

ennial Pageant and took part in many fundraising drives as a long time member of the Plymouth Girl Scout Council serving as Neighborhood Chairman, District Chairman and Board Member. Mrs. Ashley was a loving, caring mother who loved to spend time with her family and will be missed dearly by them all.

She is survived by her children: Elton A. Ashley, Jr. and his wife Anne of Rochester, Ruth D. Ashley of New Bedford, Michael F. Ashley and his wife Diane of Acushnet, Marcia F. Lescorde of New Bedford, Frederick S. Ashley and his wife Susan of North Carolina and William C. Ashley of Acushnet; her faithful pet: Matilda; her good friend Pauline Rooney; 21 grandchildren; 27 great-grandchildren; and several nieces & nephews. She was sister of the late Lyman D. Wilbur, Frederick S. Wilbur, David Wilbur and Marjorie Fargo and grandmother of the late Kristofer R. Vercellone.

Dr. William Lawrence Jenney of New Bedford and Fairhaven, husband of 64 years to Marjorie Elizabeth (Jason) Jenney passed away peacefully Thursday, Nov. 22, in the comfort of his home after a lengthy illness. Born June 1, 1920, in New Bedford, he was the son of the late Mildred Edna (Brownell) and William Alexander Jenney. Youngest of three siblings, he survived both his sisters, Charlotte B. (Jenney) Westman and Esther (Jenney) Parlin. Dr. Jenney graduated with honors from New Bedford High School in 1939, completed his undergraduate work magna cum laude in pre-med at Brown University in 1943 and received his medical degree from Yale University Medical School in 1945. He completed his residency at Hartford Hospital and served in the Navy until 1948. Following this, he returned to New Bedford as a family practitioner.

From 1957 to 1961, he completed a residency at Hartford Hospital in general surgery. Returning once again to New Bedford, he, with the support of his devoted wife, Marjorie, began his long and illustrious practice as a general surgeon.

Throughout his career, he attained numerous benchmarks, including Chief of Staff at St. Luke's Hospital. He was a Fellow of the American College of Surgeons, a member of the Massachusetts Medical Society, New Bedford Chapter American Academy of General Practice, New Bedford Medical Society and American Board of Surgery. He was an associate professor at Tufts University and Harvard University medical schools. He retired from practice in July 1987.

A former executive board member and chairman of the religious planning committee of the New Bedford Port Society, Dr. Jenney served as a docent, piloting tours of the Seamen's Bethel for several years. Long-time members of the American Field Service, Dr. Jenney and his wife hosted several students, including the first AFS student in New Bedford in 1954, Mireille (T'sas) Beernaerts of Lasagne, Belgium; Dr. Anna M. Colli, of Lake Como and Milan, Italy, in 1973; Yasuko Mokuno of Japan in 1974; and Thomas Jopp of Germany in 1975. Dr. Jenney was an accomplished musician, playing the xylophone, glockenspiel, organ, flute and piccolo.

Following his retirement, he played the flute and piccolo in the Dartmouth Community Band and the Tri-County Symphonic

Band, where he served as vice-president. An avid sailor since childhood, Dr., Jenney enjoyed sharing the challenges of Buzzards Bay with his family and friends. Ashore, he took great pride in preserving a working farm in Fairhaven; recalling boyhood lessons instilled on the Lawrence Farm in Portsmouth, R.I.

Survivors include his widow; three children, Claudia Brownell (Jenney) Simpson of Fairhaven, Lisa Morgan (Jenney) Duncan and her husband, John Duncan, of Green Cove Springs, Fla., and William Howland Jenney and his wife, Pamela Gray-Jenney of Fairhaven; six grandchildren, Jennifer Morgan Simpson of Fairhaven, Steven James Simpson of New Bedford, Anna Jean Gray - Jenney, Hailey Mae Gray-Jenney, Laura Frances Gray-Storey and John Thomas Gray-Storey, all of Fairhaven; his brother-in-law and friend David B. Parlin of Fall River; and several nieces and nephews.

Kevin J. Cornell, 54, of Dartmouth died October 30, 2007 unexpectedly at home. He was the husband and best friend of Susan A. (Perron) Cornell. Born in New Bedford, the son of the late Robert N. and Teresa A. (Wade) Cornell, he lived in New Bedford most of his life before moving to Dartmouth in 1999. Mr. Cornell was employed as a municipal surveyor with the Department of Public Infrastructure for the City of New Bedford for 16 years. He was an active member of the Y.M.C.A and was an active walker. Kevin had a great sense of humor, great smile and lived life to its fullest. He served in the U.S. Navy Seabees during the Vietnam War.

Survivors include his wife; 2 brothers, Michael Cornell and Dennis Cornell, and his wife Rachel, all of New Bedford; a sister, Mary Ellen Cornell, and her longtime companion Dennis Avelar, of Dartmouth; several nieces and nephews.

