

# Hunter Highlights

## **American Honda Selects Hunter GSP9700, TC3500 for Nationwide Wheel Service Training**



**With newly installed Hunter equipment at American Honda Technical Training Operations in Torrance, California, from right: Honda Senior Training Center Coordinator Keith Johnson; Honda Training Instructor Bert Gonzalez; and Hunter Western Division Manager Bill Markey.**

**A**merican Honda technicians will soon learn vibration control techniques developed with the assistance of Hunter Engineering and designed around Hunter's GSP9700 Road Force Measurement® System and TC3500 Euro-style tire changer. Hunter and American Honda worked together for several months developing the program that was designed specifically for

Honda's existing computer training program. Honda requires all of its alignment and wheel service technicians to finish the online course and test. Honda has already ordered GSP9700s and TC3500s for installation at each of the automaker's twelve regional service training centers located throughout the United States.

# Hunter Supports DaimlerChrysler Corporate Engineering



**D**aimlerChrysler has upgraded its corporate engineering areas to include Hunter's newest alignment and wheel service technology. At two Auburn Hills facilities, new Hunter DSP600 digital imaging alignment bays are helping DaimlerChrysler engineers enhance vehicle quality and dealership service support.

DaimlerChrysler Quality Engineering Center staff use a Hunter R811P-Plus with DSP600 Sensors for precision alignment work in the newly refurbished and "Hunterized" Wheel Service Room.

A Hunter RX-P Alignment Rack with flush-mount runways eliminates ground clearance issues and saves valuable bay space. A Hunter TC3500 Tire Changer and GSP9700 Road Force Management® System with the StraightTrak Lateral Force Measurement feature handles wheel vibration and tire pull work.



***The Hunterized Wheel Service Room at DaimlerChrysler's Quality Engineering Center in Auburn Hills, Michigan.***

Inside the DaimlerChrysler Time Study Garage, engineers use a similar complement of Hunter equipment, but chose a W811P-Plus post-mounted alignment console and standard Hunter RX-12-L Alignment Rack with extended 12-foot runways. Their work includes developing service standards and warranty evaluation.

***DSP600 wheel alignment at DaimlerChrysler's Time Study Garage.***



***Time Study Garage engineers also develop service standards using Hunter vibration management technology.***





# Toyota/Lexus Approve OCL400 for Dealership Service

**T**oyota Motor Corporation has announced its approval of the Hunter OCL400 On-Car Brake Lathe for use by Toyota and Lexus dealership service departments. Toyota announced the approval after conducting an extensive evaluation of the OCL400 that included 45 days in an actual dealership service department.

The OCL400 uses Hunter technology and patented features to cut rotors faster, provide a higher quality finish and handle a wider range of vehicle types. Its ServoDrive™ system enables features like Pro-Comp™ computerized compensation and ACT (Anti-Chatter Technology). ACT eliminates vibration buildup (chatter) and finish degradation by oscillating the turning speed when machining rotors.



## Hunter Visitors



### **Euro-Siv-Import Moscow, Russia**

From left: Hunter Regional Manager Europe **Tom Ksiazek**; Euro-Siv-Import President **Viktor Sivkov**; Euro-Siv-Import Service Manager **Boris Kasiyanenko**; Hunter Director of International **Wes Wingo**.

### **Nissan North America**

From left: Hunter Director of OEM Programs **Jeff Kern**; Hunter Western Division Manager **Bill Markey**; Nissan Specialist Parts and Service **Young Lee**; DES/SPX Nissan Account Manager **John MacDonald**; DES/SPX Operations Manager **Karen Evans**; DES/SPX Business Team Leader **Tom Taylor**; Hunter North Central Division Manager **Greg Dunkin**.



# ***Second SMT Line Doubles Production Capacity at Hunter's Mississippi Electronics Plant***



**H**unter has added a second surface mount technology (SMT) line at the company's Raymond, Mississippi Electronics Plant. The new line matches a similar line installed in 2001, doubling the plant's capacity for high-speed production of printed circuit boards. The automated assembly process includes picking and placing components as small as two by four millimeters at a rate of up to 6,500 per hour. Current demand for Hunter computer-based products requires a production rate of well over 1,000 boards per day.



***The various electrical components that make up the complete circuit board are stored on spooled paper strips. The strips feed into the SMT machine and a computer controlled process picks and places each component.***



***The completed boards are inspected and the circuitry tested before moving on to the final assembly areas for computer-based wheel alignment, inspection lane, balancer and brake lathe products.***

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