the very back, but I'm sure the guys up in front got an eye-full!



Lunchtime was a feat in itself! All attendees went into another room, picked up a box lunch, cookies and drinks and went back to the classroom to eat. (See picture to the right). Then, Lincoln Tech instructors were on hand to give tours of the new facility after everyone finished eating. I think everyone that took the tour was very impressed with not only the cleanliness of the new building, but also with the amount of classroom space, shop space and equipment.



After lunch, John Thornton took off and finished the day with his class titled: "Case study diagnostics" This included such issues as: Crank/Cam sync, Chrysler BUS, Ford BUS, Mitsubishi EGR and Volumetric Efficiency. Even after a big lunch, John had no problem keeping everyone's attention. I think some of the guys even wore out their pens by the end of the afternoon.



Meanwhile, while the technical classes were going on, Craig VanBatenburg had his own group of attendees down the hall. He presented two AMI approved courses: "How to deal with telephone price shoppers and first time customers" and "How to sell diagnostic labor and get paid for it". As usual, Craig did a great job interacting with the class and keeping them involved.

All in all, it was a great day for everyone. We are looking forward to seeing everyone again next year for our annual 3-day conference which will be held on Sept. 14-16, 2005. Don't miss it!



More pictures will be available soon on our website: www.lindertech.com

Service Information

For those of you who have been reading our newsletters, you know that we have written several articles about service information availability. This month, we will share a couple of short articles that can be found in the GM TechLink newsletter. Each month they produce a newsletter containing short articles on a variety of topics. To access this newsletter, go to: <http://service.gm.com> and then click on GM Techlink On-Line. From there, you can either read the current month's newsletter or go back and read the newsletter archives which go all the way back to the middle of 1999. This is just another example of good, factory information that is available to us for FREE. Take advantage of it!



Quick Upshifts:

Some 1993-2005 light duty trucks and utilities may experience quick upshifts and be in fourth gear with the TCC applied by 20 mph. Sometimes DTC P1875 may accompany the concern. The owner may also describe the condition as a lack of power, chuggle, miss, shake, or surge. This condition can also occur on 2WD models.

The ECM, PCM, or VCM may believe that the Transfer Case is in 4low and change the shift pattern accordingly. Use the Tech1/Tech2 to verify the status of the 4low input. If the 4low input status is YES or ENABLED with the Transfer Case in 2wd or 4wd High or if this is a 2wd vehicle, the 4low signal circuit is shorted to ground. Or the TCCM and or ECM, PCM, or VCM is taking the circuit to ground.

1. Disconnect the TCCM if equipped. If the concern goes away, replace the TCCM. If the concern is still present, go to step 2.
2. Remove the 4low signal circuit from ECM, PCM, or VCM connector. If the concern goes away, inspect the 4low signal circuit for being shorted to ground. If concern is still present with the 4low signal circuit removed from ECM, PCM, or VCM connector, replace the ECM, PCM, or VCM.

Chafed Wires:

Some 2005 Chevrolet Equinoxes may exhibit power mirrors inoperative, seat belt warning light on, no audio/poor audio and/or various class 2 communication faults.

During assembly of the lower A-pillar trim or kick panel, the clip on the trim panel has chafed the wire(s), resulting in a short to ground or an open fuse. The C204 connector contains circuits for ignition 1, power mirrors, seatbelt warning, audio speakers and class 2 communication. Remove the lower left trim panel, inspect for any chafed wires near the C204 connector and repair as necessary. Reroute the harness to prevent future contact.

Front Hub Bearing Grease Leak:

On the 2004-05 Chevrolet HD Silverado, GMC HD Sierra, and Hummer H2, the front hub bearing assembly may be unnecessarily replaced for leaking grease. This condition may be normal .

The hub bearing assembly contains 15% more grease at assembly than necessary, to ensure adequate bearing performance. The additional grease will build up on the seal, which acts as an additional barrier against contamination.

This is normal grease purge, and no repair is necessary.

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Fuel Injection Service Update from the "Wizard"



← ANOTHER LEAKING INJECTOR →

I have written articles before about leaking injectors. I would like to mention that there are two possible types of leaks: one from the discharge end (internal) and one from where the electrical connect meet the metal body (external). The leak at the discharge end, in most cases, is caused by dirt or contaminants on the tip and can usually be removed during our reconditioning process. The external leak at the connector is caused by a faulty internal o-ring and cannot be repaired.

Well, here is another example of the 2nd type of leak: external. Fuel is coming up through the electrical connector because of a faulty internal o-ring. It took us a few minutes to get it to look like this. I have seen this before on a few other Multec injectors and on a couple early style Nissan's.

The customer checked the wiring harness and found some green stuff growing back about two inches from the connector. Of course they installed a set of LTS Flow Matched Injectors and a new connector from us and everything was fine.

This is definitely something to look out for when diagnosing fuel-related problems. Here's a list of other injectors that are known for having external leaks such as the one shown here:

1987-90 Jeep 4.0L
1980-90 Nissan
1985-93 Honda
1985-88 GM, Ford, Chrysler &
early European models

