

# Welcome new members

June 4, 2026

## **Ampro**

Ampro Transmissions, based in Wisconsin, specializes in remanufactured automatic transmissions for GM, Ford, and Chrysler applications, focusing strongly on late-model 6-speed, 8-speed, and 10-speed units. Our philosophy centers on quality, transparency, technical support, and customer orientation. We take pride in helping shops nationwide with transmission replacements, diagnostics, programming support, and after-sale service.

We also focus strongly on staying current with the latest technology, software, and industry resources. As transmissions become more advanced, we continue investing in updated tools, programming capabilities, training, and even AI resources to improve diagnostics, customer support, efficiency, and communication throughout our business.

## **International Member – AntAktif otomotiv ticaret ve sanayi limited şirketi**

Our company is based in Antalya, Turkey, and we have been active in the automatic transmission industry for nearly 20 years, possibly even longer. Over the years, we have built strong experience not only in automatic transmission repair but also in spare parts supply.

In addition to our transmission workshop and parts business, we have recently expanded into torque converter rebuilding. Although this area is newer for us compared to transmissions, we are fully committed to developing our expertise and achieving the highest quality standards.

Our work focuses on precision, durability, and continuous improvement. We operate with our own machining and welding capabilities, ensuring accurate tolerances and consistent rebuild quality.

Our goal is to combine our long-standing transmission experience with advanced torque converter knowledge and become a strong and reliable name in the field.

We are especially interested in learning more about modern torque converter systems, lock-up mechanisms, and next-generation units.

We are proud to be part of TCRA and look forward to learning, improving, and connecting with professionals in the industry.

You can also take a look at our work and workshop environment through our social media pages:

### **Automatic Transmission Services:**

[https://www.instagram.com/aktif\\_otomatik\\_sanziman/](https://www.instagram.com/aktif_otomatik_sanziman/)

### **Torque Converter Rebuilding:**

<https://www.instagram.com/aktifturbun/>

We regularly share our workshop processes, machining operations, and detailed rebuild work on these platforms.

# U.S. House Committee Advances Legislation to Enact Right-to-Repair Provisions

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Within the language of the recently approved [Motor Vehicle Modernization Act of 2026 \(H.R. 7389\)](#), the **U.S. House Committee on Energy and Commerce** passed an amended version of the **REPAIR Act** that codifies the 2014 national memorandum of understanding (MOU) between automakers and the independent repair industry organizations regarding access to vehicle repair and diagnostic information.

Sec. 202 of H.R. 7389 notes that it would enact Sections 1 through 5 of the MOU into law for vehicles weighing under 14,000 lbs. (read the MOU [here](#)). For vehicles that weigh over 14,000 lbs., the bill would make Sections 2 through 8 of a 2015 MOU for heavy-duty vehicles enforceable under federal law ([click here](#) to view).

- **SEMA** is neutral on the REPAIR Act as currently configured. To understand why, read our [Right to Repair and Modify Principles](#)

The 2014 right-to-repair MOU for light-duty vehicles, which was based on Massachusetts's automotive right-to-repair law, established a nationwide framework intended to ensure vehicle owners could choose where to have their vehicles serviced after warranty expiration. Under the MOU, participating automakers agreed to make available to independent repair facilities the same diagnostic and repair information that is provided to franchised dealers. The agreement also called for the use of a standardized, non-proprietary interface beginning with model-year '18 vehicles to access repair and diagnostic data. Sec. 203 of H.R. 7389 makes the 2014 and 2015 MOUs enforceable and subject to civil penalties by the Federal Trade Commission.

Additionally, the Energy and Commerce Committee significantly narrowed the scope of the REPAIR Act, which previously included broader provisions related to telematics and direct wireless data access. **Rep. Neal Dunn (R-Fla.)**, the lead sponsor of the REPAIR Act, expressed his desire for House leadership and his colleagues to expand the REPAIR Act when H.R. 7389 comes up for a vote on the House floor.

"While the version included in yesterday's markup represents some progress, the legislation considered by the committee does not fully reflect the original REPAIR Act and fails to protect consumers, independent repair shops and aftermarket manufacturers," said Rep. Dunn.

Questions? Contact **Juan Mejia**, SEMA senior manager for federal government affairs, at [juanm@sema.org](mailto:juanm@sema.org).

**Image courtesy of Shutterstock | Kelvin**

# The Dunning–Kruger Effect in the Automotive World

June 4, 2026

In the bay, at the counter, and out on the road test, the Dunning–Kruger Effect shows up as loud confidence with light evidence. Here’s a practical, approach I have used to spot it, coach it, and prevent it from turning into comebacks and parts invoices you’d rather not explain.

## Quick Refresher for Wrench-Turners

Dunning–Kruger = when low skill inflates confidence and true expertise sounds cautious. In auto service, that can mean a rookie who’s “sure it’s the alternator” after a 30-second glance, and a veteran who says, “Let’s verify.” One is loud; the other is profitable.

## Real Shop Examples

### 1) The Parts Cannon vs. Root-Cause Diagnostics

Complaint: Intermittent no-start hot. Rookie pulls a P0335 (CKP sensor) and fires the parts cannon: sensor, then starter, then battery. No change. Veteran checks basics: voltage drop on the start circuit, heat-soaked resistance on CKP wiring, scope patterns under cranking, and ground integrity during thermal soak. Root cause: corroded ground strap with high resistance only when hot.

Tell-tale signs:

- Treats DTCs as repair orders, not clues.
- No baseline measurements (voltage drop, amperage, scope).
- Says ‘it’s fixed’ after a single successful start.

Practical takeaway: Codes are symptoms. Measure first: power, ground, signal, load. Replace last.

