MAP Technical Committee Meeting
Highlights New Service Opportunities

Attendees updated on Light Diesel, Cabin Climate Control and Electronic Parking Brake Systems

More than 50 people attended the Spring Technical Committee Meeting, held May 13-14, 2015 at DePaul University O’Hare campus, to hear presentations on emerging technologies and the impact they’ll have on the automotive service industry.

Tom Rayk, NAPA Autotech, illustrated how tighter diesel emission standards, issued by the US EPA, have driven major changes in the technology controlling diesel emissions both at the engine and within the exhaust. Diesel Particulate Filter (DPF), Diesel Oxidation Catalyst (DOC), Selective Catalyst Reduction (SCR) and the use of Diesel Exhaust Fluid (DEF) are some of the interlaced components which are required to function properly for optimum fuel economy and emissions performance.

Mark Hawkins, Redline Detection, informed the group why “High-Pressure Smoke Diagnostics” is essential for finding leaks on the boosted intake systems used in the new generation of diesel engines. According to research done by Navistar, up to 40% of the Malfunction Indicator Lights (MILs) are triggered by regen codes, and are due to air leaks in the system.

With A/C season getting underway, HVAC/Climate Control Systems were also a “hot” topic of discussion. Chuck Abbott, CPS Products Inc., brought the group up to date on the latest developments with new and proposed refrigerants. Mr. Abbott pointed out that HFC-134a would be phased down (not phased-out) over a period of time. R-1234yf is being introduced in many 2015 model year vehicles and will become the factory fill for new vehicles over the next few years. This new refrigerant requires modified PAG oil. New vehicles will begin employing Electronic Variable Displacement Compressors (EVDC), designed to operate without the use of a traditional clutch, delivering high efficiency while improving fuel economy. New A/C equipment and diagnostic strategies will be required to maintain and repair these new systems.

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New A/C service equipment includes a required refrigerant identifier; and capabilities for both vacuum and pressure leak testing will be also be mandatory.

Dennis Husband, 1-800-Radiator & A/C, identified many of the service opportunities these new climate control technologies will provide, including the requirement of OE-Level scan tools for complete, accurate A/C diagnosis. Mr. Husband noted that the volume of refrigerant charge amount in new systems is constantly decreasing. A typical, newer system holds less than one pound of refrigerant, and 8-ounce refrigerant circuits are coming soon. Pressure gauge readings alone cannot determine a correct refrigerant charge. Accurate temperature testing, utilizing a contact temperature probe, will be able to help ensure the accuracy of charge when used with a robust scan tool. Ultimately, only the complete removal of refrigerant and replacement with the exact required amount of refrigerant will ensure a proper charge.

Doc Watson, Bosch, illustrated that even traditional brake repairs offer new opportunities. With the advent of new, electro-mechanical technologies, repairing or servicing the brakes on modern automobiles has become a complex task -- and not something to be performed without the proper training and tools.

Most service technicians fail to check the service information for the vehicle they’re servicing before inspecting/diagnosing brake systems. Why? Because braking systems remained “mostly” unchanged until about 20 years ago. When Anti-lock Brake Systems (ABS) were added, electronic controls became a big concern. Technicians had to begin using scan tools for some diagnostic services, even though only basic tools were required to complete the repairs.

Many late model cars now use an electronic parking brake system. The system is usually activated by a switch mounted on the console. The rear disc brake calipers have an electronic motor attached to apply pressure to the brake pads.
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There are two, basic electronic parking brake system designs. The first (and simplest) uses an electric motor to operate the brake cables, applying the parking brakes in a traditional manner.

The second design has no cables. Instead, actuators are attached directly to the rear calipers. A signal to the controller relays power to the motors, clamping the brake pads against the rotors.

This motor can only be retracted by using a scan tool. Once the motor is retracted, the caliper piston is then depressed in a conventional manner. When the brake service is completed, a scan tool is then used to properly adjust the parking brake motor. Not using the proper caliper retraction procedure will result in a damaged (up to $800) electronic caliper assembly.

When servicing these systems, it’s critically important to have up-to-date service information and a top-tier (high-end or OEM) scan tool available.

Back by Popular Demand!

Return of our Spring General Membership Meeting

AMRA/MAP held its Spring General Membership Meeting during Automechanika 2015 in beautiful downtown Chicago, Illinois on April 25, 2015. This marked AMRA’s first spring-time general membership meeting since May, 2009. Over 110 AMRA/MAP members and guests registered for the business meeting, cocktails and networking reception.