Susan A. (Perron) Cornell, 54, of Dartmouth died unexpectedly January 11, 2008. She was the wife of the late Kevin J. Cornell. Born in New Bedford, the daughter of the late William J. and Jeannette E. (LaBombard) Perron, she lived in New Bedford most of her life before moving to Dartmouth in 1999. Susan was formerly employed by St. Luke's Hospital as a medical technician for many years.

Survivors include her 3 brothers and 2 sisters, William J. Perron, and his wife Joan, of Woodstock, CT, Carole McCarthy, and her husband Ronald, of Limington, ME, Rita Daniels, and her husband Robert, of Merrimac, MA, John "Jack" F. Perron, and his wife Janice and Thomas G. Perron, and his wife Pamela, all of Fairhaven; and numerous nieces and nephews.

We appreciate your business. Please drive safely.

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Odds & Ends

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- Giammalvo Quarterly is edited, designed and printed by our staff right here in our facility.
- Feel free to let us know what you think. Give us a call or send us an e-mail at: samgauto@samscars.com

In This Issue

Giammalvo's Acquires New Scan Tool	1
On The Technical Side More About Datastreams	2
Website Change	3
In Passing	3



Giammalvo's Acquires New Scan Tool

If you've ever experienced your 'check engine' or 'service engine soon' light on, it can be a worrisome experience. In the past, we have addressed this issue by connecting the Snap-On Scanner 'Scan Tool' to your vehicle. Scan Tools are computerized diagnostic devices that can be connected to your car's computer system via a connector in the driver's compartment. The device is similar to a downsized laptop with a modest sized screen. The tool requires annual software cartridge updates so it will properly communicate to present year vehicles.

Late this fall, we decided to replace our older Snap-On Scanner with its modern day counterpart, the Snap-On Solus Pro. The Solus has more diagnostic features and can be used to monitor various data, (known as the datastream), that is constantly being shared back and forth from your car's computer to the many sensors and other computers that are all interlinked on your car's network.

The Solus uses Microsoft's Windows CE Operating System. Although there still may be some diagnostic codes that may need to still be diagnosed by a dealer's scan tool, the new Solus allows us to diagnose and repair many more items on today's vehicles. The Solus can even be connected to a vehicle while its being driven. In this 'live recording' mode, it will record the vehicle's datastream. Our technicians can play back this datastream 'movie' at the shop and analyze the data for abnormalities caused by faulty wiring or sensors. Solus can even check to see if your vehicle's computer has any 'pending codes' that you would not be aware of because your computer has not yet activated the dash board check engine light.

Another neat feature of the Solus is that it does not require the ordering of annual replacement cartridges as updates. We can now purchase the updates electronically. The Snap-On Tool area representative can connect the Solus to a link up system in his company vehicle and the Solus will receive the annual update in a matter of minutes.

The next time your vehicle is in for service, ask for us to connect the Solus to check your vehicles on board electronic systems. Or, if your just interested in what the tool looks like, just ask and will let you check it out.

On The Technical Side More About DataStreams

By: Mark Giammalvo

If you have had a performance or driveability problem with your car that required testing of your vehicles onboard computer system, you probably noticed wording on your repair order that talked about the use of a scan tool and / or analysis of the datastream. The datastream is the name given to the list of both sensor inputs and outputs that your cars computer is seeing and controlling. The scan tool, (or brand is now the Solus Pro), is a device that we use to connect to your cars computer. It allows the technician to see the same information that your computer is seeing. The scan tool was developed from aircraft "black box" technology. Just like a plane's "black box" or what is correctly called a flight data recorder, a vehicle can be driven with the scan tool in record mode so that if a vehicle has an intermittent problem, the technician can record the data and replay it back on the main computer at the shop. Our technicians attend training throughout the year to keep abreast of how to read the latest datastream technology. The technician not only has to know what each item is, he must know what each item should display. In addition, the readings change as vehicle speed and load change. Below is a data stream printout of a Pontiac Grand Am that came into the shop in the past. The customer complained that the car was running rough and that there was black smoke coming out of the tailpipe. Lets take a look at what the technician saw while the car was idling in the service bay. The data displayed on the scan tool changes every 1-2 seconds as the car is idling this way the cars computer can always have fresh updated information so it can make informed decisions. The readings that follow represent a one second snapshot recorded by our scan tool. The readings are normally abbreviated on the scan tool. We have spelled out the names to make it easier to understand:

Sensor Input or Output	Current Reading
O2 (Oxygen Sensor)	469 millivolts
Loop Status Open/Closed	Open
TPS (Throttle Position)	.40 volts
TPS% (Throttle %)	0%
IAC (Idle Air Control)	167 counts
Des Id (Desired Idle)	1200 RPM
MAF (Mass Air Flow to Eng.)	11 gams per sec.
Pulse Width (Fuel Injector On Time)	8.2 millisec.
Knk (Eng Knock Yes/NO)	No
Prom Id (Program ID Number)	3964
TIME (Time Since Key On)	10 min 45 sec.
Batt (Battery Volts)	13.2
CTS (Coolant Temp)	41 F
BK (Brake Pedal On/Off)	Off
CF1 (Cooling Fan 1 On/Off)	Off
AC (Air Conditioning On/Off)	Off
VSS (Vehicle Speed Signal)	0 mph
PRNDL (Transmission Gear)	Park
BL (Block Learn)	128
INT (Integrator)	128
SPK AD (Spark Advance)	0 deg
Decel Fu Ct. (Decelerate Fuel Cut)	No
HA (High Altitude)	No
Codes	No Codes Present

