

KEYNOTES

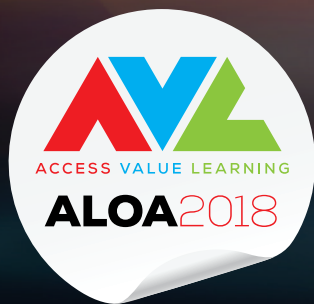
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THE AUTOMOTIVE ISSUE

Making a Key for a
2018 Honda PCX150

2007 Volvo XC90
CEM Removal



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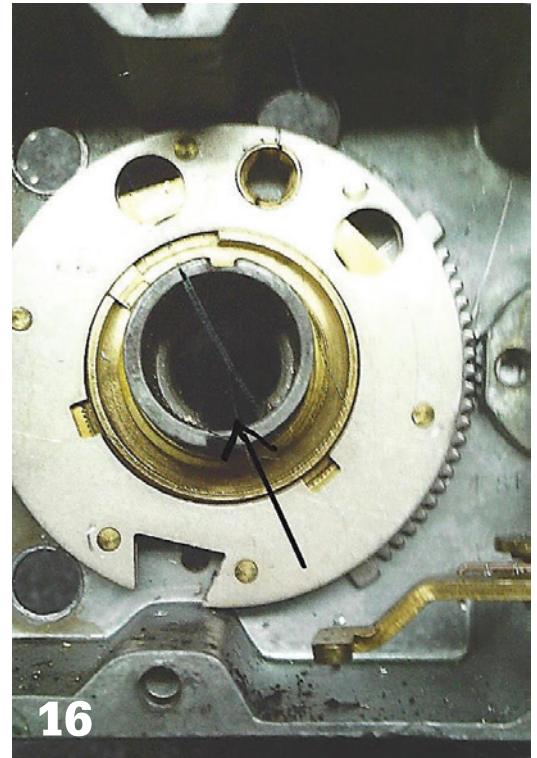
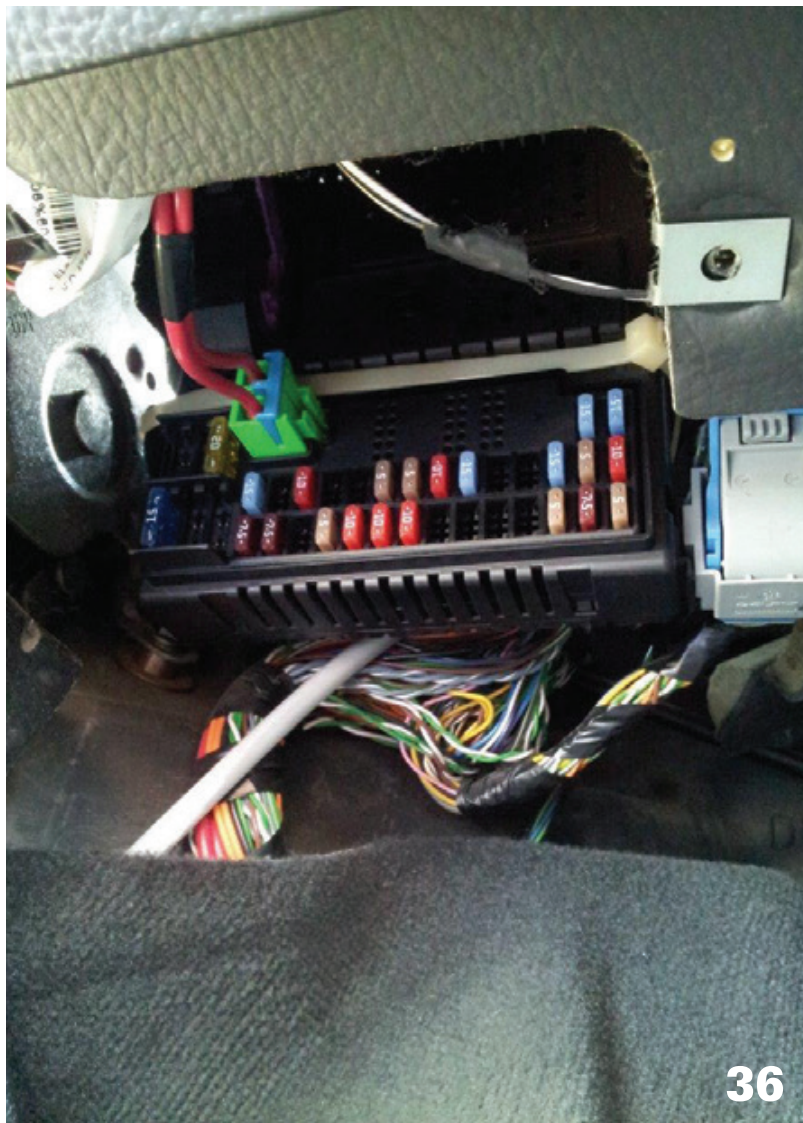
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Keynotes is published monthly. No part of this publication may be reprinted without permission.

POSTMASTER:

Send address changes to: Keynotes, 3500 Easy St., Dallas, Texas 75247-6416.

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Keynotes (ISSN 0277 0792) is published monthly except for a combined July/August issue by ALOA Security Professionals Association, Inc., 3500 Easy St., Dallas, Texas 75247. Subscription rates are \$25 per year for members. Periodical class postage paid at Dallas, Texas and additional offices.