### 2) EV Mysteries: SOC, SOH, and Phantom Range

Customer: ‘My EV lost 30 miles overnight.’ Novice blames the high-voltage battery. Pro checks telematics sleep behavior, HVAC preconditioning, 12V support battery health, cell balance, and temperature effects. Finds a parasitic draw on the LV side keeping modules awake and an outdated BMS calibration. Fix: firmware update + 12V battery replacement + parasitic draw correction.

Tell-tale signs:

- Equates any range complaint to ‘bad pack’.
- Ignores LV battery diagnostics on EVs.
- Doesn’t check software levels or thermal conditions.

Practical takeaway: On EVs, software and the 12V system can masquerade as HV failures. Verify BMS versions, sleep current, and temps.

### 3) ADAS Calibrations: ‘It Looks Straight’ Isn’t a Spec

After windshield replacement, lane-keep is twitchy. New tech eyeballs the target board and calls it good. Comeback city. Senior tech sets ride height, tire pressures, alignment, verifies thrust angle, levels the floor, measures target distance and height to the millimeter, and disables metal racks that interfere with radar. Vehicle tracks true; steering wheel is centered; customer stops naming the car ‘Ping-Pong.’

Tell-tale signs:

- Skips pre-alignment checks and thrust angle.

- Guesses target distance/height.
- Calibrates near metal shelving, fans, or moving objects.

Practical takeaway: ADAS is metrology. If you didn't measure it, you didn't set it.

#### 4) HVAC Performance: 'Needs a Recharge' (It Doesn't)

Complaint: Poor cooling at idle. Rookie hooks a can, tops off blindly. Head pressures spike; compressor complains. Vet checks condenser fan command, airflow across fins, blend door operation, and subcool/superheat. Finds a weak condenser fan relay and a leaf mat blocking airflow. Charge was fine; physics wasn't.

Tell-tale signs:

- Adds refrigerant before weighing recovery/charge.
- No fan command check or airflow measurement.
- Doesn't use temp/pressure + superheat/subcool to reason.

Practical takeaway: Airflow and control logic matter as much as charge. Diagnose the system, not just the gauge.

#### 5) Misfire Mania: Scanner Says Cylinder 3 (But Why?)

Novice swaps coils and plugs, declares victory, and ships it. Two days later, the misfire returns hot on decel. Senior tech scopes secondary ignition, checks fuel trims, and smoke-tests intake. Finds a hairline crack in the brake booster hose causing a lean tip-in misfire under certain load. The coil was innocent; the vacuum leak was not.

Tell-tale signs:

- Stops at part swaps without proving cause.
- No fuel trim analysis (LTFT/STFT).
- Skips load-specific road test data.

Practical takeaway: Prove the 'why' with data (trims, waveforms, smoke). Parts swapping is gambling with time.

#### 6) Driveline Vibes: Tires vs. Angles vs. Physics

Customer reports highway vibration. Rookie balances tires twice and shrugs. Veteran road-forces tires, checks wheel runout, measures driveline angles, inspects mounts, and tests under load. Culprit: slight pinion angle error after lift kit. Shim, re-test, smile.

Tell-tale signs:

- Assumes 'balance' is the only variable.
- No runout or road force numbers.
- Ignores geometry changes (lift/level kits).

Practical takeaway: Vibration = system problem. Balance, runout, angles, and mounts all matter.

#### 7) TSBs & Software: The Fix You Can't See

Intermittent stumble on tip-in. Rookie chases injectors. Pro checks OEM service info, finds a TSB for ECM calibration addressing throttle transient fueling. Flash update applied; symptom gone. The only thing replaced was the tech's skepticism about software.

Tell-tale signs:

- Treats OEM procedures/TSBs as optional reading.

- Blames hardware for control–logic issues.
- No build date or calibration level verification.

Practical takeaway: If there’s a TSB for your symptom and build, start there. Bytes beat bolts more often than you think.

## 8) Road Test Method: The Science of Making It Fail

Complaint only occurs on uphill, hot soak, A/C on, and light throttle. Rookie: ‘Couldn’t duplicate.’ Senior: reproduces exact conditions, logs data PIDs, records voltage drop under load, and captures the event. Now we’re fixing, not guessing.

Tell–tale signs:

- 5–minute loop with random inputs.
- No data log, just vibes.
- Doesn’t annotate conditions (temp, load, HVAC, fuel level).

Practical takeaway: Reproduction recipe first, repair second. If you can’t duplicate it, you can’t verify the fix.

## Shop Practices to Beat Dunning–Kruger

- Standardize test plans: Use a one–page diagnostic worksheet: concern, confirmed conditions, hypotheses, tests, measurements, results, decision. Clear thinking on paper beats confident guessing.
- Scope before swap: If a sensor is suspect, capture the waveform and reference voltage first. Screenshots beat stories.
- Two–tech rule for comebacks: A second set of eyes on repeat failures. Rotate who reviews so it’s coaching, not blame.
- Road–test recipe: Document exact conditions that trigger the symptom. Replicate them before and after the fix.
- Info first: Start every job in service info. Check TSBs, calibration levels, wiring diagrams, and OEM procedures before grabbing tools.
- Instrument the bay: Baseline tools at arm’s reach: amp clamp, DVOM leads set up for voltage drop, smoke machine ready, infrared thermometer, and a clean scope profile library.

## Conclusion

Confidence gets cars in bays; competence gets them out the first time. When someone says, ‘I’m 100% sure it’s the alternator,’ smile and hand them a meter. If they flinch, it was never the alternator. In this trade, certainty without measurements is just a loud estimate.

So keep the humor, keep the checklists, and keep the scopes rolling. The mountain of knowledge is steep, but the view from ‘fixed right the first time’ is unbeatable—and the comebacks