Believe it or not, this car had a fairly small datastream and this particular problem was fairly simple to spot to the trained eye. Some car's datastreams are 80-100 lines long. In this particular data stream, we can see the following information: The throttle is closed, we can see this by the 0% value. This means that no one is currently stepping on the gas pedal. If this reading was greater than 0% and no one was stepping on the gas, we would know that the throttle position sensor or it's circuit may be faulty. The desired idle is unusually high at 1200 rpm. The desired idle, is the idle speed of the engine that the computer wants and it should be around 800 rpm

on this model. The idle air control motor is the device that the computer uses to control idle. This is normally at 30 counts. For some reason, the computer wants the engines idle to be higher, hence the 167 counts. This would explain the high idle speed of 1200 rpm. The Mass Air Flow reading corresponds to the amount of air in route to the engine from the air cleaner in grams per second. This is generally around 3-4 gps at idle on this model. The current reading of 11gps is high because the engine idle is so high. The fuel injector on time is high at 8.2 milliseconds. With the car idling, this is normally 1 or 2 milliseconds. This represents how long the computer holds the fuel injectors open. The figure of 8.2 means the computer is forcing the fuel injectors to spray a large amount of fuel into the engine. This would explain the above high idle. But why does the computer want all this extra fuel sprayed when normally a reading of 1 or 2 milliseconds is only necessary at idle? Why is this figure wrong? Is the computer faulty? Are the fuel injectors faulty?

Lets look further. The coolant temperature reading is 41 F. How can this be? The car has been running for over 10 minuets and the engine is hot to the touch. This is the source of all our trouble on this car. After testing the coolant temperature sensor we found that it was faulty. It was sending the computer a temperature signal that was too cool. When we tested the temperature of the cars engine, we found it was normal at 195 F. The computer was being told a lie about coolant temperature form the coolant temperature sensor. The computer always assumes the sensor readings coming in are correct. The cars computer thought that the coolant temperature of the engine was 41 F. Based on that information, the computer sprayed more fuel out the fuel injectors in order to keep the engine running for a temperature reading of 41 F. This is because a cold engine requires more fuel to stay running. That resulted in all the other strange readings. All that extra fuel explained the customer's complaint of black smoke out the tailpipe and rough running. It also explained the high idle readings. You may be wondering...Why didn't the check engine light come on to warn me that this sensor was bad? That's a good question. If a customer reports that the check engine light is on, we will connect the scan tool to read the data stream and look for a fault code. A fault code is a 2 or 3 digit code that the computer remembers when it detects a fault on one of the vehicles sensors or sensor circuits. The fault code for low coolant temperature on this car is code 15. When we reviewed the datastream, code 15 was not present. Why? Lets look at the Pontiac Service Manual to see the parameters for a code 15. The service manual states: Code 15 will set if: Coolant Temperature is less than -38 F for 60 seconds or more, or the coolant temperature sensor is unplugged for 60 seconds or more, or coolant temperature sensor wire #410 is open for 60 seconds or more. Although the coolant temperature sensor was "out of range" at 41 F, it was not at -38 F so no codes were set. Hope this helps shed some light on modern driveability diagnostics.

Website Change

This January we switched over to a new provider for the vehicle inventory search page on our web site. If your in the market for a newer vehicle, or just want to browse our lot from the comfort of your home, click on the 'Currently Available Quality Cars & Trucks' link then click on 'Search Our Inventory link'. You will then be able to view our entire inventory of vehicles for sale or narrow the search to a specific make, model or year. Once you click on an actual vehicle, you will be able to see every option that specific car was built with as well as the factory color name, government fuel economy figures, technical specifications, photos and more. You can even print a color brochure of the vehicle and its equipment right from your printer or fill out the request form and we will mail you a brochure of all our vehicles currently in inventory. Enjoy.

In Passing

Obituaries Courtesy The Standard Times

Note: Due to recent requests, we will be adding family survivors to our customer's obituaries as space allows.

Susan H. (Wilbur) Ashley, 80, of Acushnet died peacefully at home surrounded by her family on November 9, 2007. She was the widow of former Acushnet selectman Elton A. Ashley.

Mrs. Ashley was born in New Bedford, daughter of the late Earle T. and Ruth (Dudley) Wilbur, and grew up in Fairhaven. She attended Fairhaven High School where she was active in sports, music and was a cheerleader. She was a member of the Long Plain United Methodist Church. She was a professional singer and dancer throughout Southern New England visiting many service hospitals during World War II. She formed the first Acushnet Midget Football cheering squad, was chairman of the Miss Acushnet Cen-