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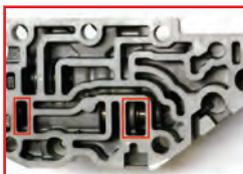
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FROM THE PRESIDENT

ON The Road Again!



by Jim Rodd
ATRA Board President
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How many of you have never been to ATRA's annual Powertrain Expo? Expo is the largest event dedicated exclusively to the automatic transmission industry. And if you've never been here and taken part in it, you're missing something important... something valuable to your business.

This year we're in Washington, D.C. — our nation's capital. The host hotel is the Washington Marriott Wardman Park; the same place we held the 1997 Expo. But everything about this hotel has changed since then... including the name: In 1997 it was called the Washington Sheraton. The rooms are all new, larger, and very classy. The meeting rooms have been completely redesigned. And there's a large new exhibit hall for our trade show, which has been sold out for months.

We all know that Expo is about business. But that doesn't mean it's all work and no play. For example, everyone who attended the San Antonio Expo remembers how much fun it was to stroll along the River Walk. Both sides of the river were packed with restaurants and nightclubs; the night life was unbelievable.

The Marriott Wardman also offers that kind of excitement. Across the street from the hotel there are all kinds of restaurants and lounges with outside patios. They provide terrific prices and

I believe everyone who attends will have a very enjoyable time at this year's Expo. It's like I've said in the past: once you attend one, you'll want to return every year. Make a vacation out of it.

a wonderful atmosphere. If I know our group, this is where we'll all end up at some point over the course of the evening.

For those of you who've never been to Washington, D.C., be sure to plan your transportation. Forget about a rental car you don't need it; you'll never use it. The hotel is located right across the street from the Woodley Park Metro stop. The Metro will take you anywhere you want to go in D.C., and a 5-day pass is only around \$37.

The Metro will take you to and from the Ronald Reagan Airport and will get you close to Dulles Airport. For \$10 you can take the Washington Flyer bus from the airport to the West Falls Metro stop and then take the Metro to the Woodley Park stop, right in front of the hotel.

I believe everyone who attends will have a very enjoyable time at this year's Expo. It's like I've said in the past: once you attend one, you'll want to return every year. Make a vacation out of it.

What else is new? The speakers. In 1997 Dennis Madden was ATRA's

technical director, and his seminars were *Honda A to Z* and *The Art of Road Testing and Diagnosing*. Steve Garrett spoke about the 4T40E and the 4L60E.

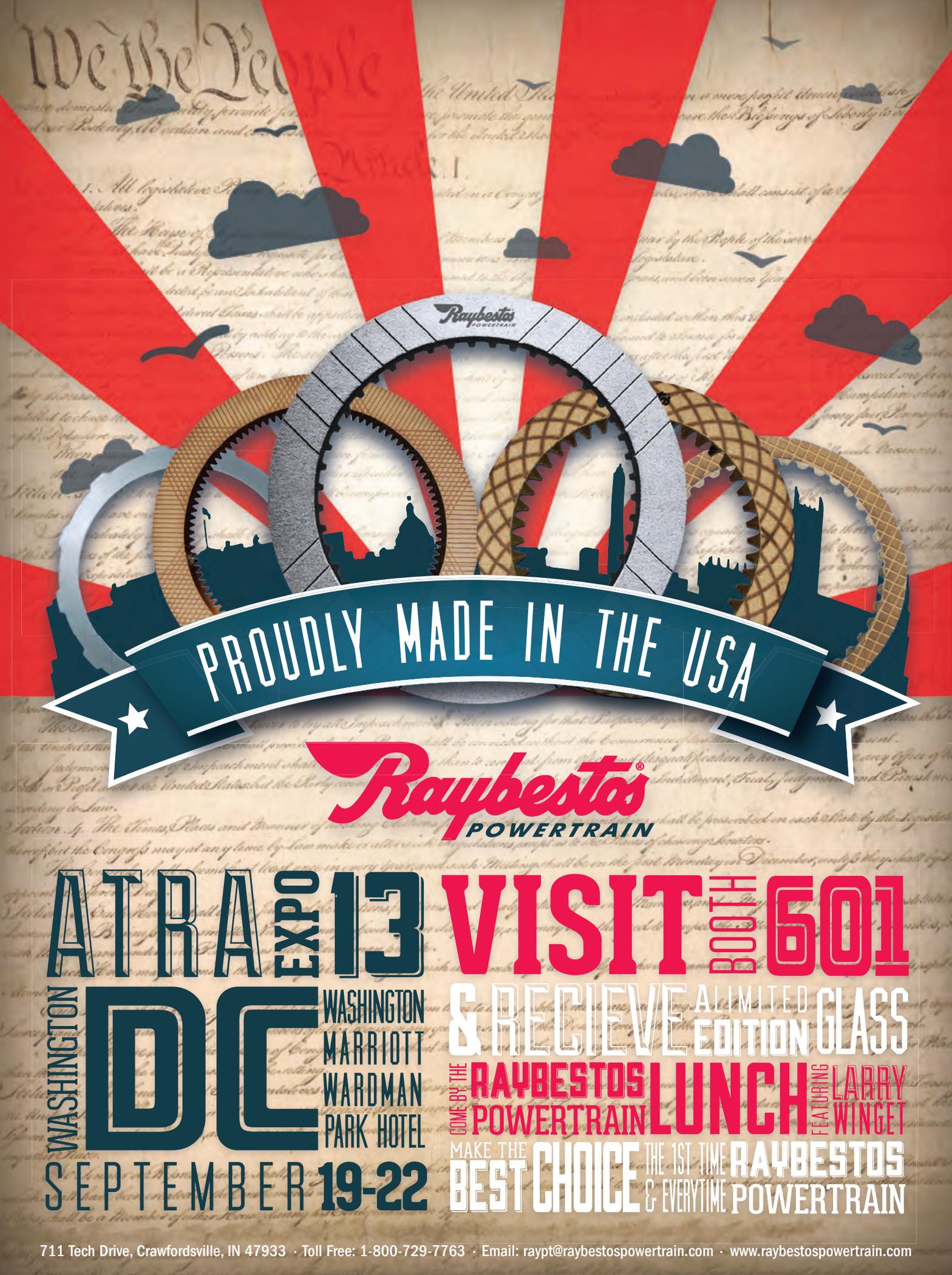
This year we have several new faces along with some of your favorites from years past. They've spent months acquiring the latest information to provide you with an educational experience that you'll be able to take back with you and start using on Monday morning.

For those of you who missed him last year, Larry Winget is back to speak at the Raybestos luncheon. Some folks thought he was the best part of last year's Expo.

And then there's the trade show: As I mentioned earlier, the show floor has been sold out for months. We're packed to the rafters with the suppliers and manufacturers who you count on to provide the products and services that make your businesses successful.

No doubt about it; it's good to be back. So from all of us at ATRA, welcome back to Expo.





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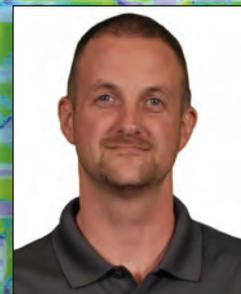
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by Jarad Warren
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Bumping VW 09G

Welcome back to another addition of Tales from the Bench. In this issue of *GEARS*, we're going to look at a 2005 Volkswagen Jetta with an 09G transmission.

During the road test the transmission had a 2-3 flare and the occasional harsh shift. The problem was more noticeable after the transmission warmed up.

The first step was to scan for codes; there were none. We also checked long term fuel trim data; the fuel trims were all less than five in global two settings — no problems there. We also made sure the car had the latest software.

This is a common solenoid and valve body wear problem. We discussed the solenoid bushing and modulation valve problems in last issue. This time we're going to go over testing the lockup control valve, clutch control valves, and pressure regulator valves.

TCC Valves

The lockup control valve is very busy in the 09G transmission. Torque converter lockup can be commanded on as early as second gear, all the way through sixth gear. The torque converter also releases every time the transmission shifts; once the shift is complete, the torque converter reapplies.

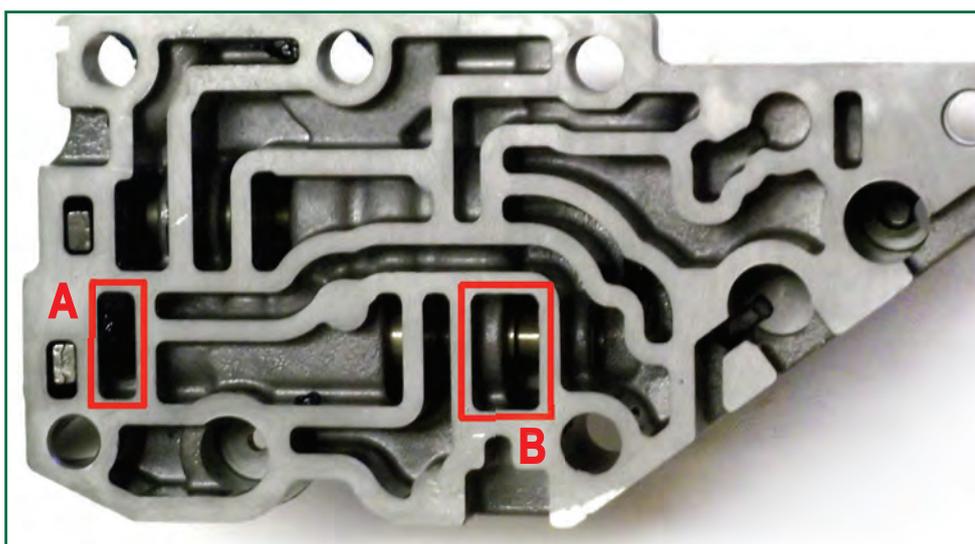


Figure 1

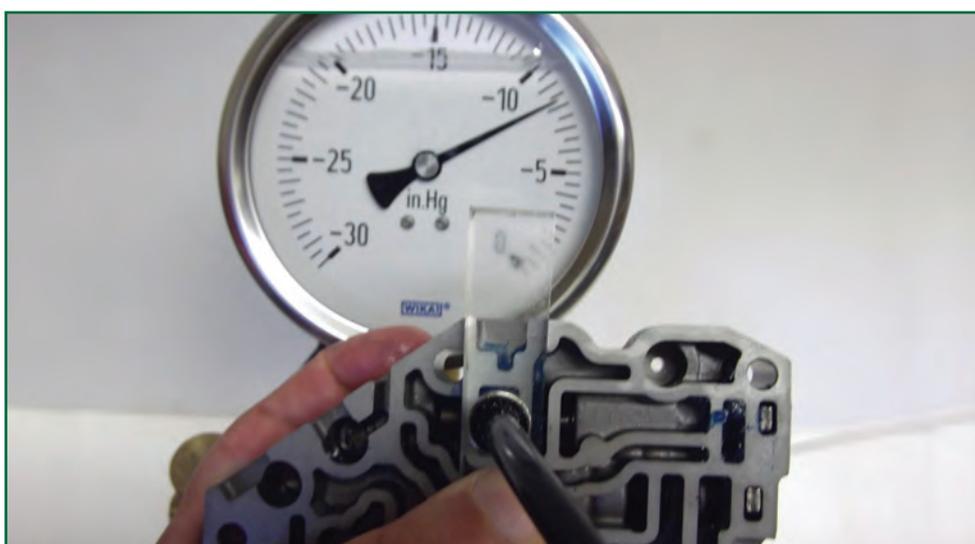


Figure 2

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Bumping VW 09G

Let's vacuum and wet air test the TCC control valve: Test location A is the TCC control sleeve and valve. Test location B is the control valve bore (figure 1).

When adjusting your vacuum tester, remember: You should have 5 Hg with an 0.035" orifice, and 25 Hg with no leaks.

The vacuum test on location A indicated the sleeve was good. But at test location B the control valve bore held only 8.5 Hg (figure 2), indicating bore wear. A wet air test also revealed a leak (figure 3).

Bore wear at the torque converter control valve can cause lockup apply and release problems, overheating, TCC codes, and harsh upshifts and downshifts. Remember the harsh shift complaint? We just identified one likely cause. To address the wear in the TCC control valve bore, check for a repair through your aftermarket suppliers.



Figure 3

Clutch Apply Chart						
Gear	K1	K2	K3	B1	B2	F1
1st	X				*	X
2nd	X			X		
3rd	X		X			
4th	X	X				
5th		X	X			
6th		X		X		
Rev			X		X	

Figure 4

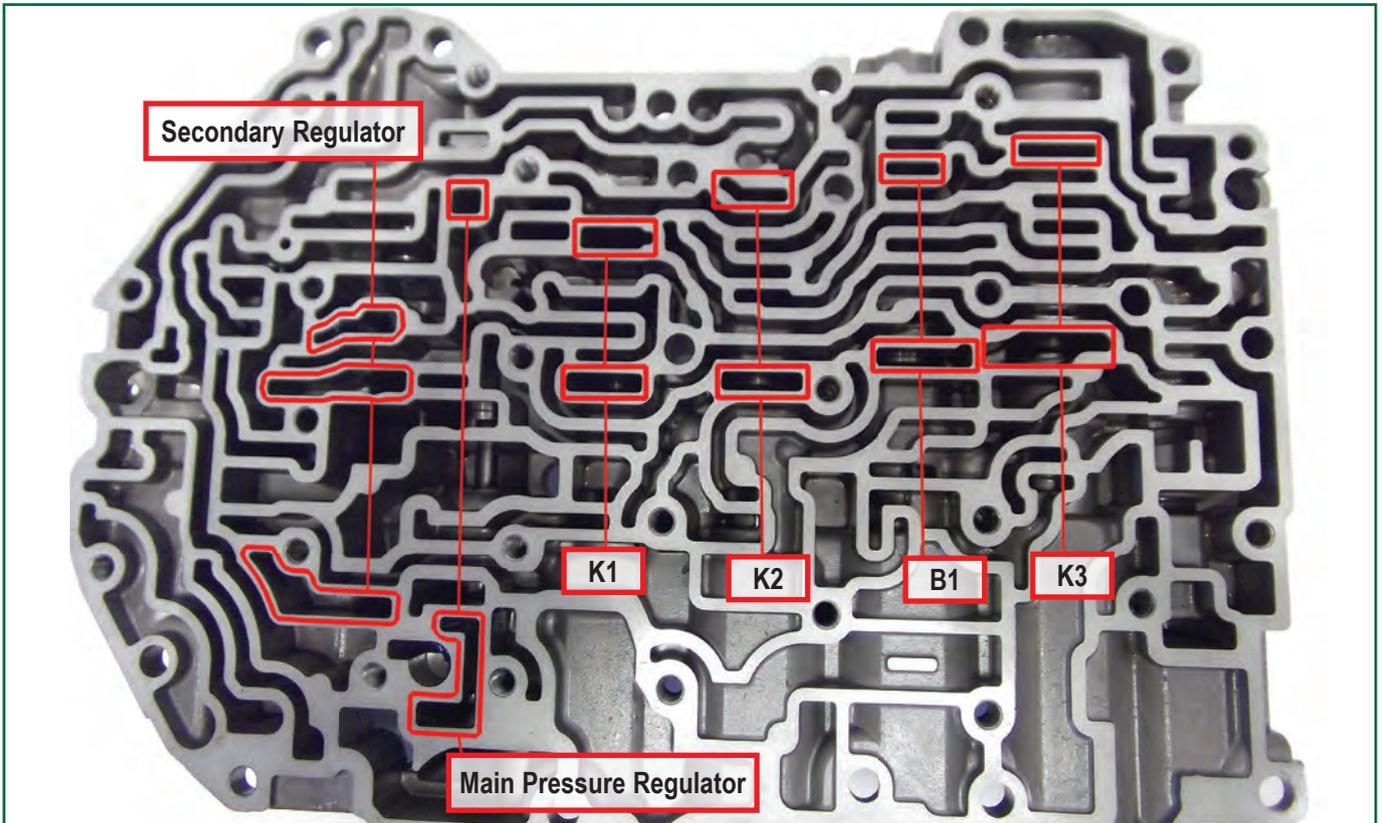


Figure 5



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Bumping VW 09G

The N91 (TCC) solenoid is a pulse width modulated solenoid. When current levels change but the TCC control valve doesn't react because of bore wear, you'll have hard/clunky shifts because the torque converter isn't releasing during the shift.

One way to prove whether the TCC control valve is operating correctly is to graph the N91 solenoid command and the TCC-off pressure port. When the N91 solenoid current drops, pressure should rise.

Clutch Control Valves

The 09G transmission has four clutch control valves, which are controlled by four linear solenoids:

- K1 clutch is controlled by N92 or number 5 solenoid.
- K2 clutch is controlled by N282 or number 9 solenoid.
- K3 clutch is controlled by N90 or number 3 solenoid.
- B1 clutch is controlled by N283 or number 10 solenoid.

If you have a shift problem, check the apply chart (figure 4) and see what clutch is being turned on or off.

Our problem was a flare 2-3 shift. Figure 5 shows the test locations for each clutch, the pressure regulator, and secondary pressure regulator valves. You can perform a wet air test or vacuum test at these locations.

We're going to test the K3 clutch control valves for wear because that's the clutch that's coming on to create the 2-3 shift. I prefer vacuum testing because you can keep a log and compare wear data at each bore location.

You can test all eight clutch control valves in about ten minutes. A pass/fail log on these ports

will save you time and money. On this valve body all of the clutch control valves were within acceptable range.

One nice thing about this transmission is that you can adjust the shift feel for the K1, K2, K3, and B1 clutches. Look for the adjusters at the end of the

clutch control valves. These adjusters sometimes leak; if you find a leak at the adjusters you can Loctite the threads, or there are aftermarket adjusters available with O-rings — contact your supplier for details.

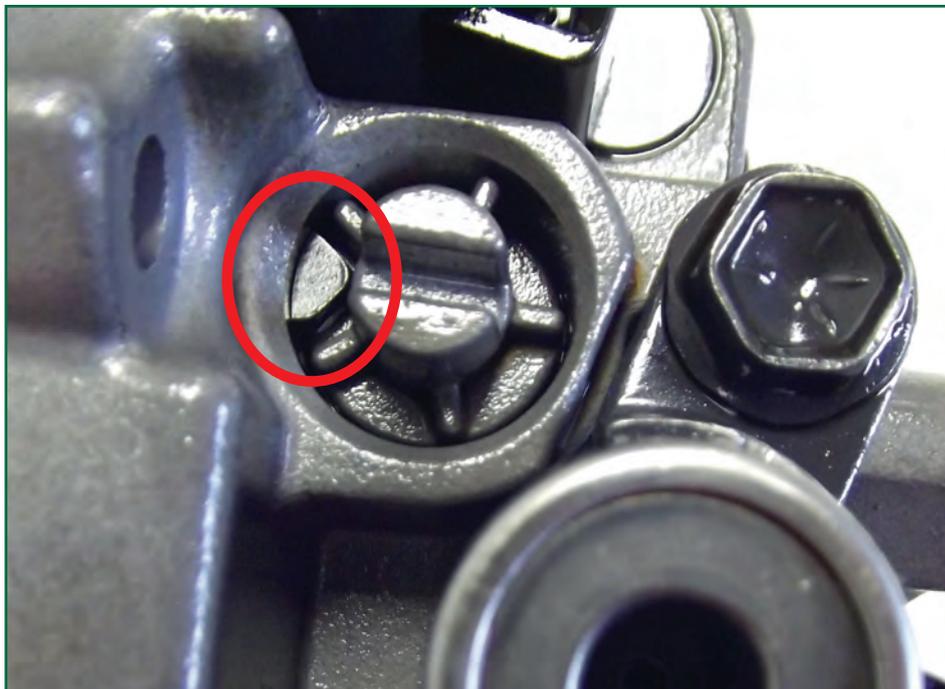


Figure 6

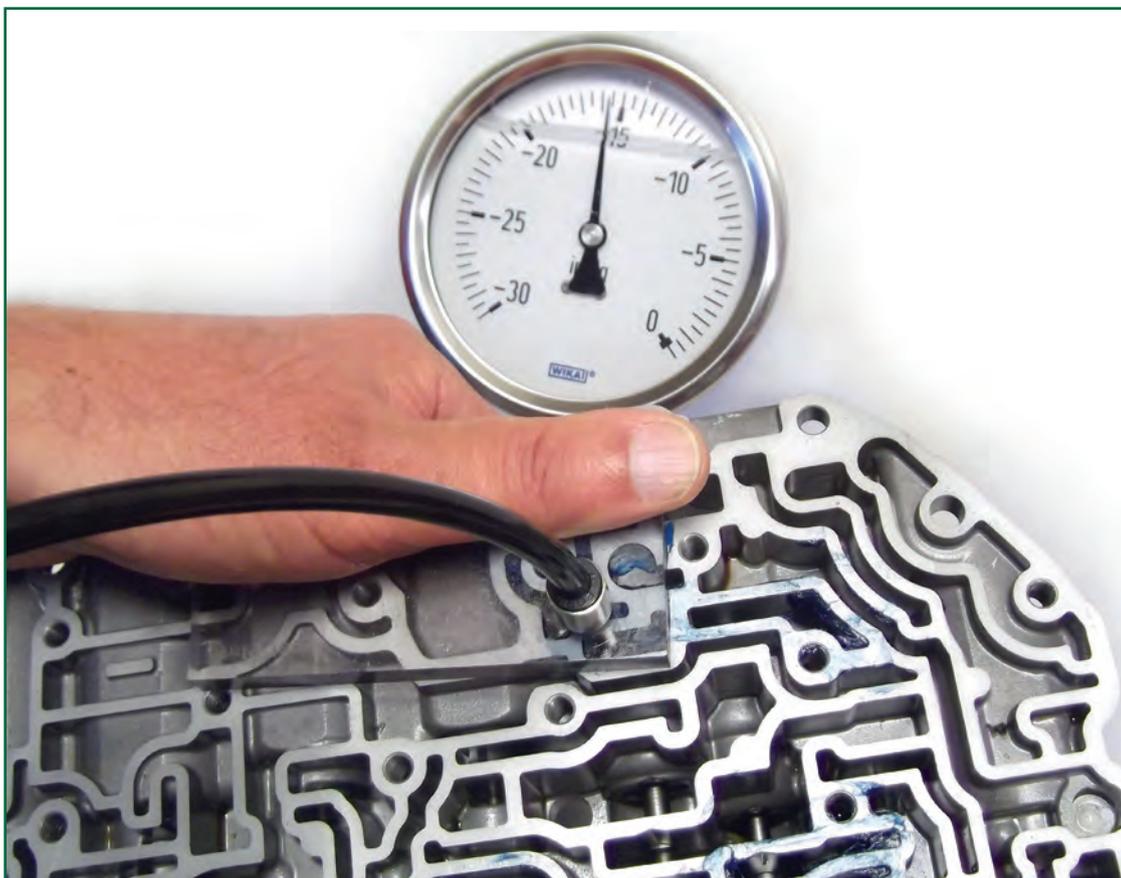


Figure 7

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Always measure the adjuster and record their original location before you adjust them, so you can put them back where they were if it doesn't correct the problem. Turning the adjuster *in* increases the spring load on the clutch control valve, which softens the clutch apply. For a flared shift, back *out* on the adjuster to firm up the shift.

Pressure Regulator Valves

Finally we need to check the main pressure regulator and secondary regulator valves. Figure 5 shows the test location for the main pressure regulator valve.

When you take out the main regular and boost valve, always mark which step the boost valve is at (figure 6). You need to reassemble it to the same step.

The inner test location is the balance part of the pressure regulator valve. The port above the boost valve lets you test the boost valve and bore. In figure 7 we're vacuum testing the balance end of pressure regulator valve. The valve appeared to be in good working order, so we just cleaned and reassembled it.

Figure 5 also shows the secondary pressure regulator valve test ports. You need to test all three locations: We began by testing the secondary pressure oil port (figure 8). It held 8.3 Hg.

The bubbles during a wet air test reveal a large leak (figure 9). Contact your aftermarket supplier for the repair.

Hard shifts are sometimes tricky to figure out with the 09G transmission. If the torque converter clutch doesn't release before the shift, it can cause a harsh shift. This is a busy transmission, with the lockup clutch coming off before each shift and replying after the shift.

This valve body needed the solenoid bushing replaced and the solenoid modulator valve repaired;

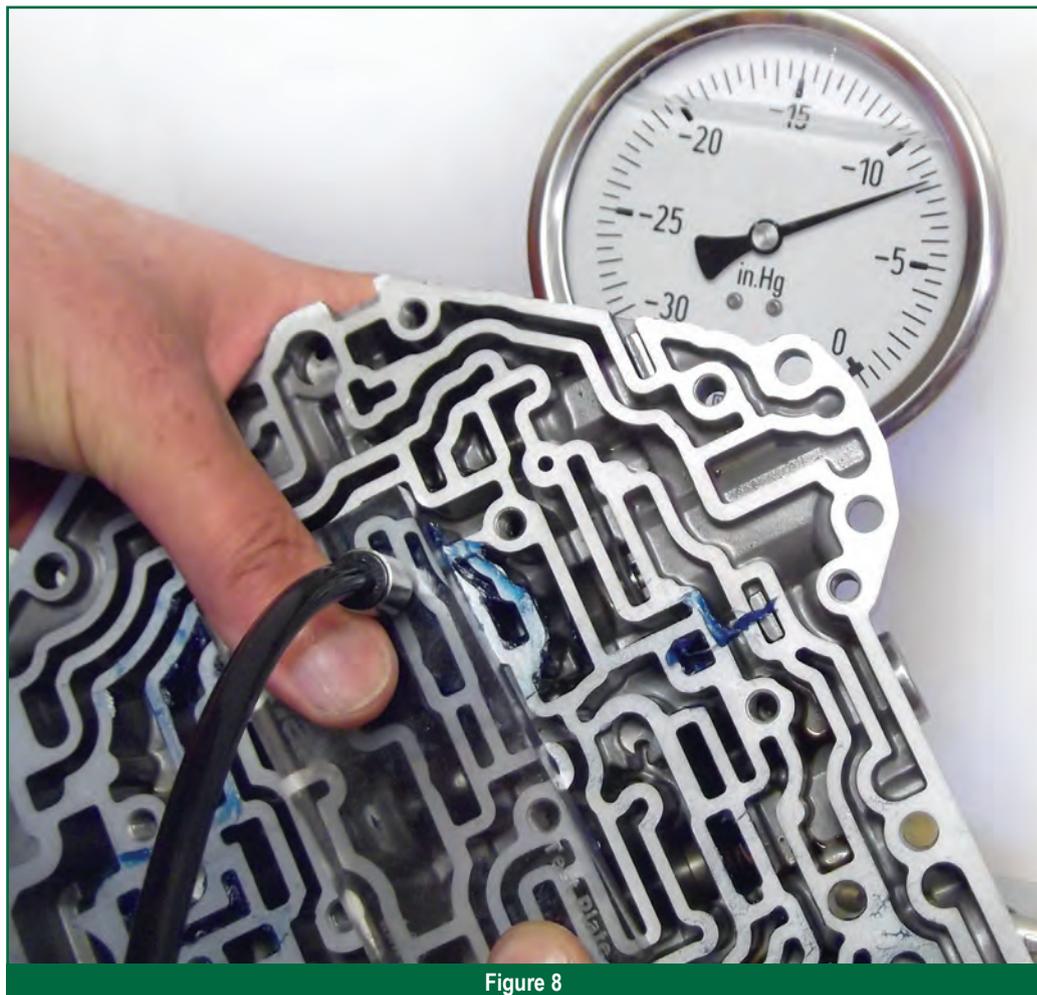


Figure 8

procedures we covered in the last issue of *GEARS*.

