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OCTOBER/NOVEMBER 2016

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www.gearsmagazine.com

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POSTMASTER: Send address changes to GEARS, P.O. Box 16118,
North Hollywood, CA 91615-6118

Publications Mail Agreement No. 40031403
Return Undeliverable Canadian Addresses to:
Station A, PO Box 54, Windsor, ON N9A 6J5
Email: gears@atra.com

Issue #209 Printed in U.S.A. Copyright ATRA 2016

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FROM THE PRESIDENT

WELCOME TO PARIS!

I'd like to welcome everyone who made it to ATRA's Expo 2016. This is our first time at the Paris Hotel and Casino, on the beautiful Vegas Strip. Its prime location offers easy access to everything on the Strip.

This is an exciting year at Expo, with a number of all-new, first-time events:

This year introduces our very first *Transmissions 101* program. What is Transmissions 101? It's a new tech program, designed exclusively for instructors, students, and technicians who are new to the industry.

Anyone who follows the ATRA *What's Working* program and *Fixit* forums knows how hard it's become to find new, qualified technicians. It used to be you could lure them away from your competitors, find kids that grew up around farm equipment, or, if you were lucky, take your pick as they graduated from nearby vocational schools. There aren't a lot of those people around anymore.

I had the opportunity to speak with *GEARS* Managing Editor Rodger Bland about the Transmissions 101 program; I could see how excited he was. Here's how he explained it: "Transmissions 101 is the perfect way to help 'grow your own' for the future."

But that's not all: You can help influence the future of the transmission industry by attending the *Education to Industry Summit*, where you can offer your thoughts or ideas to automotive instructors who are doing their part to develop the educational path for tomorrow's techs. When it comes to shaping your future, *ATRA's got you covered*. For more, check your Expo brochure.

ATRA Powertrain Expo golf program kicks off at eight o'clock Thursday morning, and will end in plenty of time for you to get back to the Paris for the kickoff seminars. The event is sponsored by Slauson Transmission Parts, and will be held at the Angel's Park Mountain Course.

The Transtar Cocktail Reception will be out at the pool under the Eiffel Tower. Transtar goes all out to make this an exceptional event, where you can rub elbows with like-minded folks from every corner of the globe. There's no charge and everyone attending Expo is welcome.

This year's trade show will have ATRA and ReMaTec in the same exhibit hall. There will be almost 150 vendors under the same roof, filling up 85,000 square feet of exhibit area.

The popular ATRA Luncheon, which kicks off the trade show on Friday afternoon, is once again sponsored by Raybestos and features Jeff Havens as the keynote speaker. His theme? Us vs Them: a hilarious presentation about the industry's generational gap.

The ATRA Chapter President's meeting takes place on Friday morning and the ATRA Long-Timers will meet on Saturday afternoon. ATRA has chapters all over the United States; these chapters are the foundation of ATRA.

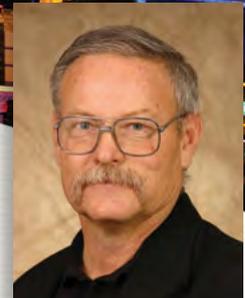
Of course, you won't want to miss the ATRA Member Meeting on Friday morning. This meeting is open to everyone attending Expo; not just ATRA Members. This is where you'll get to hear from other ATRA Members, meet the ATRA staff and Board of Directors, and make your voice heard regarding a variety of situations you're facing. I urge you to attend.

This is your industry, and ATRA is the only association dedicated exclusively to transmission repair. Expo is the one place where you can share your views and make a real difference in the direction this industry is heading. It's an opportunity you won't want to miss.

Once again, welcome to Expo: I'm looking forward to getting to know you and hearing what you have to say.

Jim Rodd

Jim Rodd
ATRA Board President



by Jim Rodd

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by Mike Souza
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SOMETHING NEW JUST GOT EASIER

While working on later model Nissan vehicles equipped with the RE0F10D CVT (figure 1), you'll notice they're using a much heavier push belt compared to the earlier model RE0F10A CVT (figure 2). The late model RE0F10E/H/J CVTs now use a chain instead of a push belt. Everything still works the same; they just use a heavier chain to handle the torque from larger engines with more horsepower.

When you remove the pulleys with the rear cover — which is standard procedure on most CVTs — you'll notice the RE0F10E chain assembly looks very familiar (figure 3). It also has two plastic chain guides, which are similar to the ones in the Subaru Lineartronic CVTs.

The best part of removing a chain from the pulleys instead of a push belt is there's no need for nylon tie wraps (or zip ties). These nylon tie wraps prevent the push belt — made of hundreds of plates held together with steel bands — from coming apart (figure 4).

The construction of the chain eliminates this requirement, making it easier to work on. If you've ever had a push belt fall apart on the bench because you didn't wrap it with at least two nylon ties, you'll understand.

A closer look reveals two chain guide pins, similar to the Lineartronic, but now it has lubricating holes designed to spray oil onto the chain. The open end of these tubes fit onto two steel tubes inside the case (figure 5).

RE0F10E

Figure 1

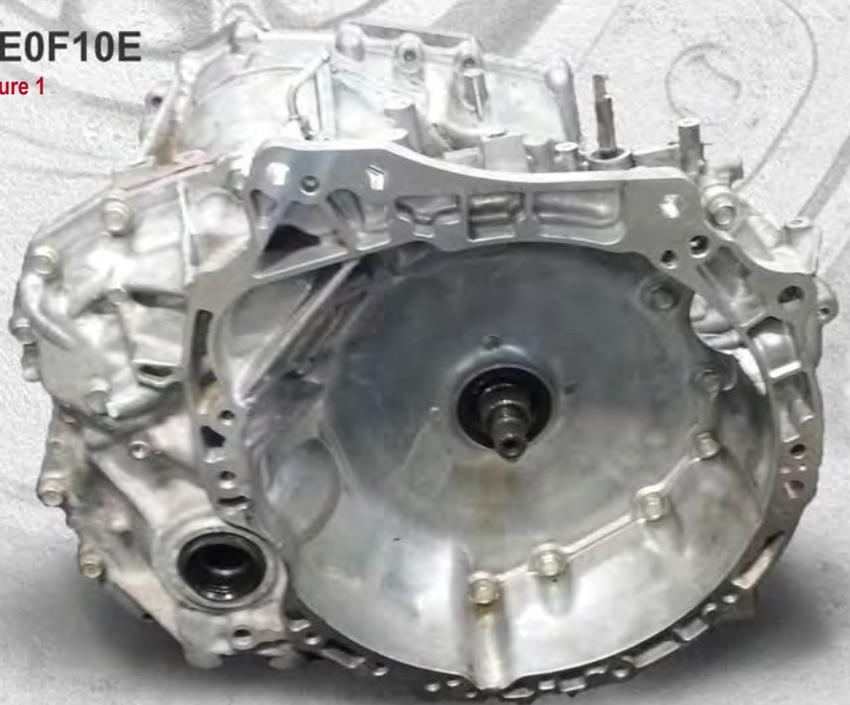


Figure 2



RE0F10E
Chain

Figure 3



Figure 4

There are two flat notches on the tubes that align with two notches on the steel tubes. These notches preventing the tubes from rotating (figure 6), which keeps the lube holes aligned to spray oil onto the chain.

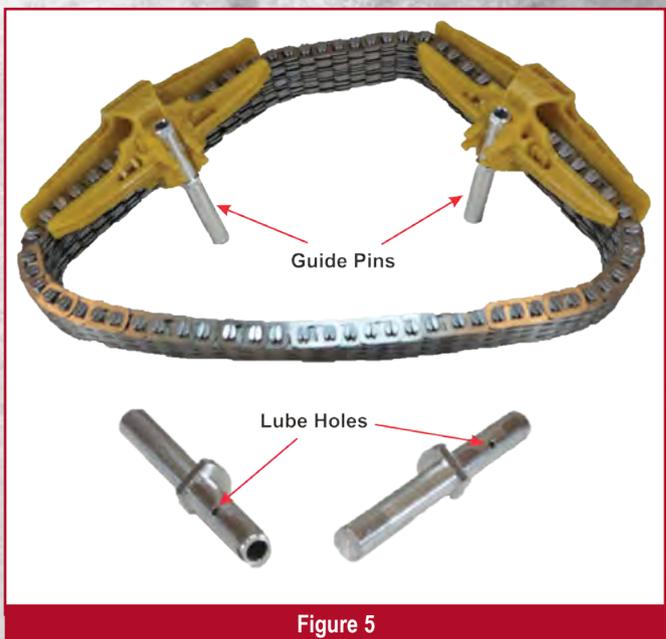


Figure 5

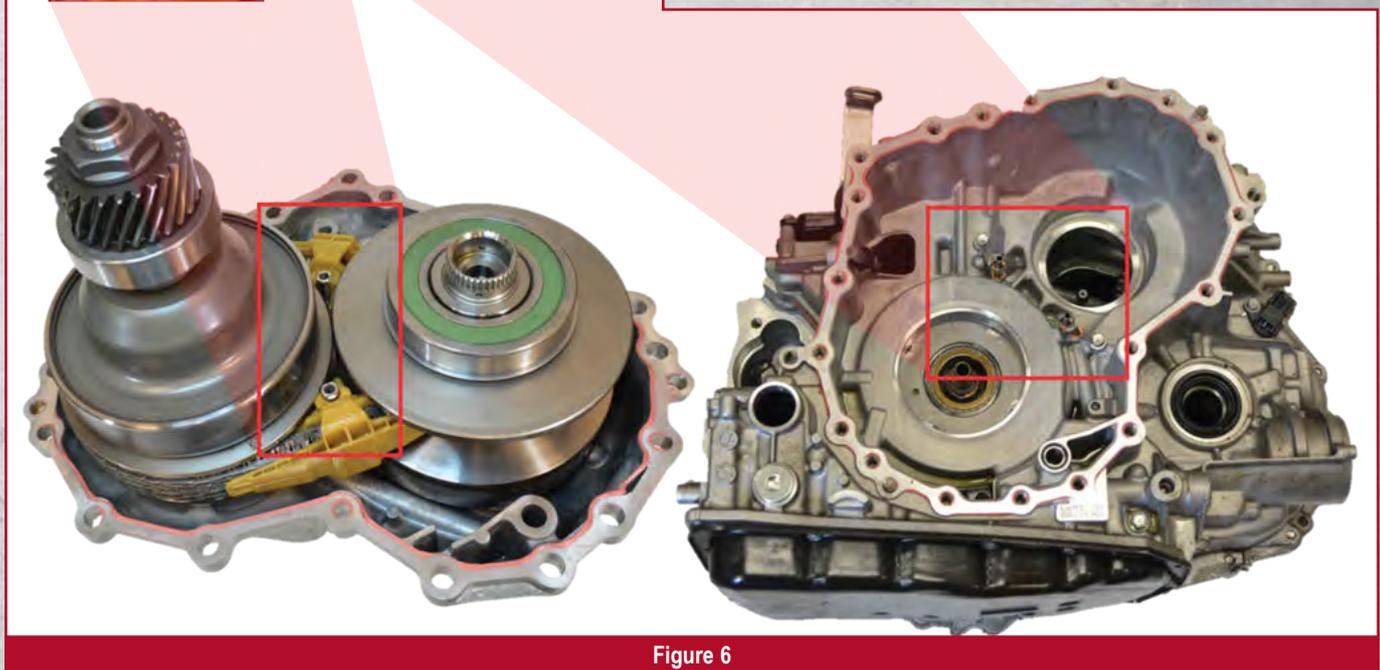
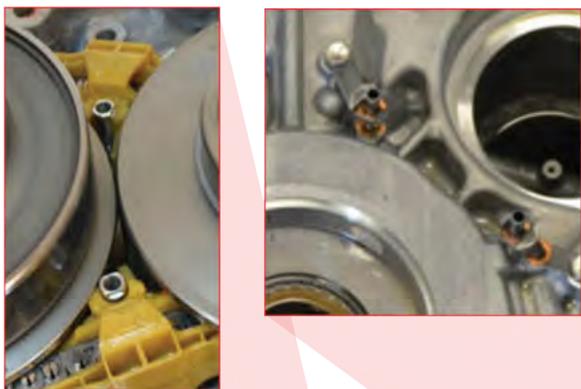


Figure 6

***The jaw's edge won't
damage the pulley sheath.
Now you can easily
remove the chain from
the primary pulley.***

The procedure for removing the chain from the pulleys is the same as for removing a belt. You can remove the chain with the pulleys out of the rear cover or leaving them in and using the cover as a support. If you're leaving the pulleys in with the transmission on the bench, you'll have to prop the case up because of the height difference.

You can use a two-jaw gear puller to compress the spring on the secondary pulley. Similar two-jaw pullers are available on the internet for around \$200-300, such as this TJ-1 Posi-Lock #11054 (11054 is the jaw length; figure 7).

A three-jaw puller is available for a few dollars more, but the third jaw won't fit in tight areas on some CVTs. The two-jaw puller works well on almost all CVTs, except the Subaru Lineartronic Gen II. That CVT requires a special tool because of the secondary pulley design. (For more, check out the ATRA Lineartronic Gen I and II comparison webinar or the article in *GEARS* June 2016 issue).

To use the gear puller, set the edge of the two jaws on the edge of the upper secondary pulley to compress the spring. The jaw's edge won't damage the pulley sheath. Now you can easily remove the chain from the primary pulley. Use the same procedure to reinstall the chain.

Once the chain or belt is back onto the pulleys, you'll need to add a couple nylon ties around the entire chain or belt before removing the puller. They'll keep the upper pulley from moving too far down, leaving some slack in the chain/belt for aligning the pulleys during installation (figure 8).



Figure 7

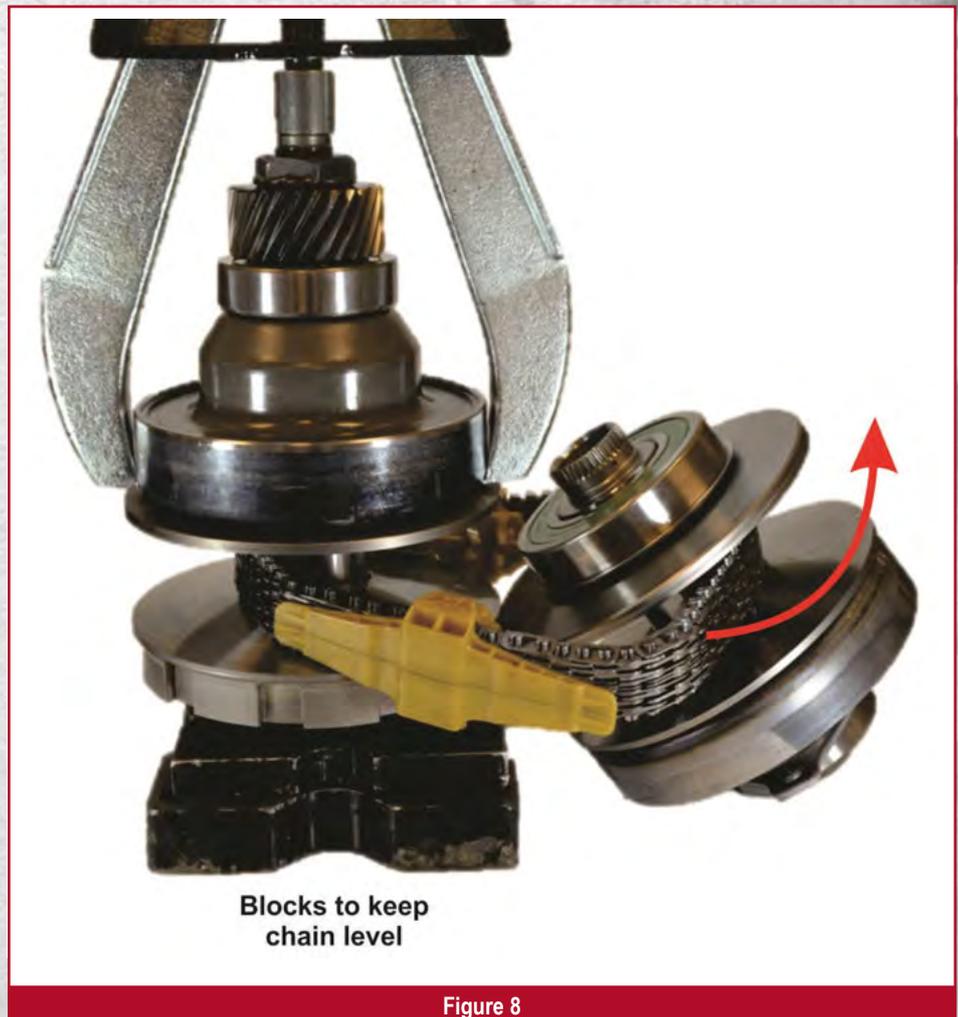


Figure 8

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Figure 10

Normally, the next step for reassembly would be to install the pulleys and chain back into the rear cover. Once installed with the retainer bolts through the cover, you'd cut the nylon ties off. That would keep the chain or belt stretched tight.

Not so on this unit: On this chain assembly, there's nothing holding the two aluminum tubes in place; they just sit on the plastic guides (figure 10). There are two extended tabs on the rear cover to hold the tubes in place (figure 11), so the pulley and chain assembly has to go into the case first; not into the rear cover. Then you can set the two aluminum tubes onto the plastic chain guides, one at a time, before installing the cover (figure 12).



Figure 11

There are two extended tabs on the rear cover to hold the tubes in place.

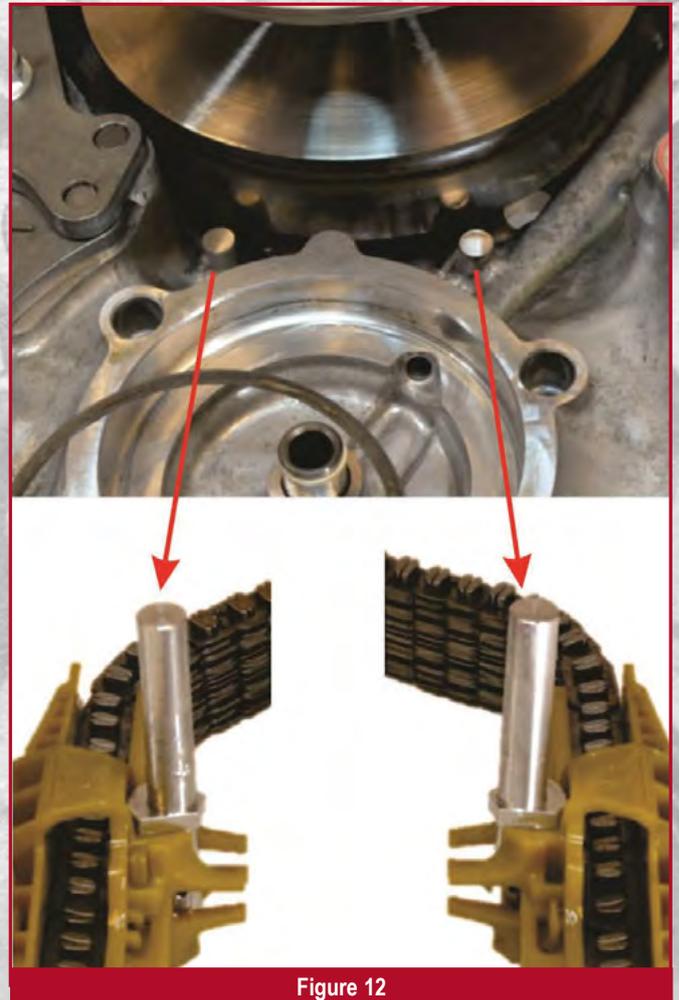


Figure 12



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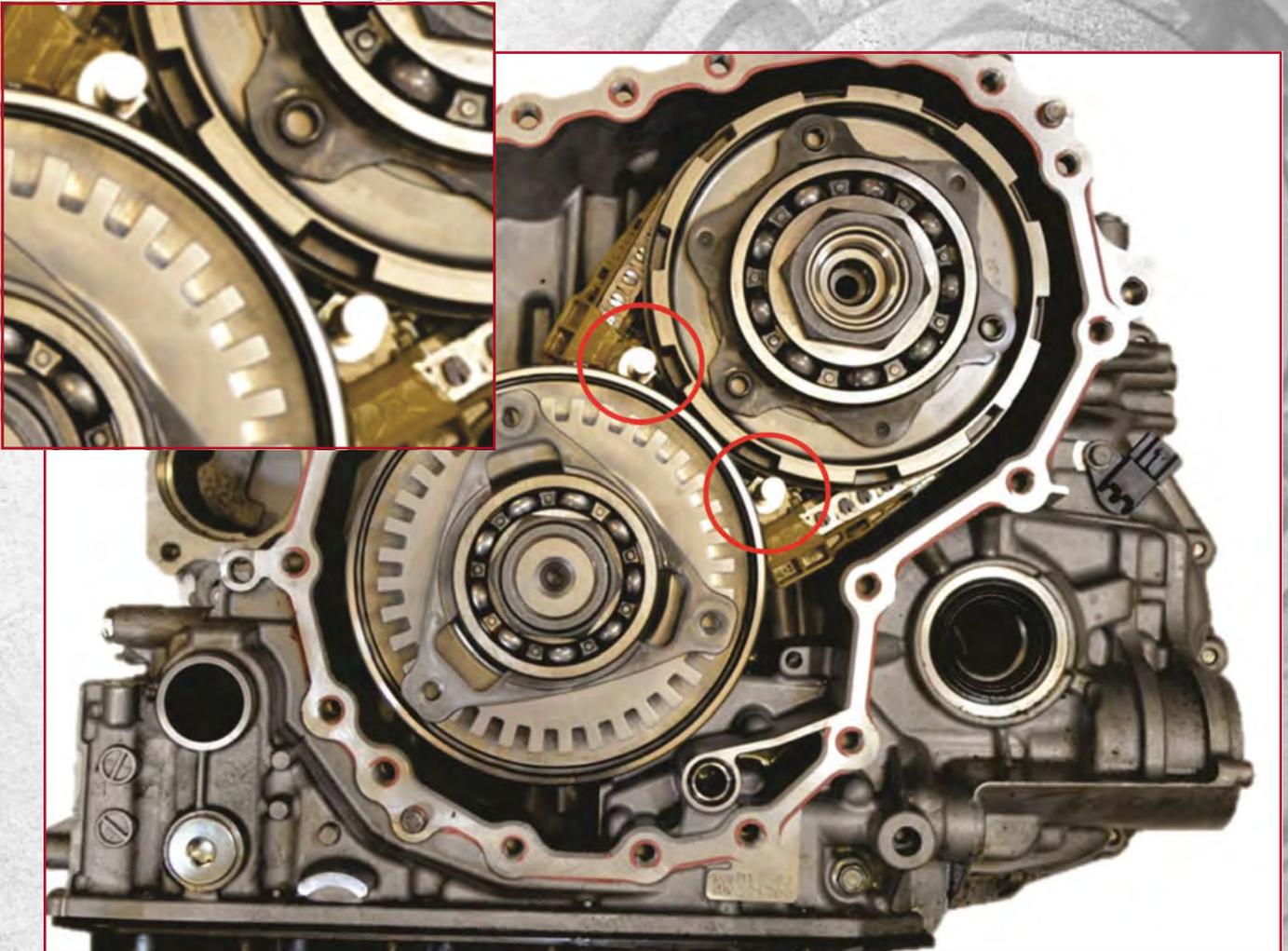


Figure 13

Make sure you have the two flat areas of the tubes facing inward, so the tubes are aligned correctly (figure 13). Now you can install the cover onto the pulleys, using a couple bolts with the heads removed for alignment pins (figure 14).

