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Halderman newsletter

July 2016

What's new with Jim?

New Title for an Old Favorite

When *Diagnosis and Troubleshooting of Automotive Electrical, Electronic And Computer Systems* was first written, it included technical content and testing procedures for electrical systems (A6) plus engine computer (PCM) sensors and ignition systems. With each new edition, the amount of content increased based on the requests from automotive instructors and content reviewers. Eventually, this title grew to contain all of the topics specified for both Electrical/Electronic System (A6) and Engine Performance (A8) by ASE/NATEF. To help reflect the new content and to more concisely indicate the scope of the textbook, the new title has been adopted-*Automotive Electrical and Engine Performance*. This title includes:

44 chapters

2 sample ASE-type certification tests with answers (A6 and A8)

2- NATEF correlation charts (A6 and A8)

744 pages

Full color

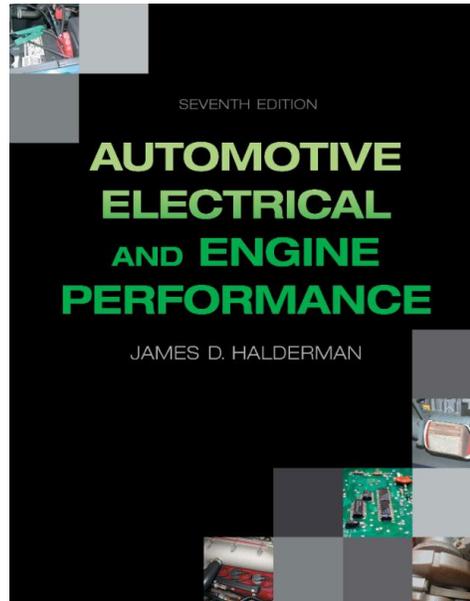
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ISBN-10: 0-13-386627-0

Find more details [here](#) on this new title.

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



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Find Jim online

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WHERE'S JIM?

Shows Jim will be attending this month.

July 18-22- NACAT, presenting on Tires and Wheels

Jul 25-29 - AYES Industry Education Alliance Instructor Training Conference, co-presenting on "Project Based Learning" with Jim Anderson and also presenting on Tires and Wheels.

Auto Trivia

What was the first year that federal law required all passenger vehicles except for busses to have seatbelts for each seating location?

- a. 1960
- b. 1968
- c. 1972
- d. 1980

Answer at the bottom of this page!

Sample ASE question

Question:

A clutch is chattering when it is engaged. What is the most likely cause?

- a. Oil or grease on the friction surface(s)
- b. A worn release (throw out) bearing
- c. A worn clutch fork
- d. A defective pilot bearing (bushing)

Answer/Explanation:

The correct answer is a. Oil or grease on the friction surfaces of a clutch will cause it to chatter when it is engaged (clutch pedal up). Some slippage then grip can occur creating a rapid on and off action, which causes the chatter. Answer b is not correct because a worn release (throw out) bearing will cause a growling noise when the clutch is being disengaged (clutch pedal moving downward), but will not cause the clutch to chatter when it is engaged. Answer c is not correct because a worn clutch fork can cause the clutch pedal to grab at the wrong height but is unlikely to cause the clutch to chatter. Answer d is not correct because while a defective pilot bearing can make it difficult to shift, it will not cause the clutch to chatter.

FAQ

What does the 9-inch refer to when describing a drive axle?

A 9-inch drive axle actually is referring to the rough diameter of the ring gear. A 9-inch gear set is bigger and stronger than an 8-inch gear.



Straight Talk

From the June 25, Wheels section of Dayton Daily News [Wheels section](#)

Reader asks about routine maintenance

Wheels: An e-mail from Don says, "We purchased a new import SUV and have had it serviced at the dealer on a regular 5,000 mile basis. We have an extended 100,000 mile warranty from the

manufacturer. Should we continue to take the car back to the dealer for service and should we follow the manufacturer's recommendations for the 15,000, 30,000, 45,000, and 60,000 mile checks? Some of these checkups get to be expensive - \$389 for the 30,000 mile check-up, for example. Thank you for your answer."

Halderman: Most import brands recommend routine service, which usually includes an oil change and tire rotation, plus numerous inspections and other minor service items. If you are planning on trading the vehicle within three years for a

new model, then having the vehicle serviced at the dealer may increase the resale value because it could then be sold more easily as a certified used vehicle. Having all of the records, makes getting a used vehicle certified easier, and at less cost to the dealer, therefore, a higher price may be offered at trade-in time.

However, any automotive repair facility can handle most of the routine service and often at a lower cost than from the dealer. Check local shops for details on what they would charge to perform these routine services. Most vehicles today include some maintenance reminder lights that warn the driver that service is due. Some of these lights use a computer program to determine when the oil should be changed based on the number of starts, duration of the trip, outside air temperature, and other variables. To be sure that the vehicle is being serviced according to the vehicle manufacturer's recommended intervals and doing the services suggested, you could take the owner's manual to the shop and point out the services that need to be done. Some of the items that may need to be changed or serviced include:

- Oil and oil filter change
- Air filter replacement
- Cabin filter replacement
- Transmission fluid change
- Differential fluid change
- Antifreeze changed
- Brake fluid changed

I realize that these services may cost a lot of money, but it is wise to maintain the investment in your vehicle. In a way, the vehicle dealers are performing a service by publishing the cost for each service so that the cost can be budgeted and planned for in advance. Considering the other costs involved in vehicle ownership, the cost of routine maintenance is relatively low.

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

Trivia question answer: B.

Please let me know what you think of the newsletter. I would love to include any of your automotive news, trivia questions 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.