This time we repaired the lockup control valve and secondary pressure

regulator. Then we reset the shift adapts and the transmission shifted like new — all without buying a new valve body.

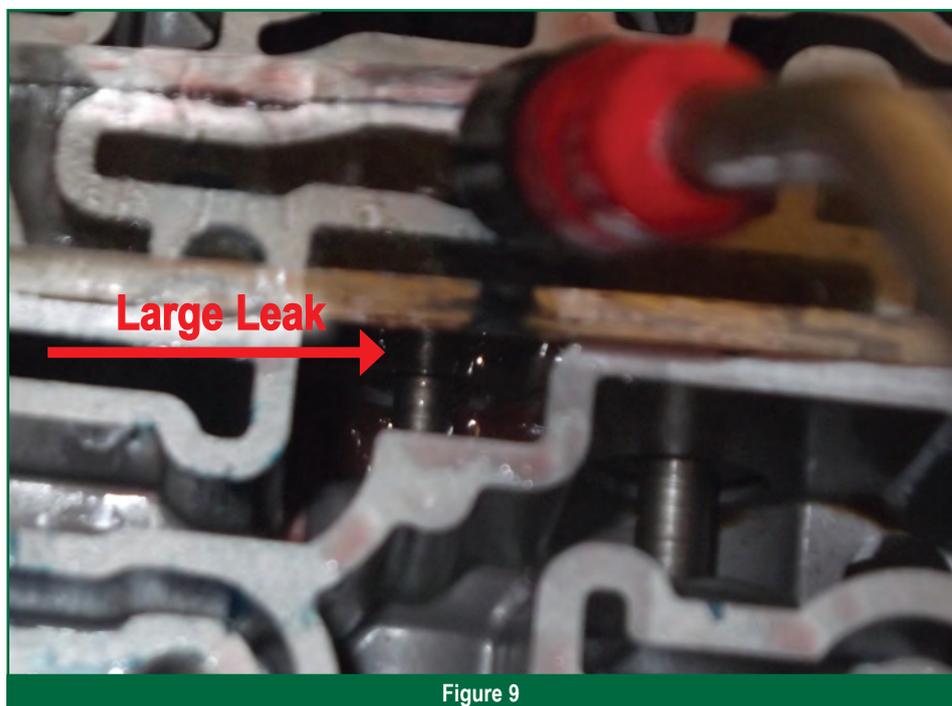


Figure 9

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HEAVY METAL!

Use ZF's Decoupling at a Standstill to Identify Worn Converter Rivets



by Rolly Alvarez
members.atra.com



A fluid check revealed no problems, and there was very little metal in the pan. But there was no doubt the noise was inside the transmission...



The car was a 2007 BMW 5-Series with a 6-speed, ZF6HP19 transmission. The problem was a rattling noise in park and neutral. Then, when you put the transmission in gear with your foot on the brake, the rattle was still there. Once you released the brake and started to take off, the noise went away... until the next time you came to a stop.

The rattle in park or neutral could easily be in the torque converter or transmission geartrain. But once you put it into gear, the geartrain comes to a stop and the converter's loaded. So, on most transmissions, the noise would go away when you put it into gear.

A fluid check revealed no problems, and there was very little metal in the pan. But there was no doubt the noise was inside the transmission, so the shop decided to pull the unit and tear it down for a visual inspection: The noise was so bad that they figured they'd certainly have to find something loose.

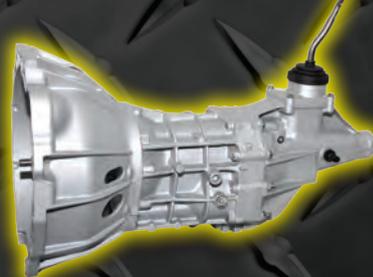


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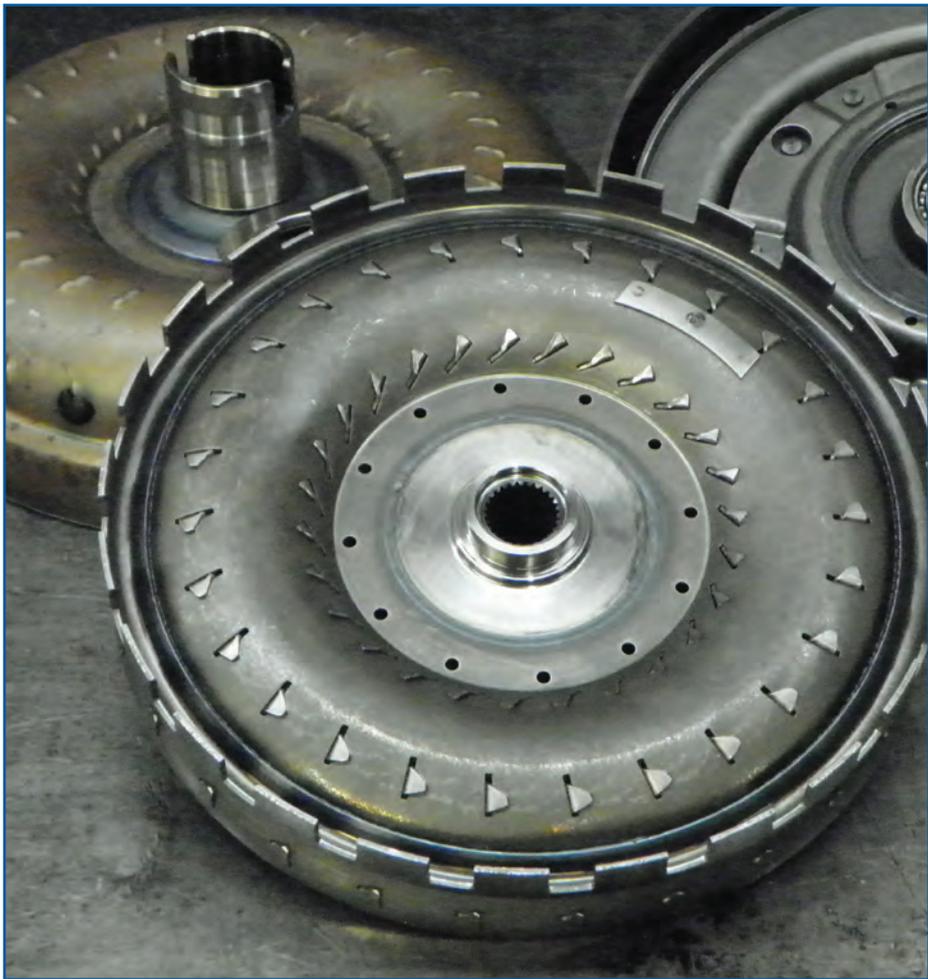
Use ZF's Decoupling at a Standstill to Identify Worn Converter Rivets

But they didn't. In fact, except for a little wear on the clutches, they couldn't find a thing wrong with the transmission. So they'd have to replace the converter, right? Except the torque converter on these ZF units carries a pretty hefty price tag... too expensive to replace on a whim. They wanted to be sure a new converter was going to correct the problem.

What made things even more confusing was why the noise would continue with the transmission in gear. Putting it into gear would load the converter, so anything rattling should quiet down.

Except this transmission has a little something extra built into its operating strategy: Called *decoupling at a standstill*, it's a feature designed to help the manufacturer improve gas mileage during normal driving. It's part of the operating strategy for all ZF6HP19 transmissions — here's how it works:

On most transmissions, putting the unit into gear applies the forward clutch. This effectively locks everything from the torque converter fins through to the input shaft, forward clutch, and input planet.



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And since the rear wheels aren't moving, basically everything inside the transmission is at a standstill... until you release the brake and give the car some gas.

The problem with this configuration is that putting the transmission in gear loads the engine. The computer has to raise the idle slightly to maintain the idle speed. This increases fuel consumption.

So BMW came up with a new strategy for controlling their transmissions. When you put the transmission in gear, but are holding the brakes on and the car isn't moving, the computer releases the A clutch — ZF's name for the forward clutch. This reduces the load on the engine and improves fuel economy.

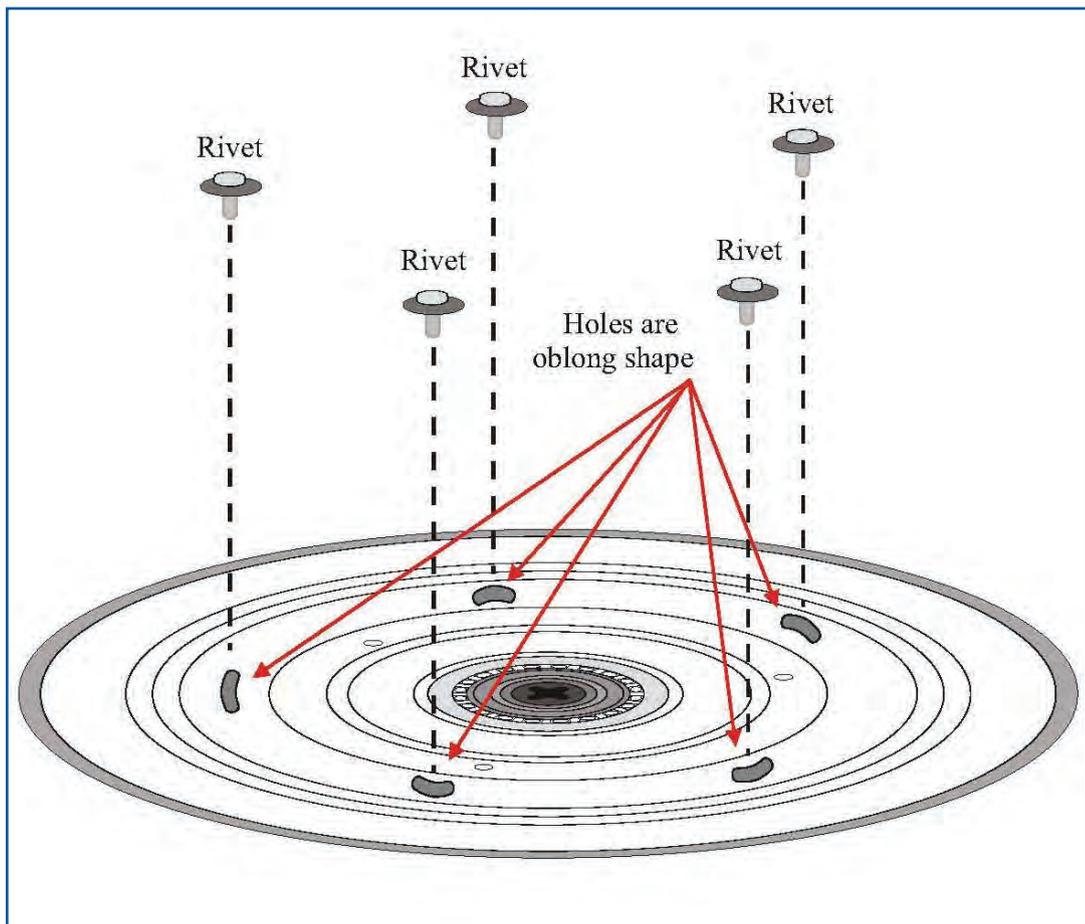
Then, when you release the brake to start driving, the computer engages the A clutch, and the transmission takes off like normal.

It only occurs when the vehicle's at a standstill, and only in forward gear when the transmission fluid temperature is between 13°C and 120°C (55°F and 250°F).

To make sure the vehicle drives off without delay or load reversal, the powerflow isn't completely interrupted; a small amount of converter torque is always transmitted. To determine the amount of decoupling at a standstill, you can calculate converter torque by comparing the difference between engine speed and transmission turbine speed.

When the computer sees the brake pedal released and the throttle has begun to open or the transmission output shaft has started rotating, it switches the decoupling function off.

This occurs regardless of any other parameters. The A clutch applies to accept powerflow from the engine before the driver accelerates; this reduces the risk of rolling backward



on a hill.

During most conditions, this strategy won't have any effect on the vehicle's operation or your diagnosis. But there are a few minor issues that can creep in and make decoupling an important consideration. Like noises:

On most transmissions, a worn bearing on the forward clutch will make noise in park and neutral; usually a whirring or whining noise. But when you put the transmission in gear, the forward clutch engages, so it stops turning. Since the forward clutch bearings aren't moving any more, they stop making noise.

A similar condition is true for the rivets in the torque converter drive plate: If they're worn and get loose, they'd normally rattle in park or neutral. But putting the transmission in gear would load the plate, so the noise would go away.

Not on these units: Since the computer system decouples the forward clutch at a stop, the forward clutch drum and input shaft turn freely. And the converter drive plate won't be loaded, because the forward clutch isn't locking the input shaft.

So, on ZF6HP19 transmissions, these noises will continue, even after you put the transmission in gear.

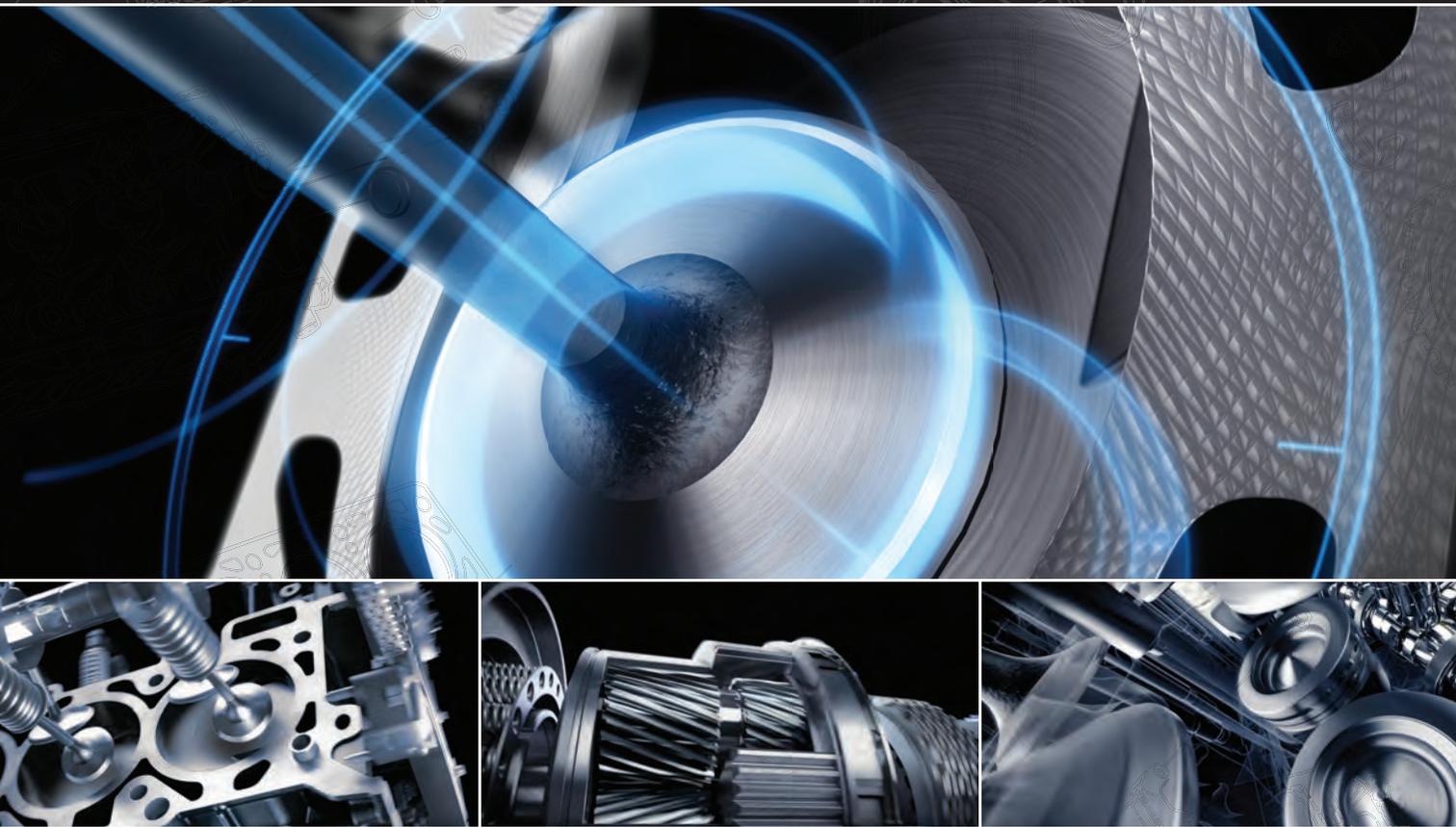
On this vehicle, the problem was a loud rattle. That pretty much left only one possibility: The rivets in the torque converter drive plate had come loose and the rivet holes wore. This allowed the drive plate to vibrate back and forth until the transmission actually engaged and put a load on the rivets, stopping the rattle.

Replacing the torque converter eliminated the rattle. This is a fairly common problem on ZF6HP19 transmissions, and one that can cause you a lot of problem diagnosing... unless you understand how the system works.

As is so often the case, the key to a successful diagnosis is a thorough understanding of the systems and how they operate. Once you know what's going on and when, you can more easily analyze the conditions taking place. From there, diagnosis becomes a matter of basic logic and reason.



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Honda Odyssey 3.5L 99-01 B7TA B7YA; Honda Accord 3.0L 98-02 B7XA; Acura 3.0 CL 96-00 B7ZA M7ZA; Acura 3.2 TL 1999 B7VA M7VA

Part # STL-HO5-388 (5 SPEED, 6 CYLINDER)

Honda Accord 3.0L 03-07 BAYA MAYA; Honda Pilot 3.5L 03-07 BVGA PVGA BVLA PVLA; Honda Odyssey 3.5L 02-06 BYBA BGRA PGRA; Acura 3.2 TL 2000 M7WA; Acura 3.2 TL 01-03 B7WA; Acura MDX 3.5L 01-02 MGHA BGHA; Acura 3.2 CL 01-03 BGFA MGFA

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Put the Money in Your Pocket: Reprogramming a Ford Computer



by Steve Garrett
members.atra.com

In our last discussion, we looked at the equipment, precautions, and procedures to follow when updating the software on a Dodge/Chrysler vehicle.

In this edition, we're going to discuss how to update the software on Ford, Lincoln, and Mercury applications. With the help of the folks at Drew Technologies, you'll see the actual screens and processes to follow to load the software into a Ford computer successfully.

Like GM and Dodge, Ford also uses the Worldwide Web to provide access to its software updates. Similar to GM, the Ford system is accessed through the aftermarket division of their company. The Motorcraft web site (www.motorcraft.com) allows you to access reprogramming information, service manuals, TSBs, and training information. As with other manufacturers' sites, you can look at the calibration information without paying, but if you want to download a calibration, you'll need to subscribe.

To access the information, simply type "www.motorcraft.com" into your search engine. Several selection results will appear on your screen. Click on the Motorcraft service information selection and the Motorcraft web site that contains the service information will appear (figure 1).

Like GM, Ford charges for programming separately from access to

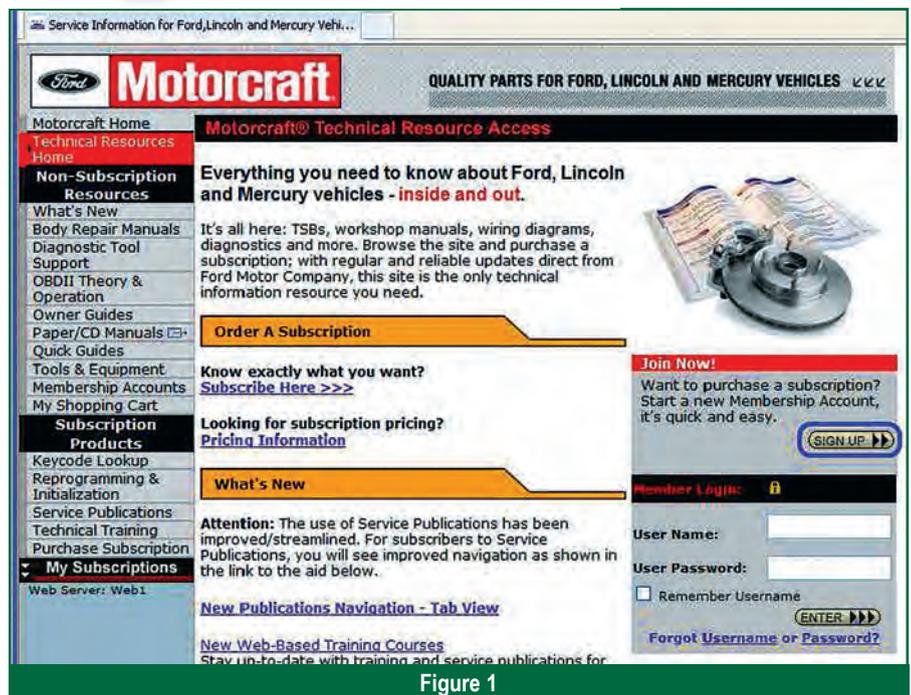


Figure 1

service publications and technical training programs. The charge for programming a Ford is based on how long you want your subscription to be active: \$32.95 for three days, \$84.95 for a month, or \$849.95 for a year.

To join, simply click the "Join Now" button on the right side of the screen (figure 1). This allows you to purchase the subscription. Enter your user name and the password you were provided into the box below the Join Now button and press "Enter" (figure 1).

Now you can choose "Reprogramming and Initialization" from the subscriptions and products area on the left side of the screen (figure 2). Another

screen will appear, informing you of the process and equipment requirements to reprogram a Ford, Lincoln, or Mercury application.

Read the information, then click the "Purchase" button and select how long you want your subscription to last. Several screens will follow, allowing you to complete the purchasing process: Follow the instructions. Once you've completed the purchase, you're ready to start reprogramming.

On the left side of the screen, select "Ford Module Reprogramming" (figure 3). A new screen will appear: click "Download Ford Module Programming" from the center of the screen. This will allow you



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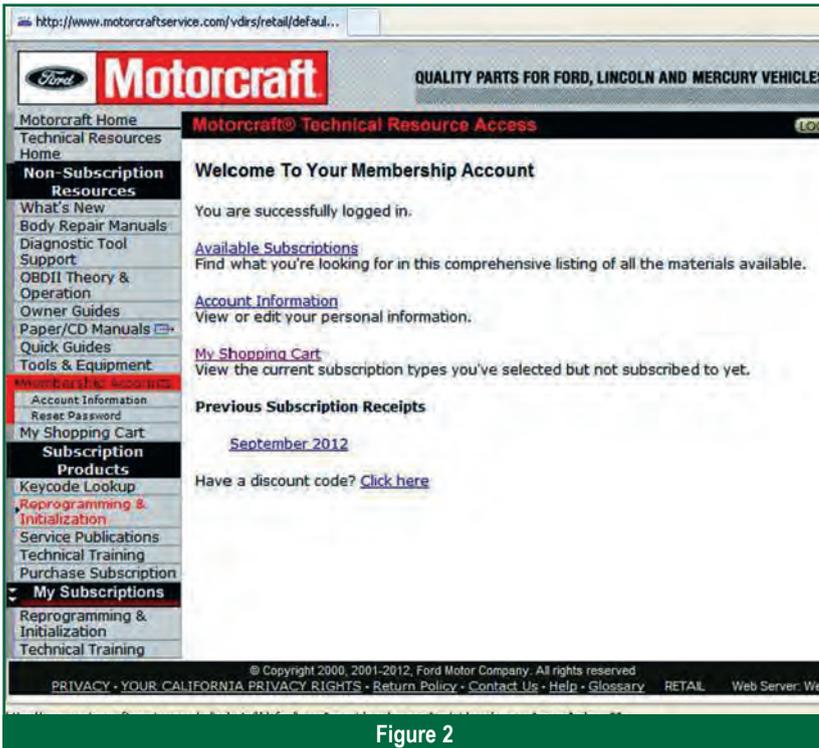


Figure 2



Figure 3

to download the reprogramming software to make your system function (figure 4).

Save the reprogramming software to your computer: Click the "Save" button and save the file to a location where you'll be able to find it easily (figure 5).

...click "Download Ford Module Programming" from the center of the screen. This will allow you to download the reprogramming software to make your system function (figure 4).