That's it; you're done! And you'll find this same procedure much easier on all Nissan CVTs... even those with a push belt. Every day should be a new learning experience; otherwise it just wouldn't be worth getting out of bed.

We'll be covering this information on Nissan CVTs and much more at the ATRA Powertrain Expo on October 27 – 30th in Las Vegas at the Paris Hotel. See you there!

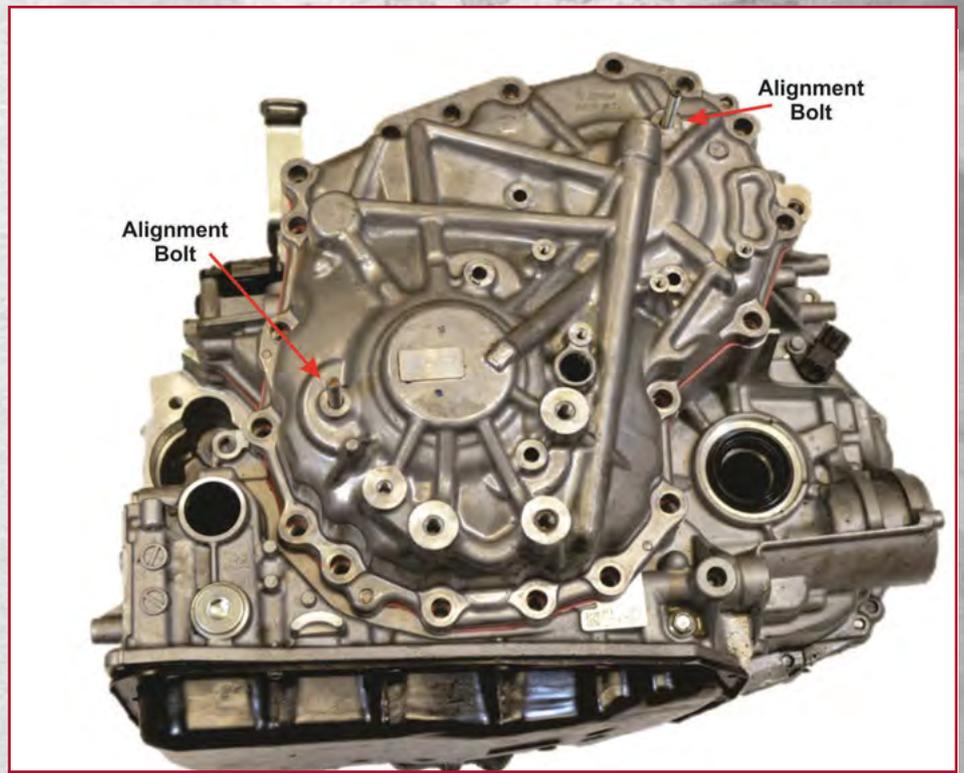


Figure 14





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by Jarad Warren
members.atra.com

Simple Solution Equals Big SAVINGS: Subaru CVT Gen 1

If you work on Subarus and like to save money, this article is for you. We have a very simple solution to a very expensive problem.

Lately it seems as though you can't buy anything separate, such as when you need a single solenoid but have to buy an entire valve body, because the solenoid isn't available separately.

The Subaru CVT Gen 1 has been on the road for over six years now. It's starting to show up at shops and the ATRA HotLine is getting more calls about it. One of the more common problem areas has to do with lockup operation.

The problem goes like this: The car comes in with code P2769 (lockup on/off solenoid circuit low) or P2770 (lockup on/off solenoid circuit high). There's no solenoid available to repair this problem. The factory repair requires you to buy the whole valve body for around \$900.

This repair is strictly for the lockup on/off solenoid; don't confuse that with the lockup duty cycle solenoid.

First a little info about the lockup on/off solenoid: It's a normally open solenoid, which means it vents when it's de-energized. The solenoid should have about 16 ohms resistance and has one wire for power; it grounds through the valve body.

Use an ammeter to test the circuit and wiring. Using Ohm's Law ($V \div R = I$) with a system voltage of 12.5 volts \div 16 ohms, the circuit should draw about 0.8 amps.

The 2010 Subaru 2.5L Outback TCM is under the dash; not the easiest place to reach. Use the wiring diagram (figure 1) to find connector T4 between the TCM and transmission. This is the gray,

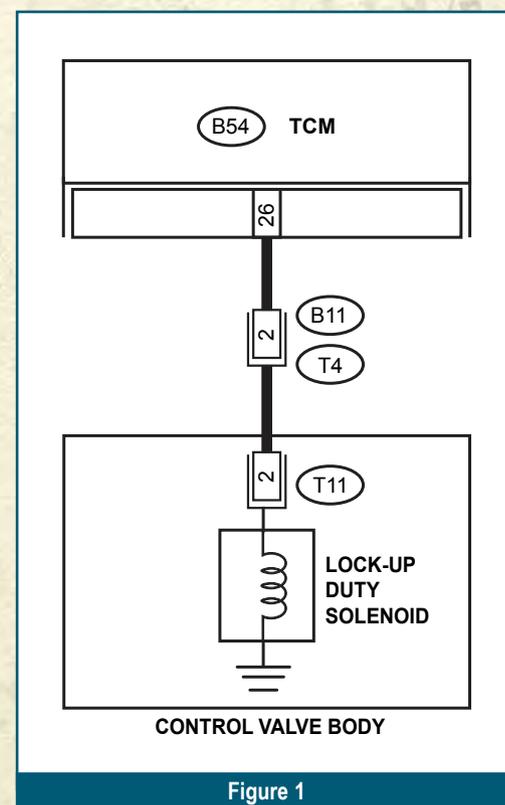


Figure 1

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main connector on top of the transmission, and it's a lot easier place to perform some basic checks.

Disconnect the connector, and connect your ammeter between pin 2 and the positive battery terminal to check the current draw from the lockup on/off solenoid. It should draw about 0.8 amps. Keep the solenoid loaded for a little while. The problem usually shows up when the solenoid gets hot the current starts climbing fast.

If the current remains within specs, you may have a problem elsewhere in the circuit, between the connector and the TCM. In that case, you'll have to bite the bullet and access the TCM.

If the solenoid is overdrawing the circuit, now you have another problem: There are no individual solenoids available for this transmission. It's buy the whole valve body or nothing.

Until now: If the lockup on/off solenoid is bad, order a JF506E shift solenoid B from your local vender. The JF506E shift solenoid B is very similar to the lockup on/off solenoid. It bolts right into place, but there are few minor difficulties you'll have to overcome.

To begin with, the connectors and their rotations are different (figure 2). No problem here: Get a used JF506 internal harness so you can rob one of its connectors. Cut and splice the JF506 connectors onto the harness. The rotation of the connector is a little different, but there's plenty room for it.

The second issue is the solenoid snouts are different sizes (figure 3): The JF506E solenoid snout is smaller, so you'll need to make a sleeve. Use the chart for the sleeve sizes (figure 4).



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This repair has been confirmed a few times with very good results.

Finally, you'll have to cut two slots into the sleeve so the oil can pass through when the solenoid is off (figure 5).

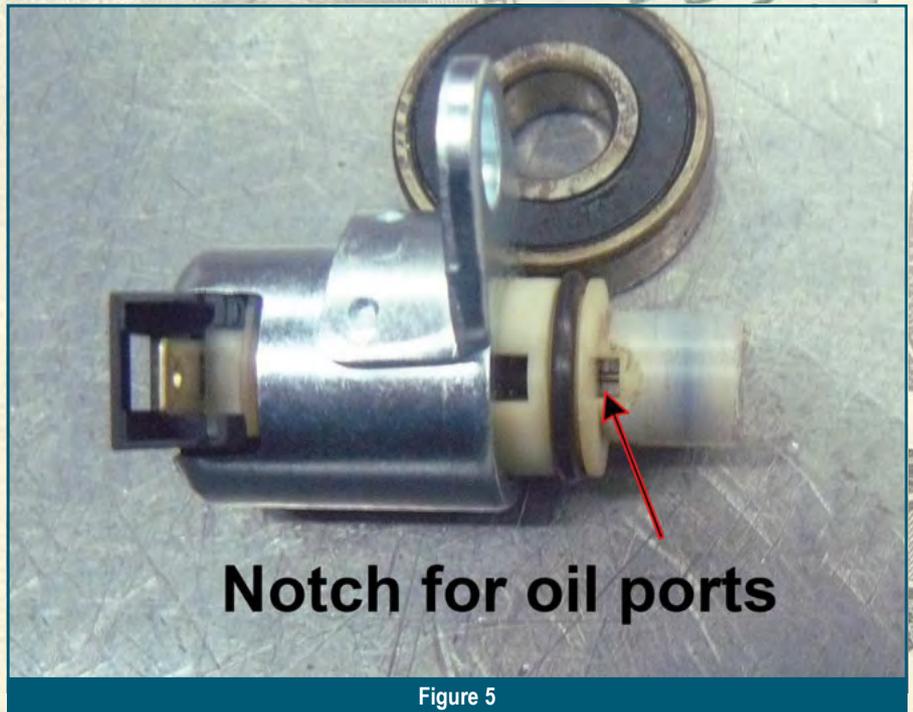
We went to Universal Machine Shop, Inc, in Portland, Oregon, a machine shop that specializes in automatic transmissions. They made this sleeve quickly and cheaply. It's a simple sleeve that any machine shop should be able to build. Or, if you have a lathe, you can make it yourself.

You can make these sleeves out of plastic or steel. Plastic will work fine, as long as it's a type that can withstand the heat and oil environment.

Install the sleeve into the valve body: Make sure it's a snug fit and the oil slots line up so they don't block the oil from venting. Bolt the solenoid in (figure 6) and install the valve body. There you have it: The solenoid is replaced and you just saved your customer a lot of money.

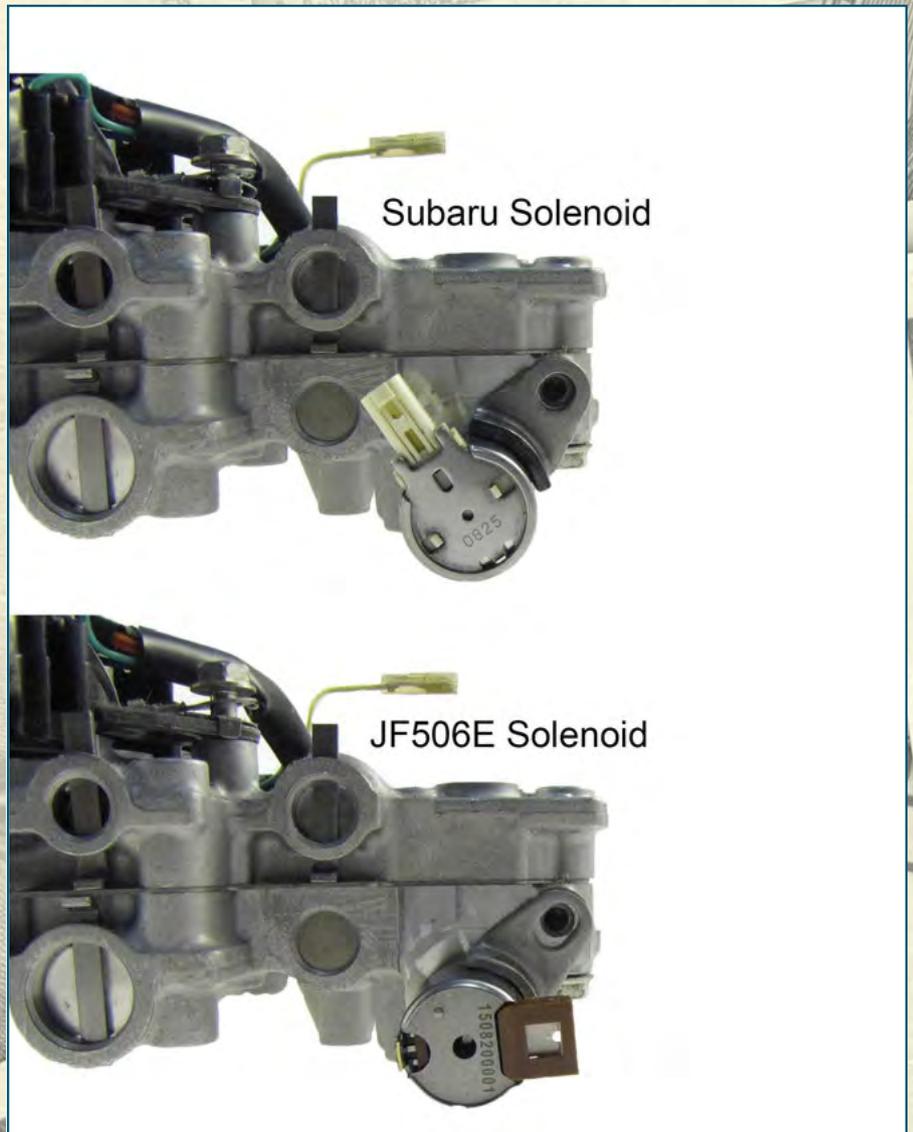
This repair has been confirmed a few times with very good results.

Special thanks to Tony Potamitis from AA Automatic in Canton, Connecticut, for sharing this great fix.



Notch for oil ports

Figure 5



Subaru Solenoid

JF506E Solenoid

Figure 6

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- Erratic weak shifts Converter/case bearing "walk"



STL-H04-323

- Lockup codes & clutch burnout
- Lockup clutch drag in gear
- Long, delayed, double bump reverse to drive engage when hot
- 1-2 slide bump
- Light to mid throttle 1-2 shudder
- Erratic weak shifts Converter/case bearing "walk"



STL-H04-365

- Lockup codes & clutch burnout
- T.C.C slip/shudder at low rpm in 3RD gear below 36 mph
- Long, delayed, or double bump reverse to drive engage when hot
- 1-2 slide bump
- Converter/case bearing "walk"
- Light to mid throttle 1-2 shudder



STL-H04-388

- Lockup codes & clutch burnout
- T.C.C slip/shudder at low rpm in 3RD gear below 36 mph
- Long, delayed, or double bump reverse to drive engage when hot
- 1-2 slide bump
- Erratic, slip, or bump shifts
- Light to mid throttle 1-2 shudder



STL-H05-388

- Lockup codes & clutch burnout
- T.C.C slip/shudder at low rpm in 3RD gear below 36 mph
- Long, delayed, or double bump reverse to drive engage when hot
- 1-2 slide bump
- Light to mid throttle 1-2 shudder
- Erratic, slip, or bump shifts



STL-H05-MDKA

- Lockup codes, clutch burnout, T.C.C slip/shudder at low rpm
- Lockup clutch drag in gear @ idle
- Light to mid throttle 1-2 shudder
- Double bump reverse to drive engage when hot
- 1-2 slide bump
- Erratic, slip, or bump shifts



STL-H05-4CYL

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STL-H04-388	B7TA, B7VA, B7XA, B7YA, B7ZA, M7VA, M7ZA
STL-H05-388	BAYA, BDGA, BGFA, BGHA, BGRA, BYBA, B7WA, MAYA, MGFA, MGHA, MGSA, M7WA, PVGA, BVGA
STL-H05-MDKA	BDHA, BDKA, BJFA, BVLA, BWEA, BYFA, B36A, MDKA, MDPA, MDR, MJBA, MJFA, MYFA, PN3A, PN4A, PSFA, PVLA, P34A, P35A, P36A
STL-H05-4CYL	BCLA, BZHA, BZJA, BZKA-1, BZKA-5, BZKA-6, BZKA-7, BZNA-1, B90A, GPLA, GPPA-3, GPPA-4, MCLA, MCTA, MKYA, MKZA, MM2A, MM7A, MNZA-5, MP5A, MRMA, MZHA, MZJA, MZKA-1, MZKA-2, MZKA-3, MZKA-4, MZKA-5, MZKA-8, M91A, SMMA, SPCA, SP5A

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WIT: Serving Your Industry... Today, and in the Years Ahead

When WIT opened its doors back in 1999, it had one underlying goal: to serve the transmission repair industry... whatever it takes. That goal was so pervasive throughout their business model that they chose it as their name: *WIT* — *Whatever It Takes*.

WIT's business model is unique in our industry. Everyone who works there — from the president to the drivers who deliver parts to your door — is an owner in the company. That creates a very special attitude when it comes to customer service.

Kelly Hammock, VP of branch

operations, explains it like this: “When you call WIT, you’ll never have anyone tell you ‘It’s not my job.’” Serving the industry is everyone’s job at WIT, and it’s a job they take seriously.

But ours is a changing industry. The business environment you face today is nothing like it was back at the



WIT Sales Conference Opryland



WIT at the ATRA Powertrain EXPO Las Vegas

turn of the century... or, for that matter, just a couple years ago. So WIT's approach to serving the industry has had to change with it.

That's why a big part of their business model involves monitoring trends in the transmission repair industry. By analyzing those trends, WIT is able to predict how the industry will look a few years from now, allowing them to prepare for those changes long before they reach your door.

Let's look at some of the ways WIT has adjusted its operating strategies to address this changing environment, to serve you today... and in the years ahead.

Rapid Delivery and Expanded Inventory

One of the most obvious changes to the transmission repair business involves parts. Most of us can remember when transmission parts were part of your shop's inventory. It was a rare situation when you had to order anything for a transmission after it was on your bench.

Today, not so much. The immense variety of transmissions that most shops work on regularly has virtually eliminated the value of maintaining an inventory. Which means you have to order everything you need. And, when you order those parts, you need them to reach your shop quickly.

Fast delivery has been a hallmark of the WIT business model from the beginning. Their drop-box deliveries have become the stuff of legends, and they're regularly opening new locations and increasing their inventory, to make sure most shops can have their orders the next day... or even sooner.

"It wasn't long ago where even the smaller shops kept an inventory," explains Production Manager Chris Combs. "That isn't the case any more. One of the ways we're addressing this need is to improve every branch of our in-house coverage, so that our customers don't have to wait until the next day to get their parts.

"We have some areas where we can deliver parts four and five times a day," says Rodney Peters, VP of sales. "And we've had situations where we've driven over two hours to help get one of our customers out of a jam. It's about getting them the right parts at the right time."

Another way WIT is addressing the need for quick delivery is by expanding into new regions. In September, WIT opened a new store in Houston, Texas.

"When we move into a new market, what seems to impress people the most is that we offer them someone to call and talk to, and to provide them with exceptional service," says Rodney. "You'd think it'd be more complicated than that, but it isn't.

"One of the difficulties with opening new locations is finding qualified people and getting them trained properly. They need to know the industry; they need to know parts.

"This is an important part of our business model. When someone calls and asks for a valve body for a 4L60E — or maybe they need a filter or a band — talking to someone who can relate and tell them what they need is critical."

How does a new WIT store help you? It puts that inventory closer to your shop. The shops in the Houston area now receive multiple deliveries daily. Shops that are a little further out still receive at least one delivery every day.

That makes it easier for them to operate, without tying up money in inventory.

And, while the Houston store is looking like a terrific success, the folks at WIT aren't sitting back on their laurels. They're already scouting other regions for new stores; if you don't have a WIT store nearby yet, don't be surprised to discover that they're evaluating sites near you.

New and Used Hard Parts

Think back: It wasn't all that long ago that you probably had a few dozen cores out back. You needed a drum or



Kenny Hester



Kits Crew L to R, Top: Marjorie Easterly, Janice Freeman, Tommy Wilson, Bonnie Glass, L to R, Bottom: Kayla Gossling, Shannon Spears, Mary Holderman, Mindy Girtley

planetary, you pulled a core apart, took what you needed, and put everything else on a shelf for later.

Once again, the huge variety of transmission types has eliminated a practice that was once universal. Today, you could have a couple hundred cores and not have one with the parts you need. And buying those parts from the dealer could easily push your customer over the edge, from a cost perspective.

“We’ve actually handled hard parts for as long as we’ve been in business,” says Chris. “When you talk about hard parts, there are a lot of places that offer the major components: pumps, drums, planets, and valve bodies.

“But it makes no difference whether you need a major component or a snap ring or bearing; either one can keep you from finishing a rebuild. So we try to provide access to a wider range of hard parts; some new, some rebuilt, some used.

“Something as simple as a set of used pan bolts or a bearing — whatever you need to get the transmission back together, we service it for our customers.

“Anyone can offer the big parts, but the parts that keep someone from putting a unit together are just as important. It’s not particularly profitable, but it’s what our customers need.”

The need for quality hard parts has become critical over the last few years, so about a year ago, WIT’s management team decided to revamp its production department, to expand

its production volume and inventory of hard parts.

“We’ve added several new pieces of equipment, increased our drum lines, and almost doubled our inventory capacity,” says Chris. “We’ve set up a welding and remanufacturing center for planets, and even dedicated machinery to handle nothing but cases.

“We’re constantly looking at ways to provide a better product, while remaining as efficient as possible for us and our customers.”

In-House Valve Body Diagnosis and Repair

One of the most problematic areas in today’s transmissions is the valve body. Many have dozens of valves, creating literally hundreds of places for leaks to occur. And, too often, parts aren’t available; your only choice is to replace the entire valve body. That can create a hard sell to a customer who’s already been pushed to his financial breaking point.

This is why WIT offers rebuilt valve bodies: To take those problems off your plate and provide a reliable, cost-effective solution.

“There are so many variations out there that no one shop can afford to buy the tooling to repair every valve body they’re likely to see,” says Chris. “You could find yourself spending \$900 or more for the tools to repair a valve body you might see once a year. It doesn’t make good sense for them.”

“All of our valve bodies are completely disassembled, washed, and cleaned,” explains Howard Fox, WIT’s valve body production manager. “All the valves are picked and stroked to make sure they aren’t sticking, and we vacuum test the valve body to look for any signs of a leak.

“All of the solenoids are tested and any that are out of specs get replaced. Then the valve body goes onto one of our test benches, where they’re tested under pressure, for leaks and proper operation.

“And now we’re expanding our valve body operation, from 1500 square-feet to nearly 5000 square-feet, for additional production and maintaining inventory.”

“Most shops don’t have the equipment to test a valve body,” explains WIT President Kenny Hester. That’s why WIT has begun to offer its customers a valve body testing service. “For a small fee, we let our customers send us their valve body and we’ll test it for them,” says Rodney. “In some cases, the problem isn’t the valve body at all.”