Invest in Automotive Education

HERE WE ARE, HALFWAY THROUGH the year and only a month from the ALOA convention. It is incredible to me how time is fleeting. I remember as a kid growing up in Philly, it seemed like time moved so slowly. I thought that I would never be old enough to get my license to drive! I guess that is why when we get older, we need to worry so much about time management; because if we don't manage it, it will all be gone before we know it!

I hope everyone who went to SAFETECH this year in Milwaukee made it back safely and had a great time. It turned out to be a fantastic event and was very well attended. It was great seeing so many of you there, and I can't wait for the ALOA Convention & Security Expo in beautiful National Harbor! If you haven't already made plans to attend, I would strongly encourage you to do so because I believe that it will be an event to remember!

Speaking of the annual convention... the ALOA convention is absolutely the best opportunity all year long to get the most premier education available in our industry! Just about any topic that you can think of will be covered and will have at least one or two classes taught by some of the highest-quality instructors in our industry.

This month, you will notice that *Keynotes* is focusing on automotive locksmithing. I have addressed this topic in

previous articles and will do so briefly again in this issue. In the years prior to transponder technology really hitting the market, I did enough automotive work to sink a battleship! This was also around the time that the commercial work I did really started to take off. I was faced with the same decision that many of you face: Do I embrace the new technology and invest in the equipment, tools and supplies to properly do the work, or do I turn down automotive work and focus on other aspects of locksmithing?

Because of my love for commercial locksmithing, master keying, interchangeable core servicing and door service, the choice was easy for me. However, I have great respect for those who have embraced automotive locksmithing and chosen to pursue it the right way. When I say "the right way," here is what I mean. When I started my career in this industry, a "locksmith" was someone who handled every aspect of physical security. It didn't matter if it was on a car, a house, a commercial building, a prison or a factory — we did it all! No matter if we were a one-man mobile operation or a storefront with multiple locations and 50 trucks on the road, everyone was trained on all aspects of locksmithing.

As time went by, certain specialized fields began to arise. Automotive has certainly become one of these specialized



fields. If you are a one-man show today and plan to do automotive work, it is my opinion that you should focus all of your time, money and effort on that specialized field. If you are a larger shop with multiple employees, it is my opinion that you need one or two "automotive guys" who primarily do just automotive. To do it right, it takes a huge investment in education and equipment, and the only way to get a good return on that investment is to focus primarily on automotive. ALOA is a fantastic place to get that automotive training you may be looking for!

Respectfully,

A stylized, handwritten signature in black ink, appearing to read "Jim Wiedman".

Jim Wiedman, CML
President
ALOA Security Professionals
Association, Inc.
president@aloea.org

Recruit New Members — to ALOA and to ALOA 2018

WANT TO ENTICE YOUR colleagues to join the ALOA family? There's no better way to recruit new members than to invite them to join you at the ALOA Convention & Security Expo in National Harbor, MD, July 8-14.

If you know people who would benefit from an ALOA membership, let them

know about us. If they apply before June 30, 2018, we'll waive the application fee — that's \$70 or more in savings. Once final membership is approved, your colleagues can start taking advantage of the multitude of benefits and services available to ALOA members, including free professional bonding, listing in the newly redesigned FindALocksmith.com and *Keynotes* magazine each month. Better yet, they can arrive at the ALOA Convention knowing they're joining their association peers.

If you're still trying to decide if you want to attend the ALOA Convention & Security Expo, looking at what your attendance brings you will make your decision so much easier. ALOA 2018 gives you access to the best value in learning in the industry. Register for up to seven days of industry-leading training and product education in one location. You can sign up for a full package of training, which includes five days of classes as well as evening seminars. You also get access to the Security Expo, which lets you browse the latest products and gives you a chance to network with manufacturers and suppliers. And with the Security Expo and classes all in one walkable location, the convention has never been more convenient for attendees.

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And those colleagues you're recruiting? You can download an application at ALOA.org too.

Mary A. May

Mary A. May
Executive Director
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S&G Receives Safety and Health Award

SARGENT AND GREENLEAF, A SUBSIDIARY OF STANLEY SECURITY, WAS honored with the Governor's Safety and Health Award. Labor Cabinet Deputy Secretary Mike Nemes presented the award to S&G for achieving 1,101,029 consecutive production hours without a lost-time incident. This was S&G's fourth year in a row receiving the award and sixth time since 2010.

Those in attendance included representatives from the Kentucky Labor Cabinet and S&G. Pictured below, back row (L to R): Bob Quick, Lexington Chamber of Commerce, president and CEO; Keith Deaton, S&G, COO; Mike Nemes, deputy secretary, Kentucky Labor Cabinet; Craig Saunders, S&G, plant manager; Stephanie Potts, environmental, health and safety coordinator, S&G; Leslie Small, on behalf of Congressman Andy Barr; and Russ Meyer, state representative.



Sargent & Greenleaf was recently honored with the Governor's Safety and Health Award at the company's Nicholasville, KY, facility.

Letter to the Editor

I THOUGHT I'D SHARE THIS FUN EXERCISE with you. Brad Dobson — who went to SAFETECH in Milwaukee (along with Gene Gyure) — recently opened one of his first “by himself” safe deposit boxes. Gene was standing by, but Brad did all the work.

Since Gene was finalizing his Safe Deposit class material for his course, he snapped a picture and shared it with me. I, of course, couldn't just wish him congratulations; I had to do what I do.

I created a magazine cover, put it in a frame and hung it on the wall in our showroom with our other *Keynotes* and *Safe & Vault Technology* covers. It took a while for them to catch it, but they finally did.

I just thought it was worth a smile and wanted to share it.

— Tom Gillespie, CML, CIL, CCL,
Starfleet Lock & Safe, Inc.