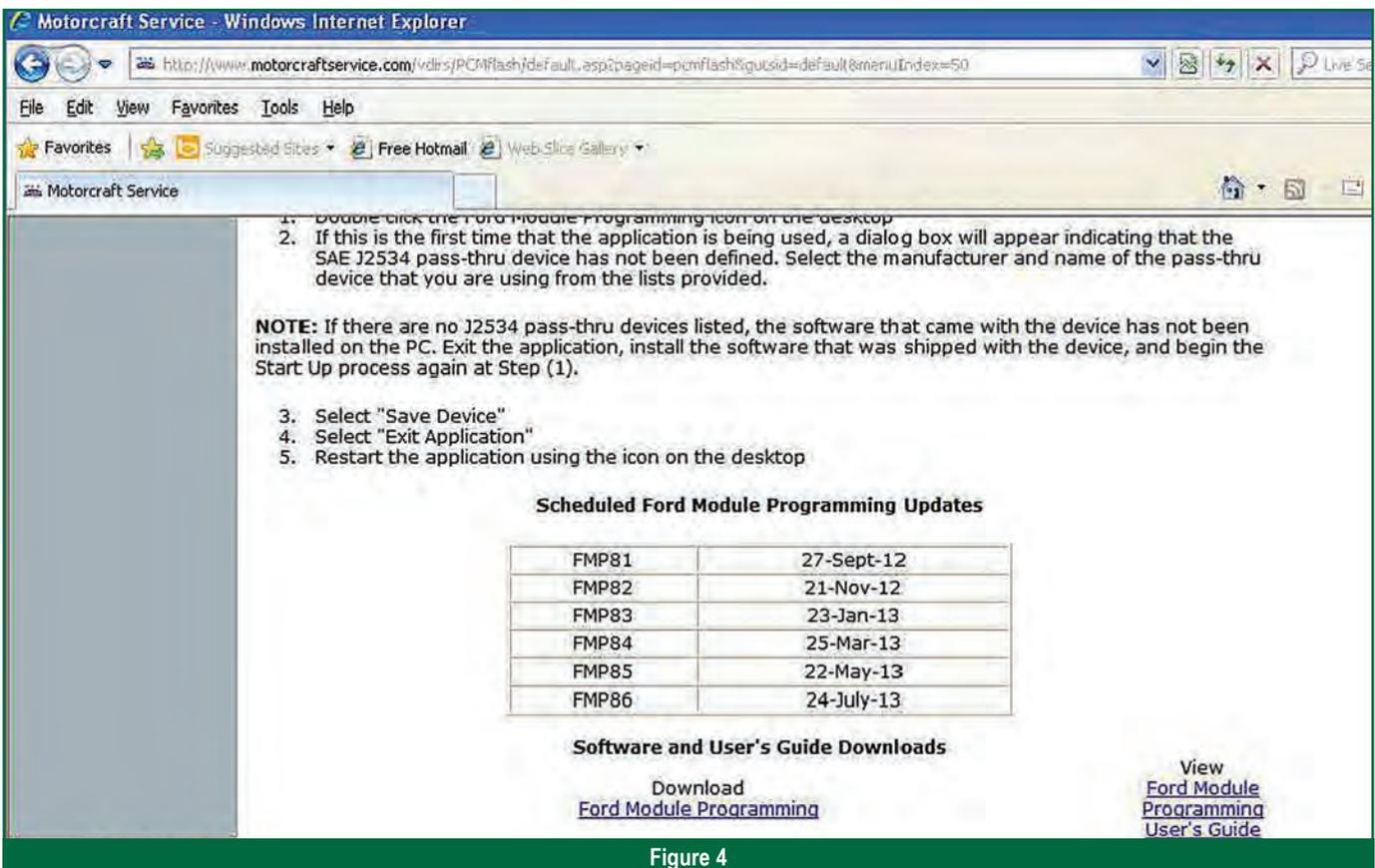
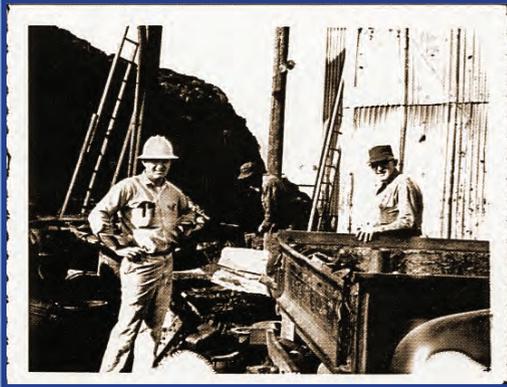


Figure 4

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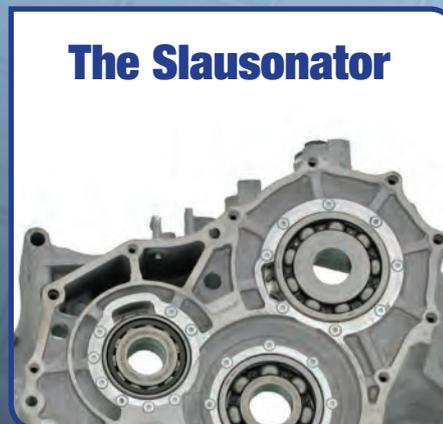
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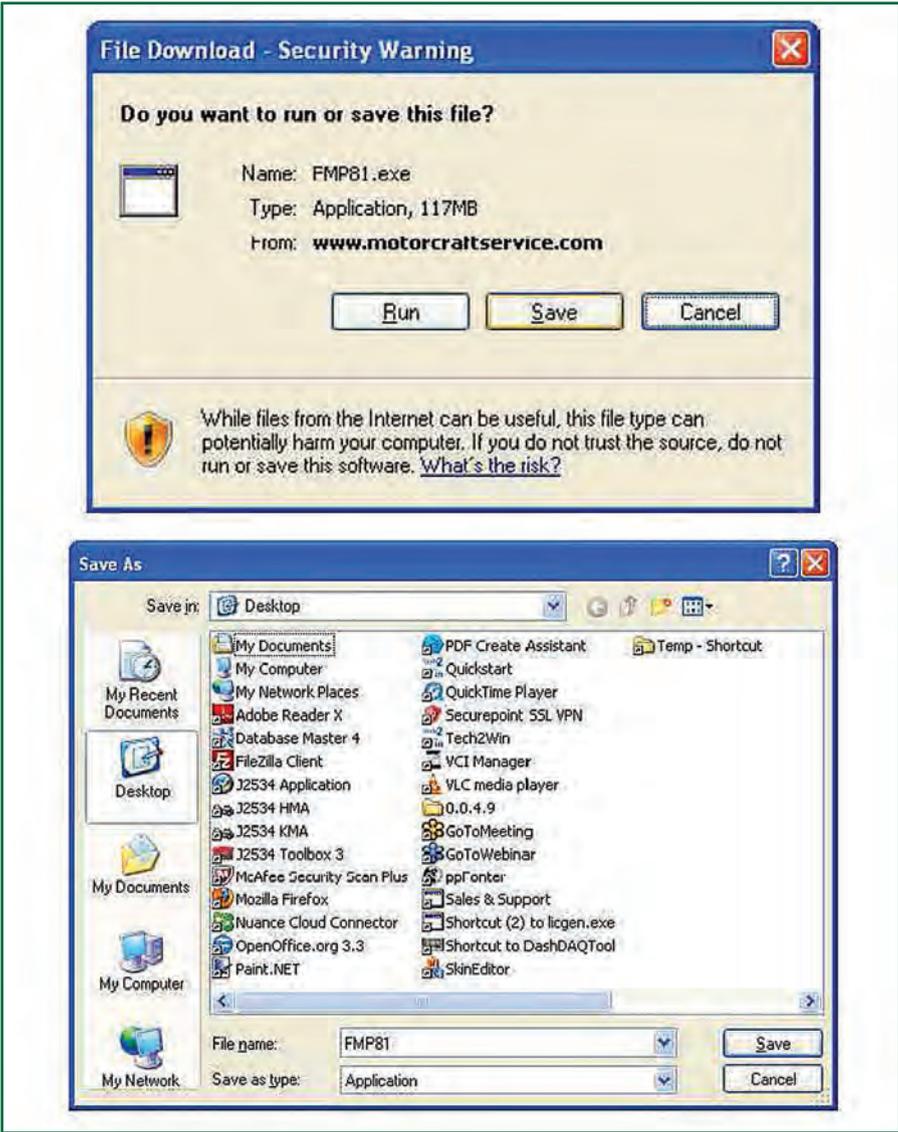


Figure 5

Double-click the “FMP 81” icon in the new window to install the software on your computer (figure 6). The program will tell you to close Internet Explorer. Complete the process by following the instructions on the screens that follow.

Once you have the software ready to install on your computer, the system will request your username. Type your username into the box and press the “Next” key. A new screen will appear, asking you where you would like the program to be installed. Click “Next” to accept the default location (figure 7).

The next screen will install the program: click the “Install” button. The system will prompt you to restart your computer by clicking the “Finish” button. A final screen will appear, informing you to close Internet Explorer; simply follow the instructions.

A prompt to restart your computer will appear. Once your computer restarts, connect your J-2534 tool to your computer and the vehicle to power your tool and complete the reprogramming process.

Once you have the software ready to install on your computer, the system will request your username.



Figure 6

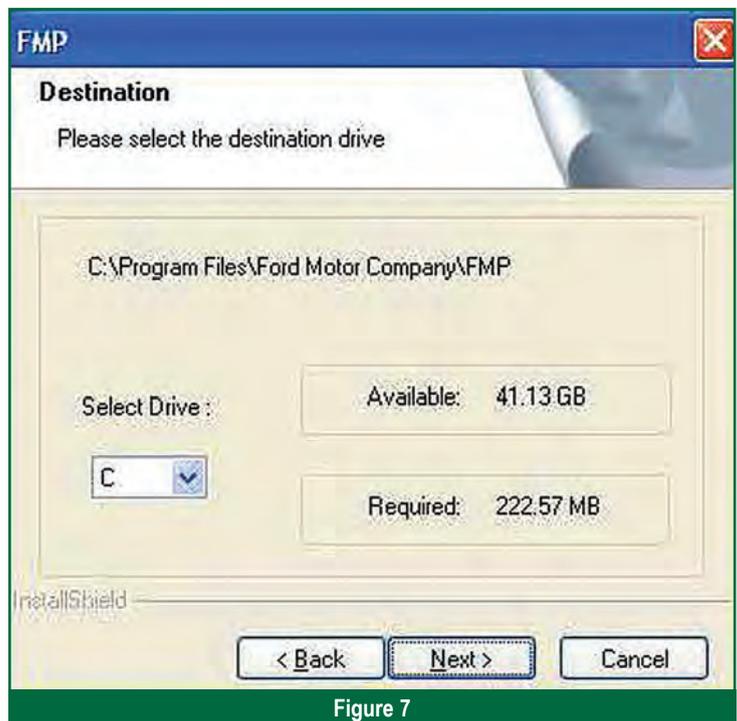


Figure 7

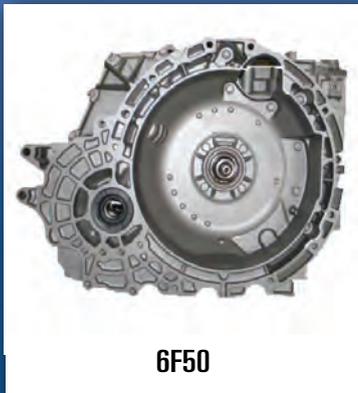


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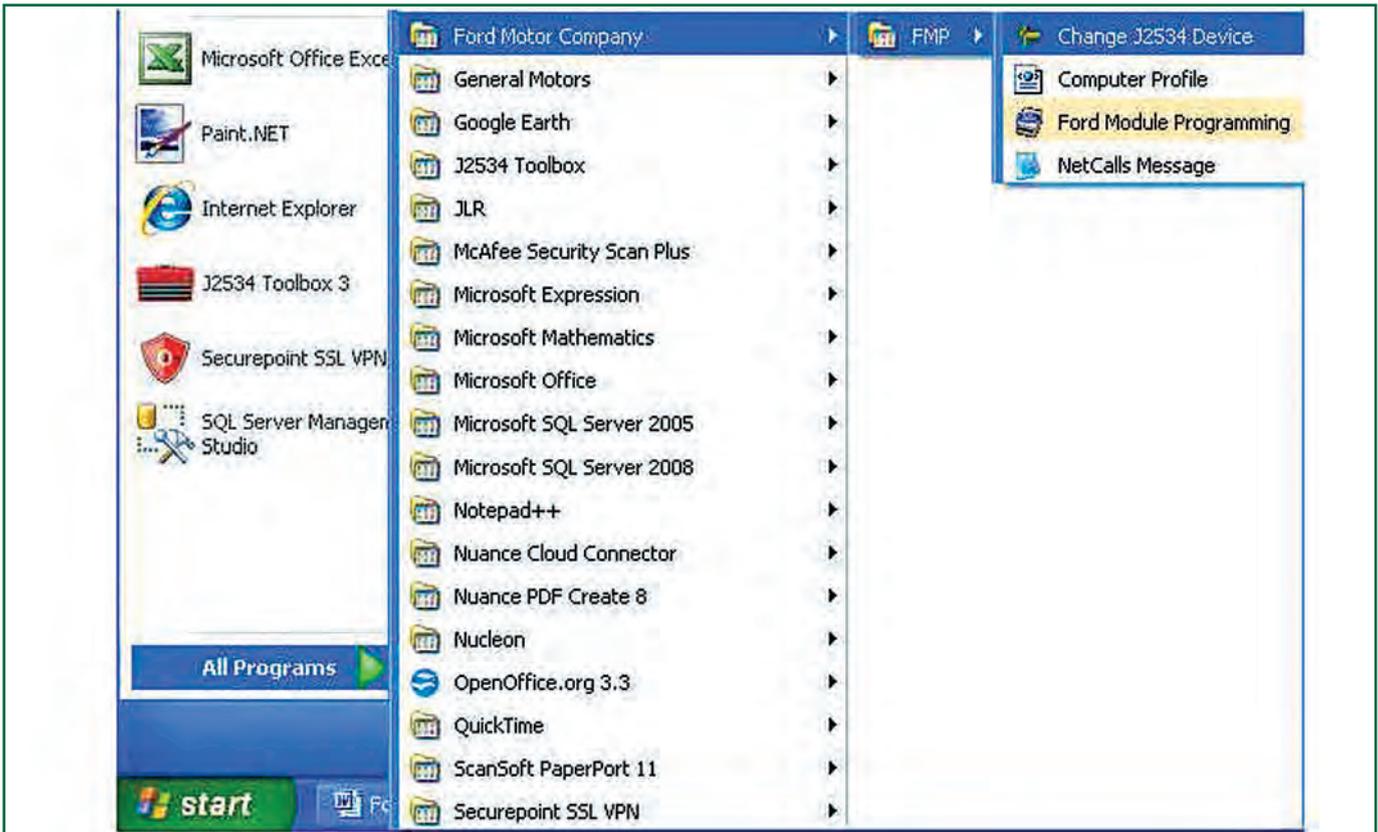


Figure 8

Select your device manufacturer in the top box, the device in the bottom box, and then click “Save Device”. The device you selected will show up next to the Pass Thru Device Currently Selected area of the display, Click “Exit Application” (figure 9).

Open the Start menu and go to “Programs> Ford Motor Company> FMP”. Open the “Change J2534 Device” application (figure 8).

Select your device manufacturer in the top box, the device in the bottom box, and then click “Save Device”. The device you selected will show up next to the Pass Thru Device Currently Selected area of the display, Click “Exit Application” (figure 9).

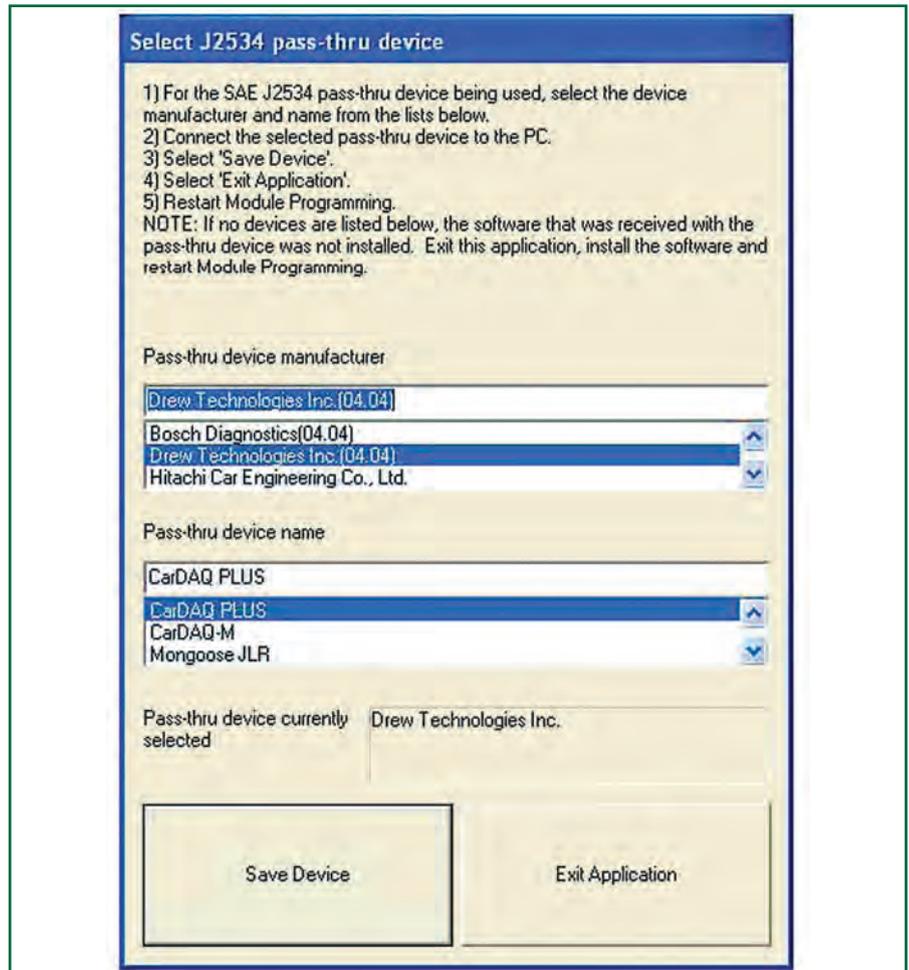


Figure 9



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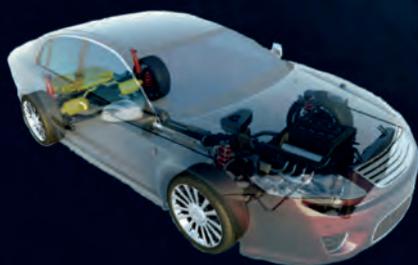


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Put the Money in Your Pocket: Reprogramming a Ford Computer

Several pages, including instructions, will now appear. Read the instructions and press the appropriate buttons to “Start a New Session”.

After several pages of instructions, you may be prompted to select

the vehicle you want to reprogram. Select the appropriate vehicle. Confirm all the information on the following page and click “Next”. The system will ask you to confirm the VIN, mileage, and repair order number. Simply follow

the instructions.

Choose the module you’d like to program (figure 10). Verify the VIN and the information on the next few screens.

The system will verify the current software in the computer you want to reprogram. This screen will ask you if you want to continue with reprogramming the selected processor; click the level of software you want to install.

Several screens will follow, indicating that you’re moving forward in the reprogramming process. You’ll be prompted to cycle the key (figure 11).

The module download process will now start. You’ll be prompted to cycle the key at different times.

The FMP application checks the loaded calibration. Click the “check mark” in the lower right hand corner.

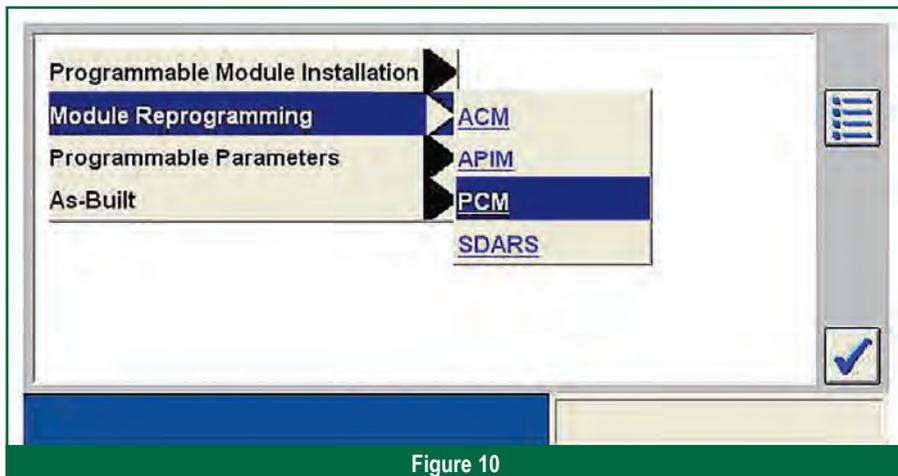


Figure 10

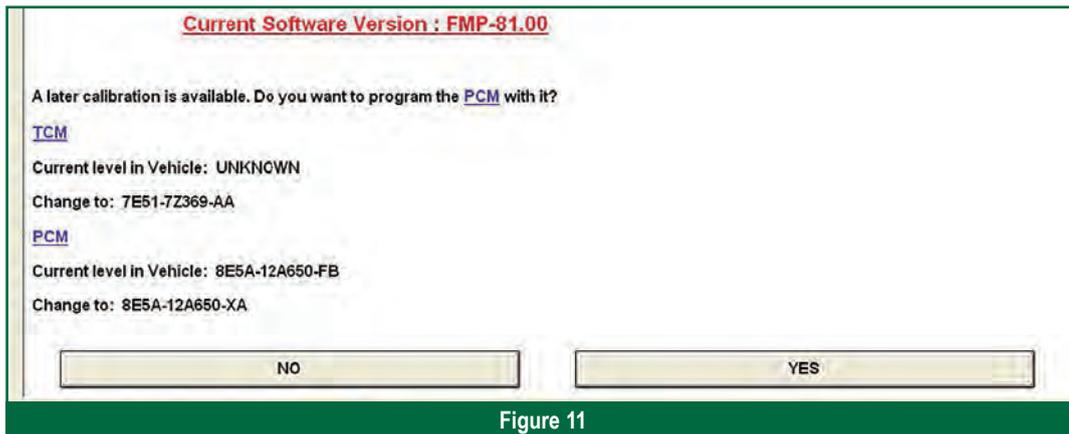


Figure 11

Read the information provided and follow the instructions. Click the “check mark” in the lower right hand corner (figure 12).

Start the vehicle as indicated on the screen. The system will clear the DTCs. That completes the reprogramming process; you should be directed to the home screen.

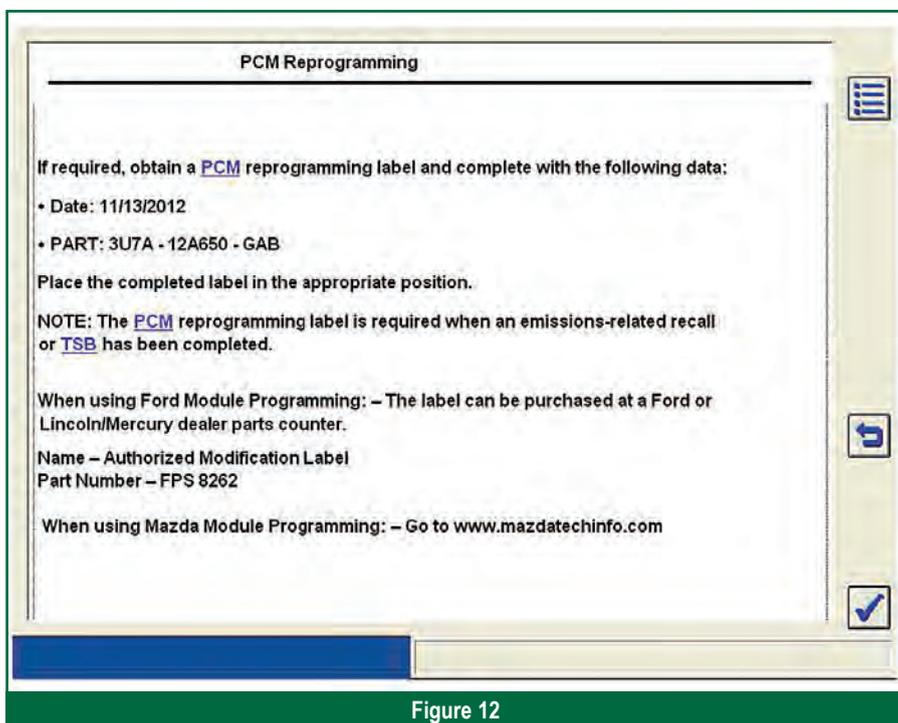


Figure 12

Many of the steps we covered in the beginning were required because this is the first time that you’re performing a recalibration. Many of those steps won’t be needed once you have the Ford J2534 software installed.

As you can see, recalibrating a Ford product isn’t that difficult. Hopefully you’ll give reprogramming a try. We’ve discussed Ford, GM, and Chrysler applications in the past three issues, and the process is really as simple as following the steps I’ve outlined.

This is one area where you can truly put some money in your pocket. Until next time, remember: “The journey of a thousand miles starts with a single step.”





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The Legal Issues of REPROGRAMMING

by Steve Bodofsky
members.atra.com

If you're a regular reader of *GEARS Magazine*, you've no doubt read one or more of the articles covering computer reprogramming. And the simple fact is, computer reprogramming a terrific way to improve your shop's bottom dollar while correcting problems that can be almost impossible to repair any other way.

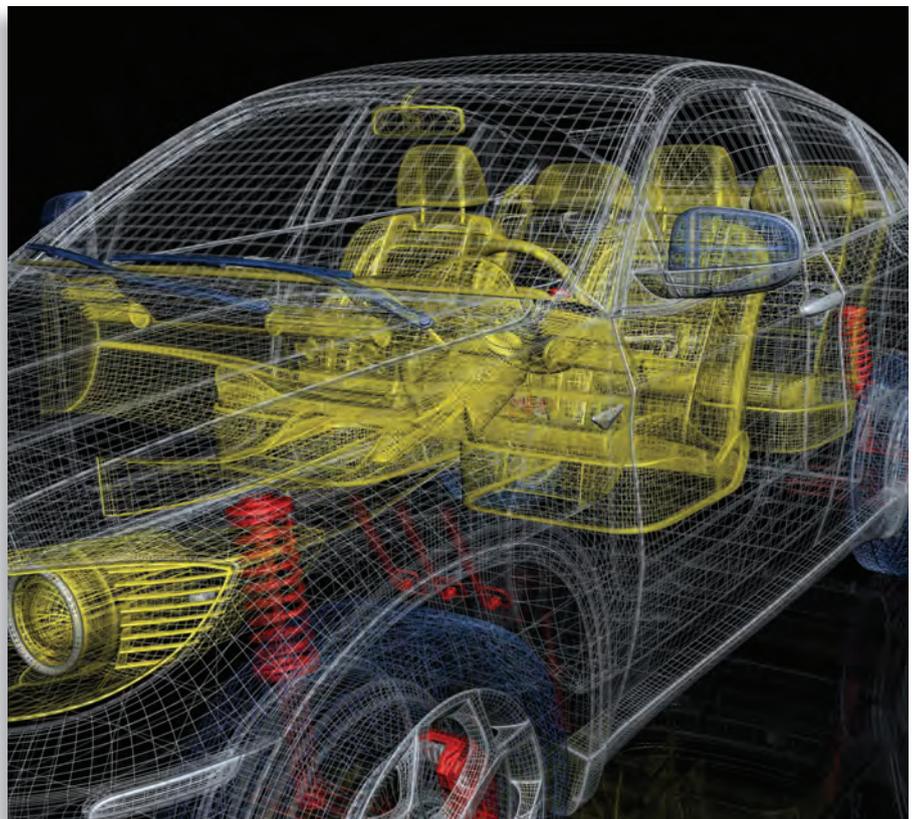
But one thing that we often take for granted with those articles is that, when we talk about reprogramming, we're discussing factory updates, not performance reprogramming. And that's an important consideration, because there's a world of difference between the two.