“If the valve body does have a problem, we’ll offer to repair theirs or sell them a new one,” explains Howard. “In that case, we’ll wave the testing fee.”

“In a lot of cases it’s a lifesaver for them,” says Rodney. “It saves them a lot of time and money, and they don’t have to experiment with parts that may not be bad.”

Rebuilt Transmissions Standard and Automatic

For a lot of transmission shops, the thought that their parts supplier is getting involved with remans is upsetting. But remans have their place in the industry, even for a traditional, custom-rebuild shop.

Part of that is because it's becoming harder to find qualified rebuilders, and the ones who are out there are getting up in years. So, when your rebuilder retires, it could take a long time to find someone to take his place. Even vacation time can put you out of business for a few weeks, unless you have a source to buy rebuilt transmissions.

And let's not forget that it's getting harder and harder to be an expert on every transmission that comes your way; there are just too many different units on the road. Having a reliable source for remans means you have a fallback when your rebuilder isn't familiar with the transmission that just showed up at your shop. All good reasons to reconsider using remans.

Many of the transmissions WIT offers are rebuilt in house; a few are rebuilt for WIT. All of them are dyno tested before they're sold.

It's important to remember that, while WIT does offer rebuilt automatic and standard transmissions, they don't market them to the general public. Reman transmissions are a service that WIT offers its regular customers. So with WIT, chances are you'll never find yourself competing with your supplier.

In fact, if a consumer came to WIT and asked for a transmission, there's a good chance he'd be referred to a local shop, where the transmission can be diagnosed and repaired properly.

"We don't want someone off the street who knows nothing about transmissions to install one of our rebuilds," explains Chris. "That's just asking for trouble. The technicians at the transmission shops have the knowledge to do the job correctly.

"That guy off the street? There's no telling what kind of mistakes he's going to make. And that'll reflect badly on us, even if there's nothing wrong with our transmission."

Sharing the Knowledge

One of the most valuable features of being in contact with so many shops is the knowledge that WIT can accrue and share with its customers. This knowledge is often collected simply by keeping track of the parts that other shops order for specific units.

"Transmissions are getting more complex every day," says Kenny. "So, for us to provide the best service, we have to learn as much as possible about the latest units, to be able to provide that information to our customers.

"Information is a critical part of this business. Today's technicians have a tough job, trying to keep up with the changes taking place. There's a huge need for information... for us and for them. Our success depends on each of us sharing as much information as possible."

"Every day we focus on educating our team on the latest parts information and availability," says Rodney. "There are a lot of things we're doing behind the scenes to try to be there for our customers. We're not just here to sell a part; we're here to build relationships with our customers."

"We listen to what our customers have to say," says Kenny. "If several customers tell us there's an update on a unit, and if you don't do the update the unit's going to come back on you, we'll add that information to the system so our sales people have it at their fingertips when someone calls about that unit."

"There's no substitute for experience," agrees Chris. "When we learn about issues with a particular unit, we'll make notes in our computer database, to enable our sales people to ask the right questions and help lead them down the right path. That way the technician has a better shot at success on the first go-round with that unit.

"It's a never-ending process; there's always something we're trying to add to the database to get the best information to our customers."

At WIT, research doesn't end with reading bulletins or talking to shops. "We'll often buy a late-model transmission from a salvage yard and tear it down to see what we can learn," says Chris. "After we're finished with it, we'll send it to ATRA for them to use for research and photos."

Of course, WIT also supports education for the industry. They provide invaluable financial support for ATRA's webinar program and regional seminars... support that's critical for ATRA to continue to provide the programs necessary for shops like yours to meet the challenges facing you, each and every day.

No doubt about it: The industry we know today is nothing like it was just a few years ago. And it probably won't remain the way it is today for long.

But one thing you can count on: WIT will be there to serve you, no matter how the industry redefines itself. And they'll continue to adjust their business model to meet the changes to our industry... *whatever it takes!*



Tony Logsdon



Automatics Crew L to R: Derrick Sanders, Marshall Peebles, Micheal Davis, A.J. Anderson



by Keith Clark
members.atra.com

THE HONDA LOW SPRAG DILEMMA

Over the years, the Honda transmission has evolved from a simple, two-speed automatic, to a solenoid-laden behemoth. It's the most unusual automatic transmission on the market, and it scares many builders off because of its non-traditional design. But it shares some basic characteristics that we've grown accustomed to with other units. One of those characteristics is the low sprag assembly.

The clutch apply chart (figure 1) doesn't encourage the use of a low

sprag. The first gear clutch is applied directly to the geartrain, without the use of a sprag assembly in 4-cylinder applications. So why even use an additional component that could eventually fail? Maybe because a sprag helps eliminate shift-timing issues that can cause clunks on coast-down into 1st.

So units that use a low sprag keep the low clutch applied in all forward gears. The sprag freewheels while the transmission is in other gears. This prevents the need for complex

programming to accommodate multiple downshift timing scenarios into first gear, such as those used for the A604/4ITE.

Now that we know what the low sprag does in the Honda unit, it's easier to appreciate its presence. In the earliest years, the low sprag took on several different dimensions, based on application. Finally, in the early 2000s, the sprag element became a standard size across the board.

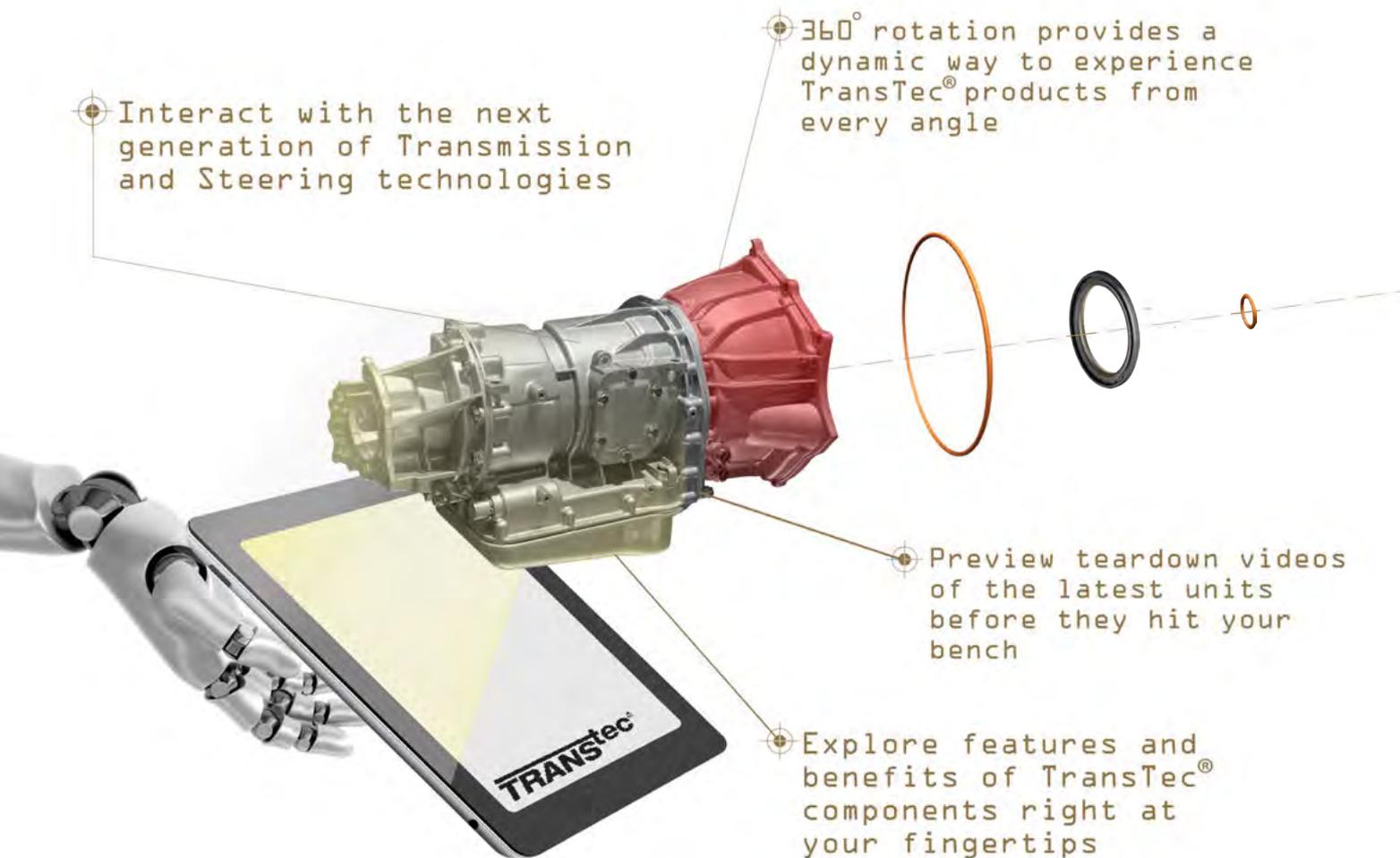
Even though the elements are the same, the races differ from one

POSITION \ PART	TORQUE CONVERTER	1ST GEAR 1ST CLUTCH	2ND GEAR 2ND CLUTCH	3RD GEAR 3RD CLUTCH	4TH		REVERSE GEAR	PARKING GEAR
					GEAR	CLUTCH		
P	●	X	X	X	X	X	X	●
R	●	X	X	X	X	●	●	X
N	●	X	X	X	X	X	X	X
D ₄	1ST	●	●	X	X	X	X	X
	2ND	●	X	●	X	X	X	X
	3RD	●	X	X	●	X	X	X
	4TH	●	X	X	X	●	●	X
D ₃	1ST	●	●	X	X	X	X	X
	2ND	●	X	●	X	X	X	X
	3RD	●	X	X	●	X	X	X
2	●	X	●	X	X	X	X	X
1	●	●	X	X	X	X	X	X

●: Operates
 X: Doesn't operate

Figure 1: Here is the clutch apply chart for the BAXA/MAXA family transmissions. It covers the 4 cylinder applications for both Honda and Acura, late 1990's. Note, there is no low sprag in these units. Most other applications, including the 6 cylinder vehicles, use a low sprag for first gear, and normally keep the first clutch applied, allowing for the low sprag to overrun in all other ranges.

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Check for wear here



Figure 2: The low gear is a part of the inner race. Check for undercut in this area of the race. If it is worn, it will need to be replaced.

application to the next. The inner races become part of the low gear itself, and are usually the part that fails. The inner sprag surface becomes worn by the low sprag element dogs free-wheeling on its surface (figure 2). This wear creates symptoms such as no forward movement, falling out of gear when coming to a stop, and neutral-bang when accelerating after slowing to around 5 to 15 MPH. (For more, check out Mike Souza’s article in the October 2009 issue of GEARS).

You may need to check the first clutch pressures to make sure the issue is the sprag. Sometimes these symptoms can be intermittent and you may not be able to duplicate them easily.

While the inner race is relatively similar across the board, the outer races differ widely. From the supporting bearing’s outer dimensions to the inner lube retaining washers, there’s a wide variety of designs.

One thing that remains constant is that the outer sprag race surface is normally intact and doesn’t show signs of wear. So replacing the worn parts — the sprag element and the low gear — would be the proper repair for this unit. These parts are normally

Honda	Model	V6 Engine “Only”
Year	Vehicle	Unit
2003 - 2008	Accord	Hybrid MURA/BAYA
2002 - 2004	Odyssey	BYBA
2005 - 2009	Odyssey	BGRA
2003 - 2009	Pilot	BVGA
2006 - 2009	Ridgeline	BJFA/MJFA
Acura	Model	V6 Engine “Only”
2000	3.2TL	M7WA
2001 - 2003	3.2TL	BGFA/MGFA/B7WA
2004 - 2008	TL	BDGA
2007 - 2008	TL Type 5	BDHA
2001 - 2002	MDX	MGHA/BGHA
2003 - 2004	MDX	MDKA
2005 - 2006	MDX	BDKA
2007 - 2008	MDX	BYFA
2007 - 2009	RDX	BWEA
2005 - 2009	RL	MJBA

Figure 3: The 3.5L Honda motor produces almost 250 horsepower and ft.-lbs. torque! This engine pushes all of the internal components to their limits. Given this information, engineering behind the OEM sprag ensures that it will work and is highly recommended to use in these applications.

available through the dealer or your regular parts supplier.

Now for the dilemma: Not all parts are created equal. It’s been a common repair technique to use a 1982–86 (early) 700R4 input sprag element without the washers as a

direct replacement for the OEM Honda element. This repair works in most cases, but we’re seeing some failures in specific applications (figure 3). The common thread appears to be the high torque 3.5L V-6 engine applications. Your best bet is to use the OEM

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sprag and outer race assembly in these applications, as opposed to the early 700R4 sprag element.

Let's take a closer look at why this has become a problem:

First, there's a dimensional difference between the OEM versus the 700R4 early element (figure 4). The 700R4 sprag is 0.045" taller; a substantial difference. This can allow the 700R4 element cage to bind, preload the dogs and preventing them from locking. This effectively puts the unit in neutral.

Another noticeable difference between the 700R4 and the Honda elements is there are no centering tabs on the outer cage (figure 5). These tabs not only center the sprag inside the outer race, but they also keep the element from rotating, relative to the outer race.

If you use the 700R4 sprag, it'll float between the two races until it locks. That's like a game of musical chairs, where it may or may not lock, depending on the sprag orientation. Remember that the washers you discard when using the 700R4 sprag keep the races an equal distance apart as well as control lubrication to the element.

The 700R4 element works well in most applications, but, since the Honda elements are available from many resources other than the OEM, substitution makes little sense. You're better off using the Honda sprag, particularly when working with high torque, high horsepower applications.

Then again, maybe the 700R4 sprags have been working just fine for you. In that case, keep doing what you're doing. But if you've run into any of these problems, consider making a change.

Sometimes it's necessary to take a closer look at your building habits, especially when dealing with come-backs and no-goes. The parts playing field is constantly changing. From time to time, it's a good idea to review your processes and change them to make sure you're getting the best results in your rebuilds.



Figure 4: Here is a direct comparison between the 700R4 early sprag element (left), and the OEM Honda sprag (right). The 700R4 element measures .643", while the Honda OEM element is only .597". This is a difference of .046"!

OEM sprag element



Centering tabs (4 total)

Figure 5: Centering tabs are used in all Honda applications. They don't allow rotation of the sprag relative to the outer race, and they keep the cage centered and stable. Keeping the races parallel is necessary to ensure the dogs will be able to mechanically lock on demand.

In this case, until an OEM-quality, drop-in element is available, use the OEM sprag assembly to make sure your rebuilds work as designed.

Special thanks to H and A Transmissions, Inc. in Rancho Cucamonga for helping with this article.



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258MM/265MM

Part # 11LS1



10 1/2" 6L80
MULTI-PLATE KIT
258MM/265MM

Part # 116L80MP



**10 1/2" LS1
4L60E**

MULTI-PLATE KIT
258MM/265MM

Part # 11LS1MP



GM DURAMAX
MULTI-PLATE
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Part # GMDM1

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Part # DCK1



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68 RFE**

MULTI-PLATE
DIESEL KIT

Part # DCK2



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The A5HF1: WHAT'S IT ALL ABOUT?



by Bill Brayton
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The A5HF1 has been on the road for some time now and there really isn't a lot of tech info available for it. This unit appears in 2006–up Hyundai and 2006–up Kia models (figure 1). The transmission may look familiar because it closely resembles the F5A51 found in Mitsubishi vehicles.

Hyundai

2006-10 Azera 3.3L, 3.8L

2007-09 Entourage 3.8L

2007-09 Santa Fe 3.3L

2006-09 Sonata 3.3L

KIA

2006-09 Amanti 3.5L, 3.8L

2006-09 Sedona 3.8L

Figure 1

In this edition of *Fun with Transmissions*, we'll check out the A5HF1 and what features make it unique. We'll also get the lowdown on special tools and procedures for an efficient and profitable repair. Start with a look at the clutch and band application chart (figure 2).

The A5HF1, while similar looking to the F5A51, has many upgraded components. They include:

- more direct planet pinion gears (from 3 to 4)
- more OD planet pinion gears (from 3 to 4)
- larger reduction band apply piston
- higher capacity torque converter

The A5HF1 uses seven solenoids to control transmission shifts (figures 3A & 3B). The shift solenoids actually control the different apply components in the unit (figure 4). These solenoids work

exactly as the 604 solenoids have since 1989.

Unlike its predecessors, the A5HF1 has a variable force solenoid (VFS) to control line pressure. In the past, the F5 and the F4 series transmissions used a fixed line pressure.

But unlike traditional pressure control solenoids, the VFS solenoid doesn't control line pressure rise. Rather, the VFS in the A5HF1 could be called a *pressure reduction* solenoid. When the vehicle gets up to speed in 3rd, 4th, and 5th gears, the VFS solenoid will drop line pressure. The result is the all-important reduction in fuel consumption.

This transmission is also the only unit we've seen with a "dam" and cooler pipe for the VFS solenoid. The dam acts as a bucket and the orificed tube sprays cooling oil directly onto the solenoid.

A5HF1 Clutch & Band Apply Chart

Gear Range	Reverse Clutch	Underdrive Clutch	2nd Clutch	Overdrive Clutch	Low/Rev Clutch	Direct Clutch	Reduct Band	Low (OWC-1) Sprag	Reduct (OWC-2) Sprag	DCC	Gear Ratio	
											Hyundai	Kia
Park					ON		ON					
Reverse	ON				ON		ON				3.859	4.586
Neutral					ON		ON					
D-1st		ON			ON*		ON	HOLD	HOLD		3.840	4.457
D-2nd		ON	ON				ON		HOLD		2.092	2.442
D-3rd		ON		ON			ON		HOLD		1.440	1.686
D-4th		ON	ON	ON			ON		HOLD	ON**	1.048	1.233
D-5th			ON	ON		ON				ON**	0.728	0.868

* Low/Reverse clutch is applied below 6 mph, released above 6 mph.

** Damper Converter Clutch (DCC) dependant on throttle position, temperature and vehicle speed.

Note: Reverse Clutch is applied with fluid pressure from the manual valve.

Note: (OWC = One Way Clutch).

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Ratio 3.333

Figure 2

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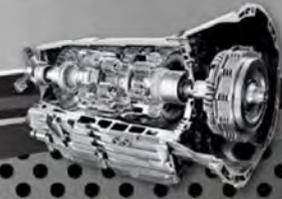
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The A5HF1: What's It All About?

A5HF1 Solenoid Identification

1	Overdrive Clutch Solenoid
2	Low/Reverse Clutch Solenoid
3	Reduction Brake Band Solenoid
4	VFS Solenoid (Line Pressure) 2007 - Up Hyundai & 2006 - Up Kia Only
5	Underdrive Clutch Solenoid
6	Second Clutch Solenoid
7	TCC Solenoid

Figure 3A

Rebuild Tips

ATRA's management spoke to a major hard parts supplier about what he's selling for the A5HF1. According to that supplier, "The units are holding up well on hard parts. In the last eight months, we've sold 51 pump bodies; the gears are breaking apart and sometimes they break the crescent as well. We've sold 10 stators, 19 OD planets, 11 rear planets, 11 UD drums, 13 reverse drums, and 4 valve bodies."

The supplier did add that the reason for the high number of pumps is that it's the same body whether it's a 4-speed Mitsubishi or a 5-speed Hyundai.

The front pump alignment is very critical in this unit because it isn't a self-aligning pump. There are a couple different ways to align the pump: with a special tool and without.

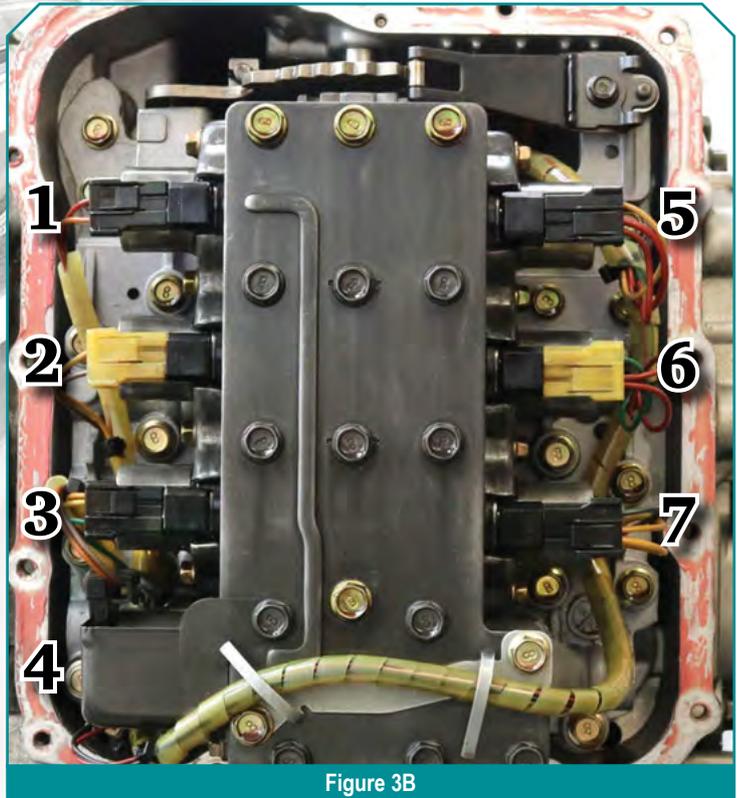


Figure 3B

Without Alignment Tool

The pump-to-converter housing and the stator support half-to-main case is practically an interference fit. This means you can use the two to align the pump (figures 5a and b).

A5HF1 Solenoid Apply Chart

Gear Range	UD Sol	2nd Sol	OD Sol	DCC Sol	L/R Dir Sol***	RED Sol	Line VFS Sol
Park	ON	ON	ON	OFF	OFF	OFF	****
Reverse	ON	ON	ON	OFF	OFF	OFF	****
Neutral	ON	ON	ON	OFF	OFF	OFF	****
D-1st	OFF	ON	ON	OFF	OFF*	OFF	****
D-2nd	OFF	OFF	ON	OFF	ON	OFF	****
D-3rd	OFF	ON	OFF	OFF	ON	OFF	****
D-4th	OFF	OFF	OFF	ON**	ON	OFF	****
D-5th	ON	OFF	OFF	ON**	OFF	ON	****

Figure 4

- * Low/Reverse clutch is applied below 6 mph, and released above 6 mph.
 - ** Damper Converter Clutch (DCC) dependant on throttle position, temperature and vehicle speed.
 - *** Low/Reverse Clutch or Direct Clutch depending on switch valve position.
 - **** VFS is constantly modulating to control Line Pressure depending on throttle opening, engine load and vehicle speed.
- Solenoid On = Energized
Solenoid Off = De-Energized
- Failsafe: Two failsafe strategies are available, 2nd gear and 3rd gear. Should all solenoids be turned Off (i.e. electrical failure), 3rd gear will be the result. 2nd gear failsafe "may" be commanded by the TCM< energizing the appropriate solenoids. Reverse always available.