New Social Sharing Guidelines for *Keynotes* Writers

THE POWER OF SOCIAL MEDIA IS undeniable. According to GlobalWebIndex, social media and messaging accounts for roughly one out of every three minutes users spend on the internet. To assist writers in harnessing the power of social media to promote both themselves and the association, ALOA SPAI has updated its contributor guidelines for *Keynotes* authors to include guidance on social media sharing.

To the right is the added verbiage. To receive a full copy of the contributor guidelines, please email Wendy Angel at editor@aloea.org.

Social Sharing Guidelines for *Keynotes* Writers

Writers for *Keynotes* magazine are encouraged to socially share portions of their PUBLISHED articles for the purposes of promoting ALOA as well as for promoting their own authorship. Please do not share any portions of articles that have been submitted to *Keynotes* but not yet published.

After an article is published, authors may share on social media an image of the first page of an article, or the headline and byline. An image may consist of a PDF or JPG.

For purposes of illustrating technical points on social groups (such as Facebook groups for security professionals), authors may share individual photos that have been used in previously published articles.

Examples of social media that may be used for promotion include individual Facebook profiles, Facebook groups for security professionals, Twitter, LinkedIn and ClearStar. Please refrain from sharing entire articles on social media — for both copyright and security reasons — in any form, including PDF, plain text and via images/screenshots.

NEWS BRIEFS

» **Lance Endsley** has joined **PACLOCK (Pacific Lock Company)** as national sales leader, specifically focused on the safety lock-out/tag-out market. He serves customers nationwide from his office in Houston, TX. Before joining PACLOCK, he held positions at Allegion and the Master Lock Company.



» **Allegion** won the Judge's Choice Award during the 2018 Security Industry Association (SIA) New Product Showcase at the International Security Conference and Exposition (ISC West) in Las Vegas. The award was presented to Allegion for its Von Duprin Remote Undogging and Remote Monitoring options, which were designed to enhance perimeter security in K-12 facilities by enabling remote undogging for centralized lockdown and door status monitoring. The New Product Showcase received 122 entries.

» **Johnson Controls** has acquired **Smartvue**, an IoT and video provider. Nashville-based Smartvue's global video surveillance and IoT video cloud platform is supported in 140 countries and supports IoT technologies that enable secure video in almost any device to connect with a global cloud accessed through an intuitive interface.

» **Security Lock Distributors** has opened a new warehouse in the greater Chicago area. Expanding upon its existing Midwest operations, the new warehouse located at 640 Heathrow Drive in Lincolnshire, IL, has nearly 50,000 square feet of space. It replaces the company's facility in Buffalo Grove, IL.

» **ASSA ABLOY** has a new customer support app available for download on Apple and Android mobile devices. The app provides troubleshooting, e-learning and support, with features including live interactive video, live chat support, email options for after-hours support and the ability to take a photo and attach it to emails for troubleshooting. The app includes a built-in QR reader.

CORRECTION

In the "Simplex1000 Part 2: Changing and Resetting Combinations" article in the May 2018 issue of *Keynotes*, there was an error on page 40. Step 5 at the end of the article should read: "5) While viewing the combination chamber from the side with key stems, rotate the control shaft clockwise."

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 Farris Lock And Key

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Attention, ALOA members:
 Help us eliminate the ongoing industry problem of scammers by screening the new applicants listed on these pages. If you have questions or concerns about any of the applicants, please contact Kevin Wesley, membership manager, at (214) 819-9733, ext. 219, or email kevin@aloea.org.

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ALBANIA

- Tirana
 ▶ **Antik Mance**
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Sponsor: Robert A. Lang, CML, CPS

JAPAN

- Kanazawa, Ishikawa
 ▶ **Daisuke Nakashima**
 Masterkey Corp.
Sponsor: Yoshio Suzuki, CRL

These applicants are scheduled for clearance as members of ALOA. The names are published for member review and for comment within 30 days of this *Keynotes* issue date, respectively, to ensure applicants meet the standards of ALOA's Code of Ethics. Protests, if any, must be addressed to the ALOA membership department, signed and submitted via e-mail to membership@aloea.org or via fax to 214-819-9736.

CALENDAR

For a complete calendar of events, visit www.aloea.org.

JUNE 2018

June 21-23
2018 Southern Lock Trade Show & Learning Expo
 Learning Expo: June 21-22 at Hilton St. Pete Carillon Park, Trade Show: June 23 at the St. Petersburg Coliseum
 St. Petersburg, FL
www.southernlock.com

JULY

July 8-14
2018 ALOA Convention & Security Expo
 Gaylord National Harbor
 201 Waterfront Street
 National Harbor, MD 20745
conventions@aloea.org or
 (800) 532-2562, ext. 240
 Online registration is available at ALOA.org.

SEPTEMBER

September 14-15
Doyle Security Product's 32nd Annual Trade Show and Educational Weekend
 Minneapolis Marriot Northwest
 7025 Northland Drive North,
 Minneapolis, MN 55428
www.doylesecurity.com
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OCTOBER

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SAFETECH IN MILWAUKEE WAS A ROUSING SUCCESS, AND NOW ALOA 2018 is coming up fast. Have you registered yet? Hurry and register by June 16 to receive early-bird pricing and get the best value. The PRP registration deadline is also June 16, so get your materials in fast.

If early pricing isn't enough to motivate you, you can also win prizes by registering early. Simply register for the four- or five-day package by June 16 and stay at the host hotel, the Gaylord National Resort & Convention Center, for a chance to win one of several great prizes. You could win a VISA Gift Card up to \$500, free hotel nights, free parking, free sight-seeing tours or even a full registration package to the 2019 ALOA Convention in Las Vegas.