What kind of difference? Well, for one thing, factory reprogramming is legal; performance reprogramming, not so much. And if you get caught selling performance reprogramming to your customers, you could be liable for some serious fines.

Let's be clear: By performance reprogramming, we're talking about a company using modified coding to alter the performance of the vehicle. That's not the same as an aftermarket company that updates computer systems using factory programming. That's just a different source for purchasing factory programming, and it's completely legal.

A Fine Line

We've all seen those performance programs available through various sources. They promise to provide more power, better performance, or improved gas mileage, depending on what you're looking for. So why would anyone have a problem with that? Why is the government sticking its nose under the



hood of your car?

The fact is, today's auto manufacturers walk an incredibly fine line, balancing between performance, gas mileage, and emissions. Every car certified for use on the roads has to meet extremely tight emissions standards and ever-increasing Corporate Average Fuel Economy (CAFE) requirements. And all while maintaining a pleasing level of performance for the consumer.

And, generally speaking, a tweak in any one of those directions will affect the others... and not in a good way. Sure, you could reprogram the computer to improve performance... but at the expense of fuel economy and emissions. Or you could make changes

that'd reduce the fuel consumption... but that'd increase emissions and alter performance.

No matter how you slice it, there's very little wiggle room in the programming when it comes to this balance.

Built In Problems

Another consideration is that many of those performance programs end up building in problems; problems that could come back to haunt you.

For example, I know a fellow who had to drive about 75 miles a day to work. He wanted to improve the gas mileage on his Toyota Camry, so he replaced the computer with one "guaranteed" to get him better gas mileage.

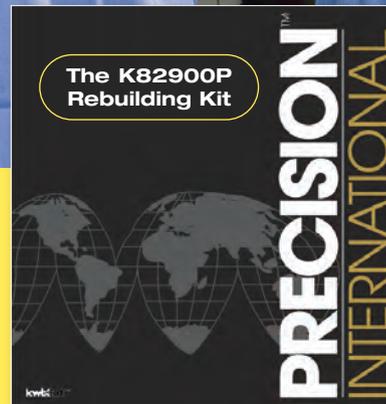
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And it did. He began averaging about 40 MPG. He picked up about 15 MPG, or nearly a 60% increase. Not bad.

Of course, every year, before he took his car for inspection, he had to switch the computer back and drive it for about a week, to allow the old computer to reset its readiness codes. Then, after inspection, he'd switch back to the altered computer.

And, while driving the car with the modified programming, the Check Engine light would often come on for no apparent reason. It might set random codes, but a check of the systems proved they were false codes. That's okay; he's a terrific technician and was able to clear the codes and reset everything... until the next time the Check Engine light came on.

But that was *his* car. Would he have recommended it for a customer? Not a chance. He knew he'd end up on the customer's speed dial because of it, not to mention the liability considerations.

There are also warranty considerations: Some of those performance programs can increase engine horsepower by 40% or more. That additional power can damage the transmission, axles, bearings, and more. So a performance program could easily send a perfectly good rebuild back to the bench, again and again. Not good for your profits... or your reputation.

Legal Issues

All of those situations would be bad enough, but there's more. Because replacing the factory programming with performance programming is illegal. The legal term is *tampering*, and if you

get caught doing it, you can be fined for each incidence on each vehicle.

Emission controls are a big deal these days. The pollutants that cars used to spew out caused all sorts of health and safety issues, including smog and acid rain, to name just a few.

Remember that balance we talked about, between performance, efficiency, and emissions? You may find this surprising, but nobody ever buys a performance program to improve emission levels. In every case of altering the vehicle calibration, emissions suffer.

So the EPA watches for aftermarket devices, additives, and programs, and they check them out. You can examine the results of their test procedures at this site: www.epa.gov/otaq/consumer/reports.htm.

Generally speaking, any device that alters the control system can be considered tampering. And tampering is a legal issue, punishable by a fine... and those fines can add up quickly.

Objections

The ad says the update was approved by the EPA? They don't do that. Generally speaking, the EPA only checks on these updates, additives, or kits to see if they need to consider legal action against the user. As far as they're concerned, the manufacturer's programming and equipment met the legal requirements for economy and emissions: There's no reason to play with them.

The customer specifically requested the change, and said he's willing to sign a paper taking full responsibility for it? Doesn't matter. You're the professional, and you're the one the EPA's

going to hold responsible.

It was there when you got to the car? Someone put it there before you fixed it? Again, doesn't matter. You were the last one there, so you're responsible. If the system's been altered or modified and you have to work on it, you need to return it to factory condition.

Fines?

What kind of fine? The first time it's \$1500 per incidence. That's not per *vehicle*; that's per *incidence*. So if the car had the programming altered, the catalytic converter removed, and the EGR disabled, that's three incidences, or \$4500 for that one car. Get caught for 10 vehicles, and that's \$45,000. Plus additional fees based on the size of your shop. The way they calculate the fines are very convoluted, but you can bet that any way they run the numbers, it'll cost you big time.

Second time? The fines go up to \$2500 per incidence. And again, that's per incidence, and can increase based on your shop's size. It can add up fast.

Sure, it's possible to alter the vehicle programming to improve performance or gas mileage. But the benefits come with an entirely new set of problems, including emissions increases and possible computer issues. And, most importantly, they could expose you to criminal action.

So when the bulletin or article suggests updating the computer programming to fix a problem, remember that we're talking about factory programming. It's the professional approach, and it's always the safest course of action.



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by Lance Wiggins
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Figure 1

Well, this time Ford's really putting the transmission industry in check. In 2013 they introduced the DPS6 to the United States: a front wheel drive, dual-clutch, 6-speed automatic transmission. At least that's what it's listed as.

But actually, the dual clutch is a standard transmission that doesn't require the driver to press a clutch pedal to shift the transmission. The transmission operates without the interruption of torque from a clutch pedal; a main disadvantage of manual transmissions.

As with conventional manual transmissions, the gear ratios are created inside the transmission by gear pairs on the input and output

shafts (Figure 1).

From the driver's seat, the shifter looks the same as any other vehicle with an automatic transmission. The gearshift appears to be just like earlier models and the vehicle drives the same.

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- R: Reverse
- N: Neutral
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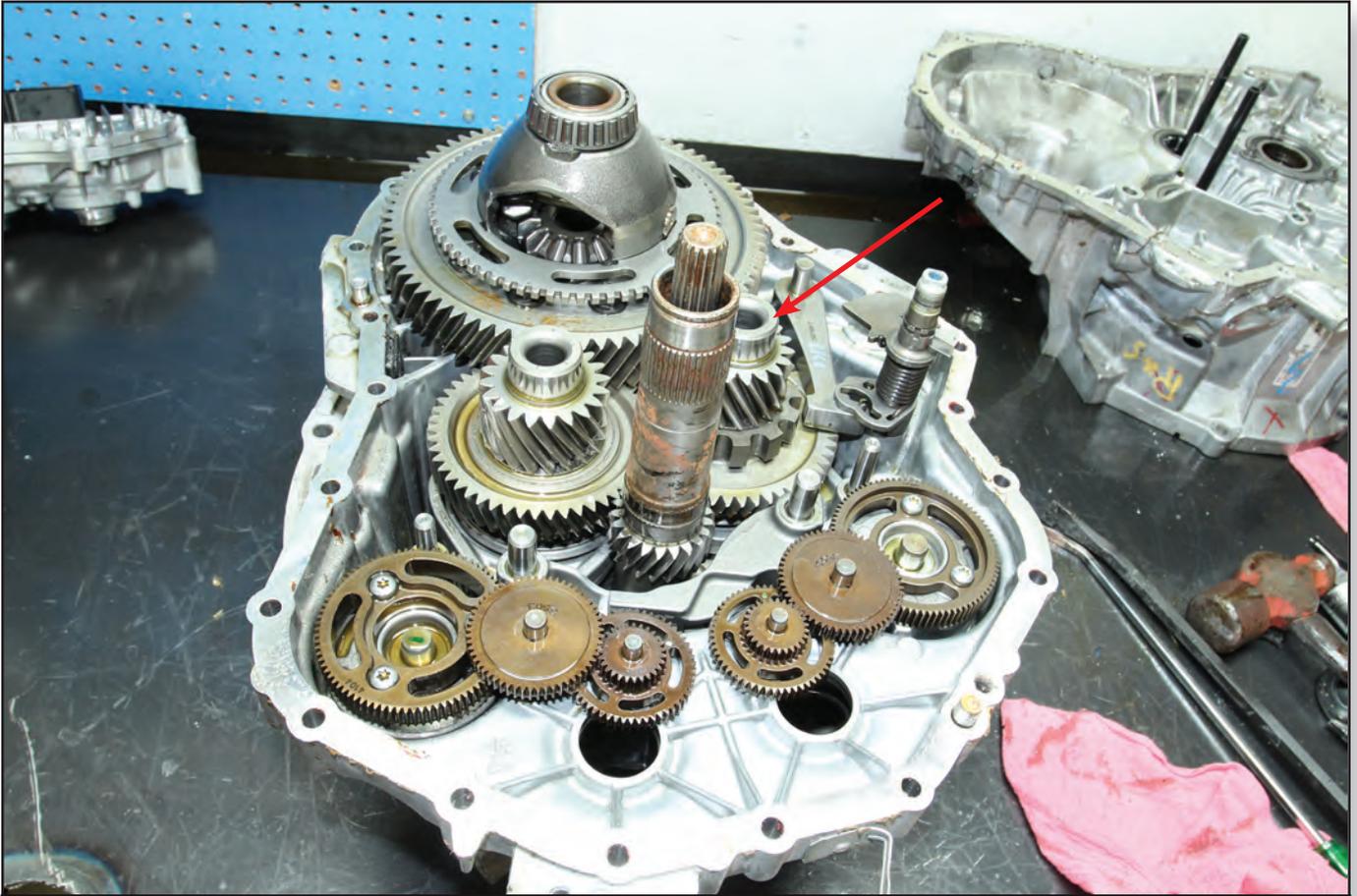


Figure 2

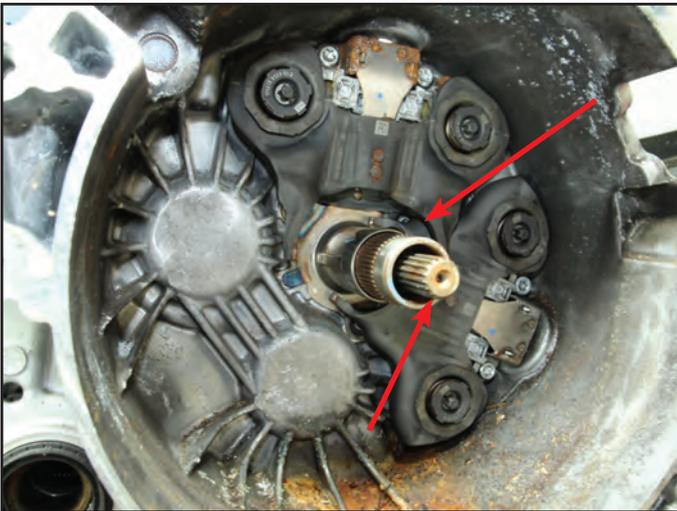


Figure 3



Figure 4

- Electromechanically actuated clutch and gearshift system suitable for use in hybrid vehicles

The DPS6 transmission has two independent geartrains (Figure 2). While driving, one geartrain is always positively connected, while, on the other geartrain, the next gear is already engaged (although the clutch for this gear is still open).

The input shaft is in two parts and forms the heart of the transmission. It consists of an outer input shaft (hollow shaft) and an inner input shaft (core shaft) (Figure 3).

The hollow input shaft drives the even-numbered gears (2nd, 4th, and 6th gears) and reverse, via an intermediate gear. The core input shaft drives the odd-numbered gears (1st, 3rd, and 5th

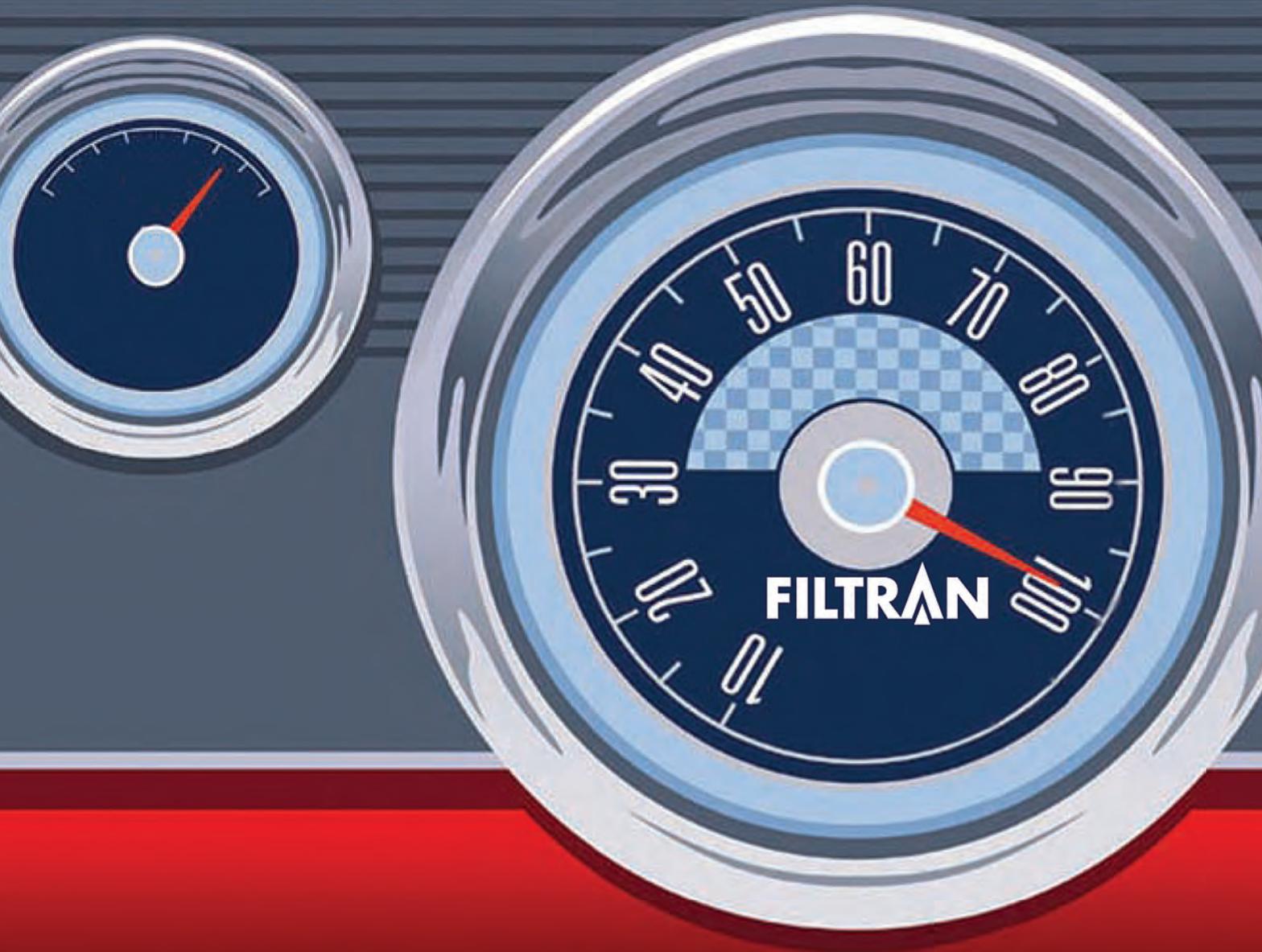
gears).

This transmission uses both single and double synchronization: Single synchronization is used on gears 1, 3, 4, 5, 6, and reverse. Double synchronization is used for 2nd gear.

The dual clutch actuator motor #1 actuates the 1st, 3rd, and 5th gear clutches via an electromechanical lever actuator (Figure 4). The dual clutch

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Figure 5

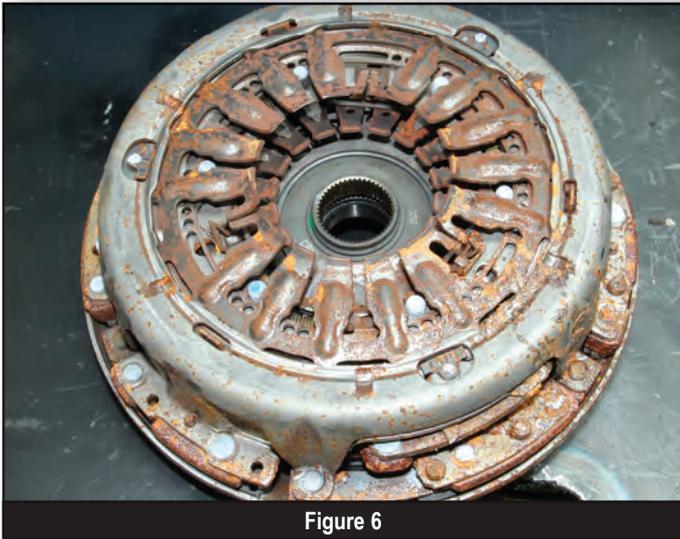


Figure 6

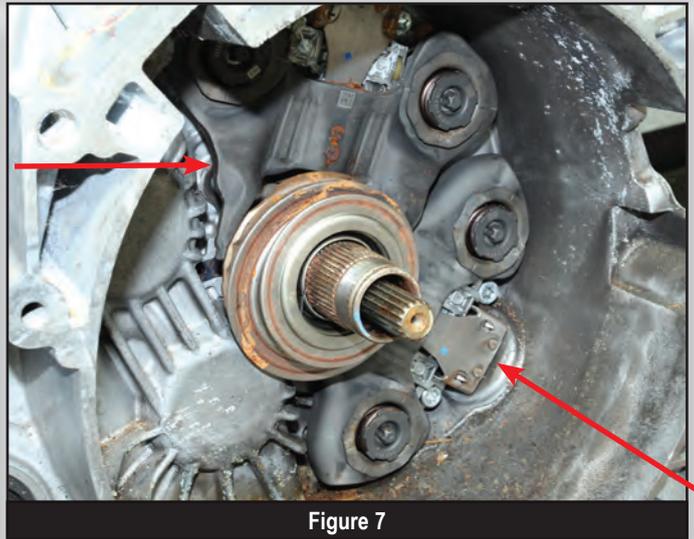


Figure 7

actuator motor #2 actuates the clutch for 2nd, 4th, and 6th gears and reverse via an electromechanical lever actuator (Figure 5).

Dual Clutch

The dual-clutch system is a dry, double clutch with independent wear adjustment systems (Figure 6). The clutches are disengaged in their rest state. The dual clutch is actuated via two electromechanical lever actuators,

operated by an engaging unit which consists of two engaging bearings and two engaging discs (Figure 7).

- Engaging disc and bearing 1 actuates the pressure plate for 1st, 3rd, and 5th gears (core input shaft).
- Engaging disc and bearing 2 actuates the pressure plate for the 2nd, 4th, and 6th gears and reverse (hollow input shaft).

Torque is transmitted through the clutch discs, with a parallel layout for

the two sub-transmissions. For safety reasons the dual clutch is designed to be released in the resting state. This type of clutch is referred to as an “active clutch.” On an active clutch, the contact pressure is zero if no force or only a small force is applied to the lever springs.

The clutches are equipped with an internal, travel-controlled wear adjustment system to keep the necessary actuator travel paths within tight limits.

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Ford's Dual Clutch Is Shifting Into the Future!

The force required to close the clutches is largely generated by a compression spring through the mechanical system of the lever actuator (Figure 8). This force acts on the outer end of the engaging lever. This has the form of a rocker (Figure 9). The rollers form the central point of contact for the engagement lever.

The brushless DC clutch actuator motors are bolted directly onto the transmission clutch housing. The DC clutch actuator motor drives the threaded bar of the ball screw using the gear teeth.

When the DC clutch actuator motor is de-energized, the clutch is released. To apply the clutch, the TCM energizes the DC clutch actuator motor.

To keep the clutch applied, the TCM applies a holding current to the DC clutch actuator motor. As soon as the TCM switches the holding current off, the lever springs slacken and the clutch releases.

The control unit and the two brushless DC shift motors for changing gears are integrated into the TCM (Figure

10 & 11). The primary function of the TCM is to collect the incoming signals from the sensors, evaluate these signals, and control the actuators accordingly. The TCM can only be replaced as a complete unit.

Depending on the position of

the accelerator pedal and the demand issued by the driver, the clutch of the previously activated gear releases, while, at the same time, the clutch of the preselected gear applies. This overlap in clutching provides only minimal loss in torque during shift.

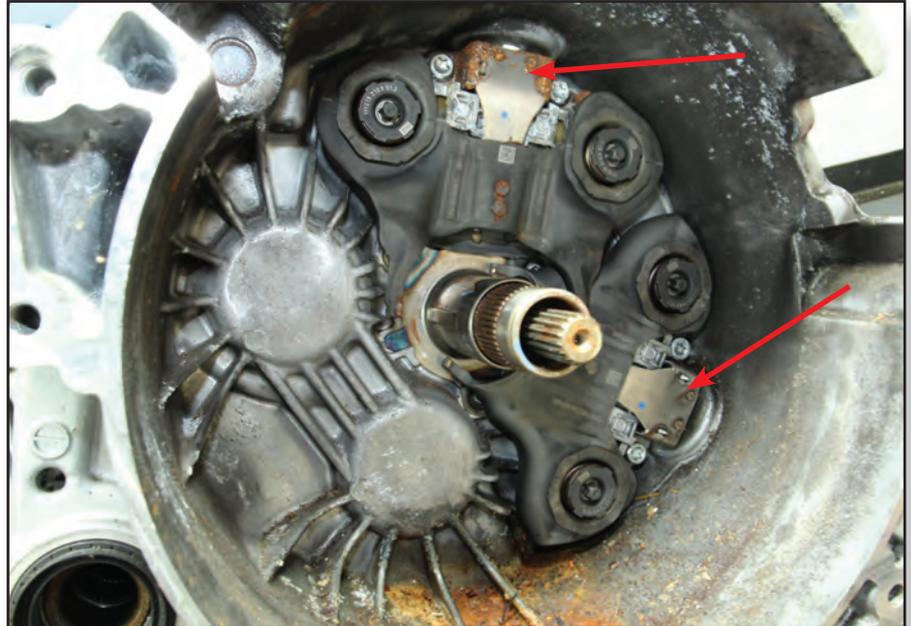
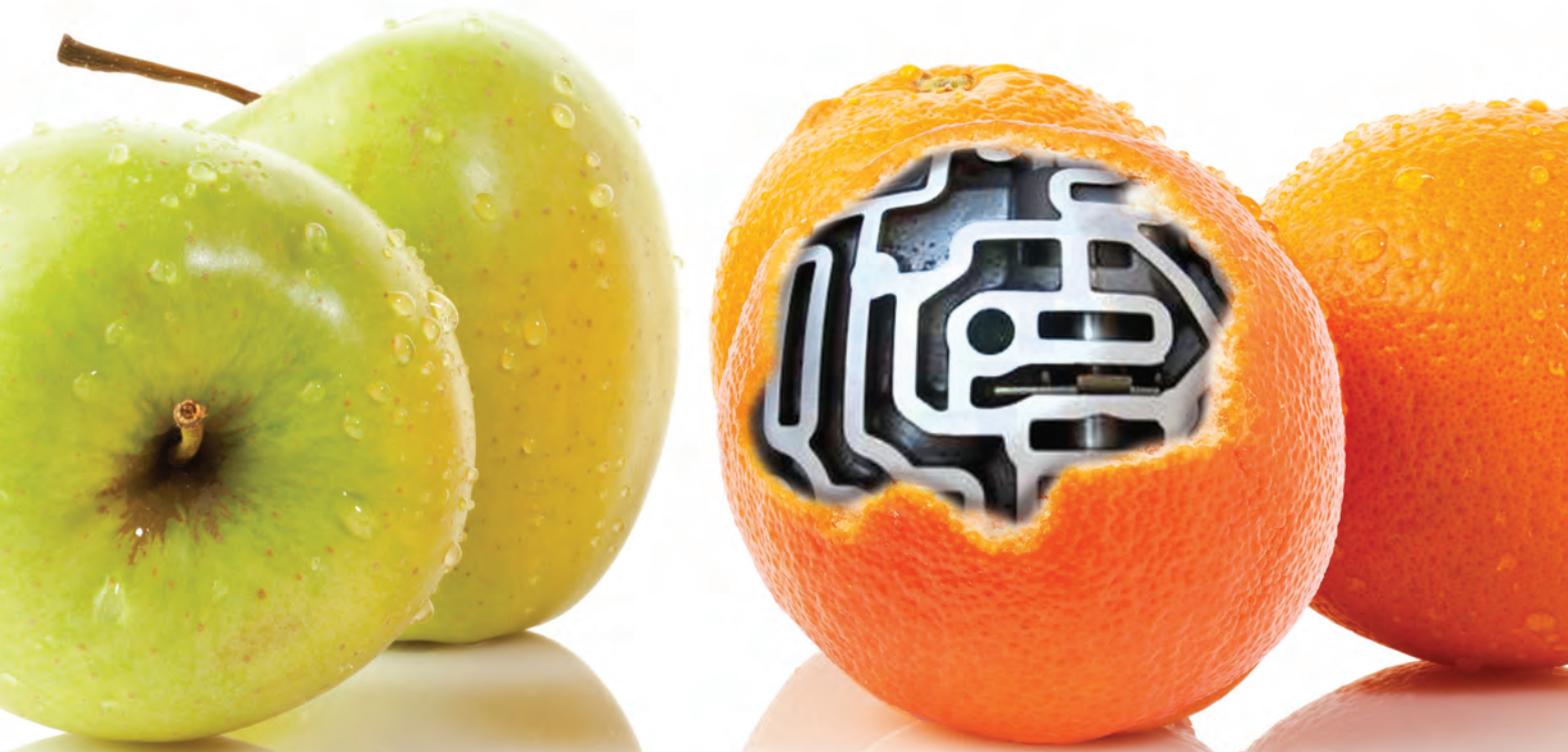


Figure 8



Figure 9



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Shift Selector Cable Adjustment

Here's how to adjust the selector cable:

1. Make sure the selector lever is in drive.
2. Unlock the lock tab on selector lever cable by pulling it up (Figure 12).
3. Check the selector shaft lever position. There are marks on the case and the lever. Adjust the lever so the marks align properly (Figure 13).
4. Lock the selector lever cable lock tab.
5. Verify that the vehicle only starts in park and neutral and the reverse lamps light in reverse.