Figure 5A



Figure 5B

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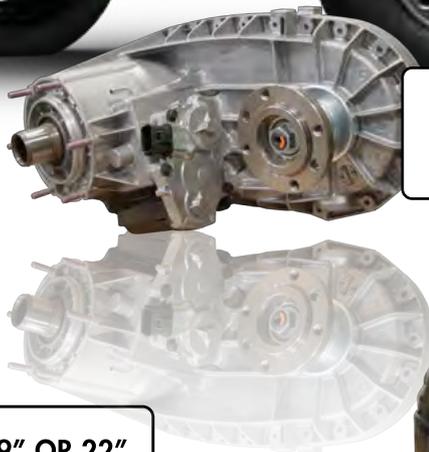
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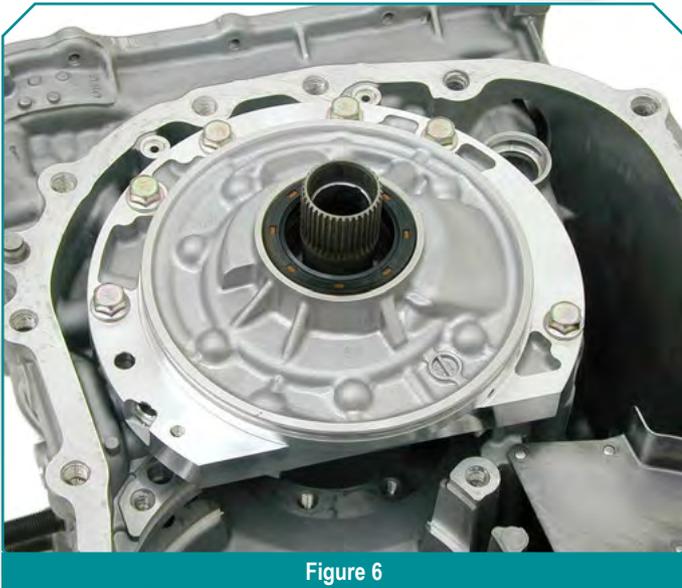


Figure 6

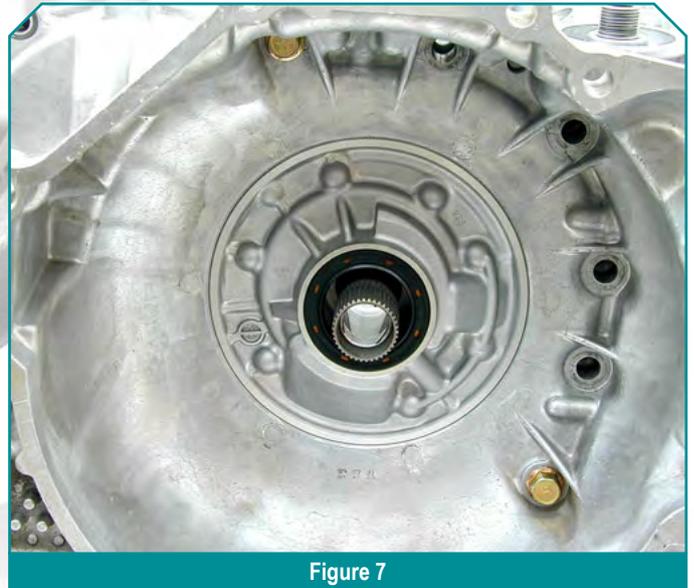


Figure 7



Figure 8



Figure 9



Figure 10

Here are the steps:

1. Assemble the pump body to the stator, leaving the bolts loose.
2. Secure the pump to the main case (figure 6).
3. Bolt the converter housing to the main case (figure 7).
4. Tighten the bolts, securing the pump body to the stator support through the center of the case (figure 8).
5. Disassemble the case halves and remove the pump from the main case.

6. Torque the stator to pump body bolts to 90-110 lb-inches (10.0–12.5 Nm).

With Alignment Tool

1. Assemble the pump and stator, leaving the bolts loose.
2. Install the Sonnax alignment tool into the pump (figure 9) and torque the bolts to 90–110 lb-inches (10.0–12.5 Nm).

The special tool indexes from the inner diameter of the stator and pump bushing for a solid pump alignment. As you can see, using the special tool does have its advantages.

The Unacceptable Method

Never use the torque converter as an alignment tool (figure 10)! If you've been using this method without issues such as noise and broken gears, you're very lucky.



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Figure 11A



Figure 11B



Figure 11C



Figure 12

Direct Planetary Gearset

The direct planetary gear set is a part of the driven transfer shaft assembly. The direct planet in the A5HF1 has four pinions; the F5A51 has only three. You must take this shaft apart for inspection and cleaning during the rebuild process. If it looks familiar, that's because the Ford FNR5 and the Toyota U250 have the same style transfer shaft/planetary gearset.

Once you've removed the 50mm nut (the largest socket in your box), the shaft parts press apart, much like its Ford and Toyota counterparts (figure 12).

After you've cleaned, inspected and replaced any parts necessary, you'll reverse the pressing order.

There's nothing holding the internal components of the torque converter in alignment (figures 11A, 11B and 11C). The converter clutch has no alignment to the cover because it rides on the impeller, which is splined to the input shaft. The stator has no alignment because it's riding on the stator splines.

Bottom line: Never use this method to align pumps.

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The A5HF1: What's It All About?

The last step is to torque the very large nut. You'll do this during the final transmission assembly, after you've added the parking pawl assembly to the case. Now you can engage the park mechanism and hold the case (figure 13) to torque the nut to 125 lb-ft (170 Nm). Much easier than attempting to hold the shaft outside the case.

One More Special Tool

The low/reverse clutch return spring can be a challenge without the special tool. The factory uses tool MD99957 (figure 14).

We put together our own special tools out of some extra parts we had laying around the shop. We used a piece of steel bar stock from another tool we made. To adapt it to this unit, just drill a couple holes to match the case. The ring gear is from a 604 and it fits the job perfectly (figure 15 and 16).

You've seen this unit before and now you should have a better understanding of what it's all about. As long as you use the correct tools and use practical methods, you should be able to keep on having *fun with transmissions!*

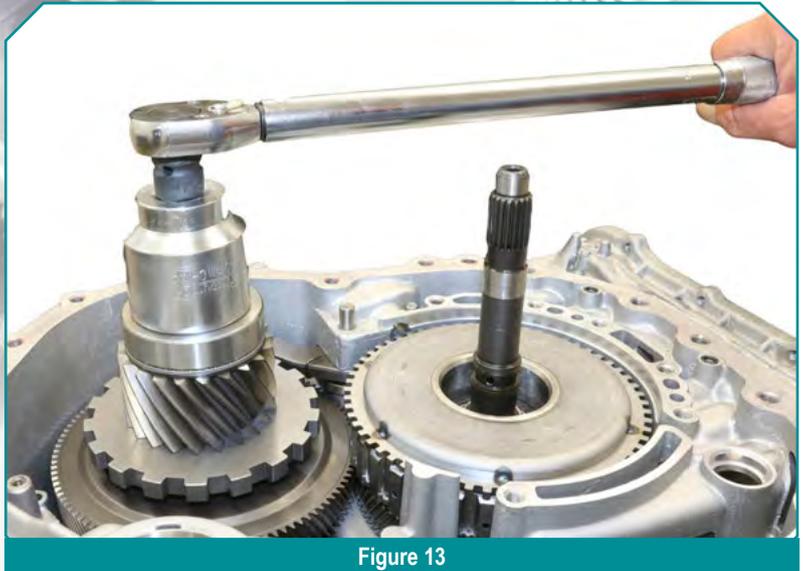


Figure 13

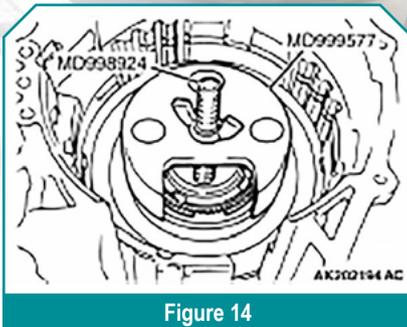


Figure 14



Figure 15

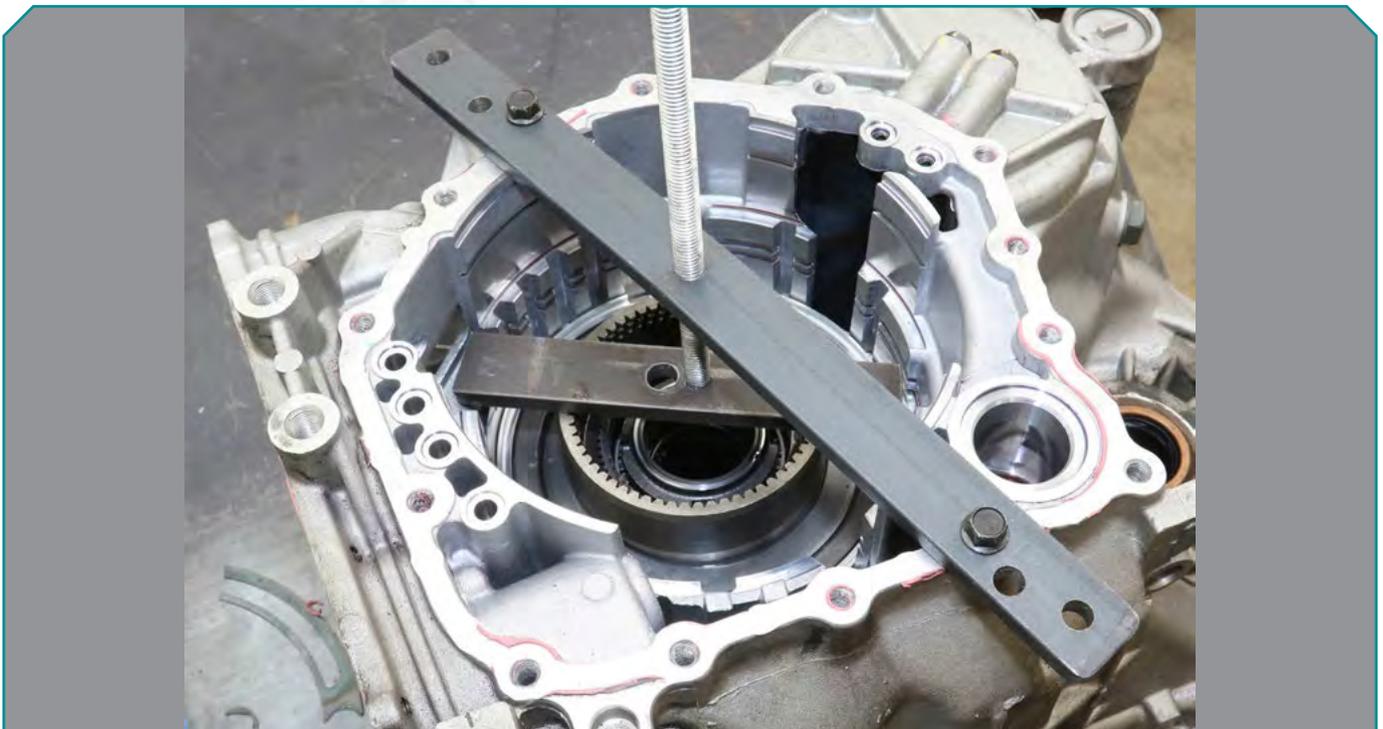


Figure 16

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TIPS FOR A SUCCESSFUL CONVERTER INSTALLATION

by Martin Brooks
President, TCRA

When you're playing a sport, sometimes it's necessary to go back to basics to achieve your best performance. This applies to other things in our life as well. In this article, we're going to look at the basics of converter installation. Following those basics will help to prevent the dreaded comeback and possible warranty claims.

The very first step in installing the converter begins before you even open the box: Check the rear face of the engine block where the transmission bolts, to make sure it's clean and free of any paint or burrs. And check that the alignment dowels are in place and protrude far enough to index the transmission. If you removed the starter, make sure it's clean and free of oil.

One of the most overlooked areas to check is the pilot pocket in the

back of the crankshaft or flexplate adapter. 4L80 and A4LD/4L55 transmissions have had issues in this area. Make sure the pilot pocket is clean and free of wear, and then apply a *light* coat of grease to the pocket.

Inspect the flexplate for wear at the converter mounting surfaces and check for cracks. Tap the flexplate with a wrench: It should ring like a bell. If you hear any buzzing, the flexplate may be cracked.

Now to the transmission: Make sure the face of the transmission case is clean and free of paint and burrs, and there's no wear in the dowel pin holes.

With this done, you're ready to move on to the converter itself. Compare the new converter to the original, paying attention to the diameters and lengths of the pilot and hub. Remove any paint from the pilot,

and make sure the mounting pads are the correct type and the threads are in good condition, clean, and free of paint.

You should also check that the fin angles are the same (figure 1). If there are any differences between the two converters, call your supplier to make sure it's an acceptable change.

Now check the converter's endplay:

- Select a shaft or similar piece that's larger than the input spline and smaller than the stator spline.
- Invert the converter so the impeller hub faces down and use the shaft to push up on the input spline.

In general, you should have between 0.010" and 0.030" movement.



Figure 1

Some converter models can vary, so, when in doubt, check with your converter supplier for the correct measurement.

Now you're ready to place the converter against the flexplate and make sure the pilot and mounting pads are a good fit.

If everything checks out okay, you're ready to prefill the converter with one pint to one quart of the fluid recommended for the transmission. Besides lubricating the converter bearings, this gives the clutch lining time to absorb the transmission fluid. Most converter remanufacturers don't presoak their clutches, due to the many different fluids available. This makes prefilling especially important.

When installing the converter into the transmission, make sure you follow the manufacturer's procedures, and be careful not to damage the internal seal.

Lubricate the pump seal and bushing with fluid; not grease.

In some newer transmissions, such as the 6T70 and 6F50, you need to install the converter with the transmission held vertically. With other units, such as the 45RFE, rough installation can easily damage the plastic turbine hub-to-cover thrust washer.

As you install the transmission, make sure the mating face sits fully against the engine block, with the dowels installed correctly and no gaps between the mating surfaces before you tighten the bolts.

Push the converter all the way in to the transmission and measure the gap between the flexplate and mounting pads. On most units, this clearance should be between 1/8" and 1/4". On stud-mounted converters, push against the end of a stud to force the converter back into the transmission and then pull the converter forward to the flex plate. You may find that starting a nut on the stud will make this easier.

If there's too much clearance, you can add spacers between the flexplate and mounting pads. The spacers must be all the same thickness and you must make sure you have adequate pilot engagement.

Start all the converter bolts before final tightening. Never use an impact wrench to tighten the converter bolts; that's likely to damage the converter. Use a ratchet or wrench. On units with blind mounting pads, make sure you're using the correct length bolt and never overtighten. Overtightening or bolts that are too long may damage the reaction surface for the lockup clutch.

When filling the transmission, always follow the manufacturer's procedures. Modern transmissions have high capacity pumps and small fill tubes or fill ports, so it's possible to run the pump dry and damage the pump and converter during the initial startup.

By taking a little extra time and care with your installation, you'll prevent problems and save time and money in the long run.



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Misfire? Here's Some Direction



by Scott Shotton
THE DRIVEABILITY GUYS

This month, we'll look at how to use scan data to help identify a misfire. For an engine to run correctly, it needs three main things: compression, spark, and the correct air/

fuel mixture. If any of these is missing, the result will be no combustion in the affected cylinder.

There are a number of tests to help determine which of these items is at fault. You can test fuel injectors, scope the secondary ignition, inspect spark plugs, perform compression tests, and much more.

But performing all these tests takes time. To narrow your search, you can use scan data to choose a logical path and hopefully eliminate the superfluous tests.

You'll want to look at these PIDs:

- fuel system status

- short term fuel trim
- long term fuel trim
- downstream oxygen sensor voltage

But before you can analyze that data, you must first understand what *good* looks like.

The fuel system or loop status PID indicates whether the vehicle is operating in open or closed loop. The vehicle needs to be in closed loop before fuel trim has meaning. When the vehicle operates in open loop, fuel trim has no real effect on vehicle operation, so you'd be missing one of the pieces of the puzzle.

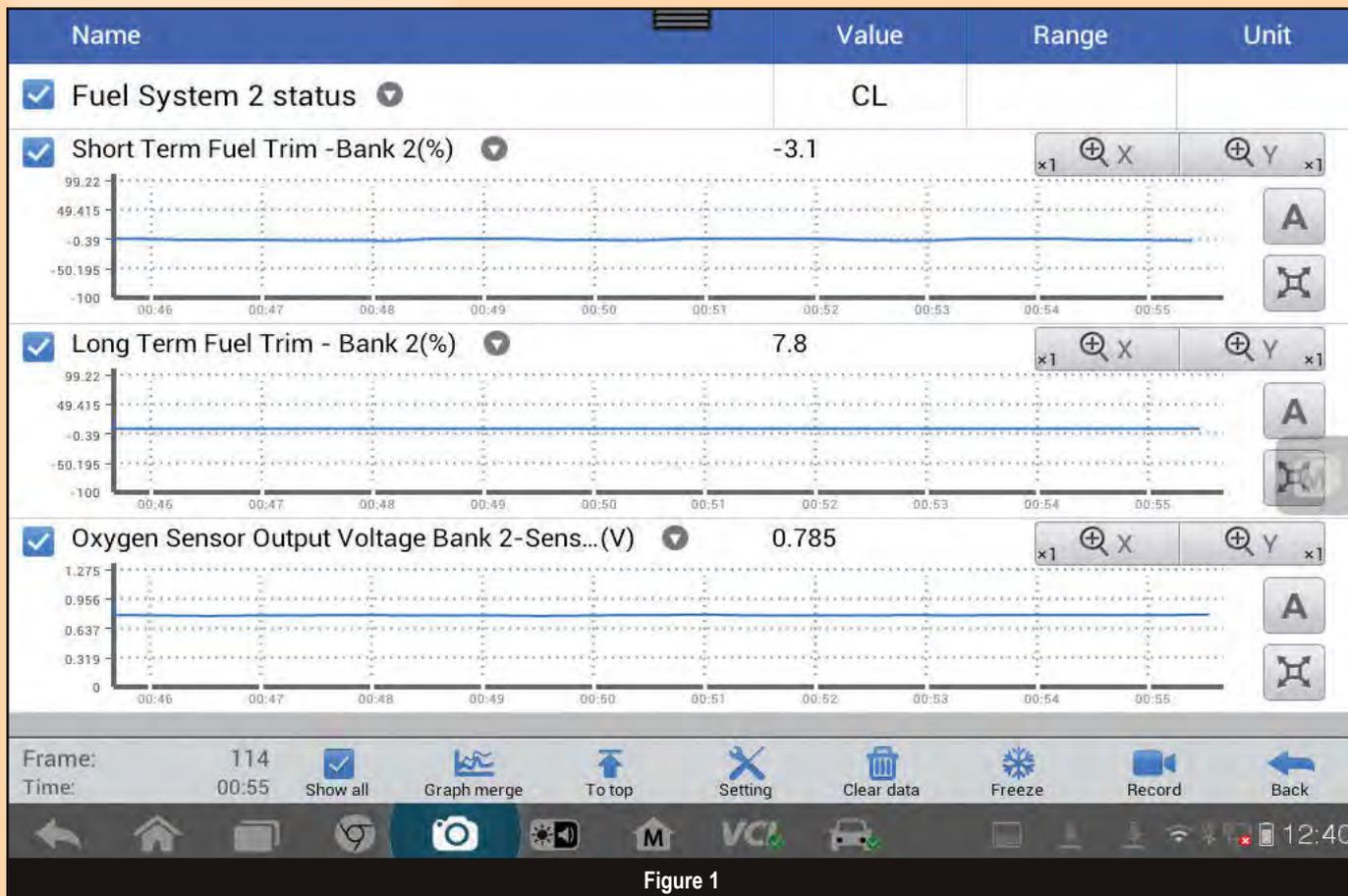


Figure 1

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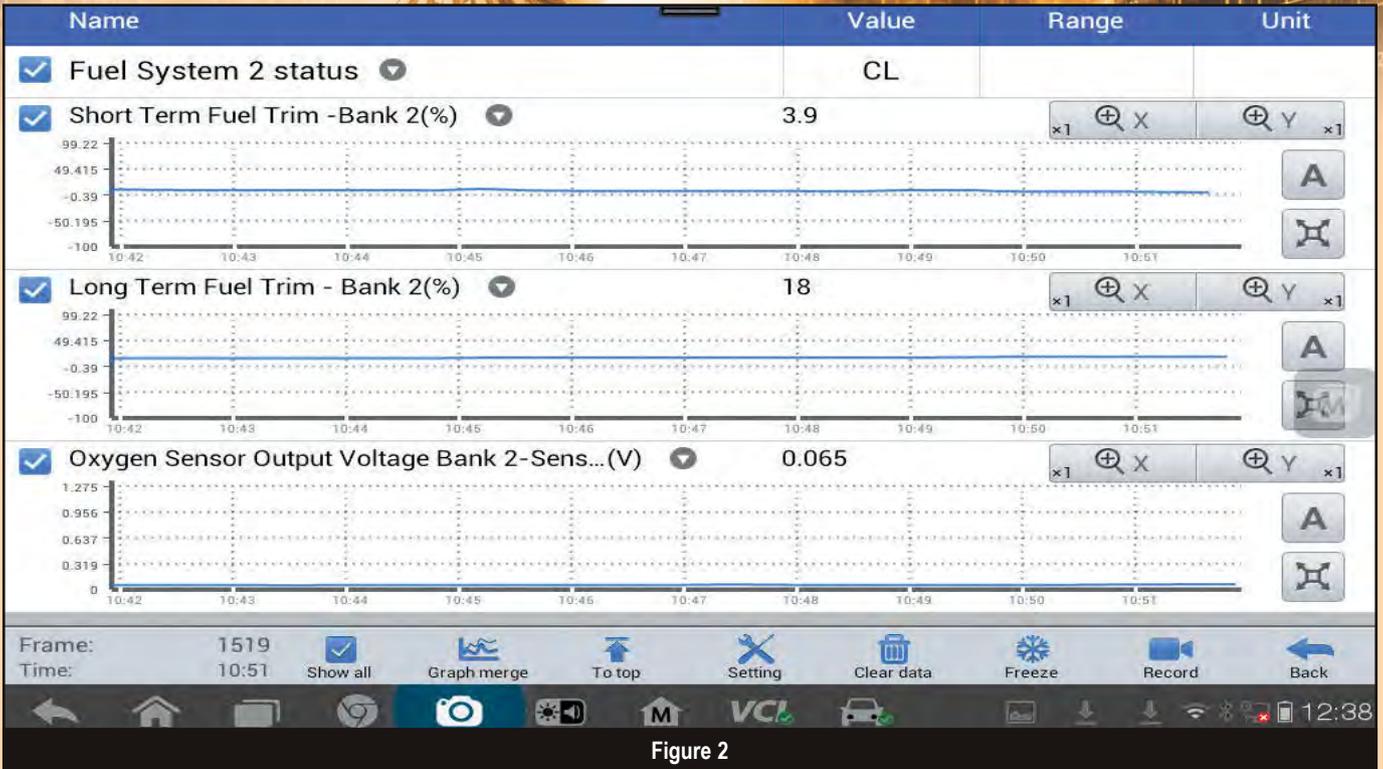


Figure 2

When diagnosing a misfire, the downstream sensor will help you identify how well the engine was fueled.

