



Author & Automotive Expert James D. Halderman



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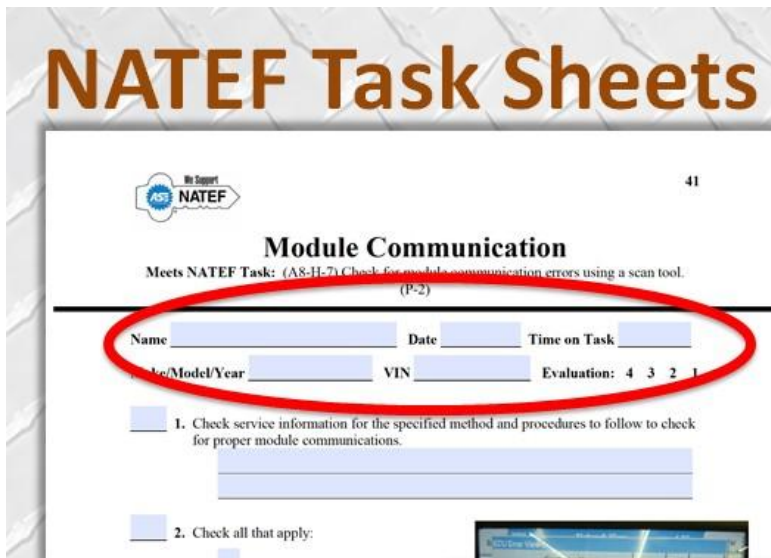
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Halderman newsletter

April 2017

What's new with Jim?



I am pleased to announce that my team and webmaster have now included task sheets on my [website](#) that can be filled out electronically. This will make it quick and easy for instructors and students by using the following steps:

Step #1- Instructor assigns a task sheet (NATEF-correlated)

Step #2- Student goes to www.jameshalderman.com and finds the assigned task sheets which are sorted by chapter in all of the books.

Step #3- The student using Adobe Reader (Free) fills out the required information using a computer, iPad or tablet.

Step #4- The student then saves the completed task sheet and emails it to the instructor.

Step #5- The instructor assigns a grade and records it.

This works great because the student has a copy of the task sheet for future reference and the instructor has a paper trail to help track student progress.

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Find Jim online

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WHERE'S JIM?

March 30 - Presenting at the South Eastern Michigan Automotive Teachers Association (SEMATA) conference at Macomb Community College

April 6 - Attending an update class in Canton, Ohio.

April 29 - Presenting at the California Auto Teachers (CAT) Conference at Yuba College.

Auto Trivia

Everyone knows that the British drive on the left. Which country from this list also drives on the left?

- Hungary
- Peru
- Vietnam
- Bermuda

Answer at the bottom of this page!

FAQ

Does a TPMS Sensor work before being installed?

No. New tire-pressure warning sensors (transmitters) are shipped in storage mode. This mode prevents the battery from becoming discharged while in storage. When the transmitter is installed in a wheel/tire assembly and the tire is inflated to more than 14 PSI (97 kPa), the transmitter automatically cancels storage mode. Once a transmitter has canceled storage mode, it cannot enter this mode again. Therefore, once a sensor has been installed and the tire inflated above 14 PSI, the clock is ticking on battery life.



Sample ASE certification-type question

Question:

A "dry park" test to determine the condition of the steering components and joints should be performed with the vehicle _____.

- a. On level ground
- b. On turn plates that allow the front wheels to move
- c. On a frame contact lift with the wheels off the ground
- d. Lifted off the ground about 2 inches (5 cm)

Answer/Explanation:

The correct answer is a. The vehicle must be on level ground when conducting a dry park test; with the vehicle weight on the front wheels, resistance is applied to the steering linkage. Answers b, c, and d are not correct because these methods will allow the front wheels to move and not apply a load on the steering linkage.

Tech Tip

Road test before and after

Many times, technicians will start to work on a vehicle based on the description of the problem by the driver or owner. A typical conversation was overheard where the vehicle owner complained that the vehicle handled "funny," especially when turning. The owner wanted a wheel alignment, and the technician and shop owner wanted the business. The vehicle was aligned, but the problem was still present. The real problem was a defective tire. The service technician should have road-tested the vehicle before any service work was done to confirm the problem and try to determine its cause. Every technician should test-drive the vehicle after any service work is performed to confirm that the service work was performed correctly and that the customer complaint has been resolved. This is especially true for any service work involving the steering, suspension, or braking systems.

Straight Talk

From the March 25, Wheels section of Dayton Daily News

Reader has question about tire inflation pressure

Wheels: Tom wrote via e-mail: "I read and enjoy your columns. You always say to follow the manufacturer's guidance regarding tire pressure. On my Buick, I have the door sticker prescribed tires. The door sticker says to inflate to 30 psi. The tire itself says not to inflate beyond 44 psi. I don't like the disparity and would appreciate some sort of official answer. The 30 psi seems a bit low and it seems like that would be hard on the tire. Thanks for your advice".



Halderman: I asked a tire engineer this question and he told me that the 44 psi designation represents the maximum pressure and where the maximum load weight carrying is determined. The recommended tire inflation pressure, as stated on the driver's door placard is determined after extensive testing by both the vehicle manufacturer and the tire manufacturer. Higher inflations most likely create a smaller footprint area and will change the wear characteristics (not always for the better), but can also reduce braking traction available. Keep to the door placard inflation pressure. Be sure to check the inflation before the vehicle has been driven and do not let air out of a hot tire or it will be under inflated when it cools.

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

Trivia question answer: D.

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.