Using the Ford approved diagnostic tool, navigate to the TCM Adaptive Learning submenu:

- PCM
- Transmission
- Speed Sensor Test
- Select the desired speed sensor.

Then follow the instructions displayed on the diagnostic tool.

NOTE: The following steps are for performing a drive cycle. To perform drive cycle, drive the vehicle on a level road surface. If a drive cycle isn't completed, the customer may complain of erratic shifts and driveability problems.

1. Apply vehicle brake pedal (do not use parking brake).
2. Shift to drive.
3. Wait 15 seconds.
4. Shift to reverse.
5. Wait two seconds.
6. Repeat steps 1-5, ten times.
7. Accelerate from a stop with light throttle to 15 MPH (24 km/h).
8. Brake gently to a complete stop (allow at least six seconds).
9. Repeat steps 7-8, five times in a parking lot or similar setting.
10. Accelerate from a stop with light throttle; perform shifts 1-2, 2-3, and 3-4, maintaining 1700-2000 RPM.
11. Accelerate to between 50 and 65 MPH (80 and 105 km/h); achieve 6th gear, keep throttle steady with engine below 3000 RPM for at least two minutes.
12. Repeat step 11 twice.
13. Test drive the vehicle.

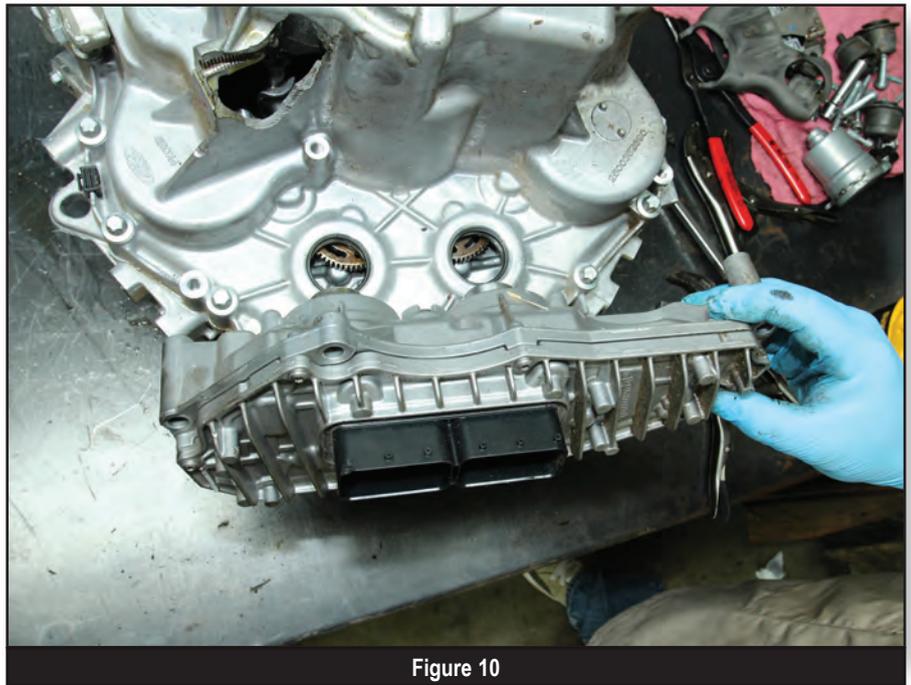


Figure 10

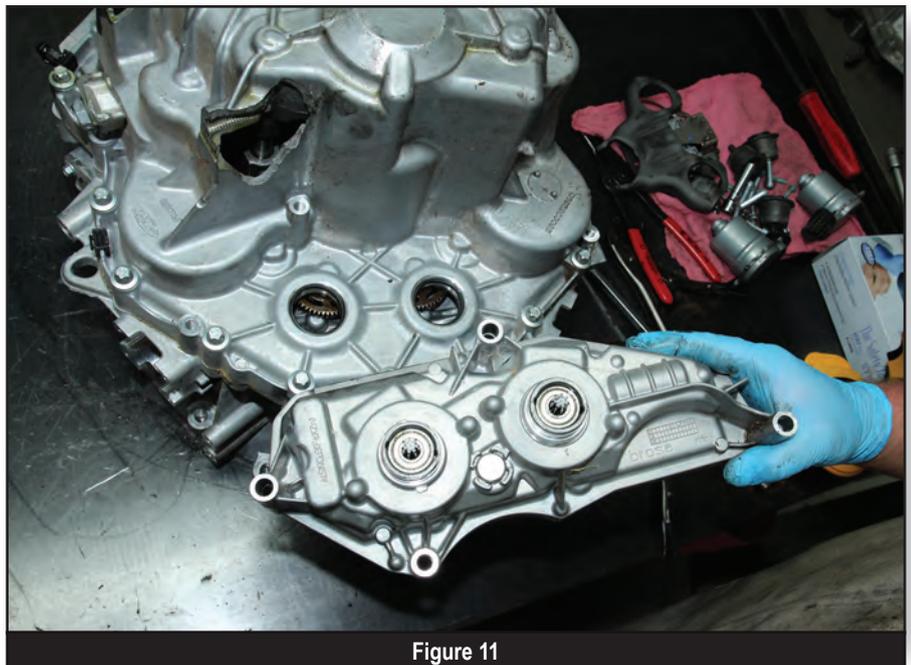


Figure 11

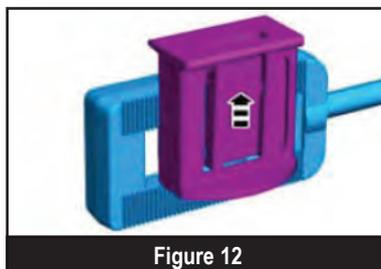


Figure 12

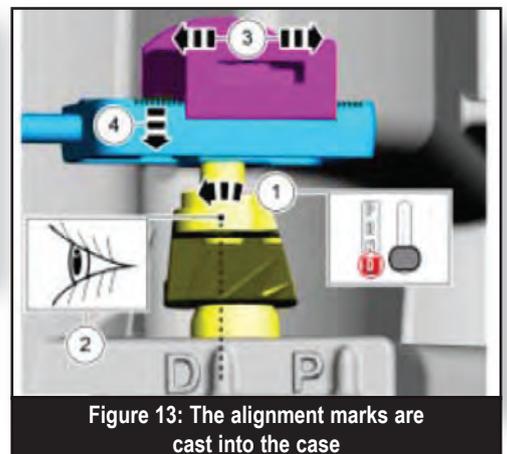


Figure 13: The alignment marks are cast into the case

Ford's DPS6 dual-clutch transmission is pretty cool. Time will tell just how durable this unit is, and how much real estate it'll take up on your bench. Until next time, keep competing and stay ahead of the game!



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Service and maintenance details are an integral part of the car's history. Consumers rely on this information to help determine a car's condition and how well previous owners cared for it. Now, thousands of shops nationwide are using service information to increase service business, improve customer service and reach new customers. Carfax has built the Carfax Service Network to help do all that. When you sign up for Carfax Service Network, you are automatically enrolled in the free Carfax Service Loyalty Program to keep customers coming back to your shop for their maintenance needs.

What is the Carfax Service Network?

The Carfax Service Network is a rapidly-expanding group of automotive service and repair shops that are committed to quality. These shops report millions of vehicle service details to Carfax every year, such as parts replacement, mechanical repairs, and preventative and routine maintenance. This valuable information is included on the Carfax Vehicle History Report for their customers' car.

Carfax Service Network members also get access to a suite of resources, including Carfax Service History Check and Carfax QuickVIN, which help build trust with customers and streamline shop operations. Finally, participating locations that regularly perform routine maintenance are automatically enrolled for free in the Carfax Service Loyalty Program.

Right now, there are more than 27,000 Carfax Service Network members throughout North America. Membership in the Carfax Service Network is free.

How does the Carfax Service Network benefit me?

Errors can be made when ordering parts. Service recommendations often vary from manufacturer to manufacturer. Competition in both the vehicle service and repair industries is fierce. Being part of the Carfax Service Network gives participating shops access to free resources to help overcome these challenges and get a leg up on the competition.

Right now, there are more than 27,000 Carfax Service Network members throughout North America. Membership in the Carfax Service Network is free.

When it comes to routine maintenance, many car owners just don't know what and how often service is needed or where to go. The Carfax Service Loyalty Program helps keep more cars in a shop's service cycle by sending timely service alerts to car owners. Participating shops are featured in a new app called myCarfax that tracks a car's service history and notifies car owners when service is due. Also, Carfax Vehicle History Reports now highlight cars with a service history that follows manufacturer recommendations for oil changes, which may help maintain vehicle values.

Carfax QuickVIN is a resource that helps reduce overhead costs and time entering a customer's vehicle information. Using a shop or dealer management system (SMS/DMS) integrated with Carfax QuickVIN, technicians simply key in the license plate to unlock the vehicle identification number (VIN) and AIAA/ACES codes.

Now they've got VIN-specific details at their fingertips when ordering parts. This vital information is proven to help eliminate errors, saving your shop time and money.

Carfax Service History Check, also included with your membership, provides access to vehicle-specific maintenance details from other Carfax Service Network members. When a new customer brings their car in, your technician or service advisor sees all the past maintenance that was performed on the car and reported to Carfax. It may be the first time your technician has touched the car, but they'll become immediately familiar with its reported service history.

Carfax Service Network puts your SMS/DMS data to work for you. The service and repair details that Carfax Service Network members report to Carfax become free advertising on the Carfax Vehicle History Report. Future owners see the shop name and contact information next to each service or repair record on the Carfax Report. So if they're in need of transmission repair or other maintenance, they'll know where to go.

How do I join the Carfax Service Network?

Membership in the Carfax Service Network is free and includes all the resources described above. Simply call Carfax at 888-655-5362 or visit www.carfaxservicenetwork.com to get your free Carfax Service Network membership. Join the 27,000 service and repair locations enjoying all the benefits that the Carfax Service Network has to offer!



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Date	Odometer Reading	Service Performed
12/09/2011	26,894	Electrical system checked
11/26/2011	26,380	Oil and filter changed Fluid levels checked Tire condition and pressure checked
11/26/2011	26,380	Oil and filter changed Fluid levels checked Tire condition and pressure checked
08/02/2011		Oil and filter changed Fluid levels checked Tire condition and pressure checked
06/30/2011	19,954	Brake rotor(s) replaced Front brake rotor(s) replaced Rear brake pads replaced Rear brake serviced/adjusted
04/13/2011		Steering suspension checked Front upper brake/wheel replaced

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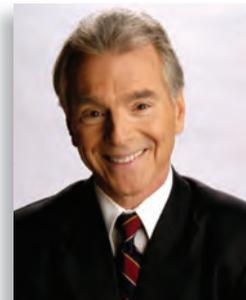
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Finding Good People



by Jim Cathcart

Ever hear this one: “You just can’t find good people anymore”? The first time I recall hearing that was back in the ’70s.

It wasn’t true then and it isn’t true today. What *is* true is this: There are more good people than bad people, and if you’re not finding them, then you’re looking in the wrong places.

Or maybe you’re looking at people in the wrong way. You may be able to find some good people among the folks who are already on your team. You might be surrounded with good people and not yet realize it.

What’s the difference between good people and the rest? I’m talking about the kind of people you want

working for you and serving your customers. Let’s see if we can define a few traits.

Traits of Good People:

- They’re trustworthy, pleasant toward others, and hardworking. (Sounds like the Boy Scouts doesn’t it?)
- They feel obligated to do good work and be worth their pay.
- They tell you the truth... always.
- They’re self-motivated to do what’s needed, when it’s needed.
- They continually seek to improve themselves and their work.
- They bounce back quickly from upset or disappointment.

We could go on, but I think the above traits are the ‘killer apps’ that trump all the other traits. What do you think?

What are the traits of not-good people? The opposite of the above traits, right? In other words, they’re people who:

- are difficult to deal with.
- seek to blame others for problems.
- have to be continually motivated to work.
- tell you what you want to hear instead of the truth.
- wait for you to educate them.
- avoid extra effort.
- harbor a grudge for a long time.

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In fact, they're exactly the people you *don't* want on your team. So what's the problem here? How come we often end up with these problem employees on our team?

To be frank, the problem is usually you and me. It's how we hire and manage a person that, to a large extent, determines what kind of worker they become.

Take for example Disneyland, the employer. When they recruit new employees, they make it very clear that Disneyland is "The Happiest Place on Earth." Sour people need not apply. Negative thinkers are eliminated in the first contact; so are pessimists.

They've also repositioned the entire Human Resources department. At Disney it's called Central Casting. The workforce doesn't consist of employees; they're 'Cast Members.' It becomes evident from the start that they're putting on a show to entertain the guests. And, yes, this includes the maintenance and engineering staff.

Your shop may not be "The Happiest Place," but it certainly should be a pleasant one. You see, if you want to hire good people, you have to attract them. They must see a reason for working with you, other than pay. You must be worthy of good people if you want

them to join you. So what kind of atmosphere do you maintain?

Do you personally take charge of lifting people up, or do you just work

and a T-shirt, accept phone calls during the interview, and show more interest in what you'll do for them than in what they can do for you.

It's easy to screen out those folks, but the applicants you attract are a symptom of where and how you're recruiting. Classified ads and Craig's List postings generally don't bring you the best people.

I suggest using referrals as your number one source for new people. Cultivate a network of friends in other businesses who will readily recommend their friends to you. And become an 'eligible receiver.' Be the kind of boss or coworker that people are proud to work with.

My big question to you today is: How many 'good' people already work with you, only you haven't yet discovered them?

Start noticing what your coworkers and employees are doing right. Be the first person to point out the value of what they do, and be the most likely to compliment them on a job well done.

What you'll find is that they start valuing you even more. Funny how that works: The more you value others and tell them about it, the more important you'll seem to them as well.



with them at the level you find them? Do you seek to find things to compliment and ways to encourage them, or do you just correct them when they mess up? People need to feel that their work matters, their employer cares, and their future will be better than their past. That's your job and mine as leaders. We set the tone that determines the tune they sing.

It seems to be pretty common today for new applicants to be unimpressive. They sometimes show up in sandals



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Double Jeopardy



by Thom Tschetter

Up *Your Business* is an exclusive *GEARS Magazine* feature. In upcoming issues I'll share details about real customer disputes that I've helped settle through mediation and arbitration. Due to confidentiality constraints, the names of the parties won't be mentioned and some of the stories may be slightly modified.

The Details

The basic facts regarding this case weren't in dispute. Both parties agreed that the following details were accurate:

1. The customer had her pickup towed into the shop. It was a 5-speed with a clutch problem.
2. She explained that the clutch had been acting up for a short time. It had become difficult to shift into gear, when suddenly the clutch wouldn't work at all and she couldn't get the transmission into gear.
3. The shop performed a quick visual examination confirmed there were actually broken clutch pieces and oil in the bellhousing area. Based on this evidence, they advised the customer that the truck needed a clutch job.
4. They quoted parts and labor for the clutch, pressure plate, throwout bearing, and pilot bearing, and for resurfacing the flywheel.
5. Because they couldn't actually road test the truck, and there was some oil in the bellhousing, the shop also advised her that there may be other items that would be needed. These items could include the clutch fork assembly or slave and master clutch cylinders, rear engine seal, and front transmission seal. They told her how much extra the parts and labor would be for each of these items if they were needed.
6. They also told her that they wouldn't know if the transmission was okay until they could actually drive the truck, but they would check for any obvious damage while the transmission was out.
7. The customer approved the job including all the extra items, stating that she would "rather make sure it was all done right and at one time," just to be safe.
8. The job went perfectly: All parts were available and delivered by noon, the job was completed by the end of the day, and the transmission was still working okay.
9. The warranty statement on the repair order said, "All parts and labor listed on this repair order are covered for 12 months or 12,000 miles, whichever comes first. Please return for a complimentary recheck within 2 weeks."
10. She returned a couple weeks later as the shop had requested. At that time she mentioned that, occasionally, the transmission seemed to shift a little "stiffly" and it would sometimes "crunch" a little going into gear. The shop felt the clutch was working normally and explained that sometimes people are more sensitive to noises and conditions after a repair. They will often feel things that seem different even though they were always there; they just never noticed or paid much attention to them before.
11. About three months later the customer returned with serious issues. The transmission was whining, grinding on shifts into first and second, and even occasionally popping out of gear.
12. The shop explained that these symptoms were unrelated to the clutch job, and that the problem was from internal transmission damage. It most likely needed new synchronizers and bearings (at the very least), and it could need even more.
13. They said that if there were any clutch damage they'd cover it, but quoted a price for parts and labor to rebuild the transmission with a basic rebuild kit, including bearings, seals, and synchronizer rings. They also provided a list with prices for other parts that might be needed, such as shift forks, synchronizer assemblies, sliders, etc. As a safety net, they even gave her a price for an exchange rebuilt unit.
14. She said she would have to think about it and left with the truck and the written estimates.
15. A few weeks later the shop was served with a small claims lawsuit, requesting a full refund on the clutch job and the amount she paid another shop for rebuilding the transmission.
16. The shop contacted the Better Business Bureau to ask for their help in resolving the matter. The BBB representative contacted the customer, and ultimately the customer and shop agreed to have the case arbitrated rather than going to small claims court.

Additional Details Presented at Hearing

At the hearing, the parties stipulated that all the above details were accurate. Below are the details that were added during hearing testimony:

1. The customer presented a notarized "Statement of Opinion" from the shop that rebuilt the transmission. In it, they stated that the transmission was most likely already damaged at the time of the original clutch



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Double Jeopardy

failure. In their opinion, the transmission should have been repaired when the clutch job was done, or, at the very least, when she reported the shifting issues two weeks later. They also stated that the damage would likely have been less significant had the needed repairs been done at that time.

2. The original shop countered that they felt as though they were being punished for not “piling on extra parts and labor” to an already expensive repair job. They also said they had intended to apply part of the price for the original clutch job toward the subsequent transmission rebuild, but the customer left and never returned to have them do the rebuild. They couldn’t believe they were being sued for *not* selling work when most shops get in trouble for *overselling* work. They referred to the dilemma as “Double Jeopardy.”
3. The customer stated that, from the beginning, she never objected to the price; she only wanted it done right, as evidenced by the fact that she approved all the extra items on the original list. She felt that the shop had failed to do a complete diagnosis and repair, which now had cost her more time and money than if they had done it all in the first place.

Three Questions

Here are three questions for you to consider before I reveal the results of this case.

1. Was there any way the original shop could have anticipated this situation?
2. Do you feel the original shop did anything wrong?
3. What do you think the shop should have done once the major problem presented itself?

My Thoughts

The original shop’s biggest customer service blunders came after the clutch job was completed. They had two great opportunities to take preemptive steps that could have possibly avoided the lawsuit.

- When the customer returned for the two-week recheck, they could have invested a little more time to experience the symptoms rather than

just dismissing them as normal or being part of the customer’s imagination. If they did a thorough check, they should have included this in their testimony — explaining the steps they took to confirm the transmission was in good working condition.

- When she returned with obvious serious problems, they should have been more proactive in trying to work out a fair and reasonable solution. They should have accepted some of the responsibility for the resulting situation, even if they didn’t feel at fault.

- After the fact, they said they had intended to apply part of the clutch job toward the rebuild, but that was too late. It appeared that the original shop was trying to avoid its responsibility and was possibly trying to get an additional, full-price repair job.

- The original shop could also have done a better job of protecting itself by including a more complete warranty statement and a disclaimer regarding the transmission on the repair order.

The Ruling

This case was truly an example of just how unpredictable (or “arbitrary”) the decisions of arbitrators and the results of arbitration hearings can be. But it also serves to explain why this is the case.

Based on the above criteria, the ruling was in favor of the customer, but the award wasn’t for the full amount she was seeking:

- The original clutch job was never brought into question, so there was no award or refund related to that repair.

- The subsequent transmission rebuild was the biggest question. Was the original shop negligent at any point or in any way? I agreed that they were acting in the customer’s best interest by not “piling on extra parts and labor” at the time of the original clutch job. But my ruling was that they were negligent and incurred partial legal exposure at the time of the recheck by dismissing the customer’s concerns as imagined.

- The original shop didn’t present a very good case. They tried to defend themselves by saying they were just being honest and protecting the customer from spending too much money.

They failed to present any facts or testimony refuting the second shop’s notarized statement. Even though I fully understood what most likely happened, I had to rule based on the actual testimony. I was left with no alternative but to accept their statement and rule based on the statement that the damage might have been less significant if the repairs had been done before the transmission developed the obvious serious issues.

- When I reviewed the second shop’s repair order, it appeared that the “more significant” parts damage added about 30% to the total cost over the price of a more basic rebuild. If we could have wound back the clock, the customer would have incurred the basic cost of a rebuild anyway.

Based on that reasoning, I arbitrarily ordered that the original shop share in the cost of the subsequent transmission rebuild by reimbursing the customer for 30% of the parts and labor the customer paid to the second shop.

What We Learned

I chose this particular case because I felt it was a great example of how easily shops may incur legal exposure by being too casual in dismissing concerns customers present after the repairs are completed. How many times have we all been guilty of assuming things are just the customer being overly aware or sensitive after a major repair?

Had the original shop taken the time to confirm that a problem was developing, they could have saved themselves a lawsuit and made an additional sale.

Another important thing to remember is, if you’re being sued, you must listen to all the testimony and make sure you refute or challenge any potentially damaging testimony that’s based on opinion. Otherwise the judge or arbitrator may presume that you agree with that testimony. In refuting those opinions, make sure you stick to the facts and don’t just insert your own opinions.

Maybe most importantly, had they taken the customer’s concerns more seriously, they might have built a better relationship with the customer. The customer, in turn, might have been more trusting of the shop, and less likely to take the truck elsewhere or resort to legal action.



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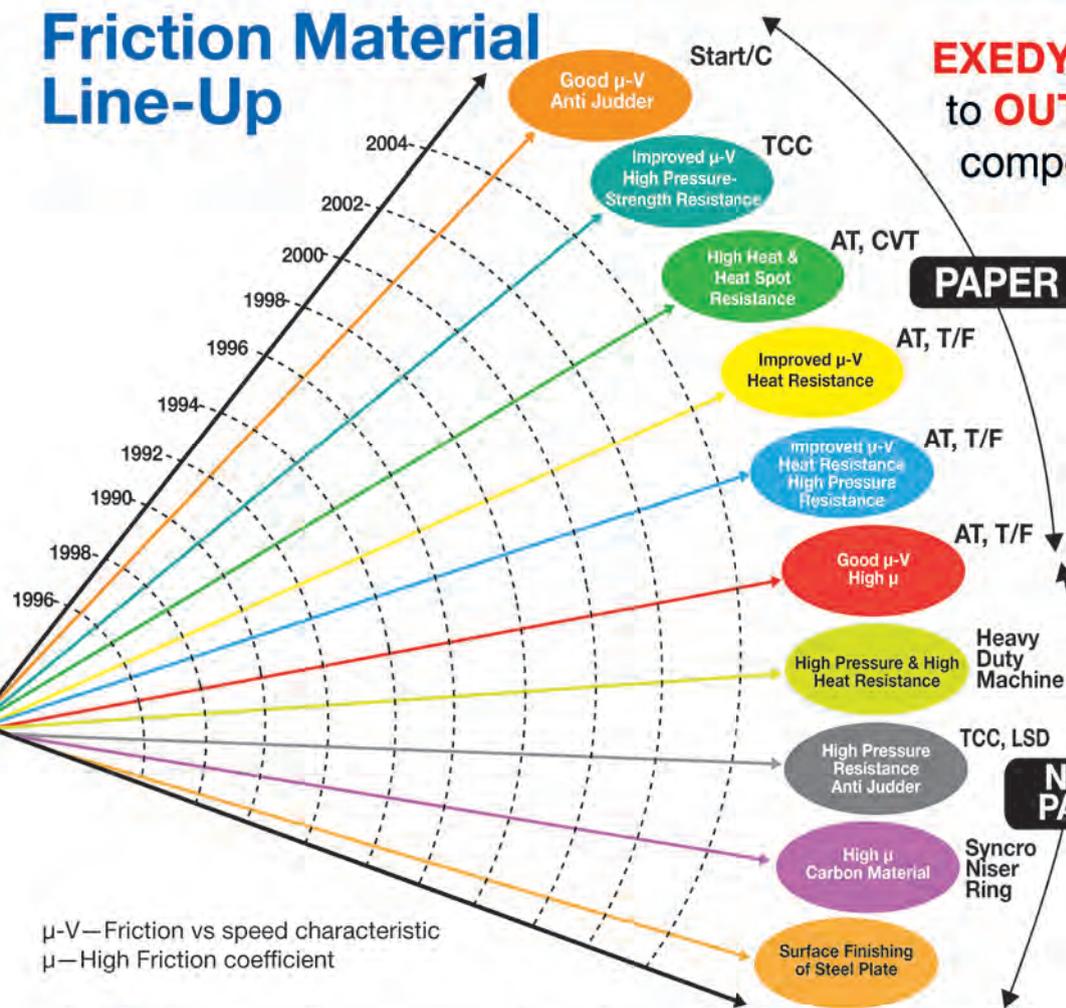
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Trans-King Transmission and Auto Care

by Steve Bodofsky
members.atra.com



The Crew Trans-King Transmission and Auto Care, L to R: Randy Loshbaugh, Sal Arroyo, Nick Clifford, owner Guillermo (Willie) Loera, Marcos Garcia, Angel Ferreira. Front Row: Guillermos's daughter Elena Loera and Guillermos's wife Terri Loera.



GEARS own Managing Editor, Rodger Bland, was with Trans-King until 1994, when he came to work for ATRA.

Whenever we introduce a shop to the readers of *GEARS*, one thing we like to discuss is how long they've been affiliated with ATRA. Well, few shops have a longer history with the Association than Trans-King Transmission and Auto Care, in Arroyo Grande, California.

That's because one of ATRA's original members was Mike King, a founding owner of Trans-King. Back then, ATRA's "home office" was actually housed in some unused space upstairs in Trans-King's Ventura store. Not many shops can trace their connection with ATRA that far back!

Not only that, but when the Arroyo Grande store was being built back in 1989, the shop's manager was none

other than *GEARS* Managing Editor Rodger Bland.