In addition to all of the new products and chances to network with manufacturers

and suppliers, this year's Security Expo has added value for attendees. New for this year is the ALOA Tech Pavilion on the tradeshow floor during both days of the Security Expo. On Friday, July 13, learn from the experts about emerging technology trends and view new product demonstrations to see how you can get a leg up on your competition. On Friday and Saturday, July 13 and 14, automotive guru Mannie Natal will provide FREE automotive technology education that can take your business further. The Tech Pavilion will run from 11 a.m. to 4 p.m. both days. **DON'T MISS OUT!**

Education

Education is central to the ALOA Convention, and we've added more value for you in this area as well. For institutional locksmiths or those who have schools as clients, this year we've added two ACTIVE SHOOTER seminars.



We've added several new classes to the schedule this year to complement the usual favorites. Be sure to attend all of the fun events and the Membership Meeting to get an update on association happenings.

School safety is a hot topic, so now is a great time to learn how to better protect your schools as well as get informed on the latest code changes. Aimed at both locksmiths and school administrators, the seminars will take place Thursday, July 12 from 4 to 6 p.m. and Friday, July 13 from 10 a.m. to noon.

In addition to our yearly favorites, new classes abound at this year's convention. We have 10 new offerings for you, from learning the basics of electronic access control or door hardware to getting prepped for your GSA certification. Download a copy of the full brochure at ALOA.org.

Location, Location, Location

The walkable area of National Harbor provides the perfect backdrop for this year's convention. It has the benefit of

three nearby international airports and ample public transportation but with a quieter small-town feel with endless entertainment options.

This year's venue, the Gaylord National Resort & Convention Center, offers the convenience of having all classes and the Security Expo in one building, but has a smaller scale than the typical Gaylord property. Enjoy the scenic waterside location that's home to more than 40 local restaurants and bars and take a local harbor tour by boat. The area boasts incredible shopping opportunities with nearby outlet stores as well.

For family-friendly entertainment, the sights of Washington, D.C., are only a super-short train ride or water taxi ride away as well. Go to the National Zoo, learn about our nation's history, visit the National Archives or take a tour of Congress. ☺

ALOA 62ND CONVENTION & SECURITY EXPO

Gaylord National Resort & Convention Center
National Harbor, MD
(just south of D.C.)

Brochure: Full brochure available to download at ALOA.org

Classes: July 8-12, 2018

Security Expo: July 13-14, 2018

Online Registration available at ALOA.org.

Hotel Reservations: Book online at ALOA.org by clicking on the Convention page, then the Hotel button, or call (877) 491-0468 and reference group name "ALOA."



Get Educated in National Harbor and Beyond

Division President **Tom Demont** outlines future investigative education offerings.

WOW, WHAT A GREAT CLASS WE HAD AT SAFETECH IN MILWAUKEE with Forensics for Safe Techs! We had eight very eager students in the class who were excited to be using their incredible safe and vault knowledge to venture off into a profitable expansion of their businesses. Earning your Certified Forensic Locksmith (CFL) credential in Safes and Vaults moves you into a different category of expert witness. If safes and vaults are not your specialty, consider either automotive or doors, frames and hardware as your CFL choice.

The ALOA Convention & Security Expo is coming next month to National Harbor, Maryland, and you don't want to miss this year's event. Look for the new classes being offered by the education department and take advantage of the finest locksmith education offered anywhere. ALOA education is by far superior because it is true hands-on training and not a product sales pitch. ALOA has certified instructors who have gone through rigorous professional training to earn their Certified ACE Instructor (CAI) credential. These instructors are dedicated to offering you the most up-to-date information available.

IAIL CAI instructors will teach the IAIL classes that will be offered at this year's convention. These are practicing forensic locksmiths who take time away from their busy practice to pass along valuable information.

If you can't make the ALOA convention this July, you still have the IAIL Forensic Conference this October in Dallas. Our interactive conference booklet is ready and on the ALOA website for you to download. This will give you the opportunity to sign up early for our classes. Registrations have started coming in, and we anticipate selling out the conference — so don't put off registering to the last minute.

This year's IAIL conference will feature evening session workshops with roundtable discussions on different topics so that you can experience investigations in different fields. We offer three specific areas of investigation: Automotive; Doors, Frames and Hardware; and Safes and Vaults. We are planning on discussions in all three of

these unique areas. During these sessions, we will be offering specific cases tied to these areas. These sessions are part of the conference packet and not open to non-registered individuals. The conference will be held October 18-22, 2018 at our training center in Dallas, TX.

Last month, I talked about a new trend in field investigation involving door closers, and just yesterday I picked up another case involving a door opening. I haven't conducted the site investigation yet, so the actual cause of the incident is undetermined as of yet. I never assume that I know what the cause of any incident is because once I conduct my investigation, the facts will be my findings, and that is what I will present. Keep in mind that you are hired for your expertise in finding out why the incident took place, and you present your findings so that the attorney can decide how to proceed.

If you have any questions or would like information on IAIL programs, courses and/or CFL certificates, contact my office. ☎



Tom Resciniti Demont,
AHC, CAI, CFDI, CFL, CMIL,
CML, CMST, ICML, IFDI,
LSFDI, ARL, President, In-
ternational Association of
Investigative Locksmiths,

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ADVERTORIAL



Hayman Safe Co.

Dick DiVittorio, vice president of Hayman Safe Co., gives his perspective on the safe industry.