The second piece of the puzzle is fuel trim. What you really want is *total* fuel trim, which probably isn't something your scan tool displays. To calculate total fuel trim, add short term fuel trim and long term fuel trim together. This represents the total amount of fuel the PCM is adding or subtracting at that moment. In general, plus or minus 5% is ideal, while plus or minus 10% is acceptable.

Finally, check the downstream oxygen sensor voltage. The downstream sensor has three main jobs: monitor catalyst efficiency, provide input for minor fuel trim corrections (on some applications), and cross check the upstream sensor.

When diagnosing a misfire, the downstream sensor will help you identify how well the engine was fueled. A good downstream oxygen sensor voltage could read anywhere from low to high. Usually the voltage will be relatively flat and float somewhere in the middle 800 millivolts. What's important is that it should never be flatlined at the bottom or stuck near zero volts.

Look at the data from bank 2 on a V8 engine (figure 1). The vehicle is running correctly with no misfires. This is the *baseline*, or known-good data. The PCM is in closed loop, so the fuel trim numbers can be trusted. The total fuel trim correction is +4.7% (-3.1+7.8) which is well within acceptable limits. Finally, the downstream oxygen sensor voltage is hovering at an acceptable 785 millivolts.

Now look at the data from the same vehicle, but this time it's misfiring on a single cylinder on bank 2 (figure 2). Again, the PCM is in closed loop so you can trust the fuel trim numbers. Total fuel trim correction is now +21.9% (3.9+18.) This positive correction means the PCM is adding fuel to compensate for a lean condition.

In this case, the four cylinders on the right side of the engine are responsible for 100% of the air fuel mixture that will be going past the oxygen sensor for that bank. So each cylinder is responsible for 25% (100 divided by 4) of the mixture for that side of the engine. Basically, if one fuel injector were to fail, that bank of the engine would be about 25% lean. In our case, a +21.9% correction is very close to that measurement, and is a strong indicator of a fuel injector-related, single-cylinder misfire.

You can apply this math to most engines: A V6 engine with two upstream oxygen sensors would have three cylinders exhausting past one oxygen sensor, so an injector would be responsible for 33% of the fuel on that bank. A V6 engine with a crossover pipe and only one upstream oxygen sensor would be about 17% if a single injector were to fail, and so on.

You can also examine the downstream oxygen sensor voltage. On this vehicle, it's flatlined at 65 millivolts. The abundance of oxygen in the exhaust causes low sensor voltage and is an additional indicator of a fuel-related problem.

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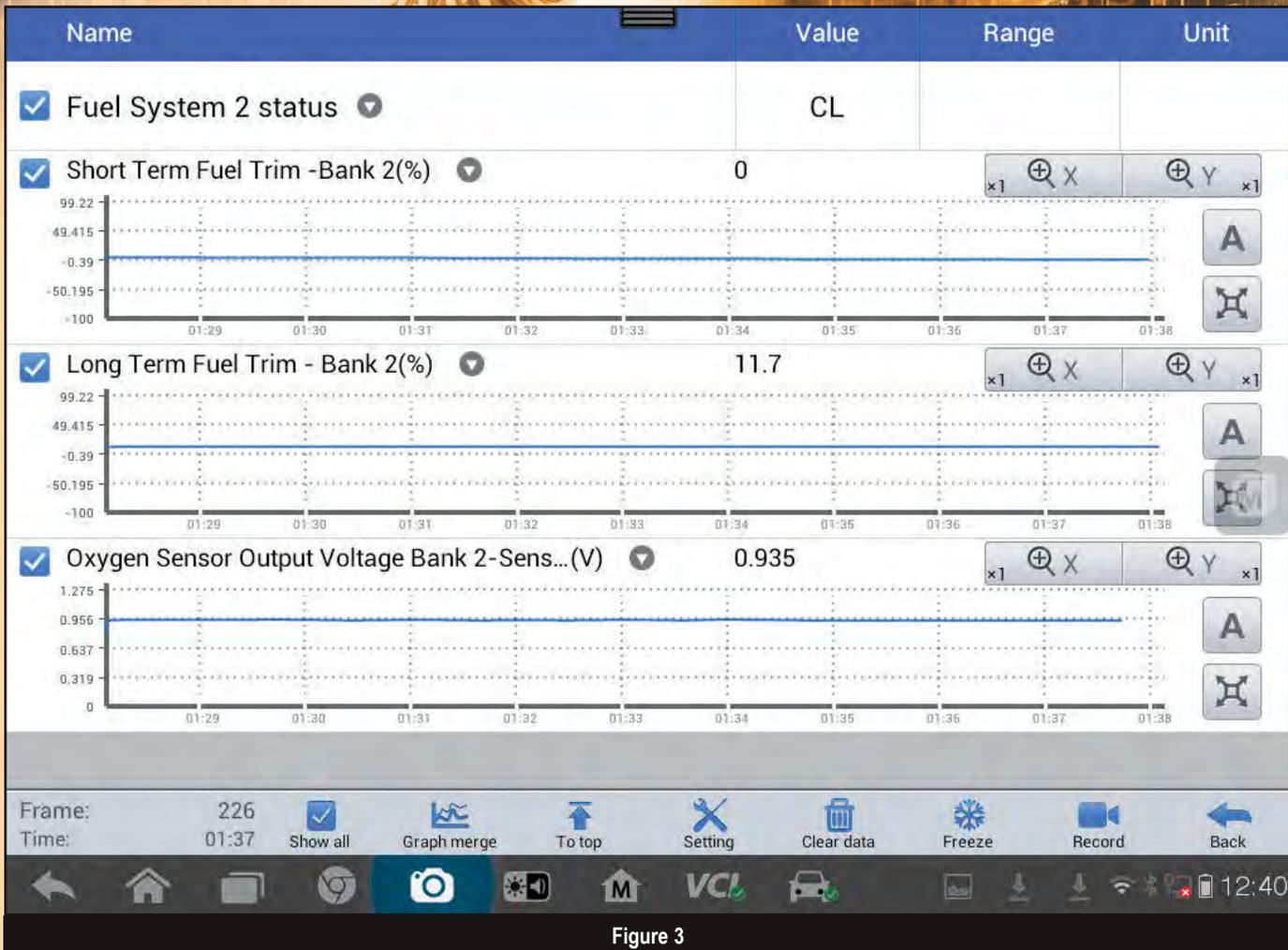


Figure 3

The next failure is on the same vehicle (figure 3). It has a single-cylinder misfire on bank 2, so we'll observe the same PIDs. This time the misfire is ignition related. You might think that, if a cylinder fills with oxygen and fuel but combustion doesn't occur, the unconverted oxygen will cause the oxygen sensor to drop lean. This lean condition should then cause a positive fuel trim correction. It doesn't:

Again, the engine's in closed loop. This time, total fuel trim correction is +11.7%, or just barely outside the acceptable range. This fuel trim isn't nearly as positive the previous, injector-related misfire. Here's why: Oxygen sensors don't actually measure oxygen in the exhaust. They're actually more of an *oxidation* sensor, creating a signal based on the oxidation of unburned or improperly burned fuel left in the exhaust. (For more on that, check Steve Bodofsky's article in the March 2004 issue of *GEARS*.)

In the case of an ignition misfire, the engine still has enough fuel, so it

shouldn't require any drastic fuel trim corrections. For reference, the upstream air/fuel ratio sensors would yield the same result.

The downstream oxygen sensor voltage shows that the engine was fueled adequately. The data gathered during this misfire is 935 millivolts; very close to our known good readings. That's because an ignition-related misfire leaves fuel trim levels and downstream oxygen sensor PIDs very close to normal.

This technique is a valuable way to improve diagnostic efficiency and reduce the time invested for diagnosis. For example, if the numbers indicate a fuel-related misfire, there's no reason to waste time testing the ignition system.

Nothing in our industry is 100% and this technique is no different. There are two flaws with this process: First, it works about 95% of the time; occasionally a vehicle won't behave as described here. When that happens, the fuel trim numbers are usually off, but you should still be able to trust

the downstream oxygen sensor. In that case, the worst scenario is that the data suggests a fuel issue, the fuel system tests good, and you have to perform additional tests to rule out an ignition issue.

The second flaw is that this technique is great for choosing a fuel or ignition related diagnostic path, but does nothing for a mechanical misfire. That's because how fuel trim numbers and downstream oxygen sensors behave for a compression-related issue depend on the type of mechanical failure.

For example, a leaking valve would yield different results than a stuck closed valve. And whether it's the intake or exhaust valve could cloud the results even further. Again, worst case scenario would be having to perform additional testing.

Hopefully, a quick check of these data PIDs early in your misfire diagnosis will help streamline the process. Next time a misfire comes in the door, give it a shot.



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EXPERIENCING MAZDA'S AAS (Active Adaptive Shift)



by Rolly Alvarez
members.atra.com

Virtually every manufacturer is offering its own version of an automatic/manual gear-shift system, and Mazda is no exception. The Mazda system is called the Active Adapt Shift (AAS). In this system, the computer controls the shift points to provide the best driving results, based on the road conditions and driver input.

This system should improve drive feel, cornering, performance at high elevations, and help control vehicle operation if you accidentally step on the gas pedal too quickly with the selector in drive.

One thing to remember about Mazda's AAS: Depending on road or driving conditions, the computer could delay or even prevent shifts. That could make you think you're

dealing with a transmission problem when there aren't any. The computer has just taken control of the system to maintain the optimum performance and engine power.

SHIFT LOCK SYSTEM

As with many other new vehicles, the shift lock solenoid will lock the shift selector from shifting out of park unless you're pressing the brake pedal. To shift out of park you must:

- Apply the brake pedal.
- Start the engine.
- Press and hold the lock release button.
- Move the selector.

You can't move the selector out of park with the ignition switch turned off or to accessory, and you can't turn the ignition off unless you

have the selector in park. Notice that the selector looks like the shifter on a manual transmission (figure 1); not an automatic.

If you can't shift the lever from P to D, continue to hold the brake pedal down and access the shift lock override cover. Use a flat head screwdriver to remove the cover and push the release down (figure 2).

UNDERSTANDING SHIFT OPERATION

Shifting to manual mode while the vehicle's moving won't damage the transmission; think of it like a slap shifter, allowing you to shift back and forth from drive to manual, and back to drive. If you shift to manual mode while stopped, the transmission will shift to first gear. If you're in 5th or

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Some of these vehicles have paddle shifters.

6th gear in drive mode and you shift the lever to manual mode, the transmission will shift to 4M or 5M.

Suppose you're driving at high speed and decide to switch to manual operation. The transmission may not shift into the gear you wanted and the selector may start to flash. No, you didn't do anything wrong and the transmission isn't broken: The computer is just letting you know that it's taking control and preventing you from shifting into the gear range you wanted, to protect the transmission.

Some of these vehicles have paddle shifters. Some of those paddle shifters are mounted in front of the steering wheel, where



Figure 1

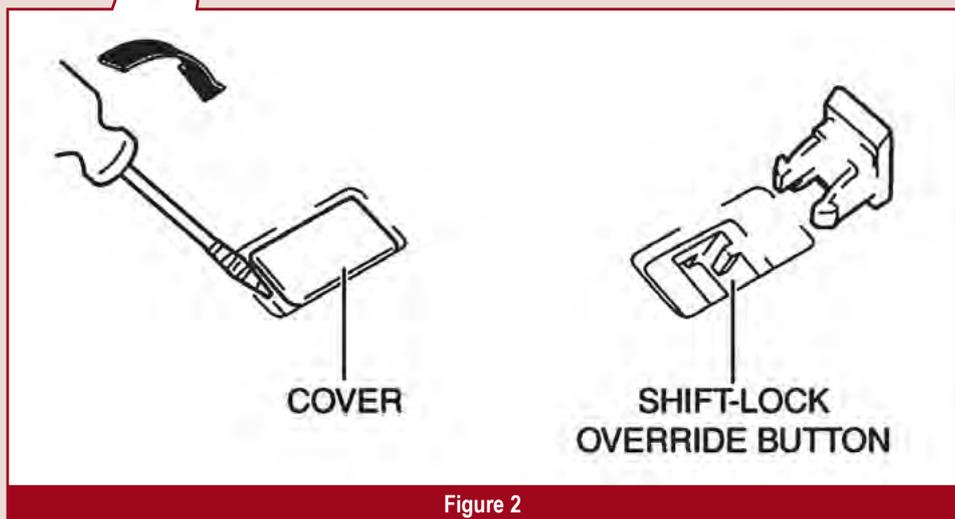


Figure 2



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they're visible and operational with your thumb and fingers. Others are behind the steering wheel; they aren't visible but are very easy to operate and more comfortable than the front ones.

Those back-mounted paddles can lead to some interesting situations: A customer comes in and complains that the transmission shifts randomly and won't remain in gear. Turns out he was holding the steering wheel and accidentally touched the paddle, never realizing it was there. Yes, it's actually happened!

In that case, remind the customer to keep his or her hands on the steering wheel rim, to avoid accidentally touching the paddle shifter. But that could lead to another problem: a collision severe enough to cause the airbag to deploy could cause severe injuries to your hands!

The shift system also protects the engine: If you tend to drive with the engine RPM in the red zone, the transmission computer may take over and force an upshift, even though you have the system in manual mode.

If you're driving at high speed and you decide to downshift, the system may not let you; if you're decelerating, the transmission may downshift automatically. These situations depend on the vehicle speed and throttle position, but none of it occurs if you have the Driving Stability Mode (DSM) system turned off.

You can also use the steering shift functions while the selector is in

Drive mode. The system will return to automatic shift when you pull the up position switch (+/off) long enough.

The system has a second gear fixed mode at 6.5 MPH (10 km/h) or less, to help provide additional control on slippery roads. If you have the transmission set in 2nd gear fixed mode, it'll remain in 2nd gear for easy acceleration. To cancel this feature, just move the selector in either direction: + or -. If the vehicle comes to a stop while in 2nd gear fixed mode, it'll stay in manual 2nd.

The system has two basic modes: direct shift and manual shift. While in direct shift mode, you can shift gears with the paddle shifters, even if the shifter is in the D position. While in the direct shift mode, the D and M lights will be on, along with the gear range.

You can cancel direct mode by pulling the up switch (+/off) for a certain amount of time (the actual amount isn't specified). Direct mode will also cancel automatically after driving the vehicle for a certain amount of time; but that depends on driving conditions and whether you come to a stop or drive at slow speeds.

Here's an interesting function of the Mazda system: Suppose you're stopped on a hill with the transmission shift selector in drive or reverse. Never let the vehicle roll in the opposite

direction! If you do, the engine will shut off. And, with the engine off, you'll lose steering and braking capabilities.

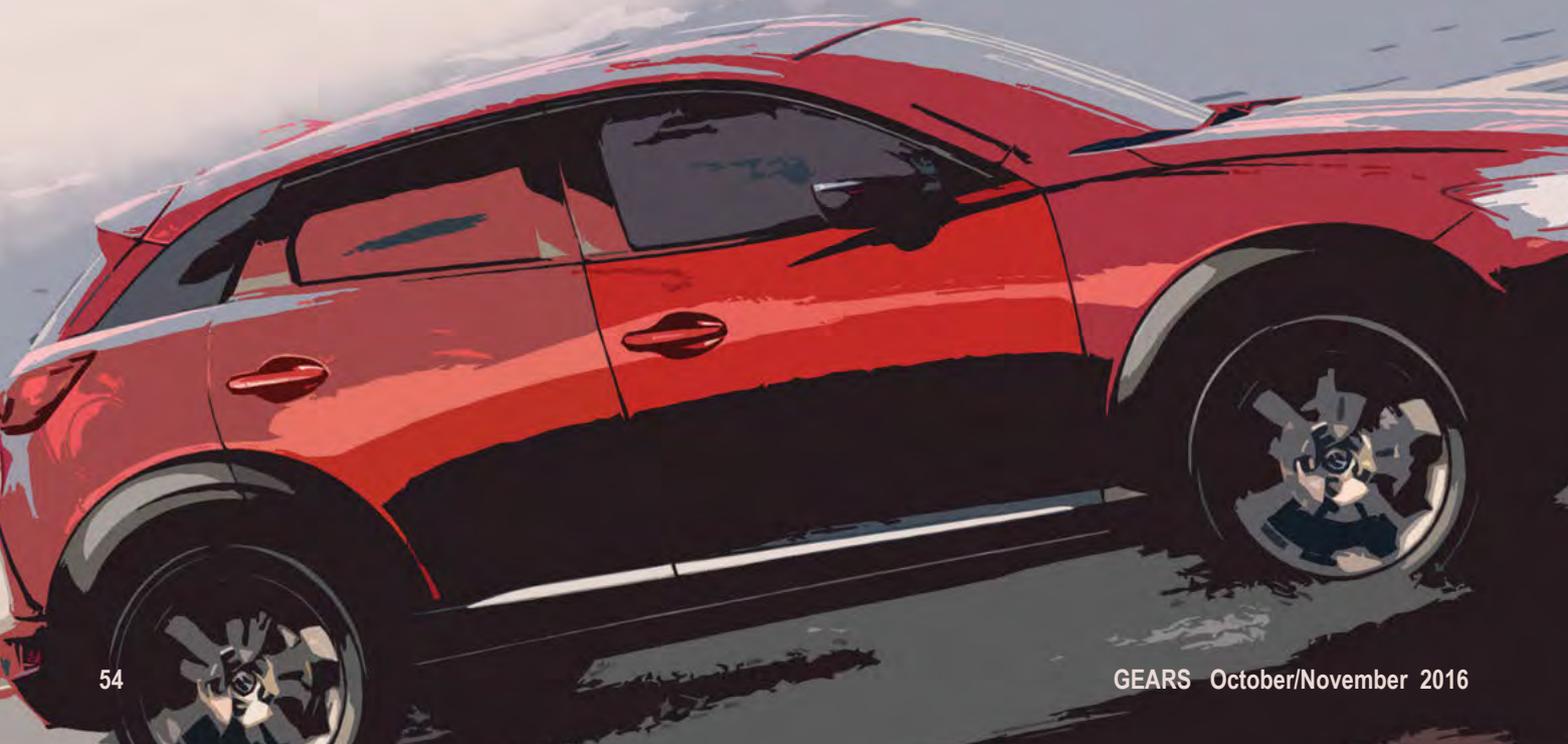
When driving up or down steep grades, the computer will decide the gear you should use, so, if the transmission downshifts or upshifts by itself, without you commanding any gear change, don't worry: this is completely normal.

For normal acceleration and cruising, Mazda recommends these shift points:

- M1 to M2 — 15mph (24km/h)
- M2 to M3 — 25mph (40km/h)
- M3 to M4 — 40mph (65km/h)
- M4 to M5 — 45mph (73km/h)
- M5 to M6 — 50mph (81km/h)

An important consideration with these vehicles is that other system codes may prevent the adapts to reset. In this vehicle, after rebuilding the transmission, we cleared the codes but the adapts wouldn't reset. Further examination revealed that there was an airbag code in memory.

In part two, we'll look at what happened on this vehicle and how to correct the situation.



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So Cal Regional Champion

Ring Ring, RESR05A Calling!

Submitted by
the TransTec Technical Department

The RE5R05A was first introduced to the market in 2002 in the Infinity Q45. Several other vehicles used it in later years with some models such as the NV, still using this transmission for the 2016 production year. Since its inception, the transmission designer, JATCO has used rigid sealing rings produced with PEEK material in several locations within the transmission assembly depending upon model and year. As well, JATCO designed the Subaru 5 speed also referred to as the TG5C. This unit is based on the RE5R05A with the exception that all of the Subaru 5 speeds are all-wheel drive units with the typical final drive unit incorporated into the transmission.

The sealing rings used in the RE5R05A vary in design and material by model, as well as years within the model. This has led to confusion at repair facilities. Conversely, the rings used in the Subaru 5 speed, are consistent in style as originally designed. All sealing rings used in Subaru applications are made using PEEK material, and are designed with a scalloped inner diameter and a 3D joint (**illustration A**).

All RE5R05A's use a scalloped, 3D joint ring made of PEEK material on the input shaft, from the factory. TransTec® engineers have worked with rebuilders and Freudenberg-NOK Fluid Power engineers to redesign a Teflon® ring with a step joint that not only performs better in the vehicle but also bench checks better (**illustration B**).

Speaking of bench checks, whether hydraulic or air check a higher leak rate should be expected when testing most OE designed plastic style rings. The rings are originally designed to fit loose in the bore to ease the assembly process during transmission production. This fit helps to eliminate ring breakage caused by the ring hanging out from the ring lands, then catching on the bore during assembly of the components. The loose fit design will work even though the ring doesn't hug the bore because at cold start of the vehicle, the transmission fluid is thick. This ensures only minimal leakage past the rings. After the transmission heats up, fluid begins to thin but the ring expands in size due to thermal expansion. This thermal expansion provides positive sealing to the bore reducing the leak rate even further. Unfortunately, this design doesn't provide much confidence for the builder when bench checking

the unit. When the OE ring is not available in the aftermarket, TransTec® engineers redesign it with a free-state diameter slightly larger than the bore, ensuring the ring will hold to the bore to produce a better bench check and also perform properly when installed in the vehicle.

The three rings on the reverse brake (center) support provide fluid to the direct and hi-low/reverse clutch assemblies. These rings were originally manufactured in a few different designs. One design is the same as the input rings, made with the scalloped, 3D joint. The second design is a "T" design with a 3D joint (**Illustration C**). According to recent OEM parts film, the center support ring with scalloped design has changed to the "T" design with one exception. The Subaru 5 speed still uses the original scalloped design. TransTec® offers only the "T" design for both the RE5R05A and the Subaru 5 speed. The "T" design has been shown to have less leakage than the scalloped design, especially when the ring land area of the support is showing wear. Of course, this design can't make up for a support that should be replaced due to excessive wear.

Why are both the "T" and the scallop designs used for the sealing rings in the center support area? Sealing ring manufacturers are always looking for ways to improve the sealing abilities of the ring, as well as looking for ways to reduce wear. Many considerations go into ring design and material selection including fluid, temperature, rotational speeds, bore





illustration B



illustration C



illustration D



illustration E

material, shaft material, surface finish & operating pressures. One design may work well when mating components are new and without wear, but not as well when wear becomes present. One design may be more forgiving than another design after wear of mating components. TransTec® technicians have learned that the center support in the RE5R05A has an issue with wear on the ring lands. After some customer interactions, discussion with Freudenberg-NOK Fluid Power engineers and testing, it was determined that the “T” design would be more forgiving of wear in this area. This prompted exclusive use of the “T” design for the center support in TransTec® kits.