Rodger watched construction of the Arroyo Grande store, and, "I even soldered the copper tubing together to run the compressed air through the shop." He remained with Trans-King until 1994, when he came to work for ATRA.

Today Trans-King is owned by Guillermo (Willie) Loera. Willie's background is much like many of ours: He started out as a technician in 1980, and came to work for Trans-King in 1983. Over time he worked his way up through the ranks, from R&R technician to rebuilder to shop manager. Willie is proud to admit that he learned a lot about running a transmission shop

from Rodger Bland: "Rodger helped train me to manage the shop," he says.

Willie took over his first Trans-King shop in 1993; back then they had six stores. He continued to work his way up through the ranks, and became president of Trans-King in 1999; he bought the company in 2001. At that point there were three stores.

He kept the three stores operating until 2006 when he sold off one store. He sold off the second store last year.

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owner Guillermo (Willie) Loera



Trans-King staying busy, with not only transmission work but general repair as well!



Trans-King store front.

This allowed him to devote all his attention to running the Arroyo Grande shop.

Trans-King started out — as its name implies — as a transmission shop. “In 2004 I decided to add general repair services, starting with basic

maintenance,” says Willie. “I had my guys certify through ASE and we began offering general repair.

“Back then general repair was only about 10% of our gross sales; the rest was transmission. Now more like 40% of our total sales are from general

repairs.”

Today Trans-King will provide pretty much anything the customer needs. Whether it's new brakes, struts, or a troublesome electrical problem, they're willing to handle it for their customers.

Willie is quick to acknowledge the benefits of general repair when it comes to building customer relationships: “General repair enables us to establish much stronger relationships with our customers, because we see them on a regular basis. That's helped with our overall business outlook.

“We went through the rough times like everyone else; but we came out stronger than ever. And today we're doing really well; last month we had our best month ever, with a gross of \$92,000!”

The shop has a staff of nine people including Willie and his wife, Terri. They usually answer the phone and handle the customers, and Willie keeps an eye on his shop and provides technical support when necessary.

Business Philosophy

When asked about his business philosophy, Willie didn't miss a beat: “Be honest with your customers, do what you say you're going to do, and do it to the best of your ability,” he said.

“Of course, that means you have to be prepared for whatever you've promised. You can't just say ‘I do this,’ without having the training to follow through.

“What it all boils down to is taking care of your customers. We want to be the good guys; we want to be the guys who really are there to help our customers.”

Can't argue with that. And, most importantly, it's a philosophy that Willie and his technicians share. They all want to provide a positive experience for their customers, and that makes for a better work environment and a more profitable shop.

To make sure that he can deliver on his goal, Willie's a big believer in keeping up to date and well educated on all the services they offer: “I believe training is critical,” he says. “The ATRA classes are a valuable resource, and provide us with a lot of the education we need.

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Randy Loshbaugh - Rebuilder



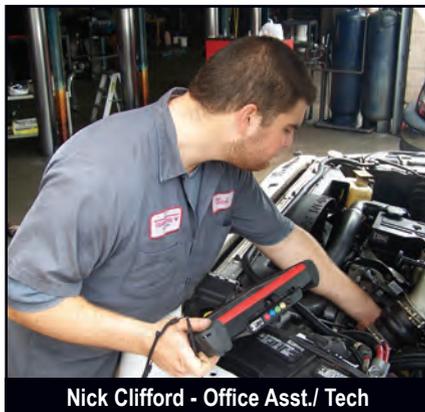
Sal Arroyo - R&R Tech



Marcos Garcia - Rebuilder/Diagnostician



Angel Ferreira - R&R Tech



Nick Clifford - Office Asst./ Tech



Owner Guillermo (Willie) Loera

“But we don’t stop there. I want my guys to get whatever training they can to make sure they have the skills they need to do their jobs well. And I support certification, whether it’s from ATRA or ASE.”

In addition, Trans-King is now an ACDelco Total Service shop, which provides him with access to free training for his staff at their facility in Burbank. “They even offer online training that the guys can take right from their computer,” he says.

Advertising Trans-King

One of the ways Trans-King advertises its services is through its web site, www.trans-king.com, hosted by ATRA. But unlike so many other shops, they still maintain an ad in the local Yellow Pages. “I used to be in all the books, but that turned out to be a waste of money. But we’re still in the main book for this area.

“I also run a TV ad on the local cable stations; typically in the slower seasons, such as when school’s out or the last quarter of the year. I’ll run some specials to keep our name out there and to try to attract some new customers.

“I always try to take part in any local events through the schools or

church. I’ll try to help out with those events or donate services that can help them raise money while getting my name out there.”

But beyond standard paid advertising, Willie is firmly convinced that his best advertising is word-of-mouth: “Most of our business comes from repeat customers or word-of-mouth referrals. That’s still the most effective form of advertising.”

Loyalty Cards

Something Willie’s doing that we’ve never discussed here before is a loyalty card program, similar to the card you get from your local grocery store. “It works off a smart chip which keeps a record of the balance on the card,” says Willie.

The card program is provided through NEOS Merchant Solutions (www.neosmerchant.com). The cards have the Trans-King logo and a little bit of information about the shop. Willie can offer them to customers to be used as gift cards or rewards cards.

“Every time the customer comes in, we swipe the card. And we can program the software to give the customer a discount or reward, based on the amount they spend, or however we’d

like to set it up.

“What’s nice is that every time they come in, it provides them with a reward good for the next time they visit, so there’s always a balance available on the card. It gives customers a valuable incentive to come back.

“We can also provide them as gift cards that they can give to friends or family. We can load the card with any amount they’d like, and they can go on line and check the balance left on the card.”

One thing that Willie does with his reward cards is to give them to local churches or community service groups for use in their fundraising events. “I’ll load them with \$25 in credit that they can use to pay for a service when they come in to the shop. It helps them raise money and it gives us a chance to introduce ourselves to new customers.”

ATRA Membership

As we mentioned, Trans-King’s roots to ATRA go back about as far as they can go... to its inception. But Willie remains a Member because he believes it’s a valuable resource for his shop.

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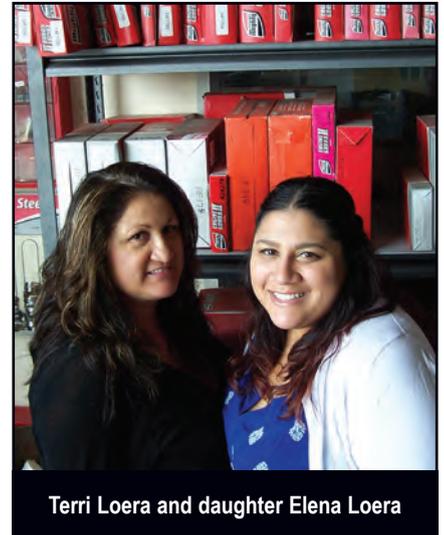
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Training is a big part of Trans-King.



Terri Loera and daughter Elena Loera



Randy Loshbaugh in the Trans-King training center.

“My first consideration is ATRA’s technical support,” says Willie. “It’s nice having somewhere to turn when you’ve tried everything you can think of and are still having issues.”

But the technical support is just one part of the benefit he sees in ATRA: “It’s important to be able to offer your customers a warranty they can depend on wherever they go. You go to any dealership and they’ll offer a national warranty; same with the chains. ATRA gives us the opportunity to compete with them. They level the playing field.”

Guitar Fanatic

In his spare time, Willie collects guitars. He enjoys playing them, and he loves to own them... lots of them. He has a collection of all sorts of guitars that he keeps in his music room at home.

“I’ve been playing for at least 15 years. I like acoustic guitars, but I have a beautiful Gibson Les Paul electric with a rich sound that I enjoy playing.

“I started out with a Fender hard-top that cost me about \$500. That’s still my favorite,” he laughed.

“It becomes like a habit; you don’t want to go to the music store because you never know what you might come back with.”

And he recently added a keyboard to his collection: “It has 88 keys and a baby-grand sound, and I’ve been trying to learn to play it. If nothing else, it gets my mind off things,” he says.

Family Man

Willie and Terri have been married for 32 years; they have two daughters: Elena, 30, and Michell, 24.

Elena has been married for some time now. Michell got married on

August 13th — the day we did the interview for this article. Willie was going in to work for half a day and then taking off for her wedding.

When his first daughter got married, Willie and Terri told her, “You can have a big wedding, or a small wedding and a nice wedding gift that you can use for a down payment to help buy a house.” They opted for the big wedding.

But Michell seems to be more practical, so she was married by the local Justice of the Peace. “They’re having a small ceremony, and then the immediate family will go out to dinner together. This weekend the rest of the family will join us and we’ll have a nice barbeque,” says Willie.

Congratulations Michell: We wish you and your new husband all the best!

And congratulations to you, Willie. Keep up the great work!



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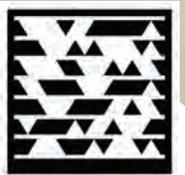
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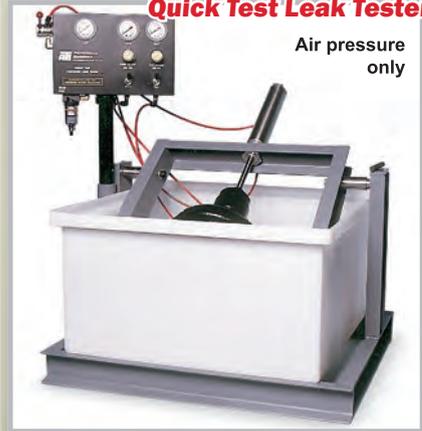


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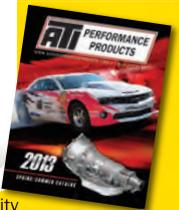
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Mark Phillips Earns First ATRA Master Tech Certification

by Steve Bodofsky
members.atra.com

Met Mark Phillips, lead technician for Sidney Transmission and AutoCare, in Sidney, British Columbia, Canada. Mark's a general technician and rebuilder with about 15 years of experience. So what makes him special? Why are we profiling him?

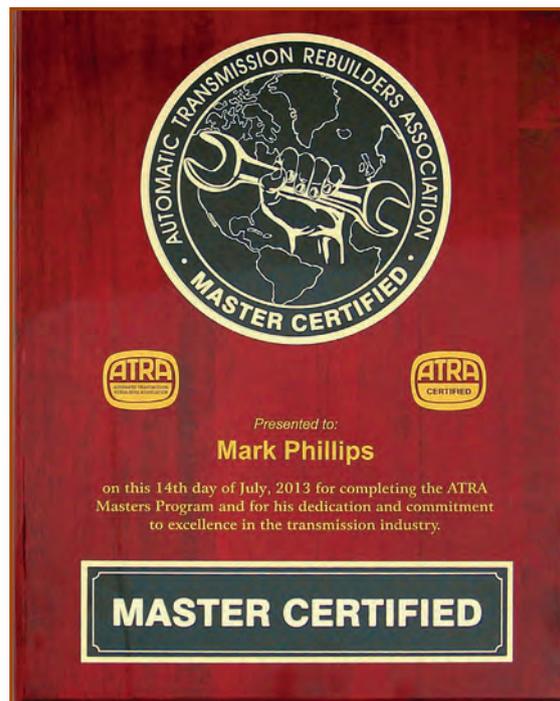
He's the first technician to earn the new ATRA Master Technician Certification. Ever.

Wait... ATRA's had a certification program for years. Lot's of technicians have certified through their program.

Fair enough. But that was through the *old* program. And, as it turns out, there's a world of difference between the earlier certification and ATRA's new certification program.

What's new? Well, according to ATRA Technical Director Lance Wiggins, the entire program has been completely redesigned and updated. "The new program doesn't just test to see whether you can rebuild a transmission; it requires you to prove you understand what makes it tick," explains Lance.

And this isn't something that you can finish overnight; Mark began his quest for certification back in January, right after the new program launched. And he took the final test to certify as a master technician six months later, in July. Six months of intense study and hard work to earn his place at the top of the list.



Sidney Transmission shop owner Peter Schmidt is very proud of Mark. "I like my guys to be at the forefront of the industry, and I'm glad that Mark has taken the initiative to earn his certification," says Peter.

Peter was only too happy to pay for the certification fees, but he's quick to point out that it was Mark who jumped at the chance to earn them.

Apparently this was really nothing new for Mark. "He's constantly studying and trying to improve himself," says Peter. So earning a master's certification was really just a logical next step, and Mark jumped at the opportunity the moment it became available.

Mark thinks it was worth it: "It was tough but it was worth the effort," he says. And he was quick to admit that he

learned a lot while studying to pass the individual tests. "Nearly all of the information was available in the study guides," he says. So he was able to prepare for the tests at his own speed, when he had the time.

"I did find I needed a little more information on hydraulics, so I ordered the 'Hydraulics Fundamentals' book. That gave me the rest of what I needed to pass the test." *Hydraulics Fundamentals* was written by ATRA CEO Dennis Madden, and is available through the ATRA BookStore.

One thing Mark has noticed since taking the certification is that he's more comfortable performing diagnoses in the shop. "Before, diagnosis was more about doing something because 'that's the way you do it,'" says Mark. "But now I can slow down and think about what I'm doing, why I'm doing it, and what the results mean." And that's allowed him to become more confident in his diagnoses.

About ATRA's New Certification Program

ATRA's new certification program consists of 13 separate subjects, with a test for each:

- Fundamentals of Electricity
- Advanced Electrical
- Starting/Charging
- Computer Systems
- Driveability
- Hydraulics



MASTER CERTIFIED



- Mechanical
- Hybrid Safety
- Shop Safety
- General Diagnosis
- Removing the Transmission
- Rebuilding the Transmission
- Masters Final

Each certification includes a variety of subjects; some overlap between certifications. To become certified in one area, such as diagnostician or rebuilders, you need to pass all of the individual tests that apply to that discipline, plus a final for that certification.

For master's certification, there's one additional step: You have to pass a final, master's certification test, which includes details from each of the subjects listed.

Upon passing a program, the technician receives a certificate and a patch, indicating the certification subject and level. And each technician who earns a certification will be acknowledged in *Shifting Times* and *GEARS Magazine*.

For a master's certification, there's a special patch for each certification, plus a beautiful plaque, honoring the technician's achievement. The shop receives a special logo next to their listing on the Shopfinder site, and a press release to send to local media outlets to garner some well-earned attention for the accomplishment.

The ATRA Certification is good for two years, and then each program must be recertified. So an ATRA certification says you not only passed a test; it shows you made it a point to remain up to date in your training on today's technology.

As the first technician to receive a master's certification, Mark is being flown out to Expo in Washington, D.C. for the weekend as a VIP guest. And Lance will award him his certification plaque during the ATRA Luncheon sponsored by Raybestos Powertrain.

The new test program is available exclusively to ATRA Members and their technicians. And the tests are available on line, which allows you to earn your certification on your schedule.

But more than the plaque... more than the accolades... Mark has received an even bigger award. As he pointed out, earning his certification forced him to examine his job from a different perspective. It helped him gain a new insight into the systems that he works on, day in and day out. And today, those diagnostic strategies make more sense than they did just a few months ago.

The new test program is available exclusively to ATRA Members and their technicians. And the tests are available on line, which allows you to earn your certification on your schedule. Visit members.atra.com and click the Certification link to learn more or to sign up for testing.

To become an ATRA Certified Master Technician, Mark had to pass 13 individual tests, plus a final master certification test. That took a serious level of dedication and commitment, and that's something we're thrilled to acknowledge.

So from all of us at ATRA, and all of your brethren in arms in the shops and on the streets, congratulations Mark — you really set the bar for the rest of us.



Lance Wiggins, ATRA Technical Director

2013

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LOCATIONS

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- October 19 Newark, NJ

What You'll Learn

The list goes on and on....

HYBRID

Hybrid Warnings

Hybrid Tools 17

Toyota Power Down

GM Power Down

Honda Power Down

Ford Power Down

GENERAL MOTORS

ALL GM

Transmission Identification

4L60/65/70E

3rd and/or 4th Slips, VSS DTC's, No Forward or Slips Forward

Shift Feel and/or Timing Concerns, Possible DTC's

Ticking Noise in 3rd and/or 4th

No 2nd Gear, Shifts 1-3-4

TCC Shudder in Hybrid, DOD or AFM Vehicles

4L80E

Intermediate Clutch Failure, 1-2 Slide Bump

Slips in Reverse

Case Failure w/ Emergency Brake Drums

6L80/90

1-2-3-4 Slip Condition, Possible No Movement Forward

4T65E

High Line Pressure, Harsh Shifts, After Rebuild

6T40

Intermittent Hard Shifts

P0723 Set

6T40/45/50

No 3rd, 5th or Reverse Gears

Hard Shifts, Broken 3-5-Reverse Wave Plate, Possible P0766

Binding on the 3-4 and 4-3 Shift, Possible P0797 Set

6T70/75

Control System Changes and Updates

Clutch Pulse Learn

Redesign TEHCM

Redesigned Spacer Plate and Gaskets

Accum Feed, Accum Pistons and Springs

Check Ball Addition

Valve Body Changes

Low/Reverse Clutch

1-2-3-4 Clutch

3-5-Reverse Clutch

3-5-Reverse and 4-5-6 Clutch Housing

4-5-6 Clutch Housing

4-5-6 Clutch Piston

Turbine Shaft

End Cover

Case

2-6 Wave PLate
Torque Converter Installation

LCT 1000

Harsh Downshifts
Burnt 3-5-Reverse and 2-6 Clutches Burnt
Stuck in Neutral, Will Not Shift, Hard Shifts
Clunk, Reduced Engine Torque, DTC's
Fluid Venting From the Transmission
Pump Whine
MIL "ON", Shift Inhibit Mode Message "ON",
Slams into Reverse
No Movement, PRNDL Lights Flashing, No Codes
TCC Cycling

MAGNA TRANSFER CASE

Updates for Models 1222, 1225, 1226, 1625,
1626, 3023, 3024
Programming After a Repair BW 4474

FORD SECTION

4F27E/FN4A-EL/FNR5

Low Line Pressure

6F50/55N

No Line Rise

4R70/75E

Slips or No 2nd Gear After Rebuild
TCC Cycles w/ O/D Cancelled Only

AODE/4R70W

TCC Code P0740 After Rebuild
TCC Apply On Top of 2nd Gear

1995-2001 4X4 Trucks

Misdiagnosed TCC Cycling

6R60

Torque Converter Cycling

6R80

Toque Converter Shudder 25-45 mph

5R110W

Bind in Reverse, D3 and Reverse, D2 is Okay

5R55W/S

Erratic Transmission Operation
Harsh Shifts/Engagements, Erratic Shifts

CFT30

Oil Pump Noise
Oil Pump Breakdown and Assembly Tools
Valve Body
Pressure Codes P0701, P0871 and P0961
Variator Seals

CVT

Universal Pulley Tool

CHRYSLER

ZF8HP45

Clutch and Solenoid Application Charts
Clutch Identification
P1 and P2 Planet Assemblies
P3 and P4 Planet Assemblies
Valve Body Breakdown
Oil Pump Breakdown

41TE/42LE/42RLE

P0740 Before and After Repair
Engine Stalls in Drive and/or Reverse
Engine Stalls in Drive Only, Reverse is Okay

Intermittent Code P1740

42RLE

TCC Shudder After PCM Replacement

62TE

Shudder Feeling During the Shifts
Loss of 3rd, 4th and/or 6th Gear After Repair
No Reverse After Repair
No Movement Condition

JEEP RE UNIT

No TCC Command

48RE

Slips or No 3rd and Reverse, High Line Pressure

68RFE

Overheating Condition, Fluid May Catch Fire
Binds in 3rd, P0871 Set

IMPORT SECTION

MDRA or MDPA

Bellhousing Leak After Repair

01M

TCC Cycling

HONDA

1-2 Flare, 1-2 Neutral
Kills the Engine in Drive, No Reverse
TCC Shudder or Moan
TCC Shudder

ZF

Accumulator Piston Installation
Shift Complaint Caused by EMI
Jaguar Code P0741

AW55-50/51SN

TCC Cycling

Forward Engagement Problems

RE5F22A

Harsh 2-1, 3-1 Downshift During Throttle
Up After Repair

722.6

Leaks Out of the Vent

722.9

Pump Failure

JF613E

Introduction
Component Identification and
Apply Chart
Solenoid and Pressure
Switch Identification
Solenoid Application Chart
Pressure Switch Function and Application Chart
Lock Up and Reverse Clutch Hydraulic Control
Main Line Pressure Control
Input and Output Speed Sensors
Park Neutral Position Switch
Valve Body Removal7
Case Air Checks
Pressure Testing
"E" Torx Shallow Head Case Bolts
AWD Left Axle Stub Shaft Removal
Sprag Rotation

Workplace Violence Warning Signs



by the California State Fund

Violence in our society seems to be ever increasing and the workplace is no exception. One out of four workers are likely to be threatened, attacked, or assaulted at work each year. However, employers can take steps to minimize the chance of violence in the workplace by improving the screening process for job applicants and establishing, conveying, and enforcing violence prevention programs that include educating workers to recognize early signs of potential violence.

The Federal Bureau of Investigation states that workplace violence is any action that could threaten the safety of an employee, impact the employee's physical or psychological well-being or cause damage to company property. In most cases prior to a violent attack, the perpetrator will display warning signs. Workers should be able to recognize warning signs and know how to respond to them. Training in nonviolent response to conflict resolution can also reduce the risk of unpredictable situations leading to violence.

Threatening actions or words, said even in a joking manner should be treated with caution. There may be cause for concern if there is a display of one of more of the following signs:

- If they have strong negative attitudes, hold a grudge, make verbal threats, have a history

of violent behavior or have noticeable mood changes.

- If an individual is a loner or acts paranoid.
- If they have an obsession with weapons, carry a weapon or are fascinated with other violent workplace incidents.
- If they have mental health issues or tend to push the limits of normal conduct.



- If a person has severe personal hardships or expresses extreme desperation over recent family, financial or personal problems.
- If the individual has an obsessive involvement with the job or is angered with how inconsistently "rules" or disciplinary measures are applied.

Preventing workplace violence must be a top priority for employers. Before an individual is hired, background and reference checks should be made. Pre-employment interviews should inquire about past performance and evaluations. Drug screening is also a proactive prevention option. Employers must let all workers know that violence is unacceptable.

Written policies and procedures should be available for violence and threat management, counseling, and criteria for reporting incidents. All workers should be made aware of what behaviors are inappropriate and the disciplinary action that could result. Response to an incident should be predictable and consistent for all workers. Finally, there should be an action and crisis team to handle incidents.

W o r k p l a c e violence takes a toll on employers and workers. It not only affects those who are assaulted, but those who have witnessed it. Employers must prevent violent incidents and not just react to them. Once threatening information surfaces at the worksite or an incident occurs, employers could be held liable if they fail to act.





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Support

We are specialized as a supplier of automatic-transmission components including hard parts, kits and converters. We have parts on the shelves for everything from the latest-model transmissions all the way back to early automatics from the 1950s. We stock both domestic and foreign parts in that manner.



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A&A Midwest Cores

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Company Profile

Autoshop Solutions is the Automotive Industry leader in Website Design and Internet Marketing. We are dedicated to creating impactful websites and engaging marketing solutions for independent shop owners and the automotive industry. We take pride in working exclusively within the automotive aftermarket vertical, and our executive team has over 30 years of combined experience in the automotive industry. From design to development, Internet marketing to original content creation and world-class customer service, all of our work is done in-house at our corporate office in Apex, NC. Autoshop Solutions is a proud member of ATRA.

The People



Danny Sanchez: CEO

Margaret Klemmer: VP of Operations

Neal Maier: VP of Business

Erin Smith: Sales Team Leader

Kristen Maniscalco: Marketing Team Leader

Rebecca Powell: Production Team Leader

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Top 100 Advertising & Marketing Companies



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Company Profile

BAAN Powertrain is Canada's fastest growing aftermarket powertrain distributor. With over 3500 transmissions and over 1000 transfer cases in stock, BAAN provides cost effective options to the repair industry. BAAN Powertrain distributes throughout Canada and exports worldwide.

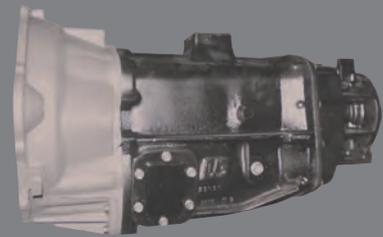


What's New

BAAN now stocks :

- New BMW and Mercedes transfer cases
- AS68RC for Dodge 6.7L Cab and chassis applications
- G56 Manual transmissions for late Dodge 6.7L now in stock
- New Late Model GM transfer cases - **1626XHD, 1226XHD, 3024HD, 3023LD, 1222LD, 1225HD, 1625HD**
- Front differentials

BAAN has a large selection of late model transmissions in stock. These include various six, seven and eight speed automatic transmissions such as **6L80E, 6L90E, 6R60, 6R80, 6F35, 6F50, 6T35, 6T70, 62TE, RE7R05, 8HP** and many more.



Products

BAAN specializes in late model applications and often has new transmissions available with very attractive prices for our customers.

- New surplus transmissions and transfer cases
- Low mile take-off transmissions and transfer cases
- Remanufactured transmissions, differentials and transfer cases
- New, remanufactured and low mile takeoff engines

Constant Sourcing

BAAN is continually sourcing worldwide new and OEM remanufactured excess stocks of transmissions and transfer cases. BAAN works with the OEM's to maximize their return on obsolete and damaged material without disrupting the OEM's traditional supply channels.



BAAN Powertrain Corp

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8620 - 53 Avenue
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Canada
T6E 5G2

Ontario Warehouse

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 www.borgwarner.com

Our Company

BorgWarner, Inc. Transmission Systems is an original equipment supplier of highly engineered components and systems, primarily for automotive drivetrain applications. BorgWarner designs and manufactures OEM clutch plates, transmission bands, one-way clutches, and other products at its Bellwood, IL and Frankfort, IL plants, and in plants located in other major markets throughout North America, Europe and Asia.

BorgWarner's Aftermarket Operations Center in Addison, Illinois makes these components available to the transmission rebuilder industry through an authorized distributor network throughout the country.

Our Products

Clutch Plates (Automotive/Industrial), Transmission Bands (Maji-Band™, Uni-Band™, Flex-Band™), One-Way Clutches (Sprag and Roller), and Electronic Transmission Solenoids.