How long have you been in business?

The Hayman family founded Hayman Safe Co. in 1971. We were located in Miami, FL, and moved to the Central Florida area in 1975.

How do you think selling only to ALOA and SAVTA members helps the industry?

Our business model has always been to market our safes through brick-and-mortar establishments that have a service department and will advise the right safe for the consumer's application. We believe that the locksmith industry has the advantage to do this job for the consumer better than big-box stores and low-pricing e-tailers.

What is your advice to security professionals on selling more safes to customers?

Knowing your product and the product that your competition is selling will go a long way toward educating your consumer and selling more safes. A dealer must not only sell the container but also sell themselves and their service. It is peace of mind the consumer wants along with control of their valuables.

Offer your safes in "package form" by including delivery, bolt down and installation. This will make it harder for the locksmith and safe dealer to be compared to discount retailers who do not offer all of these services.

Be ready to be competitive with the market. A little bit of something is better than a lot of nothing because you are unwilling to discount.

What do you think is the future of the safe industry?

More safes are being sold to more people than ever before. With the growth of the middle class and upper-middle class consumer, the need and want of safes is expected to continue to increase.

The gun safe and residential safe segment has exploded in the past five years and will continue to grow. All of these safes will need servicing and maintenance, and the safe technician is the best choice for the consumer.

What do you think are the biggest challenges security professionals face, and how are those problems best solved?

In a "supply and demand" market, the price and margin of items go down when demand goes up a little, and supply goes up a lot. Because of this increasing market, more retailers (such as big-box stores, e-tailers, sporting good stores and discount houses) are getting involved in selling safes, thus increasing the supply.

The biggest challenge is for the dealer to be competitive, have factory support and fast access to inventory when they need it. Our security professionals can expect that as they lower their margins, their volume of sales will go up and thereby the profit dollars they realize will go up overall.

Doing business with a supplier that has an active customer support department and is deep in inventory will make it much easier for the locksmith and safe dealer to succeed. ☺

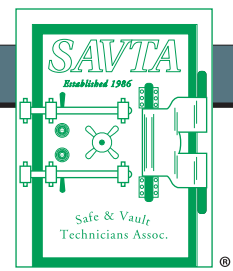


Figure 1. A close look reveals the small piece of spindle left.

The Johnson Pacific Fiasco

A burgled safe leads to a jammed spindle. By Bill Curtis

RECENTLY I RECEIVED A CALL TO OPEN A JOHNSON PACIFIC TL-15 SQUARE door. The owner said it had been broken into and that the burglars had knocked off the dial. After asking him a few more questions, I loaded up my tools and headed to the job site.

The Damaged Safe and a Hardplate

When I got there, I was looking at the door just as you see in *Figure 1* minus the $\frac{5}{16}$ " hole that I drilled. There was a small piece of the spindle left that, if you look closely enough, you can barely see in *Figure 1*. I was hoping to see enough of the spindle to attach an emergency dial to it. I have three different styles of emergency dials, but in this case, none of them was an option. The burglars had managed to drill almost to the bottom of the spindle (*Figure 2*).

They had also forced the pull handle and dial off (*Figure 3*). I started thinking about my options. First, I thought I might punch the bolt back; however, that was just a fleeting thought, mainly because of the cladding that surrounded the safe. Looking down to what was left of the spindle, I decided my best option was to drill for the drop-in. I could have opted for the fence, but decided to go for the drop-in.

By the way, I know many of you have run up against this very same TL-15 door. For those of you who haven't, be prepared to drill some hardplate. Although I didn't take the time to check it, there were two layers of hardplate with either a small gap between them or milder steel. However, with my StrongArm drill bit in place and knowing the lock was mounted RH, I finally got through it. The hole turned out to be picture perfect, as you can see above the dial and spindle hole in *Figure 1*.

Things Take a Hard Turn

Using my borescope, I was able to see that the back cover of the lock had not been knocked off. However, unlike a normal situation, I was unable to turn

“When the would-be thieves drilled down the spindle hole, they managed to drill the side of the wheel pack ‘tube’ with enough pressure to push it against the inside of the hole of the wheel itself.”

the remainder of the drilled-out spindle. Because of the damage to the spindle, even if I had drilled for the fence, I still would not have been able to turn the spindle and throw the bolt to open.

I tried several methods of turning the spindle and thought for a moment of drilling the fence so that if I could finally turn the spindle, I would be in. I drilled out as much as I felt possible without further damage and then finally decided to put as large of a flat-head screwdriver as deep as I could. I tried to get it to turn while watching for the slightest wheel movement.

I’m sure all of you can imagine the feeling I had when I saw the front wheel move a little bit. After some struggle, the first gate was under the fence, and from there on everything else went pretty normal until finally, the fence dropped in. It still took some hard turning to fully retract



Figure 2. The burglars managed to drill almost to the bottom of the spindle.



Figure 3. The burglars forced the pull handle and dial off.

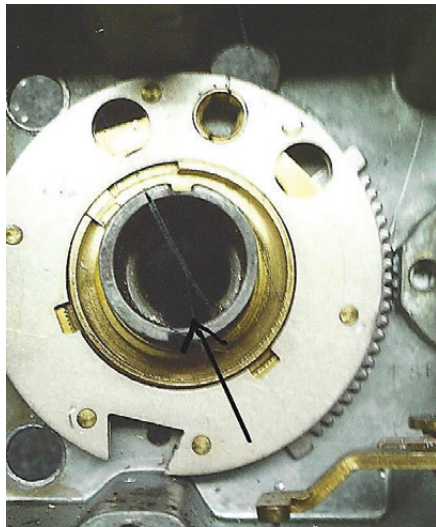


Figure 4. The side of the wheel pack tube was pushed against the inside of the hole of the 1-wheel.