The next set of rings is used on the mid sun gear shaft. Depending on the model of car, the set may contain four of the same rings, or two sets of two rings each. In units using the same four rings, the rings are made of PEEK material and designed with the scalloped 3D joint. In units using two sets with different designs, all four rings are made of PEEK, two rings are designed with the scalloped 3D joint and are located toward the front set of lands. The second set is located towards the rear and the rings are designed with a 3D joint but are not scalloped (**illustration D**). TransTec® kits contain PEEK, non-scalloped 3D joint rings, because the design is much more forgiving for wear issues.

The last set of rings in the RE5R05A is for the output shaft. The designer chose to use rings made of Teflon® and PEEK, depending on the vehicle model and year. The PEEK rings are made with the scalloped 3D design, and the Teflon® rings are made with a butt cut design. (**illustration E**). TransTec® kits contain the Teflon® butt cut rings because they bench check better and perform well during normal operating conditions.

Not All Rings Are Created Equal

Not only is design of the sealing ring critical, manufacturing of the ring will also determine quality and ensure proper sealing within the application. Rings produced with low quality tools can display injector pin marks on one side of the ring. These marks are created by pins used to remove the ring from the tool. The injector pins displace material, creating a build-up of excess material or high spots. The displaced, or excess material can be high enough to create an insufficient contact with the ring land. Any area of the ring not making contact with the ring land is a leak path for oil. Conversely, rings produced with high quality tools will ensure a flat surface on the side of the ring because a sleeve, rather than ejector pins is used to eject the ring from the tool. The sleeve evenly distributes pressure across the surface of the ring avoiding material displacement. On two-ring oil circuits, a builder can install the side with the injector pin marks toward the oil feed, which in turn will allow the smooth non-injector pin side to push tight against the ring land from the apply pressure, thus creating a sufficient seal. (The side of each ring that has the injector marks should face each other.) If there are more than two rings because there are multiple oil circuits being serviced, the technician should understand each circuit and install the rings with the injector marks in a circuit that has the least risk. Freudenberg-NOK strives to ensure that all sealing rings are manufactured with quality tooling and production processes, and that materials and designs meet the requirements of the transmission.

THE REVENUE GROWTH HABIT

CURRENT TRENDS AFFECTING YOUR SALES GROWTH



by Alex Goldfayn
CEO, Evangelist Marketing Institute

We live in good and interesting times.

If you reside in America, you're living in the most entrepreneurial country on the planet, where the amount of money you make is determined *entirely* by your effort and your perseverance.

Effort means doing the work, which is the opposite of avoiding, procrastinating, and *perfecting*. Perfection kills revenue. My most successful revenue growth clients under-perfect and over-execute. That's because, in revenue growth, quantity trumps quality. The more our customers and prospects hear from us, the more they buy from us. We must do the work... to (briefly) plan our sales action for the week and then execute it.

Perseverance means trying again when it doesn't work the first time. In sales, "no" never means no forever. It simply means not at this moment. I can trace *millions* of dollars of my own revenue to clients who first told me no. If I'd stopped at the first no, where would I be? Not here, that's for sure.

Here are eight more trends I see taking shape in our current environment, along with my advice and experience about how to sell and market into these trends.

1. The U.S. economy is strong and getting stronger. Operate as though your customers and prospects are expanding. And if they aren't expanding, operate as though you'll *help* them do so in our growing economy. Many of you help your

customers grow, whether you realize it or not. When you free up their times, remove a concern, or fix something for them, you're helping them grow.

2. The media and political environment will continue to be negative. They get rewarded to make you feel terrible. Your customers will be more attracted to positivity than ever. Give people hope. Focus on how you can *help* them, not what you sell and do. *People flock to sellers who make them feel hope and possibility.* Make people feel like they can do it.
3. Further, in this negative environment, be an island in that storm for customers and prospects. Be the safe choice. Be the reliable choice.

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Do what you say, and the customers will follow. (I'm constantly amazed that people find it a great surprise when we do what we say we're going to do. Apparently this has become rare in business.)

4. There's been a parting in the social media seas. In sales, LinkedIn is becoming more relevant. It's the only social media that can help you prospect and open opportunities in business-to-business sales. Equally important, I have clients who sell to consumers who also use it for prospecting. Most consumers have jobs; that's why it works. Meanwhile, Facebook and Twitter are moving in the opposite direction, becoming less useful by the week, especially for business-to-business sales.
5. In a world where everyone can shout anything at anyone, it's easier than ever to stand out. He or she who communicates *personally* the most, wins. Let your customers and prospects hear from you. Call. Email. Write. FedEx. Meet. Let them see you and hear you.
6. Along these lines, amazingly, the personal phone call is going the way of the dinosaur and Blackberry. The average salesperson spends four hours a week on the phone. Think about that: If you want to grow your sales, call customers and prospects. What do you think will happen if your phone time goes up from four hours to, say, 10 hours a week? That still leaves 75% of the workweek for non-telephone activities.
7. With advance apologies to our young readers: There's a laziness seeping into sales. People — especially the younger working generation — would rather tweet than have conversations. Professional sales people would rather email than call. Why? Because of *fear*. Telephone rejection is far more personal than email rejection. A little personal effort in the customer's best interests will help you easily close more sales.
8. Customers are no longer asked what's working well. Customers are rarely asked for referrals. Customers are rarely told what else they can

buy from us. Quotes are rarely followed upon. Why? Because of fear. Handle the fear, do the *simple* work that others aren't doing, and you'll instantly stand out and close more business.



Alex Goldfayn runs The Revenue Growth Consultancy, which helps companies and sales departments grow revenue quickly and easily by implementing a system of simple communication techniques. These sales and marketing techniques are welcomed by your customers and prospects, and are executable by your customer-facing staff in minutes per day. To discuss growing your business in this way, email alex@evangelismktg.com or call Alex at 847-459-6322.

His latest book, The Revenue Growth Habit, was named the 2015 Sales Book of The Year by 800-CEO-Read. Buy it at Amazon.com.

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Proactivity: A GOOD START TO GREAT LEADERSHIP



by Thom Tschetter

Up Your Business is an exclusive GEARs Magazine feature in which I share stories, insights, and reflections about real business and life challenges.

Lately, I've been contemplating what it takes to be not just a good leader, but a *great* leader. Is there something you can start doing today that you aren't doing now that will move you toward becoming a great leader?

In his 2001 book, *Good to Great*, Jim Collins identified 11 Fortune 500 companies that met his criteria for going from being good companies to great companies. He metaphorically called one of the criteria the *Hedgehog*.

A company's Hedgehog was found within the convergence of three circles. Each circle identified one of three things Collins believed were critical in determining what the company's primary focus should be by answering three questions:

- What are you passionate about?
- What are you best at?
- What drives your economic engine?

In this article, I'm going to discuss why I believe being proactive is the Hedgehog for becoming a great leader.

Great Leaders Are Proactive

In a previous article — *Manage Things but Lead People* — I discussed the distinction between leadership and

management. Here's an excerpt from that article:

There are countless definitions for leadership. While the definitions vary, there are certain traits that repeatedly appear.

- Leaders create and provide the vision and mission for their organizations.
- Leaders determine the direction and rate of travel toward a goal.
- Leaders focus on "what" and "why," but delegate the "how" to management.
- Leaders are committed to the vision as well as to their organizations and people.
- Leaders are consistent, persistent, and resilient when facing adversity or being challenged by circumstances.
- Leadership stems from influence... not from authority or power.
- Leaders are people oriented.
- Leaders bring out the best in others.
- Leaders influence, inspire, and motivate others to achieve the organization's mission.
- Some leaders are anointed, appointed, or elected... but with rare exception, great leaders just show up and are recognized as leaders. They earn the role.

There are many more attributes that are associated with great leaders: integrity, honesty, trustworthiness,

passion, vision, persuasiveness, and charisma, just to list a few. But I submit that both lists are without effect in the absence of proactivity.

While being proactive is inherently necessary for creating the vision, direction, and goal of the organization, it's more far-reaching than you might think.

I recently took part in a leadership discussion group that defined proactivity as having or showing awareness of and preparation for the future. Additionally, proactive behavior refers to anticipatory, change-oriented, self-initiated behavior in situations, particularly in business. It involves acting in advance of future situations rather than just reacting. It means taking control and making things happen rather than just adjusting to a situation or waiting for something to happen.

In contrast to other organizational behaviors, such as productivity, adaptability, and compliance, which are about responding to or coping with change, proactivity is about *initiating* change.

In his book, *A Man's Search for Meaning*, Holocaust survivor Dr. Viktor Frankl expanded the use of the word "proactive" to describe a person who takes responsibility for his or her life rather than looking for causes in outside circumstances or other people.



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Frankl stressed the importance of courage, perseverance, individual responsibility, and the awareness that choices exist, regardless of the situation. Here are three of his most famous quotes:

“Everything can be taken from a man but one thing: the last of the human freedoms — to choose one’s attitude in any given set of circumstances, to choose one’s own way.”

“When we are no longer able to change a situation, we are challenged to change ourselves.”

“Between stimulus and response there is a space. In that space is our power to choose our response. In our response lies our growth and our freedom.”

Because proactive leaders anticipate and are forward-looking, preventive, and preemptive, they also tend to be responsive rather than reactive. In fact, it’s believed that the original word was *preactive*, but there was too much confusion with respect to the word *reactive*.

Proactive leaders tend to have the capacity to control or influence their environment, rather than being controlled by it. But they’re also self-aware, knowing their purpose and taking responsibility. To use a term Stephen Covey coined in his book, *7 Habits of Highly Effective People*, they’re “respons-able” rather than blaming others.

Hall-of-Fame receiver for the Seattle Seahawks Steve Largent once said of quarterback Dave Krieg, “Dave was one of the greatest leaders I’ve ever played with. He always credited the team for our successes and took responsibility when we failed.”

Proactivity comes from within... affecting actions we initiate. Reactivity has to do with our actions taken relative to externally initiated events and situations.

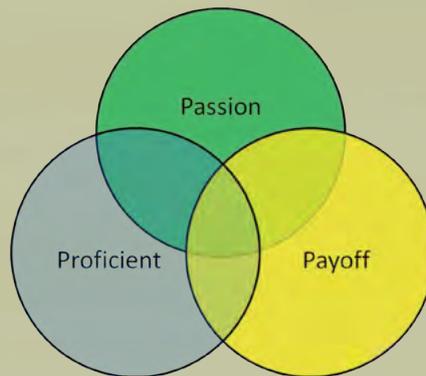
Proactive leaders don’t blame others or transfer responsibility. A proactive leader would likely embrace the idea that life has no victims... only volunteers. They’d say that you can choose to initiate action or volunteer to be a victim of circumstances.

What Now?

Okay, what’s something proactive that you can do today to demonstrate great leadership? In his book, *The Purpose Driven Life*, Rick Warren states, “...it’s not thinking less of yourself; it’s thinking of yourself less.” This is from the section entitled *Cultivating Community*, which is exactly what a great leader does within his organization.

Here’s something proactive you can do to make your company great: Just as Jim Collins identified three keys for the good-to-great companies in his book, you need to identify them for your company. Additionally, and unlike the book, I believe you need to find them for yourself and each of your employees. Making your company great begins with making yourself and your employees better than you are today.

Here’s a model of the three overlapping circles. I’ve found that it’s useful as a self-evaluation tool, as long as you’re brutally honest when answering the three questions. I’ve also found it to be helpful in clarifying and balancing other interdependent aspects of life and business... things like: leader, manager, and producer. Just replace the descriptive titles for each circle.



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Build a team that aligns with your passion, vision, and purpose. It’s important to recognize that passions change, and they differ between business and personal pursuits. (For more details on this, see my article, *Let’s Go Fishing*.) This produces energy and excitement.

Make sure you’re selling the services and products that you’re proficient (the best) at, in terms of both quality and speed. On an individual level, ask, “What do I do that makes the greatest contribution to the company?” This produces confidence and pride.

Make sure you’re able to produce them profitably. Remember that *payoff* doesn’t always mean money. For both you and your employees, payoffs can come in other forms, such as freedom, time, praise, awards, pride, benevolence, etc. (See my article, *Payoffs — Everybody Wants One*.) This provides a sense of security and peace of mind.

In addition to evaluating yourself and your company, you need to perform this process with each of your team members. To do this, you’ll need to spend time with each team member and get to know them on a personal level. Learn about their passions... career and personal: what excites them and what they would like to accomplish in their careers. You need to develop a passion for caring about them.

A side benefit of these private conversations is that they’ll feel more respected and appreciate that you cared enough to spend time with them on a personal level. Because people don’t care about how much you know until they know how much you care.

About the Author

Thom Tschetter has served our industry for nearly four decades as a management and sales educator. He owned a chain of award-winning transmission centers in Washington State for over 25 years.

He calls on over 30 years of experience as a speaker, writer, business consultant, and certified arbitrator for topics for this feature column.

Thom is always eager to help you improve your business and your life. You can contact him by phone at (480) 773-3131 or e-mail to coachthom@gmail.com.



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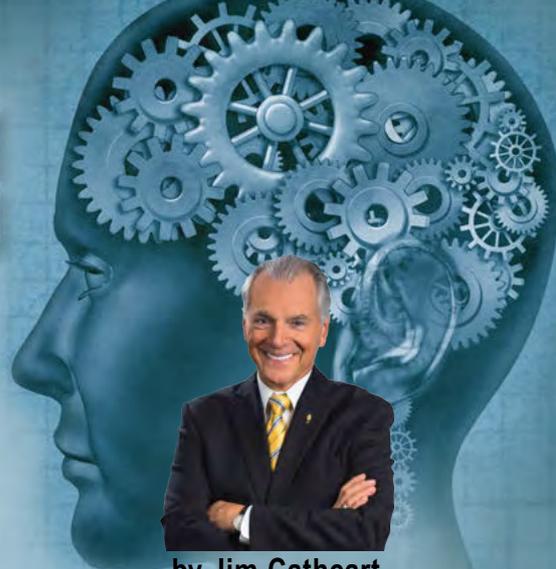
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MASTER CRAFTSMAN MENTALITY



by Jim Cathcart

Ask a customer whom they'd prefer to have working on their car and you'll likely get two answers:

1. When it comes to repairing the car, they want a master craftsman.
2. When it's time to calculate the bill, most any mechanic will do.

In other words, they want the best technician to repair their cars, but they'd rather just pay street prices for the work. But there's an important difference between how mechanics and masters approach their work and it can sometimes lead to even lower costs to have the master working on your car.

That's because the craftsman often has the skills to identify a problem faster and more accurately, and fix it without having to perform unnecessary repairs. The hourly rate may be higher, but you end up spending less overall.

What is the difference between a *mechanic* and a *master craftsman*? The easy answer is skills, training, and experience. The true answer goes deeper than that.

Go into any shop and, in just a few moments, you can discern who the professionals are and aren't. It isn't hard to tell who's taking the job seriously and who's just doing the work. The masters even carry themselves differently; they seem to have a confidence and pride in performance that sets them apart.

- Masters think longer term. They're building a career and cultivating a reputation, not just performing a job.
- Masters focus on the customer first and then on the car. Mechanics just fix the car. Masters address the concerns and needs of the customer.
- Masters take responsibility for their own professional education. They're always learning and inquiring about new ideas. They build their own library and subscribe to specialty sites. Mechanics expect the owner

to provide their training and take no initiative on their own.

- Masters sharpen their axe constantly: new tools, new skills, and new ways to analyze problems. They build their own tool collection instead of relying on the shop to provide specialty tools.
- Masters look for the simplest and most lasting solution. Instead of a full rebuild, they may simply replace a valve. They also look beyond the car, to the way it's being operated. Sometimes a little "driver training" may eliminate a problem.
- Masters don't watch the clock; they watch the use of their time. They focus on productive activities instead of easy or pleasing ones. They're apprehensive about anything that takes them away from being productive.
- Masters are eager to help others. They willingly coach new technicians and explain their methods to enthusiastic learners. But they won't waste their time coaching someone who doesn't really want to learn.
- Masters create equity. Each step they take is another brick in the foundation of the career they're building. That's why they build their own resource library and tool set. That's also why they help make the shop a better place for everyone to work.
- Masters don't feel threatened by others with greater skills; instead, they're inspired by them. They learn from everyone.
- Masters don't just happen. They choose to pursue mastery.

So what causes someone to choose to become a true professional, a master craftsman? There are many reasons; here are a few:

- They believe they can become better, as a technician and as a person.
- They trust themselves to do the right things, so they're able to trust

others as well. (But they won't trust those who don't seem committed to improvement.)

- They want to make a difference, to matter to the world, and to help people.
- They love fixing things. Returning a machine to full, normal functioning feels good to them. They can see how learning new skills will help them fix even more problems.
- They want to earn the right to be proud of what they do and who they become.
- They want the admiration and respect of others.
- They want to leave their mark, to set a new standard, or excel beyond what others have achieved.
- They want to prove their critics wrong. "I'll show you."
- They want to be a valuable member of the team and a part of the "best shop" in their fields.
- They want to make the person who mentored them proud.

These are just a few of the motivations to become a master craftsman. Think about the ones that are true for you. Share this list with others and discuss what each of you could do to increase the level of professionalism and individual success for each member of your team.

What could you do to encourage someone else to pursue master level?



Jim Cathcart is a strategic advisor to ATRA and a regular contributor to *GEARS*. His newest book is *The Self Motivation Handbook*; order it on Amazon today. Cathcart.com

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by Steve Bodofsky
members.atra.com

Ville Platte Transmissions: Going the Extra Mile



Time after time, you've heard from business advisors about the importance of "finding the need," or "going the extra mile" for your customers. But what, exactly, does that mean? What does it look like to find the need and go the extra mile?

Alan Moore, owner of Ville Platte Transmissions LLC in Ville Platte, Louisiana, seems to have a pretty good idea of what it looks like. Here's a copy of letter that came to ATRA from Cliff and Laurie Barber:

We had the pleasure of staying at your Chicot State Park on Memorial Day weekend this year. Unfortunately our truck had transmission problems during our camping trip. We were headed back to Florida from Nevada.

Some nice campers told us about a business in town that could help us, Ville Platte Transmission. We called Alan on Sunday and he returned our call, telling us he would work on our truck Monday, Memorial Day.

We want to let everyone in your town know how HAPPY we were for his expertise. He not only worked on a holiday to help us get back on the road, he loaned us his truck and a ladder to fix a problem with our travel trailer.



Ville Platte Transmissions, Left to Right: David Russell and Alan Moore

He gave us a ride back to our campsite and returned to pick us up when our truck was fixed.

He did a fantastic job fixing our truck for less than half what a dealer would have charged. Please let everyone know about his business and what a great person he is. We will return to Louisiana in the future to do some more camping.

Wow! Talk about going the extra mile. To begin with, notice that Alan spoke with the customer — and picked up the truck — on Sunday...



the Letter Proudly Displayed



Diagnosing

when most shop owners are enjoying a well-deserved break.

“I transfer my shop phone to my cell phone on the weekends, and they called and left a message. As soon as I got the message I called them back. They were on their way home from Las Vegas, and I could tell they were upset.

“I had the truck towed in and told them, ‘Don’t worry any more; we’ll take care of it.’ The next day they got a ride to my shop. They needed some parts for their trailer, so I handed them my keys and told them to take my truck.

“They came back with the parts and said, ‘I hope they have a ladder at the campground.’ I told them, ‘Hold up,’ and I loaded a ladder into my truck and drove them back to the campground.

“I couldn’t get the parts until Wednesday, but I got them back on the road as quickly as I could and charged them about \$1500. The dealer wanted \$3800 for a new transfer case. They were so happy.”

And who could blame them? Alan really stepped up on this one. Did he go further than necessary? Maybe. But his extra effort paid off: The customer also sent a copy of this letter to the Ville Platte Chamber of Commerce. They forwarded it to the local newspaper, who published it along with a story about the shop.

According to Alan, he’s seen a number of new customers who’ve mentioned this letter as their reason for coming by. So maybe going the extra mile really does pay off — it certainly did for Alan.

(continued on page 70)



Busy in the shop.



David and Alan at the outside lift



In the Shop

And this isn't the only time Alan has stepped up to help take care of consumers in his neighborhood.

"If someone's in dire straits, you have to do what you can for them. I do a lot of repairs for customers for free; and that gets me a lot of referrals. I'll scan the car and tell them, 'It's this right here: Go get the part and I'll replace it for you.'

"Some people might think that's bad business, but you do that and you have a customer for life.

"I had a customer come in with a 4-wheel drive with a transmission problem. I gave him an estimate for \$1800 for a complete rebuild, with a full warranty through ATRA. They went and bought a reman from the dealer for \$2800.

"Three months later the customer was back at my shop: The dealer wouldn't warranty the transmission because they saw mud on the side of the vehicle. I said, 'Let me check it.'

"It didn't have a speed sensor signal. I put a new speed sensor in — no charge — and told them it's fixed. They said, 'We're coming to you from now on.'"

And it's not just the customer they help that'll be coming in. "It's a small town and word gets around quick," says Alan.

A Little History

Ville Platte Transmissions has been in the same location for about six years;

Alan had another shop in Oakdale for about four years before that. How he got into the business is an interesting story in itself. Turns out he has a powerful legacy with the transmission industry:

"My father (Walter) and two uncles each had their own transmission shops; I pretty much grew up in the business," he says with a chuckle.

"I remember coming home from school, my daddy'd tell me 'Get under that car and don't come out until the transmission's out.' I was maybe 12 years old at the time. Back then, he rebuild a transmission for a hundred dollars! It was a long time ago.

"Dad and my older brother, Brett, continued to train me." And after he graduated from high school, he went to work for his father as a full time R&R technician. But his father wouldn't teach him how to rebuild.

"My uncle had a shop in Crockett, Texas, about 35 miles away. He told me that, if I'd come over at night, he'd teach me how to build. So I'd go there at night, and that's how I learned to rebuild transmissions." Eventually he began rebuilding at his father's shop.

It wasn't long before he decided it was too difficult working for his father, so he went to work for his brother in Zachary, Louisiana. "I stayed there for about four years."

He went on to work at a number of other transmission shops over the years, gaining experience in all areas of shop management.

When Alan's father passed away, it left Oakdale without a transmission shop, so his uncle suggested that he open a shop there. "I found a building, bought the equipment and parts, and got started. The day I opened I had about 60 cars waiting for me, so it was a good idea."

That was in 2008; a tough year for most shops. But according to Alan, "It turned out pretty good. They were lining up. We did well from the start."

Ville Platte is a custom rebuild-only shop, and Alan is the rebuild-er. "I do all my own rebuilding; nobody else is going to rebuild for me," he says.

That's not to say he wouldn't entertain the possibility of using a reman if a transmission were too damaged to repair. But no one should plan on Alan's support for building a reman business: "I figure I've bought about two remans since I opened."

