



Author & Automotive Expert James D. Halderman



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Halderman newsletter

April 2018

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Testimonial
I have told my students over the years about the value of your website. Many have thanked me later for directing them to it. We appreciate all the work that you have done for the industry and making so much available at no cost. You are a very unique individual and truly care about the industry.
Steve Cartwright
Ranken Technical College
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About the creator of this website
James D. Halderman is an ASE-certified master technician, a member of the Society of Automotive Engineers and the author of 17 textbooks.
[About Jim Halderman](#)

Instructors: Jim is sure you'll find the information included in this website useful in your classroom. Much of the information correlates directly to his textbooks. This information will assist you in putting together lesson plans and provides excellent visual and technical reference. Please be sure to contact Pearson to request his textbooks for your next classroom order.

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Where's Jim?

I will be attending the following events in March.
April 17- Michigan Automotive Teachers Association (MATA), Lansing, MI presenting "Automotive Updates-2018"
April 28- California Automotive Teachers (CAT), Salinas, CA presenting "Automotive Updates-2018"

Keep up with me at:
www.jameshalderman.com
Email Jim
Facebook

Puzzle of the month

Find this month's puzzle of the month at this [link](#) and test your students knowledge on transmissions.

HALDERMAN

Tires And Wheels
Chapter 3

ACROSS

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Auto Trivia

What manufacturer used this emblem?



- a. Oldsmobile
- b. DeSoto
- c. Crosley
- d. Plymouth

Answer at the bottom of this page!

FAQ

What is a knock-off wheel?

A knock-off design wheel is retained to the axle hub using one large retaining nut that has three arms that are used to loosen and tighten them. They are mostly found on older European sports cars and race cars. The wheel is removed by using a lead hammer which has the weight to loosen the nut yet soft enough to not damage the aluminum spokes of the nut.



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

Add 2 to 4 PSI

When servicing tires, it is often not practical to allow the time needed for the tires to cool after the vehicle has been driven. To help compensate for the higher pressures due to higher temperature, add 2 to 4 PSI to the cold inflation pressures.

Straight Talk

From the March 31, Wheels section of Dayton Daily News

Reader asks Jeep engine oil

Wheels:

Bruce L from Florida writes: "My old Jeep Compass which has 170,000 miles used to call for SAE 5W-20 oil. I think that with all of the wear and tear and the high mileage, I can use thicker oil such as SAE 10W-30. What is your input about that? I think the more the miles on your car should get different thicker oil".

Halderman:

While your idea sounds like it would be right, it is not. Use the oil specified throughout its entire life. If the engine is excessively worn and burning oil with blue exhaust smoke, then yes, using thicker (higher viscosity) oil may be wise to help reduce oil consumption. However, the engine was designed to use the specified viscosity. For example, the valve lifters are designed to bleed down at a certain rate and using oil that is thicker than specified can cause the valves to remain partially open when they should be closed. This can cause a misfire and poor engine operation.

In fact, I have "fixed" several engines that had random misfire diagnostic trouble codes (P0300) after the oil was changed to thicker oil by changing the oil again using the specified viscosity. I always recommend the factory specified oil regardless of age or mileage.



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

Trivia question answer: A.

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.

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