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Halderman newsletter

November 2014

What's new with Jim?

I am pleased to announce that all of the animations on my [website](#) that are correlated to the ASE content areas are now available in two formats:

- **View** - When "view" is selected, the animation can be viewed on any device including all smart phones and tablets because it is in "HTML5" format.
- **Download** - When "download" is selected, it can be downloaded and used in your own Power Points. To download an Adobe Flash version of any animation, right mouse click on the word (Download) and choose Save Link As and save to your computer.

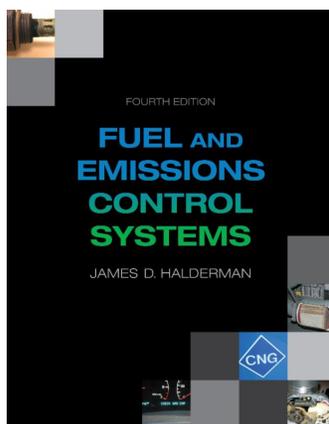
There are over 450 animations to select from and all are **FREE**.

Coming in January

Coming in late January is the updated fourth edition of **AUTOMOTIVE FUEL AND EMISSIONS CONTROL SYSTEMS**.

The following changes and updates have been made to the new 4th edition based on requests from instructors and readers from throughout North America.

- * Updated throughout and correlated to the latest NATEF and ASE tasks
- * Many new full-color line drawings and photos have been added
- * New OSHA hazardous chemical labeling requirements added to chapter 2.
- * Atkinson Cycle engine design and kilowatt engine rating system content added chapter 3.
- * Expanded Diesel engine diagnosis information added to chapter 4.
- * Additional content on top tier gasoline added to chapter 5.
- * Variable and dual intake manifold information added to chapter



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- * Permanent (Mode \$0A) diagnostic trouble codes added to chapter 11.
- * GM low speed GMLAN information added to chapter 12.
- * Additional fuel pump diagnosis information added to chapter 19.
- * Additional content on gasoline direct injection (GDI) added to chapter 21
- * More detailed fuel injection diagnosis information added to chapter 23.
- * Updated and expanded OBD II diagnosis included in chapter 30.
- * New content on electric vehicle (EV) and plug-in hybrid electric vehicle (PHEV) charging information added to chapter 32.
- * New Appendix 1 which has a sample A8 Engine Performance ASE-type certification test with answers.
- * New Appendix 2 which is a NATEF correlation chart that shows all MLR, AST and MAST tasks for engine performance (A8) all in one chart.

Please continue to follow me on [LinkedIn](#), [Facebook](#) and [Twitter](#) for up-to-the-minute updates and for the fantastic interaction I receive from many of you.

Sincerely,
Jim

ASE Sample Certification Question

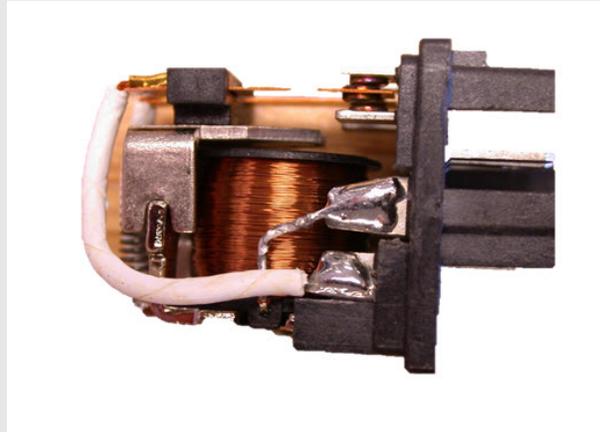
Sample ASE certification test question:

A circuit containing a relay, switch, and lamp is being checked. If the coil of the relay is electrically open, what would be the result?

- A. Normal operation
- B. The light will not light (relay will not work)
- C. The relay will click but the light bulb will not light
- D. A blown fuse

Answer

The correct answer is b. If the relay coil is open, no current will flow and the relay will not operate. If the relay does not operate, then the circuit it control (the light bulb) will not work. Answer a is not correct because if the relay coil is electrically open, the relay will not operate and the circuit to the light bulb will not operate. Answer c is not correct because the coil of the relay is what causes the arm (armature) of the relay to work and make the clicking sound. The relay coil is electrically open and therefore no current will flow through the relay coil and the relay will not click. Answer d is not correct because the open relay coil will result in no electrical current flowing through the relay and which cannot cause a fuse to blow



For FREE sample ASE test questions with answers, visit my website where you will find 15 questions for each of the eight ASE areas (120 total questions).

www.jameshalderman.com

For an excellent resource for all eight ASE content areas, consider this test preparation book:

http://www.pearsonhighered.com/educator/product/ASE-Test-Prep-and-Study-Guide/9780133414950_page

Frequently Asked Questions

What is the Troxler Effect

The main reason why an automatically dimming mirror is important is due to what is called the "Troxler effect". This is a visual effect where an image remains on the retina of the eye for a short time after the image has been removed. The effect was discovered in 1804 by Ignéy Paul Vital Troxler (1780-1866), a Swiss physician. Because of the Troxler effect, headlight glare can remain on the retina of the eye and create a blind spot. At night, this fading away of the bright lights from the vehicle in the rear reflected by the rearview mirror can cause a hazard.

Straight Talk

From the October 25 Wheels section of Dayton Daily News

Reader has problems with the parking assist system

Wheels:

Rufus W. writes by e-mail:

"I have a 2011 Buick Lucerne with ultra sound parking assist that works sometimes and I have had it to the dealer numerous times and have a claim with GM.

However, no one will fix, or address the problem. I do not know what their problem is as the dealer states it is not working properly however, they have no idea what is the matter, or how to fix the problem. When doing an online search, I discovered that there may be a technical service bulletin (TSB) that addresses this problem.

My question to you is do you have any idea what the problem is and how to rectify the problem? As a shade tree mechanic, I feel the problem is in the computer, however, I do not have the knowledge or equipment to address the problem. Any help or guidance would be greatly appreciated. Thank you."



Halderman:

I was able to find a technical service bulletin that addresses your concern. It is #PIC5665, dated April 26, 2011. This bulletin states that engineering has developed an updated calibration inside the park assist module which can be replaced at the dealer to address your concern. It appears that this is an internal calibration inside the electronic module and that no repair or adjustment is possible. You can take this bulletin number to your local Buick dealer and ask that the module be replaced. If your vehicle is within the warranty period, then there may not be a charge for the repair.

Have an automotive question? Please write to Jim with your questions at jim@jameshalderman.com

Please let me know what you think of the newsletter. I would love to include any of your automotive news or any tech tips you might have. Send me your suggestions!

You can email me [here](#) or visit [my website](#). You can connect with me on Facebook, Twitter and LinkedIn too (links above).

Regards,

Jim Halderman

James D. Halderman writes automotive technology textbooks for [Pearson Education](#). He is an ASE-certified Master Technician with more than 20 years instructional experience.

