Author & Automotive Expert James D. Halderman

HALDERMAN
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Halderman newsletter **August 2018**

What's new with Jim?

Welcome to August! This is the time when vacations are ending and instructors are planning for a new school year. When planning student activities, please consider using the resources on my website by visiting www.jameshalderman.com.
Thinking of using a new book or edition this year? Next to the image of my big book on my homepage, my webmaster has included a brochure that shows the Halderman Professional Technician Series textbooks including all of the following International Standard Book Numbers (ISBN):

- The printed textbook ISBN
- The printed task sheets ISBN
- The eBook ISBN

IN THIS ISSUE

Where's Jim?

Aug. 1-3 - Automated and Connected Vehicles Conference at Sinclair Community College, Dayton, OH

Aug. 25 - Attending the ZF Technical Training course for Chassis Systems, Northville, OH

Keep up with me at:
www.jameshalderman.com
Email Jim
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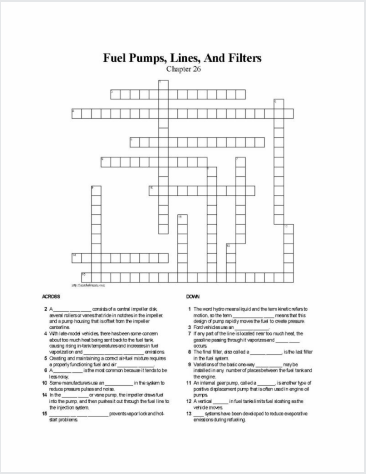
Puzzle of the month

Find this month's puzzle of the month at this link and test your students knowledge on fuel pumps and engine performance.



Auto Trivia

This Dodge model was called_____.

a. Coronet
b. Royal Lancer
c. La Femme
d. D-500

Answer at the bottom of this page!

FAQ

How Can an Electric Pump Work Inside a Gas Tank and Not Cause a Fire?

Even though fuel fills the entire pump, no burnable mixture exists inside the pump because there is no air and no danger of commutator brush arcing, igniting the fuel.

Sample ASE certification-type question

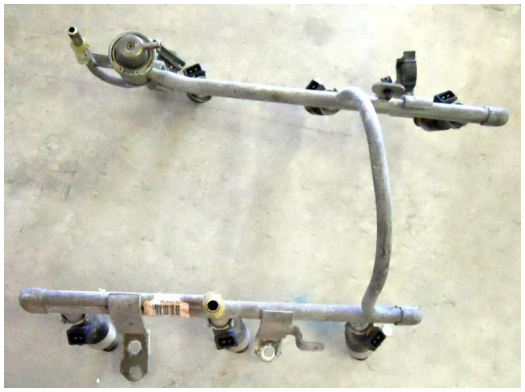
Question:
Typical secondary coil resistance specifications usually range from _____.
a. 100 to 450 ohms
b. 500 to 1,500 ohms
c. 0.5 to 0.7 ohms
d. 6,000 to 30,000 ohms

Answer/Explanation
The correct answer is d. The secondary winding of most ignition coils will fall within the range from 6,000 to 30,000 ohms. Answers a, b, and c are not correct because they do not match the typical resistance of the secondary winding of an ignition coil.

Tech Tip

Check the Injectors at the "Bends and the Ends"

Injectors that are most likely to become restricted due to clogging of the filter basket screen are the injectors at the ends of the rail especially on returnless systems where dirt can accumulate.
Also the injectors that are located at the bends of the fuel rail are also subject to possible clogging due to the dirt being deposited where the fuel makes a turn in the rail.



Straight Talk

From the July 28, Wheels section of Dayton Daily News

Reader Asks Why This Car Was Scanned at a Body Shop

Wheels:
Jeff writes by email:
"I recently took my SUV to a body shop to have a dent fixed when I backed into the side of my house when I was moving cars around. I was surprised that when I got it back, there was a notification on the work order that showed that the body shop had found a stored diagnostic trouble code in my car for a yaw sensor fault before work was started. The same code was listed on the work order after the work had been completed. The body shop manager suggested that I take it to a shop or dealership to have this fault diagnosed. If they did not tell me about the fault nor did they want to try to sell me for fixing it, why was my car scanned for codes?"

Halderman:
Because of some legal cases where a shop has been found to be responsible for faults that were never part of a repair, most mechanical and body shops now perform a pre-scan and a post-scan of all of the modules in the vehicle. By scanning all of the systems on your vehicle, the body shop was following their standard operating procedure (SOP). By performing a complete module scan, the body shop not only protected themselves against possible legal action, it was a case where it was helpful to you to know that one of the modules in your vehicle had flagged a fault that was not yet serious enough for the on-board computer to turn on a dash warning light. Look for this to become more and more common throughout the automotive service industry.

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.