This meeting provided attendees with news and updates regarding the association and critical information affecting the automotive maintenance and repair market today, and in the near future. This meeting was generously sponsored by AMRA member, Team Torque, Inc. In addition to sponsoring the event, Team Torque provided a gift for all attendees, and a door-prize to one lucky winner.

Lynn Parker, AMRA Chairman & CEO introduced the AMRA 2014-2015 Board of Directors and Officers. The entire list of AMRA Board Members, Officers and Staff, along with their contact information is available at www.amra.org.

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AMRA/MAP Spring General Membership Meeting

Mr. Parker also gave recognition and awarded plaques to all the Founding Member Companies of the Automotive Maintenance and Repair Association (AMRA) and the Motorist Assurance Program (MAP). These companies were there when AMRA/MAP began over 20 years ago and still strongly support our mission of providing Inspection and Communication standards for the automotive repair industry. Each founding member was given the opportunity to speak, sharing the reasons why they strongly support AMRA/MAP and how important the association is to their company, as well as the industry.

**Founding Member Companies include:**

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<td>MERCHANT’S Tire &amp; Auto Service</td>
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<td>PEP BOYS - Manny, Moe &amp; Jack</td>
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A report on 2015 MAP Technical Committee meeting deliverables, as well as what’s on the horizon was presented by committee Co-Chairmen Len Vogt, Denny Bowen and Jeff Cox.

AMRA attorney, Ms. Helen Mac Murray reported on compliance, rules, guidelines, regulations and laws affecting the automotive aftermarket, through her Legislative and Regulatory Update.

**Keynote speaker, Stephen Spivey, Transportation Program Manager of Frost & Sullivan presented:**

"2015 Automotive Aftermarket Update: Evolving Technology and Changing Consumer Behavior"

- Update of macro-economic factors (GDP, gas prices, unemployment)
- Update of aftermarket industry metrics (vehicles in operation, average vehicle age, growth forecasts)
- Consumer behavior trends (e-retailing, Internet usage, changing demographics)
- Market analyses conclusions and future outlook

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AMRA/MAP Spring General Membership Meeting

During his remarks and throughout the meeting, Chairman Parker made several references to “The future of our industry.” Beyond all the industry analysis, facts, figures and outlook from the Frost & Sullivan research, Mr. Parker took time to address and introduce the true future of our industry... The young men and women who have training and chosen working industry as their career and Mr. Parker introduced and currently enrolled in NATEF - approved

It should be noted that have been trained in the have rightfully earned

These students have shown their determination and dedication to learning and understanding MAP’s mission: Strengthening the relationship between the motorist and the automotive service and repair industry; through education and through the creation of industry standards.

As a reward for their dedication to our industry, AMRA/MAP worked with Morton College Automotive Technology Program staff to allow these top students to attend the Automechanika 2015 Trade Show and the AMRA/MAP General Membership meeting and reception. Program instructors and AMRA leadership wanted these fine students - the future of our industry, to see and learn about facets of the aftermarket that cannot be experienced from the classroom or the shop floor.

Each student paid close attention to all the information provided at the trade show, to the AMRA/MAP reports and especially from the presentation of Frost & Sullivan’s industry outlook and forecast. These students knew and understood that the future of our industry depends on what they think, learn and do as the next generation of automotive aftermarket repair.

Please take a close look at the picture if the students on this page. Note that they are smiling, happy and proud of their career choice. Also note that one of the fine gentlemen pictured is the happy winner of Team Torque’s generous door-prize, a Harley-Davidson, limited edition, Snap-On torque wrench!
NEW AMRA/MAP MEMBERS!
Since April 30, 2015

AMRA/MAP Membership Profile
(as of May 31, 2015)
Member Companies ..................... 145
Service Provider Locations ............ 19,478
Member Service Bays .................. 87,656
MAP-Qualified Associates............. 75,000+

Upcoming Events

MAP Fall TECHNICAL COMMITTEE MEETING
September 30 – October 01, 2015
Chicago, IL

AMRA/MAP ANNUAL MEMBERSHIP MEETING
November 02, 2015
Las Vegas, NV

AUTOMOTIVE AFTERMARKET INDUSTRY WEEK
AAPEX/SEMA
November 03-06, 2015
Las Vegas, NV

MAP Winter TECHNICAL COMMITTEE MEETING
January 20 – 21, 2016
Location TBD