Adding General Repairs



While they started as a transmission-only shop, today Ville Platte is a full-service repair center. "We do everything; right now we're fixing the air conditioning on a 30' motor home. You have to nowadays."



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Ville Platte Transmissions, find the need and go the extra mile.

He added general repair in 2010. “There was an article in *GEARS* talking about the value of doing it all. So I found a mechanic and started offering general repairs.

“I have a terrific mechanic working for me named David Russell; everyone in the area sends him referrals. He left a couple years ago to open his own shop and I’d send him work. But he realized being in business wasn’t his thing; he was earning more working for me. So he came back.

“The shop next door tried to hire David away from me. They didn’t offer him anywhere near enough money; I know the importance of paying people what they’re worth.”

And, as far as Alan is concerned, David’s worth a lot. “Last week, while I was dealing with my house being flooded, I left him here to handle things. I was coming in half a day and he was handling the shop the rest of the time. And, after we closed for the weekend, he and his wife came over to my house and helped.”

“How I’d Want to Be Treated...”

“I’ve always been customer oriented,” says Alan. “I think, ‘How would I want to be treated if I were in this situation?’ That’s how I try to treat people. I listen to everything they say — you have to listen to the people — and work to give them what they want.”

Sometimes that means more than just honest, friendly service: “I had a woman come in for inspection and her windshield was cracked — it looked

like a spider web. I gave her a rejection and told her to get it fixed.

“She came back at the end of the inspection period and said, ‘I need you to put another one of those orange stickers on my car.’ I said, ‘Ma’am, I can’t do that; it’s against the law. You have to have your windshield fixed first.’ She started crying and saying she couldn’t afford it.

“So I called the glass company and told them to set up an appointment to replace the windshield, and I would pay for it. I told her to go to the glass company the next morning and they’d replace the windshield. Then bring the car back and I’d give her an inspection sticker.

“She did, and she actually tried to pay me for the inspection! I told her to put that away for gas. Oh, the people who came by because of that! She must have gone to church and told them all about it, because I got a lot of customers from that.”

Alan is also glad to share his philosophy with anyone who’ll listen: “I was a manager/rebuilder at the local franchise transmission center for awhile, and I used to train center managers. One of those managers went on to become number one in sales for another franchise shop. And he came back and thanked me for everything I taught him.”

Flood Waters in Louisiana

On August 13, Louisiana was hit with more rain... and more flooding. Alan’s shop was well out of the flood

zone, but his house wasn’t; it was hit with 2’ of water. “It’s a complete loss, and we’re in a no-flood zone, so I couldn’t buy flood insurance,” says Alan. “We had to tear out all the walls... all the furniture is gone... everything.

“The National Guard took me out of my house on Saturday at about 4 o’clock and took me to my daughter’s house in Walker. At 10 that night they called and told us we had to get out now. I went outside and looked, and I was actually watching the water coming up the hill.

“We had two air boats come and pick us up and get us out of there, and we went to my mother-in-law’s house. Next morning the water started to rise there. We were flooded in — we couldn’t leave the driveway — but it didn’t get high enough to reach the house.”

It wasn’t until the 16th that Alan could go back to his house and survey the damage. There’s no doubt that he’ll be putting a lot of time and money into getting back on his feet after the flooding. Fortunately, his shop remained dry and he’s staying busy, so he should be able to afford the cost to rebuild.

You’ve heard it time and time again: Find the need and go the extra mile. Does it really make a difference to your business... or your bottom line? Ask Alan Moore of Ville Platte Transmission. It’s certainly had a powerful impact on him and his shop.





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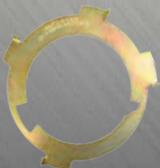
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Company Profile



Autoshop Solutions is the leading internet marketing company for the automotive aftermarket industry and is a proud member of the Automatic Transmission Rebuilders Association (ATRA). We are dedicated to creating impactful websites and engaging marketing solutions for independent automotive businesses that specialize in transmissions and general repair, as well as collision repair, tires, diesel, air conditioning, performance and restoration. 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, N.C.

The People



Danny Sanchez: Chief Executive Officer

Margaret Klemmer: Chief Marketing Officer

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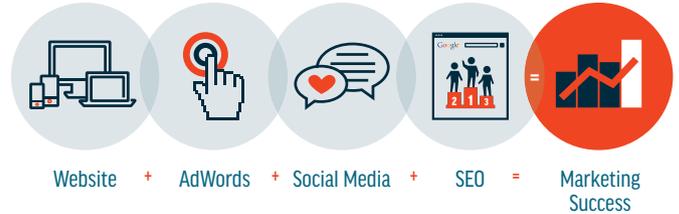
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Products & Services



Autoshop Solutions is the industry leader in automotive website design and development. We offer professional-grade marketing and create custom, responsive websites that drive business and increase profits. Our deep industry knowledge and cutting-edge methodologies in content creation, graphic design and web development, combined with Google AdWords™, social media and search engine optimization enable your transmission business to stand out from online competitors, drive customers to your shop and boost sales! Whether you want to attract more customers, build customer loyalty, get found on Google or target your local market via the mobile web, we provide solutions tailored to fit your needs.

What's New



Autoshop Solutions is proud to be the leader for mobile marketing in the transmission industry, offering both custom and template websites that are completely mobile-responsive! We continue to grow through improving and expanding our services, including the Autoshop Autobahn.

The Autobahn is an innovative platform where customers have 24/7 access to see all of their marketing metrics in one, unified reporting tool. Through the development of the Autobahn, we offer complete transparency into the performance of our marketing efforts for each customer. It provides an interactive platform on both desktop and mobile devices for customers to upload photos and view current services, as well as monitor website metrics, phone calls, web form submissions and more. We are committed to improving and growing our business so that we can better serve our customers.





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Category

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Company Profile

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Product Literature

All CVC products are displayed in our Spring 2015 catalog which will be available soon. It is never too soon to request your personal copy of the catalog, but until it is printed you may view our current catalog with new product updates and a video tour of our manufacturing facility on our website.

Our Management Team

Julie Maynard Turner
Timothy L. Prugh
Marcia Maynard Prugh
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Company Belief

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

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ETE REMAN's executive leadership team includes (from left) Deanna Akhmadeyev, Mikhail Shakhnovich, Sam Loshak, Lawrence Loshak, and Noah Rickun.

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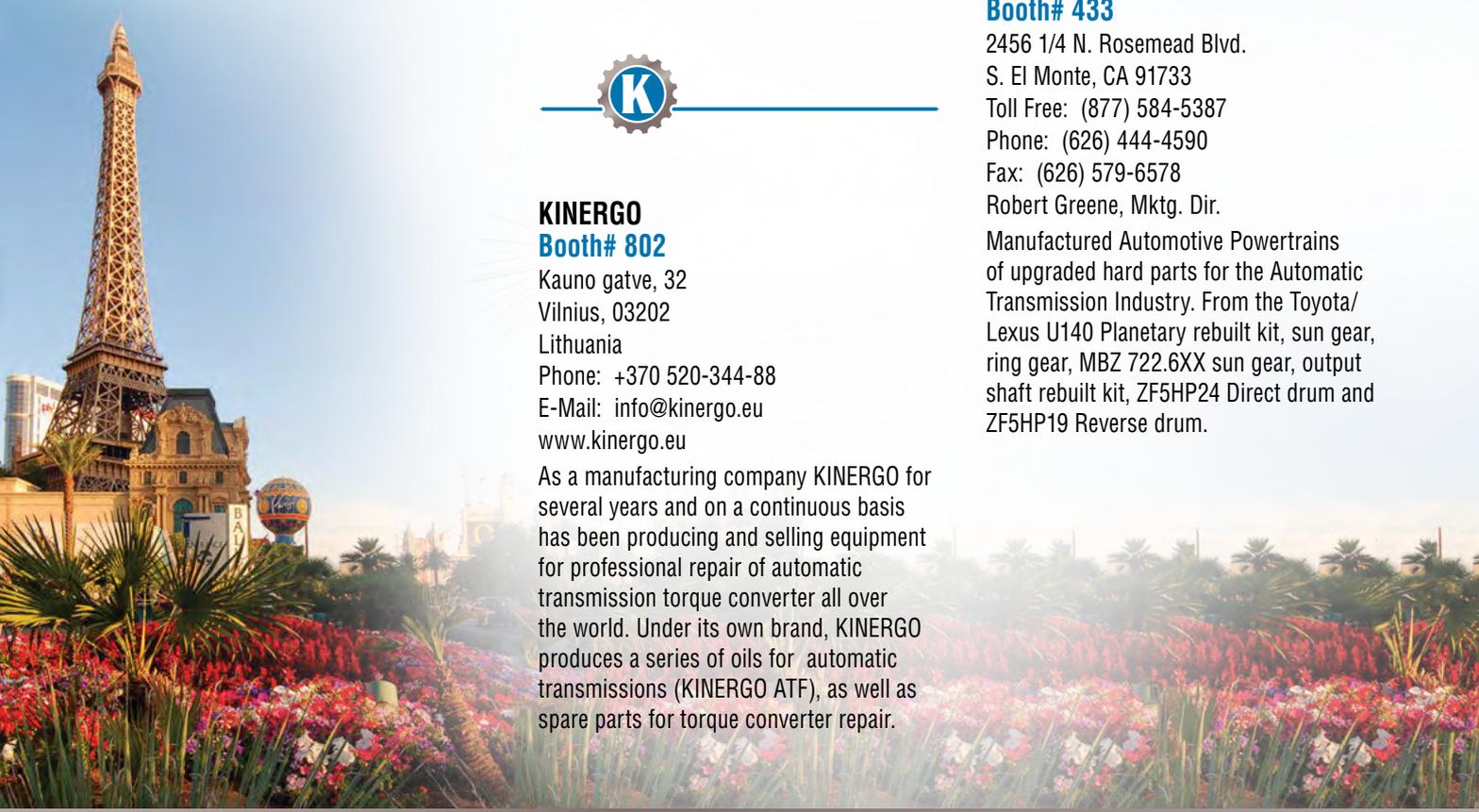
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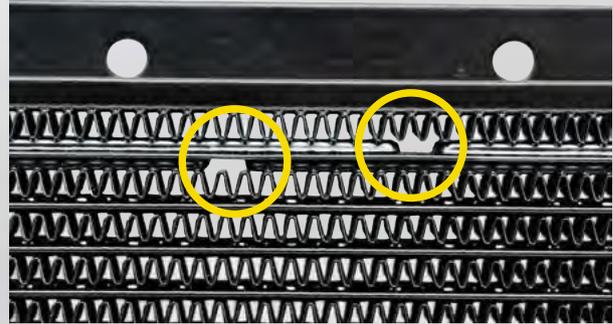
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The Changing Landscape of Remanufacturing

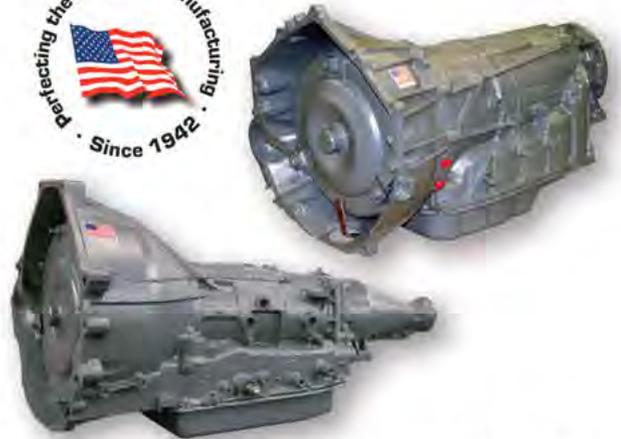
After 15 years of engine remanufacturing experience, Alvin C. Ruxer, founder of what was then Jasper Engine Exchange, decided that the next step in the growth of his business was to enter the field of transmission remanufacturing. And so was born JASPER's Transmission Division in 1957.

Like the Engine Division, the Transmission Division has undergone continuous refinement as the company improves the efficiency and quality of its remanufacturing processes and its remanufactured products.



LEAN manufacturing principles have greatly helped to shape the processes we employ, enhancing productivity and eliminating waste. Throughout our LEAN journey, we have been better able to focus on work that adds value to our customers. Transmissions (as well as other products) are remanufactured in a cellular environment, called PODs, by teams specializing in one particular transmission or a family of transmissions. This approach allows for cross training and has improved the efficiency of our operations to reduce man hours per unit, hold the line on costs and increase the availability of our products to you as well as to your customers.

In the "Mega-POD" pictured above, trained builders access transmissions which have undergone extensive and detailed cleaning as well as initial, thorough inspections. Additional component parts are delivered to the POD through an efficient pull system, creating a "just in time" delivery to the builder. The builder receives only what he or she needs, when they need it - no more and no less. Multiple, state-of-the-art dynamometers serve specific PODs to test every JASPER remanufactured automatic transmission to assure the highest quality and dependable performance for the vehicle owner.



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Jasper Engines and Transmissions traces its founding to 1942, when Alvin C. Ruxer began remanufacturing engines in the wash bay of his successful Ford dealership.

In the years since, JASPER has become one of the nation's largest remanufacturers of transmissions, gas and diesel engines, transfer cases and differentials as well as diesel fuel and air components. Remanufacturing operations are performed in five facilities, three of which house transmission divisions. The latest of these transmission facilities is the Power Drive location in Jasper, IN. The entire Transmission Division of the corporate office, also in Jasper, was moved to the renovated Power Drive facility that was purchased in April of 2014.

JASPER, a 100% Associate Owned company, is poised to celebrate its 75th Anniversary in 2017. Nationwide product distribution is provided through 43 regional sales and warehouse locations and two distribution centers. Sixty percent of JASPER's transmission inventory is housed at the distribution centers. The balance of the inventory, consisting of the "hottest" numbers, is kept at the regional sales offices to meet the availability needs of our customers.



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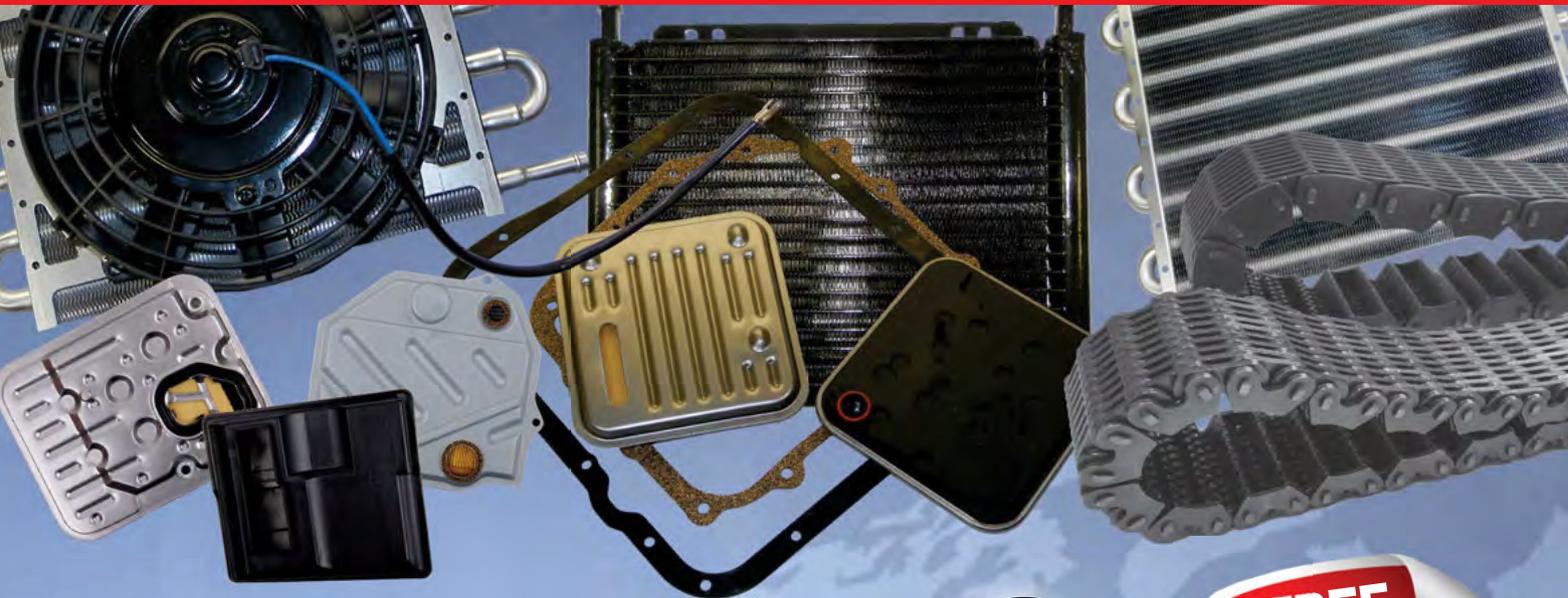
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Company Profile



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 product lines such as Automatic Transmission, Engine and Suspension Parts.

The company is 12 years young, but the experience goes back more than 33 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.

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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 2004. 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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For over 25 years, Stellar Automotive Group has been committed to finding customers the best parts. Our direct relationships with top OE and aftermarket parts manufacturers throughout the world allow us to offer more options. In house development work allows us to create products in response to customer inquiries. We regularly customize kits to meet customer's specifications.

LUBEGARD® is a world leader in the research, development, and manufacture of patented high performing lubricants and related products. Our products have been approved, endorsed, recommended & used by OEM's, are the written solution in OEM technical service bulletins, and endorsed by the largest transmission chains. Whether you are looking for transmission and/or general repair fluids, Lubegard® has the solution.

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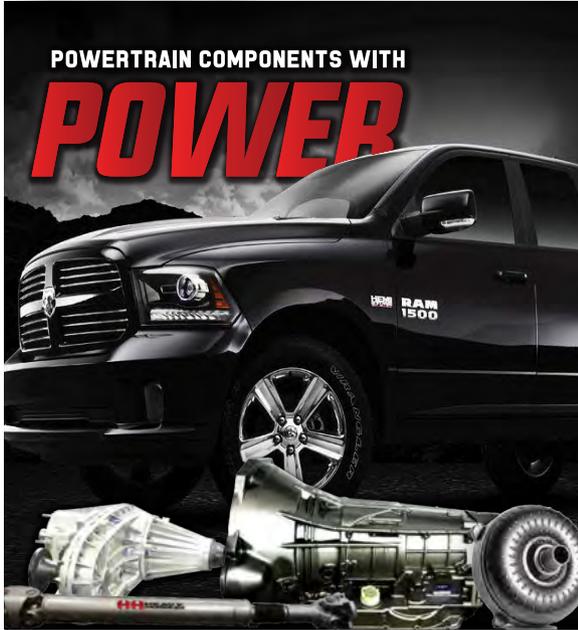


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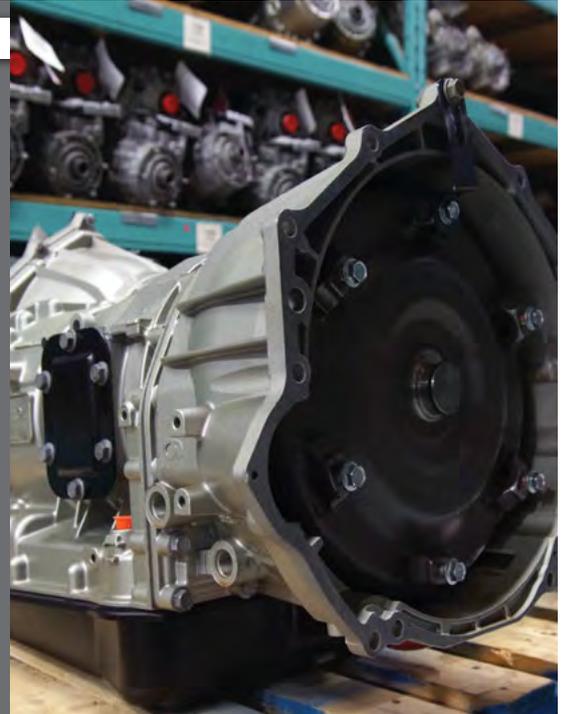
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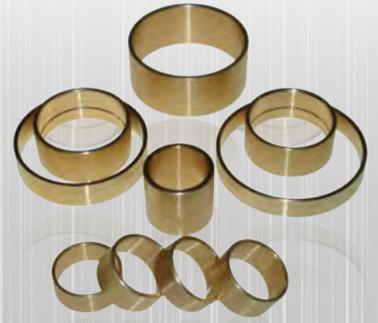
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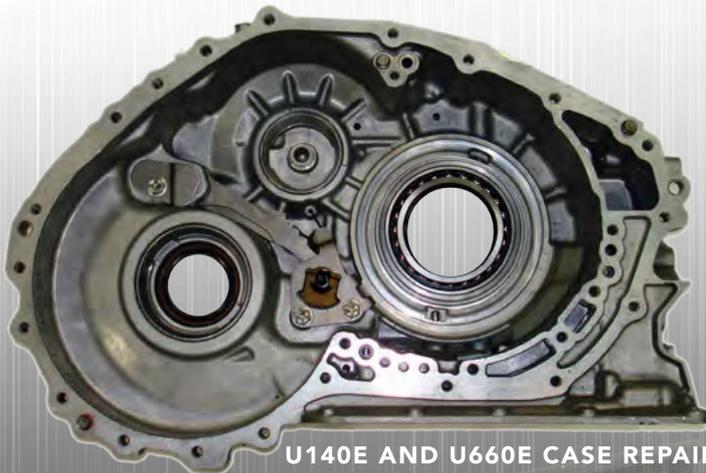
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Sometimes builders tell us problems they are seeing on the bench to which we've been able to identify the underlying problem that takes a unit out or come up with a "fix" for the issue. This as you can imagine can take a lot of R&D time, dedication, expertise and testing. Once we know what's needed to "cure or enhance" the units deficiencies, or how we are developing a True Performance Product, We want to find a solution that fixes the underlying cause without creating any other issues or incompatibility problems and also will be cost effective, easy to install and give consistent results to the end user. Examples of this would be our Line Of PATENTED TransLab Engineered from Superior Transmission Parts, Inc. Honda And Acura Kits that fit from 1997-2012 4 and 5 speed units as well as our new Patent Pending Part# STL-RE5 Nissan/Infiniti RE5R05A Valve Body Upgrade Package.