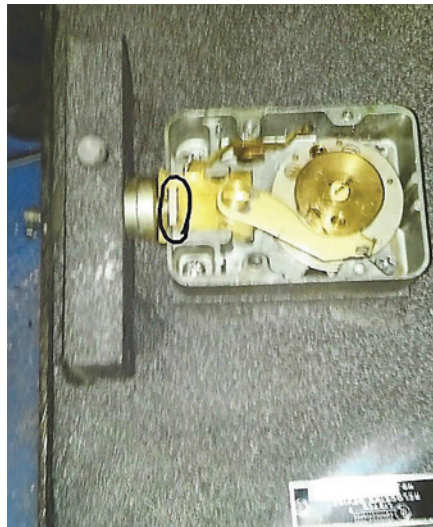


Figure 5. The bolt connector, circled, prevents the lock bolt from fully retracting.

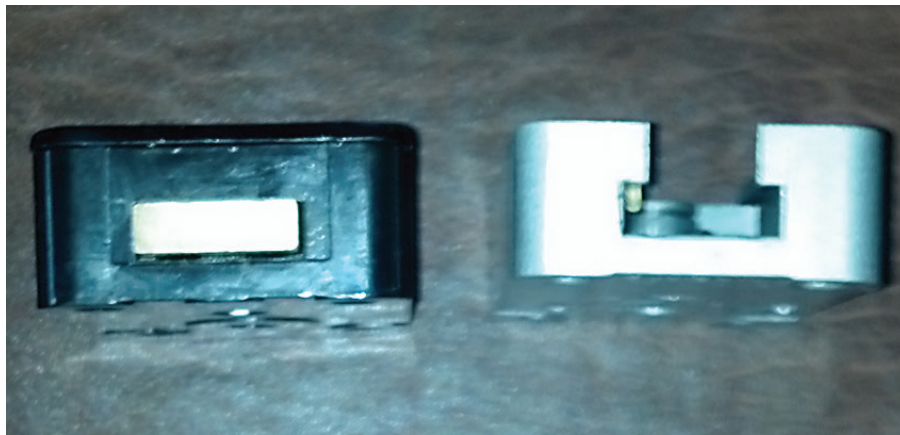


Figure 6. This image shows the door reinstalled with a new lock and other parts.



Figure 7. This is an image of the complete safe.

the bolt. I was anxious at this point to see why the front wheel was so bound up.

Overcoming the Problem

When I disassembled the lock, everything was working normally except the 1-wheel. The 2-wheel and 3-wheel came off smoothly, but the 1-wheel would not budge. After I was finally able to remove it, I could see why it was such a problem. When the would-be thieves drilled down the spindle hole, the burglars managed to drill the side of the wheel pack “tube” with enough pressure to push it against the inside of the hole of the wheel itself.

It was as though it had been hammered together with a punch (*Figure 4*).

Some years ago, I had to replace the lock on a Johnson Pacific just like this one. After I replaced the lock on this one, it seemed to be working just fine until I took the door back to the customer and set it in place. I then realized that the bolt wasn’t retracting far enough to shut the door.

I went back to the workbench. Fortunately, I was only 19 miles from the job site. After checking it out, the problem was pretty obvious. *Figure 5* shows the lock and I have circled what I will call

the bolt connector, which attaches to the back end of the bolt and sticks up just enough to prevent the lock bolt from fully retracting. *Figure 6* shows what has to be done to overcome the problem: You have to cut a “slot” out of the front of the new lock casing so the bolt can completely retract. ☺



Bill Curtis, Sublimity, OR, owned and operated a locksmith shop in Salem for 32 years. You can reach him at bncurtis@wvi.com.

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- Steel Reinforced Top Shelf for Increased Weight Loads
- Pocket Door Organizer
- Heavy Duty Vault Hinges

BLACK HAWK:

- 90 min Fire
- 10 gauge steel body and door



- Standard "Vista LED Light Kit"
- Standard with a Fire Resistant 3 plug outlet with dual USB ports
- UL Listed Type 1, Military Grade EMP Resistant S&G Electronic Lock
- Drill/Ballistic Resistant Hard Plate and Relocker
- (14) 1 1/2" Solid Steel Bolts
- Foam Backed Cushioned Deluxe Liner with Corded Trim
- Steel Reinforced Top Shelf for Increased Weight Loads
- Pocket Door Organizer
- Heavy Duty Vault Hinges

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ALOA2018

ALOA Convention: *Things to Do*

Christopher Meccia, CPL, CAI, gives an overview of the fun that awaits you in the National Harbor, MD, and Washington, D.C., area.

LEARNING AND NETWORKING IS, OF COURSE, THE FOCUS OF THE 2018 ALOA Convention. But if you find yourself with a free afternoon or two, there are plenty of options for you — and perhaps the family — to occupy your time. Within walking distance of the Gaylord National Resort & Convention Center, there are many shops and restaurants in the National Harbor area. If you want to venture out a little further, there's much to do in the surrounding Washington, D.C., area.

Before setting out, keep in mind that driving and navigating the Washington, D.C., area is not for the faint of heart. Unless you just really like driving or need your car for another trip, the public transit system is more than adequate. Taxis are plentiful, and the Metro can take you to nearly anywhere in the area. There is a boat service (water taxi) that connects National Harbor with Alexandria, the National Mall and Georgetown. If you want a more leisurely pace — but one faster than walking — there is Capital Bikeshare that you can use in Washington and the surrounding counties.

