

## DataOne Software Editorial content “Ask the Auto Doctor

is an editorial weekly column with a Q&A format. The column highlights questions from consumers about car repairs with answers from qualified ASE certified Master Technician Junior Damato. Junior can be heard online at [www.1460wxbr.com](http://www.1460wxbr.com) Saturdays from 7 a.m. to 10 a.m. eastern time.

This content is ideal for automotive portals on service related consumer interest pages.

**File format & Delivery:** Delimited, FTP, daily updates available

**Data Scope:** Consumer, and Light Duty Commercial Vehicles.

**Data Example:** Various selections



**Dear Doctor: I own a 2001 Honda Odyssey with 70,000 miles. The idle needle will sometimes surge up and down about 300 rpm. There are no computer fault codes and no recalls from Honda. What could be the problem? John**

Dear John: According to our Identifix database, there are a lot of faulty idle air-control motors and power-steering pressure switch failures that do not set a fault code. The power-steering pressure switch sends a signal to the computer that you are turning the steering wheel. The computer will then raise the idle to compensate for engine power needed to turn the front wheels. The technician should be able to connect the scan tool and observe the readings from both the idle air-control motor and the power-steering pressure switch.

**Dear Doctor: I drive a heavy-duty pickup truck in the scorching Arizona heat. It's a 2005 Dodge Ram 3500 with the 5.9 Cummins Diesel engine. I was at the dealer getting the truck serviced and I asked for the "full-synthetic" oil. When I got the bill of charges I noticed they put in "regular-synthetic" oil. They recommended against full-synthetic for this engine. I have always used full-synthetic oil in my vehicles. What do you think? Ralph**

Dear Ralph: You can use regular-synthetic oil, as long as it meets the requirements CF4/SH, or better for the engine. There are specific oils for diesel engines on the market. Always use the multi-viscosity because it will flow and lubricate better than straight viscosity oil.

**Dear Doctor: As a woman reader I really enjoy your articles. My husband gets a big kick with my new knowledge from your columns. What is the best way to go about installing a tilt steering column in a 1962 Chevy shortbed pickup? My husband and I are also installing a power steering conversion kit. We have installation instructions for that, but not for tilt steering. Arlene**

Dear Arlene: I'm very happy that you are becoming better informed on auto repair and maintenance from my weekly column. This is a simple task on tilt steering installation. You can either buy a new custom steering column or a used steering column from a salvage yard. This change-over will take less than two hours.

**Dear Doctor: I own a 1998 Mercedes-Benz ML320. The problem I have is with the keys suddenly not working. Each time the key fails I have to purchase a new one from the dealer. I have used up all the key codes that can be matched for this vehicle. Now I have to replace the system at a cost of \$2,000. Is there any other way around this problem? Theresa**

Dear Theresa: On a lot of today's vehicles there is a limit to the number of times keys can be programmed to a vehicle. When the number of replacement keys is met, the ignition switch system has to be replaced. It seems the more expensive the vehicle, the more expensive the key and switch replacement are, so unfortunately, there is no getting around that \$2,000 expense.