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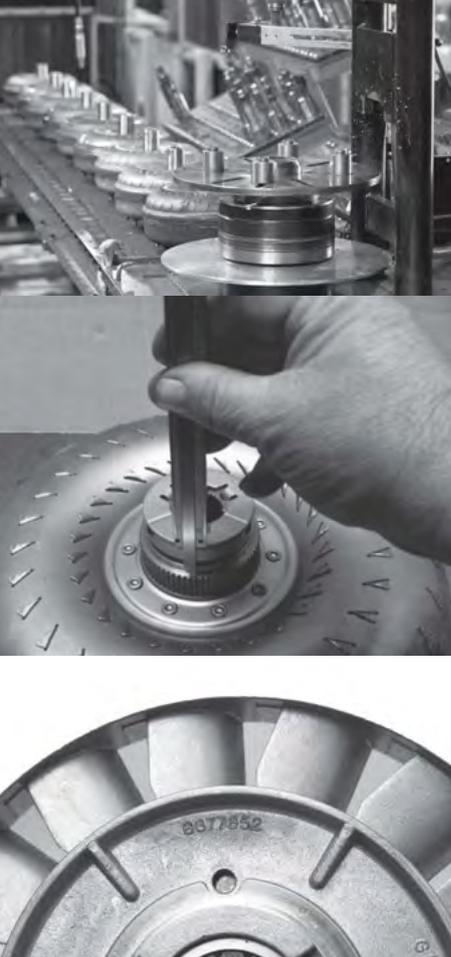
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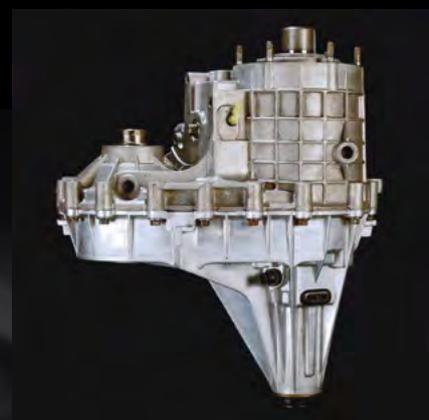
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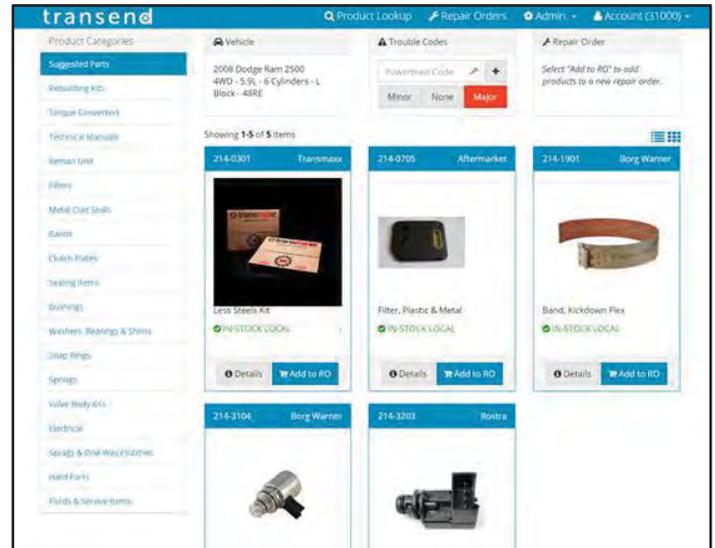
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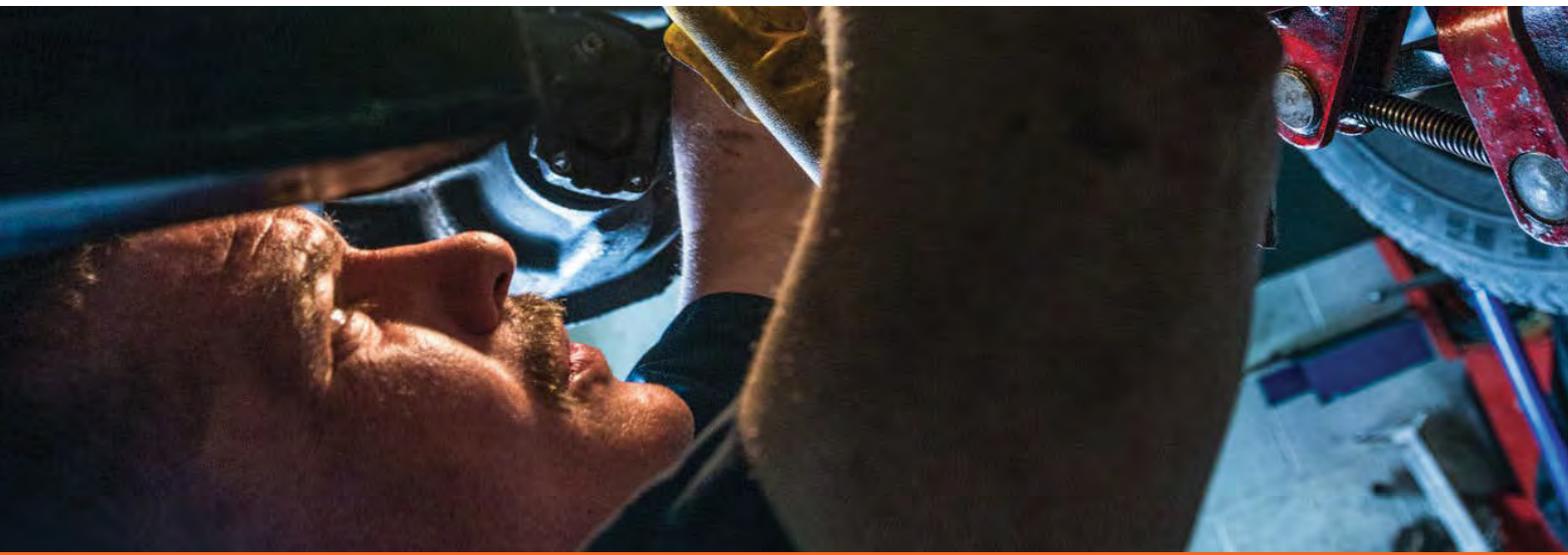
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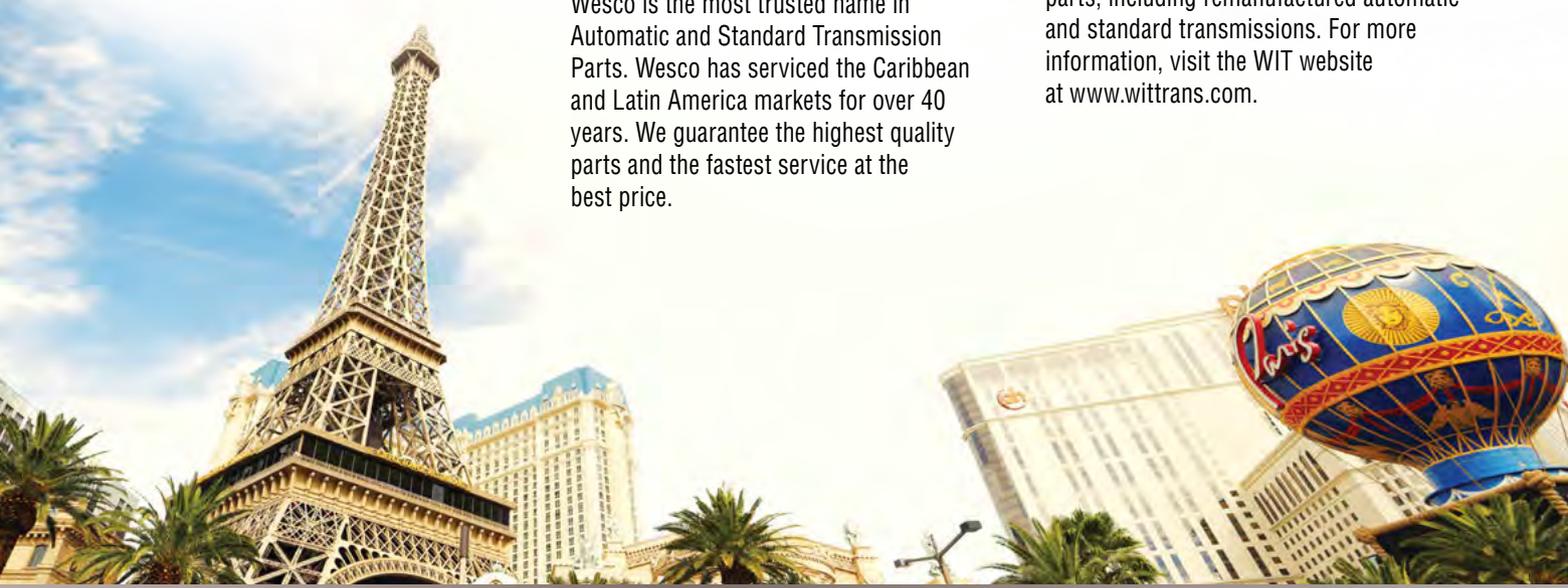
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Whatever It Takes is a complete line supplier of new, used and remanufactured automatic and standard transmissions parts, including remanufactured automatic and standard transmissions. For more information, visit the WIT website at www.wittrans.com.



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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 33 branch locations throughout the U.S. With the main remanufacturing and distribution located within 10 minutes of UPS' 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.

CUSTOMER SERVICE

Customer Service is the cornerstone that *WIT* 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%. *WIT* 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.

PRODUCTS

Whatever It Takes carries top-quality products from manufacturers such as *Allomatic, ATEC-Transtool, ATSG, Autocraft Manufacturing, Borg Warner, CVC Torque Converters, DT Components, Hayden Coolers, Life Automotive, Lubegard, Powertrain Systems, Precision International, Raybestos, Rostra, LUK Clutch Kits, Sonnax, SPX Filtran, Stellar Group, Superior, Teckpak-Fitzall, ToledoTrans-Kits, Transgo, Transtec, Tri-Components, TTXE, Zoom Technology, OE manufacturers* and many others. In addition to new O.E. parts, *WIT* also carries a full line of remanufactured and used parts for both Automatic & Standard transmission. *WIT* remanufactures Standard transmissions & transfer cases that include an 18 month/ 18,000 mile warranty against parts and workmanship.*

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 *WIT'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!

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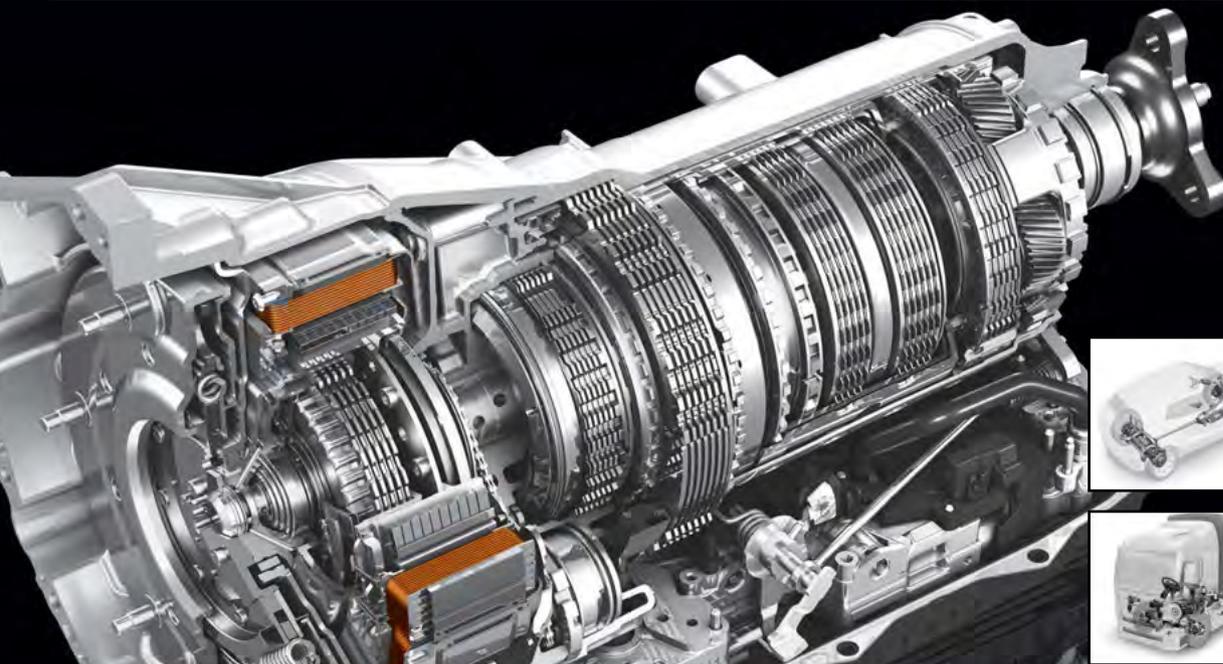
ZF is a global leader in driveline and chassis technology as well as active and passive safety technology. The company acquired TRW Automotive in 2015, which was then integrated within the organizational structure as the Active & Passive Safety Technology Division.

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



MOTION AND MOBILITY



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Dennis Harris

February 20, 1951 – September 16, 2016

GEARS Magazine is saddened to report the passing of Dennis Harris, operations manager for Omega Machine and Tool in Sacramento, California. Dennis has been a familiar face in this industry for many years.

“My dad was a really simple, humble, God-loving man,” says his son, Jacob (Jake). It’s a sentiment that was echoed by his employer, J.D. Singh, owner of Omega Machine and Tool.

He spent most of his life in the automotive industry, in a variety of disciplines. “He tried a lot of different things over his life,” continues Jake. “Some stuck; some didn’t.”

Dennis was a professional racecar driver back in the ’70s, with a full sponsorship from Ford. “I think he won the Baja 1000 in ’76,” says Jake. “One of the first businesses he had was building race cars. He built a car for Rick Mears, and he sold one of his race trucks to one of the members of the Monkees.

“I remember going to work with my dad when I was 6 or 7, and his passion for the business really rubbed off on me. To this day I still



tinker with hotrods, and I paid for college flipping Mustangs. I owe a lot of that to the time I spent with my dad.”

Dennis later went on to open a transfer case repair business. He joined Omega about 15 years ago, and was an integral part of their daily business operations.

In his spare time, he was also an avid fisherman and had his private pilots license.

Dennis is survived by his second wife, Cheryl, and his twins, Jacob and Whitney, from a previous marriage with his first wife, Lee. He has four grandchildren: Renee, Dakota, Malik, and Ryker.

The staff at ATRA and GEARS would like to offer our condolences to the Harris family and the folks at Omega Machine and Tool. Dennis was a well-respected member of our industry and he will be missed.

ATI's New Vasco Shafts and Forward Drums for T400 Transmissions



Looking for more performance from your T400? ATI now offers all-new Vasco inputs with lightweight drums, for less rotating weight and improved durability.

ATI's big Vasco inputs are 1-3/16" thick at the converter side and 1-1/4" where they press into the forward drum. That's 16% bigger than OEM T400 inputs, and they compliment ATI's billet aluminum super pump with bolt-in stator tube.

These inputs are available with either an aluminum drum (P/N 406003V) that comes with a steel center and can hold up to 8 clutches, or an all-new light weight billet steel drum (P/N 406002V) with a new billet aluminum piston that accepts up to 9 clutches.

For racers who need an OEM-size input, ATI offers an OEM-diameter Vasco input (P/N 406006) with a new lightweight steel or aluminum drum (P/N 406005) that's both stronger and lighter than OEM.

ATI Performance Products, Inc. is located in Baltimore, MD, and specializes in producing and maintaining high performance products for street and strip applications. Over the years ATI has earned a reputation for cutting edge technology, attention to detail, and rigorous testing under race conditions.

For more, visit ATI on line at www.ATIRacing.com, or call 866-203-5094.

Dura-Bond Introduces New Bushing Set for GM 4L60E/4L65E/4L70E



Dura-Bond has just introduced a new transmission bushing set for General Motors 700R4 (4L60) 4L60E/4L65E/4L70E — RWD

4-speed, 1982-up. The new bushing set is Dura-Bond P/N TK-23; Transtar and WIT P/N 74030.

This bushing set is constructed from seamless steel tube with a thin layer of babbitt material. Seamless construction makes installation easy, eliminating breakage and bushing surface interruptions.

These are full round babbitt bushings, built to the tightest tolerances in the industry. And each bushing is fluoropolymer coated, for maximum life and improved surface properties.

For more, visit Dura-Bond on line at www.dura-bondbearing.com.

Gearspeed Introduces New Honda/Acura Sprag



Gearspeed is proud to announce the partnership with an industry leading bearing manufacturer to become its field tester and North America distributor.

Gearspeed's specialists saw that the 700R4 sprag, commonly used in 2000-06, 5-speed Honda and Acura applications, won't work for models 2007-up due to clearance issues, and there was nothing available other than the complete OE low hold assembly.

Recognizing the need for a sprag bearing that would fill this void, H & A set out to find a resolution. In so doing, a universal sprag is now available through Gearspeed that will fit all 5-speed applications 2000-up.

H & A transmissions is pleased to be able to take an idea and turn it into a viable solution at a reasonable cost. To learn more, visit them at Expo, Booth 533 or call 909-941-9020.

Sonnax Introduces New Zip Kit for Ford 4R100s and E40Ds



Formerly a popular Sure Cure® option for Ford 4R100 and E40D transmissions, Sonnax's Zip Kit — E40D-4R100-ZIP — includes added components that extend the coverage to include later applications.

Featuring uniquely-designed parts, this easy-to-install kit targets

the root cause of multiple driveability complaints, to get vehicles back on the road fast. It works by sealing critical circuit pressure losses in the valve body and pump, which restores proper hydraulic control and clutch pressures, while delivering renewed shift operation.

There are no reaming or special tools required. A detailed tech booklet includes in-depth rebuild and inspection tips for comprehensive valve body and pump repair.

Learn more by watching the Zip Kit video at www.sonnax.com/zip-kits.

Precision Introduces New Kits for Mazda



Precision International has just introduced new kits for the FW6A-EL, used in several Mazdas built from 2012 to 2015.

These kits are available with and without pistons:

- **Overhaul Kit:**
K71900R-MD (with pistons)
K71900RX-MD (without pistons)
- **Banner Kit:**
K7100RW/O (with pistons)
K7100RXW/O (without pistons)
- **Master Kit:**
K7100R (with pistons)
K7100RX (without pistons)

Visit www.transmissionkits.com for more information.

TransTec Introduces New Subaru CVT Kit

TransTec is pleased to introduce a new overhaul kit for the Subaru TR690 CVT. The new kit number is DP2691.

This kit fits a number of Subaru vehicles built since 2009 through the present. It includes all of the seals and gaskets necessary to perform a basic rebuild.

Kit DP2691 is available for immediate delivery.

For more, visit TransTec on line at www.TransTec.com.

SuperFlow Launches Enhanced Web Site



SuperFlow launched its enhanced website in August 2016. It highlights SuperFlow's wide range of products, including engine and chassis dynamometers, flowbenches, transmission remanufacturing equipment, and custom engineered testing solutions.

New features of the web site include:

- Dynamic product imagery
- More videos about products and best practices
- Ability to view products by industry
- Simple product specs

"Our customers are #1, and our new web site can really give them a better look at our quality products," said Mike Giles, marketing manager of SuperFlow. "We're focused on providing great customer service and that extends online as well."

Visit the SuperFlow web site at www.superflow.com.

Alto Introduces New Bushing Kit



Alto Products Corp now offers a 4-piece, bi-metal bushing kit for the 948TE and ZF9HP48 transmissions. These bushings are offered individually or as Alto kit P/N 223625B.

For more information on this series of bushings and other Alto products, view their catalog at www.altousa.com.

New Bushing Kits from Seal Aftermarket

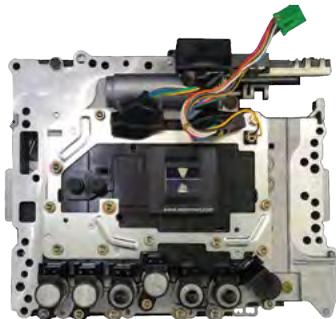


Seal Aftermarket Products is pleased to announce the immediate availability of the following (13) Bushing Kits:

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62TE	2007 - On	262030
6T30	2008 - On	46030C
U660E	2007 - On	277030
U760E		
U340E	2000 - On	127030
U341E, U341F		
U140E	1999 - On	167030
U240E, U241E		
U150E	2002 - On	167030B
U151E		
U250E	2002 - On	167030C
ZF6HP19	2004 - On	209030
ZF6HP19A, ZF6HP19X, ZF6HP21		
6R140	2011 - On	236030
F5A51	2000 - On	41030B
AB60E	2007 - On	77030
AB60F		
6F35	2008 - On	46030B
6F50	2007 - On	25030
6F55, 6T70, 6F75		

Visit sealsap.com for more information.

Ream Man Valve Bodies Now Offers RE5R05A Valve Bodies and TCMs



Ream Man Valve Bodies is proud to announce the full production of the RE5R05A valve body and TCM for the Nissan and Infiniti rear-wheel drive vehicles.

This includes the early Bosch units and late model Hitachis. The control modules are preprogrammed to the vehicle, based on the VIN and software identification.

Every valve body and TCM is remanufactured at the Ream Man facility and tested with a SuperFlow® digital dyno. After installation, there's no need to send the vehicle to the dealer for programming. These plug-and-play units come with a limited-lifetime warranty.

Common valve body and TCM complaints include:

- Engine won't start
- Open/shorted solenoid codes
- Harsh shifts
- Turbine and output speed sensor codes
- No reverse
- Failsafe (limp in)
- TCC shudder

With extensive, ever-evolving research and development, Ream Man strives to create new products for the transmission marketplace. For more information, visit www.reamman.com.

TransTec Introduces New Kits for DL501/OB5 7-Speed Transmission

TransTec is pleased to introduce their new overhaul kit 2698, which services the DL501/OB5 2008-up 7-speed transmission.

This unit is used in a variety of Audi vehicles, plus the 2014-up Porsche Macan.

Here are some of the kit's features and benefits:

- Genuine OE and NOK metal clad seals
- Pan gasket produced by OE manufacturer
- Encoder ring produced by OE manufacturer

Kit 2698 is in stock and available for immediate delivery!

For more, visit TransTec on line at www.TransTec.com.

Consolidated Vehicle Converters, Inc. Celebrates 20th Anniversary

Consolidated Vehicle Converters, Inc. (CVC) proudly celebrated 20 years in business in 2016. CVC is a privately held remanufacturer of torque

converters serving transmission repair shops and various industries throughout the United States and Canada.

Founded in 1996 by co-owners Julie Maynard Turner and Marcia Maynard Prugh, the company has grown significantly since beginning operations in Dayton, Ohio with two employees, a small facility, some antiquated equipment, and a dream. Today, CVC operates out of a modern, 85,000 square-foot plant, featuring five production lines and 120 employees.

For more, visit CVC on line at cvcconverters.com.

Rostra Introduces New Replacement Solenoid for Multiple Transmissions



Rostra is pleased to introduce a new multi-use solenoid, P/N 52-0566. This new solenoid is designed to replace multiple solenoids in the Aisin Warner 09G, TF60/61SN, and 09D/TR60SN transmissions.

The new solenoid replaces the EPC, C1, C2, C3, B1 band clutch, and linear shift control solenoids.

According to Rostra, this new, replacement solenoid is more robust than OE designs and is calibrated in house for consistent operation.

Its sealed motor resists harmful contaminants and its anodized aluminum housing provides added strength. It includes a hard plated armature for extended life and has a permanently lubricated core.

This solenoid isn't available from the dealer; it's exclusively available from Rostra.

For more, visit Rostra on line at www.Rostra.com.



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