Below are some places of interest within the region. If you want to wander out a little further than the immediate area, I've noted other attractions under the "Farther Afield" heading. These are outside a 15-mile radius and may require a car. Be cautioned: Due to the traffic in the D.C. area at times, that 15 miles could end up being a one-hour trip. If you want to make a day trip to another city, rail service via

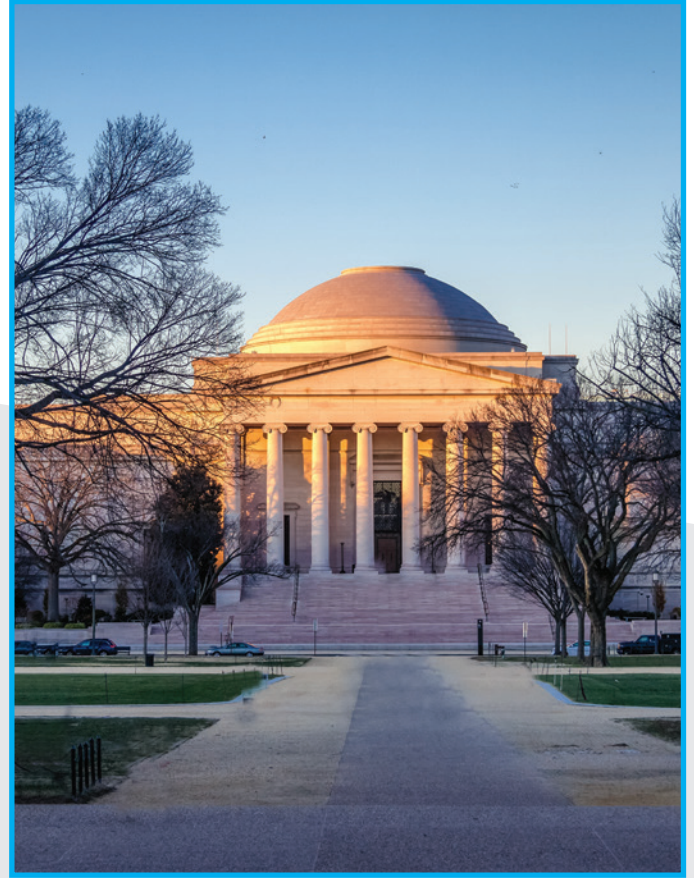
Amtrak, MARC and Virginia Railway Express can get you to Philadelphia and Richmond.

Arts and Entertainment

If you're a fan of art, the Phillips Collection features modern art ranging from French impressionism to contemporary American art. Located along the Potomac River, the John F. Kennedy Center for Performing Arts ("The Kennedy Center") is a beautiful facility and will have shows for the Second City comedy troupe as well as the musical *Hamilton* during the week of the convention.

Some other places to consider:

- National Gallery of Art
- Shakespeare Theatre Company



The greater Washington, D.C. area has an abundance of activities for you and your family. Take in a showing of the musical *Hamilton* at the Kennedy Center (top left), view masterpieces at the National Gallery of Art (right), or do some shopping at Union Station (bottom left).

- Smithsonian American Art Museum
- Farther Afield: Baltimore Museum of Art and Wolf Trap Performing Arts

History

For those with an interest in history, Old Town Alexandria is just across the Potomac River from the convention. Many of the 18th century buildings remain from the original town. Just a bit west of Old Town is the George Washington Masonic Memorial: a monument built by Freemasons honoring our nation's founding father. If you prefer to actually visit the residence of George Washington, head south to Mount Vernon. A day trip to Fredericksburg and some of the battlefields is a must for any Civil War buff.

Other places to consider:

- Arlington National Cemetery
- Georgetown
- Library of Congress
- National Archives
- U.S. Capitol
- Farther Afield: Annapolis and Fredericksburg

Museums

There are plenty of museums to fill your day with in Washington, D.C. Admission to any of the Smithsonian Institution museums is free. For the aeronautical enthusiast, there are two Air and Space museums: the main one within Washington and the Steven F. Udvar-Hazy Center located in Chantilly, VA. The latter has many aircraft, including Concorde and the Space Shuttle Discovery.

Some other places to consider:

- American History Museum
- National Zoo
- Natural History Museum
- U.S. Bureau of Engraving & Printing
- Farther Afield: National Museum of the Marine Corps

Shopping

If you want to shop, there are outlet stores just a few minutes from the Gaylord. Within Washington, DuPont Circle, Georgetown and CityCenter offer ample places to exchange your money for fine wares. Union Station offers history, shopping and dining in one beautiful building. For a larger experience a bit further out (over 1 million square feet of space), go to the Potomac Mills mall in Dale City.



The United States Botanic Gardens offers free admission.

Some other places to consider:

- Old Town Alexandria
- Farther Afield: Tysons Corner

Sports and Recreation

Although Washington, D.C., has a professional baseball team, the Nationals are not in town for the week of the convention. However, the Baltimore Orioles are hosting games against the Texas Rangers and New York Yankees during ALOA week. There are so many golf courses in the Maryland and Virginia countryside, and one of particular note is Renditions Golf Course. The course features replicas of holes from the United States and Great Britain championship venues. For outdoors enthusiasts, there are many biking and hiking paths as well as opportunities to take in the Potomac River by kayak or paddleboat.