Our People

*BorgWarner, Inc. Transmission Systems - Aftermarket Center
 Addison, Illinois*

- Tom Hardies, Sales/Business Development..... Extension 25
- Liz Villela, Customer Service Manager..... Extension 11
- Gabriela Camargo, Customer Service..... Extension 15
- Mike Massey, Customer Service..... Extension 24
- Tammy Seleski, Customer Service..... Extension 27

Featured Products



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BorgWarner's proud sponsorship of the Indianapolis 500 symbolizes our continuing commitment to top performance and leading-edge automotive technology.

Distribution

BorgWarner's Aftermarket Center warehouses and distributes exclusively to the transmission rebuilder industry hundreds of parts for more than eighty transmissions world-wide through an authorized distributor network that can provide same day and next-day parts delivery.

Our goal is to provide the rebuilder zero-defect products with 100% availability and 100% on-time delivery at competitive prices.



BorgWarner's Aftermarket Operations Center in Addison, Illinois.

The BorgWarner Indianapolis 500 Trophy is a registered trademark of BorgWarner Inc.



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Category

Domestic and Foreign Torque Converters
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Company Profile

CVC, a family owned and operated entity, was formed through a clear understanding of our customers' needs and expectations. Our commitment to good, old-fashioned quality and service has been and continues to be our sole operating philosophy.

Our company provides customers with the highest quality torque converters on the market today. We have incorporated many unique engineering advancements into our rebuilding processes, therefore ensuring the longevity of our units. This allows us to eliminate several OE design deficiencies. Most recently, we purchased a second state-of-the-art sand blasting system that provides us with the ability to preserve the integrity and original design of most OE components. Additionally, we recently updated or replaced all of our Hines computerized balancers and we are awaiting delivery of an Ultra High-Speed/High Accuracy Laser Displacement Sensor which will be employed to check Impeller Hub dimensions and/or wear.

CVC is also firmly committed to employee training and manufacturing process improvements. These quality programs assure our customers of high level converter output, all the time, every time.



Our Distributors

We are pleased, proud and fortunate to be represented by a group of distributors who are clearly the most knowledgeable professionals in the industry.

Please visit our web site at cvcconverters.com to locate your nearest distributor.

Product Literature

All CVC products are displayed in our October 2011 catalog. You may call to request your personal copy or view our current iMAG catalog along with our new products section and our factory tour video ... all available on our web site.

Our Management

Julie Maynard Turner Marcia Maynard Prugh
 Timothy L. Prugh John B. Maynard, Sr.

Company Belief

As the premier provider of rebuilt torque converters, CVC adheres to the highest standards of quality, manufacturing processes and customer service.

Mission Statement

CVC will support our customers with excellent products and service and a dedication to continued investment in engineering and our employees.

Vision Statement

Achieving Success By Placing The Customer First!





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Company Profile

For over 40 years, DACCO has served the transmission industry as America's leading remanufacturer of Torque Converters. Our goal is to provide superior products and services to every DACCO customer. The DACCO route sales force supports over 130 DACCO distributors nationwide, while the company's 45 DACCO Transmission Parts locations provide one-stop shopping for transmission repair professionals throughout the United States.

The Products

In addition to the nationally recognized line of quality DACCO torque converters, the company offers these related products:

- Automatic Transmission Kits for All Models
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DACCO offers over 170 distribution points across the country.

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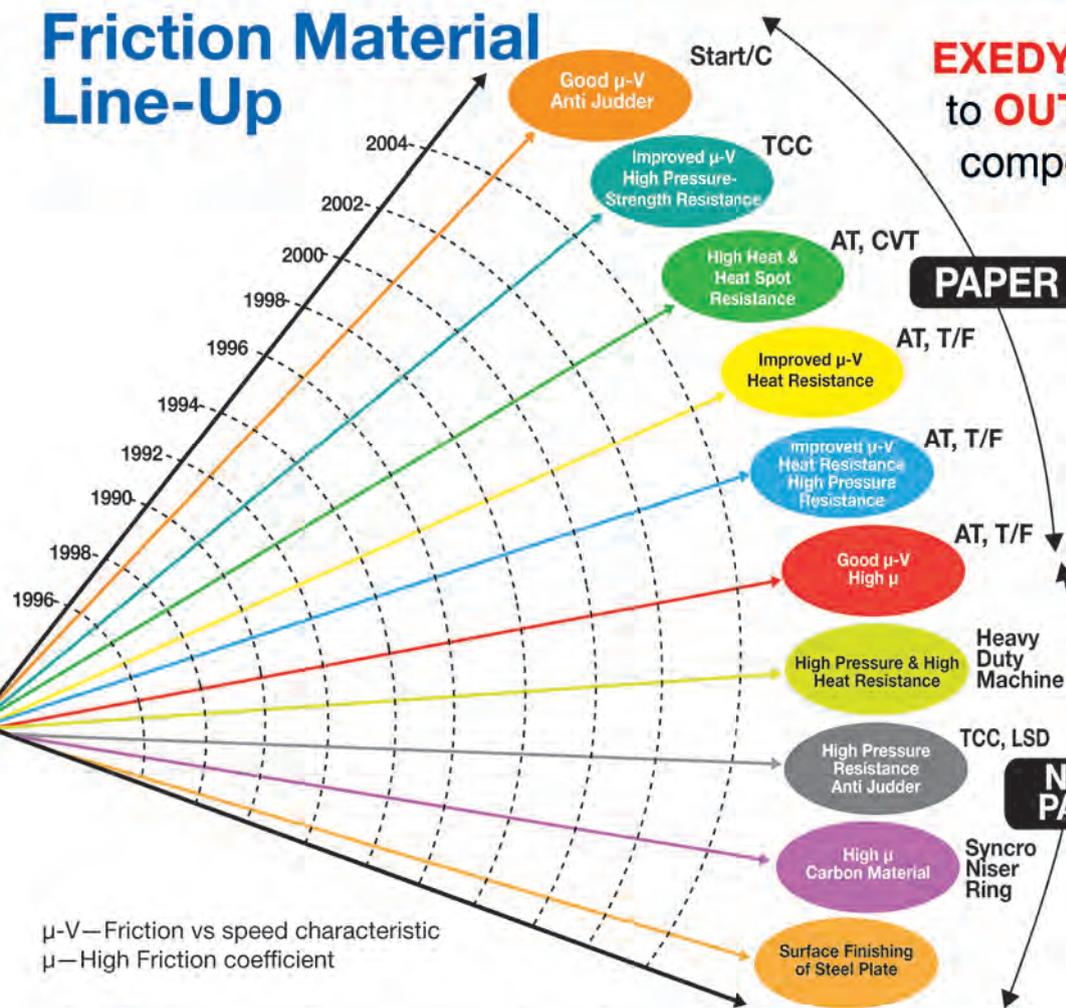
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Company Profile

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Profile

Loved by Driver's Ed instructors worldwide, Gearbox Group produces the parts that are making manual transmissions obsolete. Whether car or SUV, tractor or dump truck, bus or cement mixer, if it has an automated or synchronized transmission, you can bet Gearbox Group was responsible for the missing pedal. Under the Raybestos, Steel Parts and Allomatic brands, Gearbox designs, manufactures and distributes a diversified portfolio of transmission, wet brake and steering components, with a focus on friction and reaction clutch plates that facilitate automated gear changes. Gearbox Group is a market leader known for innovation, quality and reliability that supplies the world's foremost aftermarket distributors, automotive OEMs, Tier I Auto and industrial suppliers and heavy-duty transmission manufacturers. The Gearbox team is building a leading platform in the automated transmission and wet braking niche.

History

On March 5, 2012, Monomoy Capital Partners, L.P., a New York private equity fund focused on value investment and business improvement, acquired the stock of Raybestos Powertrain, LLC and combined them with Steel Parts Manufacturing, Inc. to form a global growing transmission component platform. The combined business goes to market under the Raybestos, Allomatic and Steel Parts brand names, but Gearbox is the corporate name under which these brands reside.

Product Lines

The combination of Raybestos Powertrain, Allomatic and Steel Parts, has created a leading supplier to automotive and heavy-duty vehicle customers in both the aftermarket and OEM channels. Complementing Raybestos' friction clutch plates, Steel Parts manufactures the mating non-friction clutch plates for OEM transmissions and provides high-volume stamping and value-added processing capabilities to the platform. Gearbox Group manufactures and/or supplies OE transmission friction clutch plates; flex, semi-rigid and rigid bands; steel reaction plates; torque converter friction material, plates and products; transmission sump, valve body and cooler in-line filters; and various service items for domestic and foreign transmissions.

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*For more details go to www.raybestospowertrain.com/warranty



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For more information on the complete line of Raybestos Powertrain products, visit us at www.raybestospowertrain.com.

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Chris Horbach Product Application Engineer 765-359-2888
Irvin Gers Product Dvlpmt. Support Engineer 800-729-7763
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G-Tec Inc. is the DBA for **Glassingers' Transmission Equipment Company**. The company was started by Steven Glassinger back in 1991. He built heated cooler line flushers in his garage and sold them from the back of his pickup truck. Today they have contracts with OEMs such as Honda, Acura, Toyota, Lexus, Ford, Lincoln, Mercury, Landrover, Mazda, Volvo, and Jaguar. Their products are available through equipment managers like

DES, SPX, and Snap On. As well as a number of chains like AAMCO, Cottman, and Lee Myles. The independent transmission shop owner can purchase G-TEC products from over 200 parts houses, like Transtar and TPS. G-TEC is represented globally through companies like Automaten-Myere in Switzerland and Sussex Auto Parts in England.



Honda Flusher



Ford Flusher



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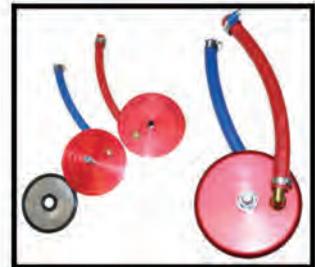
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G-TEC is a family-owned company with Terri Glassinger as CEO, daughter Tiffani Dowler as VP of Marketing, Laci Weston as Logistics Officer and Steve Glassinger as President. G-TEC is located in the buckle of the Bible belt in a little town called Nixa.

G-TEC's goal is to serve the transmission industry with innovative equipment like our new data acquisition/printer and 4" 28-micron reuseable filter for our cooler line flushers; as well as, magnet handles, solenoid bushings, thrust washers, solenoid rebuild kits, and BlueReach products.



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**Automatic or Manual
Transmissions**

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Company Profile

H & A Transmissions, Inc. is a leading provider of quality remanufactured transmissions. We deliver nationwide to Honda & Acura dealerships, extended warranty companies, independent transmission and automotive repair specialists.

At H & A Transmissions, Inc., we care about our customers. Our friendly, knowledgeable staff and tech support are here to assist you. We have hundreds of transmissions in stock and ready to ship from one of our 4 distribution locations.

Also, our subsidiary company, Gear Speed, offers a complete line of stock and hi-performance manual transmissions as well as a line of obsolete/vintage transmissions for those who still have their classic Honda or Acura on the road. And if you still prefer to build your own, Gearspeed offers an extensive line of manual, automatic and hi-performance parts to supply your transmission needs.



The Products

Honda Transmissions:

Ridgeline
Passport
Odyssey
Element
Prelude
Accord
Civic
Pilot
CRV

Acura Transmissions:

Integra
Legend
Vigor
MDX
RSX
NSX
RL
CL
TL

Nationwide Warranties

Our Tier pricing allows you the flexibility to choose the level of coverage that best suits your overall needs.

Each Tier level option has coverage available for:

- 1 Year Unlimited Mileage
- 2 Year Unlimited Mileage
- 3 Year Unlimited Mileage

- Units built using OEM/OEM Compatible parts
- Price includes torque converter, inline filter & external ATF cooler (where applicable)
- Shipping and core return included
- Rental car and towing provisions included with parts & labor warranties
- R & R reimbursement is based on factory Honda/Acura book times



www.gearspeedinc.net



www.gearspeedpartsstore.com

At Jasper Engines and Transmissions...

It's all About the Perfect Build!



Jasper Engines and Transmissions was founded in 1942, and while they may be best known for remanufacturing quality drivetrain components for everyday use - cars, trucks, vans and SUVs - they also have a great line of performance and custom options that will please just about any street rodder or muscle car owner. So, if you have a customer looking to spice up the performance of their vehicle or project car, or one who needs that special transmission which hasn't been seen for years, JASPER can help you with those unique opportunities.

JASPER offers several performance transmissions, including the ever popular 700R4. JASPER recommends the stock or Class I version of the 700R4 for most enthusiasts. The Class I is for the individual who wants more performance than stock but nothing too radical in shift pattern. While the Class I transmission does not have a drastically altered shift, it provides firmer, more pronounced shifting and comes with a 3 year/100,000 mile nationwide warranty. A full warranty disclosure can be found at www.jasperengines.com



For that customer with a transmission that hasn't been produced since the Beatles landed on our shores, you may want to check out the JASPER Authentic Custom Drivetrains Division. JASPER has built a variety of favorites from the BorgWarner 3 Band transmission used in Studebakers, to the GM Jetaway. With almost seven decades of experience, the latest technology and their passion for perfection, you can expect only the best from a Jasper Authentic Custom Drivetrain.



About JASPER

The corporate office of Jasper Engines and Transmissions is located in Jasper, IN. JASPER is one of the largest aftermarket suppliers of remanufactured automatic transmissions in the world and is a 100% Associate (Employee) owned company.

JASPER has 41 regional sales and distribution locations around the country. Those regional centers are serviced by two main distribution centers - Crawford County, IN, in the east, and Kingman, AZ, for the western region. Sixty percent of JASPER's transmission inventory is kept at these main distribution centers; the rest, consisting of the hottest numbers, are scattered throughout the regional locations. JASPER's main remanufacturing facility is also in Jasper, IN. A second remanufacturing center is in Crawford County, IN, and a third in Willow Springs, MO.



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Auto Parts

CONTROL[®]



Company Profile



Our Product Line

JDS WORLDWIDE CORP., based in Miami Florida, is today a leading co-manufacturer and supplier to the aftermarket and OEM re-packagers of products such as Automatic Transmission parts; Filters, Servo Pistons, Pan Gaskets and Pump Gears, Transmission Coolers, also Engine Coils, Timing Sets, Suspension, Spark Plug Cable Sets and Standard Clutch kits.

The company is 5 years young, but the experience goes back more than 25 years of International sales, sourcing, importing, and exporting auto parts.

"Quality is No.1, but only if it comes with a price that can perform in today's economy and global competitive markets. If so then we produce the product, if not we don't"
– says Mr. De Santino, president of JDS and Board Member of the OAC.

First on our list and in our heart is Automatic Trans-mission parts. JDS is second to none in manufacturing Filter, Pan Gasket, Filter kits, Pump Gear, Cooler, Servo and Molded Pistons. Additionally, our success has expanded us into Engine Timing Sets, Suspension, Engine Coils, Spark Plug Cable Sets and Standard Clutch kits. We also produce items to customers with open agreements that offer them exclusive marketing rights.

The coverage includes American, Japanese, Korean and European applications. We supply distributors and importers in more than 38 countries around the world and also in the USA since 2008. So if you are looking for product that works, a company that stands behind it and with a price that gives you "CONTROL" again, call JDS Worldwide Corp.

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P



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Raybestos Powertrain is one of the largest distributors of transmission-related friction products in the world. We also manufacture/distribute steels, modules, bands, filters, electrical components and torque converter parts.

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Company Profile

We are a Canadian owned & operated business based out of Edmonton, Alberta. We supply the best remanufactured units available anywhere in North America. Backed by the best warranty in our industry, NAPC truly is Engineered Beyond The Gears.

Our Products and Services

Being one of North America's premier powertrain remanufacturers, NAPC is your source for Transmissions, Differentials, Torque Converters, Transfer Cases, Engines, Bearing Kits, Hard Parts and more. We provide a variety of applications and custom builds for your Dodge, Ford and GM/CHEV truck.



The diesel performance market has grown rapidly over the past number of years and the demand for a reliable transmission has followed suit. Utilizing our vast experience and proven track record in the industry, we developed a product that is built to meet specific horsepower applications, and is tested in-house to ensure unsurpassed quality, reliability, and peak performance.



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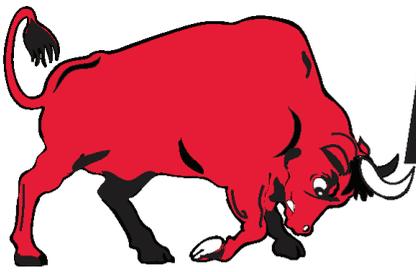
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Power Pusher®, a division of Nu-Star Inc., operates out of their facility in Shakopee, Minnesota. With over 23,000 units sold since 1964, the Power Pusher® has proven itself to be a valuable tool for any automotive shop. Power Pusher® offers 2 different models of the Power Pusher® as well as the MFC Cart®. A complete parts department and service assistance are available from the factory.



Over the years, the Power Pusher® has proven itself to be a valuable tool to any transmission or automotive repair shop. The Power Pusher® accomplishes the task of moving inoperable vehicles with only two people □ not five or six people that are normally required. It increases productivity and reduces direct labor costs on non-profitable activities. With safety being a huge issue in today's work environment, the Power Pusher® creates a safer workplace reducing the risks of injury to employees.

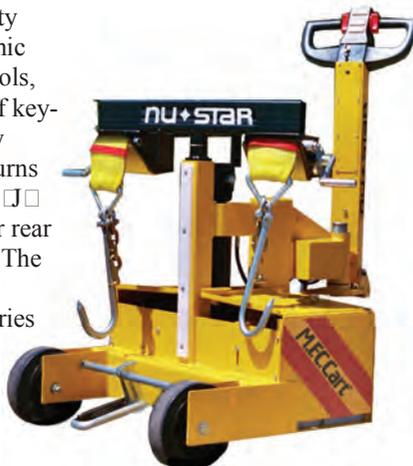
Optional accessories available for the Power Pusher® include jumper cables, tire chains and the ball hitch attachment for moving trailers.

All equipment is powered by 24 Volt systems (2 □ 12 volt batteries required) with built-in 10 amp chargers.

Voted in the □Top 10 Tools□ for several consecutive years, the Power Pusher® has been described by shop owners as the □best investment□ they ever made!



The MFC Cart® features heavy-duty construction along with an ergonomic handle that provides fingertip controls, horn button, up/down button, on/off key-switch and emergency reverse belly switch. The operator control arm turns the cart at nearly right angles. The □□ hooks are easily attached to front or rear suspension of inoperable vehicles. The hydraulic traction motor provides smooth operation. Various accessories and add-ons are available for the MFC Cart®.



Customer service and satisfaction is the #1 priority for Nu-Star. Power Pusher® offers a complete line of replacement parts for all products. Trained factory personnel are available for assistance and questions regarding the products. Replacement parts may be ordered directly from the factory or online the Power Pusher® website: www.powerpusher.com.

FOR FURTHER INFORMATION, CONTACT:

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cklein@nustarinc.com



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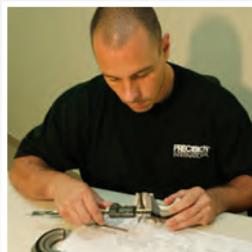
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Profile

Raybestos has supplied OEM friction and related products to the transmission service industry for more than 100 years. Currently, Raybestos is a supplier to all three major U.S. and various European carmakers, Tier I manufacturers and most of the heavy-duty and off-road equipment manufacturers worldwide. Raybestos also is a major supplier of racing and performance friction products for the racing industry. Raybestos Powertrain is headquartered in Crawfordsville, Indiana. Indiana is also home to 3 manufacturing plants and the Raybestos Technical Center.

History

The Aftermarket Division of Raybestos Powertrain was formed in 1992 to better serve the transmission service industry with company made products. The division has grown through new-product development and strategic alliances with other major OEM suppliers. Raybestos products are made in the USA and include bands, steel plates, in-line filters, electrical components and OEM sump filters. Conveniently located at the tech center, the Powertrain division can rapidly develop new products for automobiles and heavy-duty vehicles used worldwide. Raybestos manufactures and supplies a truly world class product.

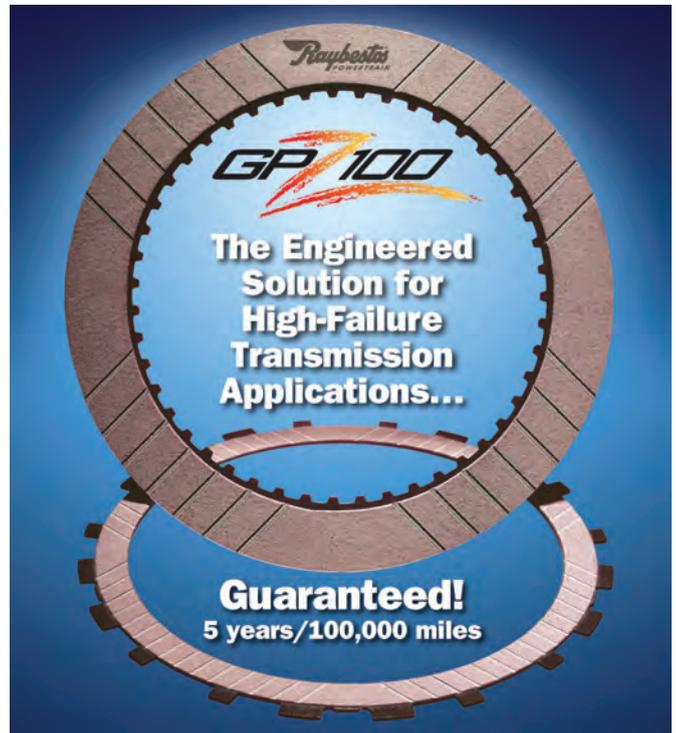
Product Lines

Raybestos manufactures and/or supplies OE transmission friction clutch plates; flex, semi-rigid and rigid bands; steel reaction plates; torque converter friction material, plates and products; transmission sump, valve body and cooler in-line filters; and various service items for domestic and foreign transmissions. Products coverage ranges from 1948 Dynaflo to the current assembly-line transmissions such as the GM 6T75, Ford 6F35 and Chrysler 68RFE. The newest product offerings are Raybestos Solutions such as the Z Pak® single-sided clutch system; GPX and GPZ100 friction materials; solenoids; torque converter hubs, bearings and piston assemblies; and Blue Plate Special® gen2™ and Stage 1 Performance friction materials.

Featured Product - The GPZ100 Friction Plate

The GPZ100, the industry's first and only warranted clutch plate, provides enhanced durability and performance at the same price you would expect to pay for OE. It gets its engineering and proven performance by using the same friction materials developed for the Z Pak® clutch system, material that withstands high stress, high temperatures and repeated cycling.

Raybestos Powertrain is so confident in the GPZ100's exacting manufacturing process that any plate carrying the GPZ100 name is warranted for 5 years or 100,000 miles. (See www.raybestospowertrain.com/warranty for more information.)



A drop-in replacement for passenger and truck applications, the GPZ100 is currently available for 4L60E, 4L65/70E, 4L80E and 44/46/47/48RE(RH) transmissions, 68RFE and Allison LT1000.

For more information on the complete line of Raybestos Powertrain products, visit us at www.raybestospowertrain.com.

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Sales Training Materials

Raybestos engineers and sales personnel regularly present product and technical programs for distributors, parts sales staff, technicians, shop owners and their invited guests. Each program is customized to deliver current and relevant information pertaining to a specific business, the transmission service industry, Powertrain products or the automotive market in general. Programs can be requested by contacting Raybestos directly. Support material also is available in the form of technical bulletins, product information sheets, engineering guides and catalogs.

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All premium OE-quality distributors stock and sell Raybestos Powertrain products. For a specific distributor in your immediate area, contact Raybestos directly or visit our website at www.raybestospowertrain.com

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Sussex Auto Parts are a leading European transmission parts distributor. Our strength in the market place is Automatic transmission parts for European vehicles. We are particularly strong in Aisin. Our established links with top OE manufacturers mean we can often supply OE parts at Aftermarket prices.



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The long-standing and credible journal for the transmission/Powertrain business. Extensive coverage including marketing, management, automatic and manual transmission diagnostic, repair and installation.



Transmission Remanufacturing Company

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Company Profile

TRC is one of the nation's largest production rebuilders. We supply automatic and standard transmissions for nearly all years, makes, and models; foreign & domestic.

We ship nationwide (including Alaska and Hawaii) to transmission and automotive repair shops, dealers, extended warranty companies, and municipalities.



TRC is a member of the Envirostars community, we respect the environment and encourage conservation in our production methods.

Customer Service

We are here to help you. When you call TRC, you'll hear a live person right away. Let us know what we can do to help you make the sale.

Get to know us before you buy, call our **free technical support hotline** with any transmission questions, our unit or not.



Our Products

- Our transmissions meet or exceed OE spec, with computerized dyno-testing to ensure perfect operation right out of the box.
- We stand behind our work. Ask us about our warranty options, up to **lifetime warranties** are available.
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- We also sell our own line of **torque converters** (including racing and heavy duty).



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Transtar: The Name You Know and Trust

Transtar Industries, Inc. understands that every project, every passion and every person calls for a unique solution. And we're committed to delivering those solutions as your trusted partner. Based in Cleveland, Ohio, we're the world's leading provider of transmission-related parts. With our expansive distribution network, you will have same or next-day delivery on the parts you need to get the job done. At Transtar, our reach is global, but our focus is personal.

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Transtar is home to the most knowledgeable experts in the industry. Our seasoned sales staff has a combined total of over 5,000 years of experience. While these experts further our mission, they're also committed to meeting the individual needs of each customer. With Transtar, you're in good hands.

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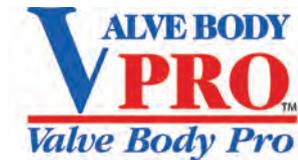
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Company Profile

Valve Body Pro is customer driven. Our path to success is not driven by the bottom line. Our path may be called process, partnership, stewardship. Valve Body Pro is a team of individuals who strive to fill the customer's needs. That is our success.

Category

Rebuilt valve bodies and related products for most domestic and import vehicles currently in production. The company offers valve bodies, pressure-control solenoids and repair kits constructed with ProProven parts and cutting-edge solutions.

The Products

- Domestic, European, & Asian Rebuilt Valve Bodies
- SOLPRO Solenoids
- ProProven Solenoid Repair Kits
- Solenoid Blocks & Repair Kit with **Maxx Fluxx™** Bushings

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Administration

Bob SangheraCEO
 Juliet Sequeira Office Manager/Sales

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We help you before, during and after the sale. With resources and almost 60 years of combined experience, our technical staff can offer unparalleled advice. The valvebodypros.com web site includes TECH TIPS, which provide solutions to many valve body related issues.

Sales Hotline: 408-287-4500
Tech Hotline: 408-287-4503
Sales: sales@valvebodypros.com
Tech: bob@valvebodypros.com

Featured Products

The Industry's Highest Quality Rebuilt Valve Bodies

- PRO-Proven BEST In The Industry
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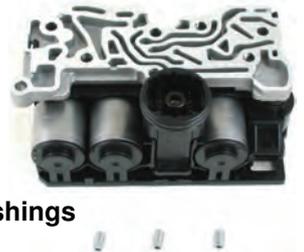
Aisin Solenoid Bushings Engineered by Valve Body Pro



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- Maintains Stable Pressure at all Temperatures
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AW55-50SN/TF60-SN
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A Patented Solution Addresses Most of the Common Vehicle Complaints that are Linked to VFS Solenoid Functional Failures:

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The Affordable Solution to Your Valve Body Problems

ABOUT US Valve Body Xpress was born as an idea over a dining room table more than 10 years ago. As owners of a transmission shop, we knew all too well the choice



transmission shops were forced to make: Do we buy expensive new valve bodies from a dealer or take a gamble on used valve bodies from a junkyard? The first option was too expensive, and the second just too risky. So it became our goal to offer transmission shops an alternative — a remanufactured valve body that cost much less than one from a dealer and was guaranteed to work.

And so VBX became the first company dedicated exclusively to providing the industry with an affordable, alternative, guaranteed valve body product. Today VBX features a fully staffed research and development center, with a

customer support team that is second to none. Our entire staff is fully committed to solving our customers' valve body needs professionally, expertly, and cost-efficiently. We are ATSG members and ATRA supplier members.

ABOUT OUR PRODUCTS At VBX, we remanufacture valve bodies. That's all we do, and we've been doing it since 2002, so we're very good at it. Take a look for yourself. Our extensive product catalog — written in laymen's terms — is available on our website, www.vbxus.com.



Our remanufactured valve bodies are individually tested and calibrated to ensure peak performance. All solenoids are either new OEM or individually tested for integrity and efficiency. In addition to multiple industry

updates and Precision gaskets, we use our own exclusive VBXtra™ updates to guarantee that our customers always receive the highest quality product.

ABOUT OUR GUARANTEE At VBX, our focus on quality and service is simply unmatched. It's because we go the extra mile in our manufacturing process, every time, that we are confident and proud to offer customers a lifetime guarantee against any and all defects on every valve body we sell. No questions asked.



VBX stands today as the industry leader in producing guaranteed remanufactured valve bodies. Not bad for a company hatched over dinner. So save time, save money, and save your reputation. Trust VBX for all of your remanufactured valve body needs.

Call us at (866) 2GET-VBX or visit us online at www.vbxus.com.



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WHATEVER IT TAKES

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Buy on Line @ wittrans.com

Company Profile

Whatever It Takes (WIT) was founded in 1999 by Kenny Hester, a 30 plus year veteran in the Transmission parts supply business. WIT is the complete source for all its customer's transmission parts needs, whether it is new, used, or remanufactured. Parts are currently distributed by 29 branch locations throughout the U.S. With the main remanufacturing and distribution located within 10 minutes of U.P.S.' major Air Hub, Whatever It Takes is able to quickly ship parts worldwide. The majority of the sales staff have been in the business for over 20 years. WIT is an employee owned, customer driven company, there are no stockholders or investors to report to. As owners, the WIT employees' only job is to provide the customer with the things they need to be the most successful shop possible.



Products

Whatever It Takes carries top-quality products from manufacturers such as Raybestos, Toledo Trans-Kits, Allomatic, ATEC-Transtool, ATSG, Autocraft Manufacturing, Borg Warner, CVC Torque Converters, DT Components, Hayden Coolers, Life Automotive, Lubegard, Powertrain Systems, Precision International, Rostra, Sachs Clutch Kits, Sonnax, SPX Filtran, Stellar Group, Superior, Teckpak-Fitzall, Transgo, Tri- Components, TTXE, Valeo Clutch Kits, Zoom Technology, OE manufacturers and many others. In addition to new O.E. parts, W.I.T. also carries a full line of remanufactured and used parts for both Automatic & Standard transmission. W.I.T. remanufactures Standard transmissions & transfer cases that include a 12 month/ unlimited mile warranty against parts and workmanship.*



Customer Service

Customer Service is the cornerstone that W.I.T. was founded on, and has helped it become a major competitor in the transmission parts business. Whatever It Takes prides itself on its excellent customer service and having the parts you need by maintaining a minimum fill rate of 98.8%. W.I.T. prides itself on taking care of its customers. Service, Experience, Quality, Product Availability, Timely Credits, a dedicated Customer Service line are just a few of the reasons why Whatever It Takes has become a major competitor in the transmission parts business. WIT is able to ship its parts overnight to most of the North and South Eastern U.S. With its strategically placed stores, it is possible for WIT to service about 80 % of the country within 2 days. In addition to using UPS & Fed-Ex to ship its packages Whatever It Takes also offers free Night-Box delivery to many areas. By making this commitment, WIT helps to increase its customer's profit margin. With Night-Box delivery, Builders no longer have to wait around for UPS or FedEx to arrive; their package is delivered overnight so the parts are waiting on them the next morning.



Research & Development

The Research & Development team stays current with the latest transmissions & take photos of every part in these transmissions in order to provide most complete transmission catalog in the industry. They gather information on common wear issues with each new transmission, and develop text descriptions for all the Catalogs and WIT's website (www.wittrans.com). The R & D team was responsible for creating W.I.T.'s Catalog CD with point and click technology, The Award winning & most up-to-date Vehicle to Automatic Transmission Guide in the Industry, & now the most up to date Vehicle to Manual Transmission Guide in the industry!



Management

Kenny Hester, President.....800-940-0197 ext.1150
 Rick Skaggs, VP of Operations.....800-940-0197 ext.1166
 Rodney Peters, VP of Sales & Marketing..800-633-3134 ext.2134
 John Huff, VP of Finance.....800-940-0197 ext.1151
 Customer Service.....800-940-0197 ext.8560

W**Wesco Automotive, LLC****Booth# 504**

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Doral, FL 33178

Phone: (305) 677-9211

Fax: (787) 785-7623

info@wescotrans.com

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Carlos Ojeda, President

Wesco is the most trusted name in Automatic and Standard Transmission Parts. Wesco has serviced the Caribbean and Latin America markets for over 40 years. We guarantee the highest quality parts and the fastest service at the best price.

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sales@wittrans.com

www.wittrans.com

Rodney Peters, Sales V.P.

Kenny Hester, Pres.

Rick Skaggs, Ops. V.P.

John Huff, Finance V.P.

Whatever It Takes is a complete line supplier of new, used and remanufactured automatic and standard transmission parts. For more information visit the WIT website at www.wittrans.com.

Z**ZF Services, LLC****Booth# 320**

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www.zf.com/na ZF Services

North America is a supplier of OE replacement parts to the aftermarket. Our commitment to provide parts that fit right the first time and deliver miles of reliability resonates through all of the products we bring to market: SACHS Shocks and Struts and Clutch Kits, Lemförder Steering and Suspension, and ZF transmission parts/units for select Audi, BMW, Ford, Jaguar, Land Rover, Porsche and Volkswagen models.

LINTEX
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Phone: 0086-576-82386666

Fax: 0086-576-82608056

tommy@benhhy.com

www.lintexcn.com

Company Product Description:

Lintex product, paper-based friction plate is mainly used for automatic transmission of passenger car. LINTEX is the OEM manufacturer of friction plates whose friction material is made in Japan. The quality of our aftermarket parts is the same as OEM parts. Our quality warranty is 2 years/ 100,000kms.





For nearly 100 years, ZF has been the leader in driveline and chassis technology. As the strategic aftermarket business unit of ZF, ZF Services, LLC continues the systems expertise with each business unit. ZF's driveline and chassis technology is offered using the well-established brands Sachs, Lemförder, Boge and ZF Parts. With its global service network and on-demand offerings, ZF Services, LLC has also become a popular partner in the non-automotive sector.

ZF Services, LLC is made up of different segmented business units focused on targeted market products to best serve our customer needs. Each business unit is responsible for sales, marketing, technical service, warranty processing and production.



The Passenger Car/Light Truck business unit at ZF Services, LLC is involved in remanufacturing of transmissions for both segments. We also supply new Sachs Clutches, Sachs Shocks and Struts, Lemförder Chassis Components and Stabilus Gas-Charged Lift Supports to the automotive aftermarket automotive.



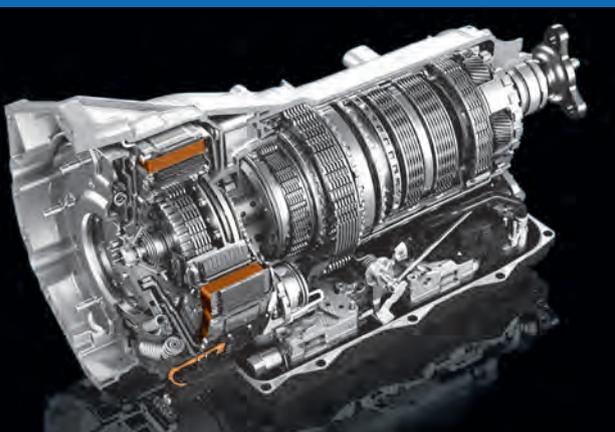
ZF Services, LLC's On-Highway business unit consists of commercial vehicle and bus applications. This unit organizes parts and service for these applications, and also offers remanufactured axles and transmissions including Ecomat, FreedomLine and AS-Tronic transmissions.



The Wind Energy unit at ZF Services, LLC is the newest business group. At our building, the Wind Energy unit has the capability to remanufacture wind turbine gearboxes and also test them on the new test bench up to 2.5MW.



Off-Highway at ZF Services, LLC includes construction, agricultural, and forklifts, where we supply remanufactured transmissions and axles as well as other parts and service.



ZF Parts and your transmission. Genuine ZF transmissions are completely remanufactured under strict quality control conditions to ensure "like new" operation, and every part is designed to exact factory specifications and tolerances - because even the slightest discrepancy can cause major complications in today's highly-integrated automotive systems. ZF Parts supplies all the needs for your transmission whether it be a fully remanufactured transmission, transmission kit or oil.



Find out what's new at www.zf.com/us

GEARS does not endorse new products but makes this new information available to readers. If you have a new product, please email the press release information with applicable digital photo or drawing to fpasley@atra.com or send by mail to GEARS, 2400 Latigo Avenue, Oxnard, CA 93030.

Jennifer Monclus Joins Elite Worldwide as Phone Skills Expert



Jennifer Monclus

Elite Worldwide has announced that Jennifer Monclus has joined the company as its newest sales trainer and phone skills expert.

In her new role, Jennifer will use her years of sales experience and extensive industry training to head up Elite's Appointment Pro Phone Skills Mastery Service, where she'll help service advisors improve their phone skills and turn more first-time callers into customers.

Jennifer has experienced consistent success as a sales professional and was the top sales producer at each of the last three companies she worked for before joining Elite. In fact, one of her previous employers still raves about the month when Jennifer outsold the average of the rest of the sales staff by a 5 to 1 ratio.

"Jennifer's status as a sales superstar was evident from the moment she started working with Elite, as she passed every phase of Elite's rigorous training with flying colors. I couldn't be more excited to have her join the Elite team, and have no doubts whatsoever that she will do an amazing job of helping our Appointment Pro clients develop their phone skills," said Bob Cooper, president of Elite Worldwide.

For more, visit Elite at www.EliteWorldwideStore.com.

Exedy Introduces Premium Honda Frictions



Exedy is proud to introduce its new line of premium frictions for Honda/Acura transmissions.

Developed, built, and proven in Roanoke, Virginia USA to ensure your customer's satisfaction.

Available at a competitive price, this investment has resulted in far more durability than both OE and popular aftermarket choices. Precise manufacturing prevents inconsistent friction thickness plaguing the aftermarket.

Designed and engineered to provide better-than-OE shifts, the new Exedy premium clutches are an exceptional option — whether your project is a family vehicle or a higher horsepower tuner. For more, visit Exedy on line at www.exedyusa.com.

Crawford County Facility Earns VPP Star Safety Certification

The Indiana Department of Labor has announced the Star Certification of Jasper Engines and Transmissions' Crawford County, Indiana, remanufacturing facility in Indiana's Voluntary Protection Program (VPP).

A ceremony, held July 22nd at the Crawford County facility, provided an opportunity for associates, staff, and management to showcase their exemplary safety status to state elected and labor officials.

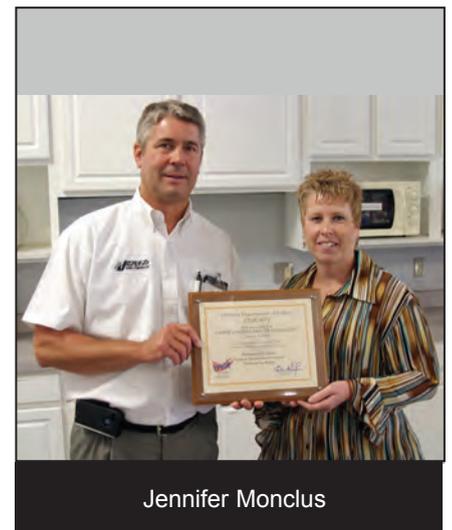
JASPER Safety Director Jason Pieper told associates that management commitment and associate involve-

ment are the biggest elements of the VPP program. "JASPER has a great safety culture," said Pieper. "I want to thank our executive team, managers, and leaders who support our safety programs. Earning Star certification is the foundation for where we want to be in our continuing safety journey."

VPP, Indiana's Voluntary Protection Program, was established to recognize and promote safety and health management programs throughout the state. All companies can participate in VPP — where management and employees work together to create and maintain a healthy working environment.

"It's about continuous improvement," said Zach Bawel, JASPER president and chief operating officer. "Associates have done a great job submitting safety ideas as part of JASPER's Continuous Improvement program. But we need to continue submitting these safety ideas, because the most important thing as associate-owners of the company is that our fellow owners go home safely."

The Crawford County facility achieved VPP Merit Certification in September 2010. The Jasper, Indiana, remanufacturing facility earned its initial Merit Certification in 2008 and Star Certification in 2012.



Jennifer Monclus

Sonnax Welcomes New Engineers

Sonnax Industries recently added two new manufacturing engineers to its team of specialists dedicated to industry-leading innovation.

Tyle Wlodyka joined the company to assist in the development of new and improved manufacturing processes. Wlodyka was previously employed for six years as a senior manufacturing engineer with Timken, working on manufacturing processes for super precision ball bearings. He holds a bachelor's degree in mechanical engineering from Clarkson University.



Tyle Wlodyka

Also new to Sonnax is Tyler Harding, whose responsibilities will be centered on expanding the company's driveline offering with the design of new slip yokes, weld yokes, drive shafts, and related components.

Harding is a recent graduate of N.H. Technical Institute of Technology, where he earned an associate's degree in manufacturing engineering technology. His interest in the field began while working in the Sonnax machine shop, and he was an engineer intern with the company throughout his college career.



Tyler Harding

Sonnax is a diversified supplier of specialized drivetrain products to

the automotive and commercial vehicle industries, and to industrial sectors using drivetrain technology. Sonnax is an employee-owned company. For more, visit Sonnax on line at www.sonnax.com.

Superior Introduces Super Servo 2nd Gear Kit for Dodge Magnum



Superior Transmission Parts is proud to introduce a new 2nd gear Super Servo kit for Dodge Magnum, P/N K080-MAG.

The new kit includes Superior's exclusive PowerStrut™ and PowerWedge™ components, making this the strongest servo kit available.

The new Super Servo provides 16% more hold power than a stock setup, and it fits all 1962-up 727/518/618/46-47RH-RE and 48RE units. It was designed specially for use with high-ratio levers (4.7 thru 5.2).

You should consider this kit a "must use" in any puller, hauler, or performance diesel application.

For more information on this or any of Superior's truly "superior" product line, visit www.superior-transmission.com.

G-TEC Introduces Data Acquisition Flusher Module

G-TEC, an industry leader in heated oil cooler line cleaning, has developed a data acquisition module for your flusher. Their data acquisition comes with a printout and can be added to your current G-TEC flusher or can be factory installed on a new flusher.

Visit G-TEC in booth 221/219 at the Powertrain Expo in D.C., or contact them for more information, by phone at 800-725-6499 or 417-725-6400, or email sales@g-tec.com.

ZF Services, LLC Launches U.S. Web Site with New Applications

ZF Services, LLC announced the launch of a new U.S. web site along with the company's three brand web sites for Sachs, Lemförder, and ZF Parts. With one-click access to product information, the new web site offers a content-rich knowledge foundation for visitors.

Visitors will find a range of interactive applications on all pages, including the ZF Education Center, featuring training and installation videos, tech forums with collaboration posting boards, downloadable sales information, and a sales and service network.

The ZF Parts brand page offers a wide range of knowledge over ZF remanufactured transmissions, kits, and parts.

You can learn more about ZF Parts by visiting ZF at the ATRA show or through the new web site at www.zf.com/us/zfparts where you can print a coupon to bring with you to the ATRA show for your free gift.

Superior Introduces New Problem Solver for Ford's 4R100 Trans

Superior Transmission Parts, Inc. is pleased to announce the new Superior Solutions "Technology that Works"® addition to its Problem Solver line.

Superior part number K0106 is a 1-2 shift valve spring for 1998-2004 Ford 4R100 transmissions.

The kit corrects these conditions:

- Code P0781 — 1-2 shift error
- Code P0732 — Incorrect 2nd gear ratio
- Late or lazy 1-2 shift
- No upshift to 2nd

The cause could be a broken, bent, distorted, or fatigued 1-2 shift spring. The new Superior K0106 is just the fix to prevent you from having to rob used valve bodies or chance used springs causing a recurrence. Each K0106 includes three fixes per box. For more, visit Superior on line at www.superior-transmission.com.



Joe Logue

Joe Logue Joins Sussex Auto Parts

Sussex Auto Parts is proud to announce that Joe Logue has been named the North and South American Sales Manager for the company serving their many warehouse distributors and clients in the western hemisphere.

With his sales history in international and U.S. markets, Joe will be a great addition to Sussex Auto Parts in the distribution of their extensive line of OEM European, Asian, CVT parts and valve bodies throughout the Americas.

Sussex Auto Director Alan Gadd said "We are really excited to have Joe join our team, as we continue to expand our business. Joe comes with a wealth of experience, having been in the automatic transmission industry for 27 years. He is very well regarded worldwide in the industry."

Based in the US, Joe can be contacted in English or Spanish at (814)838-4888 or joe@sussexautos.com.

ATRA Expo attendees can meet Joe in person at the Sussex Booth #104 at the ATRA Powertrain Expo in Washington, D.C.

Precision Introduces Multiple New Kits

Precision International is pleased to announce the availability of several new kits:

K73900HX-MD fits the JF009E (RE0F08A); Banner and Master kits are also available. This kit fits the following Nissan vehicles:

- 2006-10 Versa
- 2002-12 Cube
- 2006-12 March
- 2005-12 Note
- 2005-12 Tida
- 2006-12 Wingroad

Overhaul Kits K77900FF (w/pistons) and K77900FFX (w/o pistons), fits the A6GF1; Banner and Master kits are also

available. These kits fit the following vehicles:

- Hyundai (USA)
- 2012-13 Accent
- 2012-13 Elantra
- 2012-13 Verloster
- Kia (USA)
- 2011-13 Forte (1.6L)
- 2012-13 Rio/ Rio 5
- 2012-13 Soul
- Kia (Non-USA)
- 2012-13 Carens (1.6L)

K79900HG and K79900HGX fits the 09G/ TF-60SN; Banner and Master kits are also available. This kit supersedes K79900H/HX, which was a combo kit. These kits fit the following vehicles:

- VW
- 2007-08 EOS (3.2L)
- 2006-09 Golf (1.9L DIESEL)
- 2006-13 Golf/Rabbit (2.5L)
- 2006-08 GTI (2.0L)
- 2005-13 Jette (1.9L Diesel, 2.0L, 2.5L)
- 2004-08 Beetle (1.8L, 1.9L Diesel, 2.0L)
- 2006-13 Beetle (2.5L)
- 2009-13 Tiguan (L4 2.0L)
- 2006-13 Passat (2.0L, 3.6L)
- 2003-08 Golf (R32), Touran (Non-USA)
- Audi
- 2006-13 A3 (2.0L)
- 2006-10 A4 (2.0L)
- 2003-09 TT (1.8L, 2.0L, 3.0L)
- Skoda
- 2003-12 Octavia (Non-USA)
- Seat
- 2003-12 Altea, Leon, Toledo (Non-USA)
- Mini Cooper
- 2005-12 (1.6L)

K79900HK and K79900HKX fits the 09K/ TF-61SN; Banner and Master kits are also available. This kit supersedes K79900H/HX, which was a combo kit. These kits fit the following vehicles:

- 2003-06 T5 Transporter (2.5L L5, 3.2L V6)

K79900HM and K79900HMX fits the 09M/ TF-62SN; Banner and Master kits are also available. This kit supersedes K79900H/HX, which was a combo kit. These kits fit the following Volkswagen vehicles:

- 2010-13 CC3.6L V6 (VR6)
- 2006-09 Passat 3.6L V6 (VR6)
- 2008-11 Tiguan 2.0L L4

K86900F Overhaul kit fits the AA80E; Banner and Master kits are also available. This kit fits the following Lexus vehicles:

- 2007-11 LS 460/470
- 2007-11 LS 470L

2008-11 GS 460/470

2008-11 IS-F

For more information, visit Precision on line at www.transmissionkits.com.

Precision Introduces New Kits for the ZF6HP28/X Trans

Precision International now has Overhaul, Banner, and Master kits available for ZF6HP28/X transmissions. Here are the kit numbers for these units:

- Overhaul Kit: K82900P
- Banner Kits: K8200PW/O
- Master Kits: K8200P

And these are the applications for these transmissions:

- 2004-10 BMW Series (6-cyl 3.0L, V8 4.8L)
- 2007-12 BMW Series (6-cyl 3.0L, V8 4.8L)
- 2009-10 BMW 7 Series (6-cyl 3.0L, V8 4.4L)
- 2006 -12 BMW X3 (6-cyl 3.0L)
- 2009-11 BMX X6 (6-cyl 3.0L, V8 4.4L)
- 2007-12 Jaguar XF (V8 4.2L, 5.0L)
- 2010-12 Jaguar XJ (V8 5.0L)
- 2008-11 Jaguar XK (V8 5.0L)
- 2009-12 Land Rover Discovery (V8 5.0L)
- 2009-12 Range Rover and Sport (6-cyl 3.0L, V8 4.4L, 5.0L)

For more, visit Precision on line at www.transmissionkits.com.

JDS Worldwide Introduces New 62TE Filter

JDS Worldwide is now offering a new transmission filter for the Chrysler 62TE transmission platform. This filter began appearing in 2007 models and is still being used today.



The new filter is all plastic construction and includes the appropriate lip seals to provide a tight seal every time.

For technical information or to order these new filters, contact JDS Worldwide at 305-470-1800 or by email at sales@jdsworldwide.com. Or visit JDS Worldwide on line at www.jdsworldwide.com.

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New 5R55 Tech Manual from Valve Body Pro

Valve Body Pro is proud to introduce a new, comprehensive manual for the 5R55W/S transmission. This manual explains in detail the transmission's hydraulics in both the transition period and the static application of each gear and its applied members.

It shows how the PCA and PCB control the mainline pressure. Using live, average DC voltage readings, it explains the electrical functions of the PCA, PCB, and PCC as they control the apply and release for each gear. It combines live scope data with detailed hydraulic diagrams for a comprehensive explanation of the electrical and hydraulic operation of this transmission.

The new manual is available both in hard copy or PDF format.

For more information visit www.valvebodypros.com, call 408-287-4500, or email sales@valvebodypros.com

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For more information on Power Pusher, please visit us on line at www.powerpusher.com.

JASPER Offers GM 3.6L High Feature V6 Engine Exchange



Jasper Engines & Transmissions, the nation's leading remanufacturer of drivetrain components, now offers the GM 3.6L high feature DOHC, port injected V6 with variable valve timing (VVT), on exchange for the following 2004-2008 applications:

- Cadillac CTS, STS, SRX
- GMC Acadia
- Saturn Outlook
- Buick Enclave

"This remanufactured JASPER engine includes all four camshaft actuators and harmonic balancer," says Brad Boeglin, JASPER new product development team leader. "The pistons are JASPER reengineered to maintain OE compression ratios. A larger ring pack aids in improved sealing and reduced oil consumption, and a graphite coating on the skirts prevents dry startup and piston scuffing."

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Motorcraft A/C Tool Simplifies Part ID and Ordering Process

"Typically with catastrophic A/C compressor failures, you need multiple parts to complete the repair and avoid potential system performance issues or a comeback," said Tom Hodges, Ford product marketing manager. "We've taken the guessing out of the equation, which has saved a lot of time and money, especially during the hot summer months."

A simple drop-down menu lets users input the model, year and engine type to identify the appropriate parts for that system, including everything from the compressor to tubes and lubricants. Users can then click an icon to see all of the parts that make up a specific A/C system. They identify which parts they need, add them to their cart, and check out. Customers can also access a public version of the MAC Kit Tool by visiting mackit.motorcraft.com.



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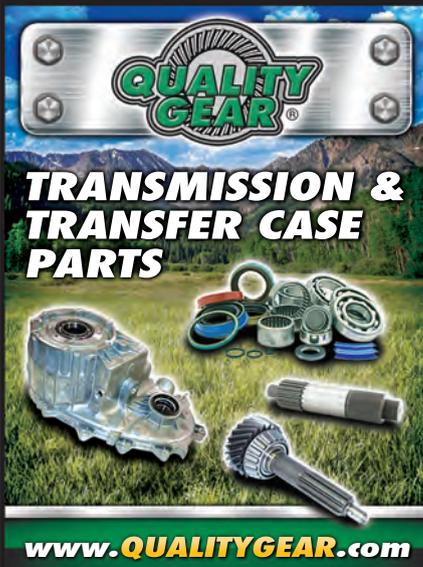
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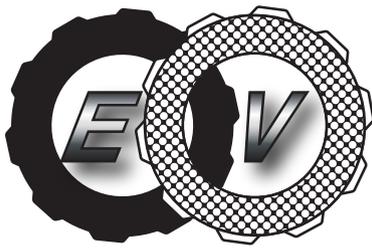
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