Other areas and activities to consider:

- Boating in D.C.
- Capital Bikeshare
- Capital One Arena (Washington Mystics)
- Chesapeake and Ohio National Park
- United States Botanic Gardens

Take advantage of the area while you are in National Harbor for the convention. If you want recommendations, ask someone; don't lose yourself for hours on websites or in travel guides. See you in July! ☺



Christopher Meccia, CPL, CAI, is an ALOA member in Ashland, VA. At this year's convention, he will be teaching the ALOA Instructor Training class along with

Paul Sewall IV, CRL.

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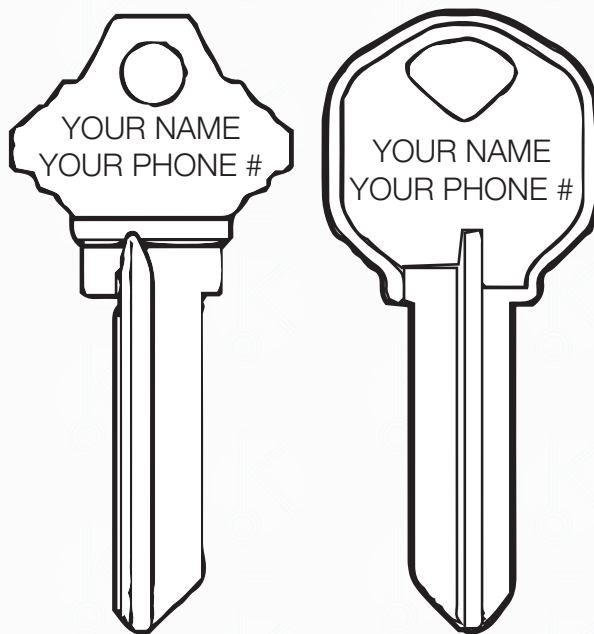


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2018 HONDA PCX150



Robert Sieveking, RL, CAI,
provides details on this and other
Honda scooters 2010 to present.

This motorcycle article addresses how to make a key — using the easiest method — for the 2010 and up Honda scooters (Elite 110-125-150-250, PCX 150 and Forza). It features the Fast Facts Key Plate and a 1200CM Code Card for making this key. These are available to the reader by emailing the author.

IF YOU OPERATE IN A COLLEGE TOWN, SCOOTER KEYS ARE PROBABLY A COMMON request. Scooter keys will present a few interesting problems for the uninitiated locksmith. For scooters, everything is “under the faring.” Removing the ignition cylinder is not a viable option. Locksmiths familiar with “sight reading” will make short work of these jobs. Read the cylinder, make the key and collect your fee. I hope you enjoy this article. Read ’em and reap.

Honda scooters since about 2010 have used the HD118 (Jet) or HON72P (Silca) keyway. Most early models had seat and gas cylinders. The current 2017-19 models have eliminated these. The only cylinder on the bike is the ignition cylinder. It controls

all locking functions electrically. Models before 2018 had a gas cap cylinder, which was easy to read, though it did not contain all eight wafers. This article will address the easiest key-making procedure for the 2018+ models. No codes were found for this bike. The code is only found on the aluminum code tag, which accompanies the original keys.

The first step in any automotive or motorcycle key-making assignment is to find specific information for the vehicle. The Honda PCX 150 was located in the 2018 Twelfth Edition *Fast Facts* motorcycle index. The index directs us to Key Plate HO20. *Figure 1* shows the Key Plate to use for this bike. All necessary key-making information is found here.

From 2018 Fast Facts Key Plate HO20:

Code Series:-123

(This is a direct digit code series, containing only the numbers 1, 2 and 3.)

Published Codes: InstaCode program
(shows Tip to Bow and Bow to Tip)

Keys: HON72P (Silca)

Key is Gauged: Shoulder Gauged

#Space #Depth

1. .098 1. .278

2. .197 2. .250

3. .295 3. .222

4. .394

5. .492

6. .591

7. .689 step increment is: .031

8. .787 spacing is: .098

cut-to-cut

Gauge: Shoulder

Using a Framon #2?

Fr: S-B-I

(Framon Space-Block-Increment)

(First cut, shown under S&D, is .098)

Framon Block: #5 (.098 spacing)

Step Increment is .031

HPC 1200CM: Code Card CF73
is indicated

ITL: #211

HPC DSD: 173

Tumbler Locations

Ignition: 8 wafers
1 2 3 4 5 6 7 8

Gas: gas cap **no cylinder**

Hel: helmet/seat lock **no cylinder**

Key Making:

Read or impression carefully.

Direct Digit Codes. Bow to Tip.

Magnetic locking ignition cylinder cover.

Suggestion for modifying a key to operate the ignition.

Honda		Elite (NHX110)		2010+	HO20
1200 CM	CF73	codes-123		
G-Keys	none	Baxter	-		
ITL#	#211, DSD# 173	NL:HPC	-		
Gauge	shldr	Japan Reed	-		
Curt	none	other	Instacode		
Curt:	HD-9	HD-9A	15W-45	S & D	0 -
Fr:S-B-I	.098	5	.031	.098	1 .276
Direct Digit Codes, Bow to Tip.				.197	2 .244
3 Depths, Read or Impression carefully.				.295	3 .213
Ignition at lower right side. Has Magnetic locking				.394	4
cylinder cover. Need Mag-Fob to open, if closed.				.492	5
This is a long HD118-NP (JET), H42-D.P (JMA)				.591	6
blank. You may be able to cut back the head to				.689	7
operate the ign..				.787	8
Scooter					9
					Ilco HON72P Sil.
					EZ
					Tay
					B&S
					Bör
					Curt
					SIL
					ign. gas hel. 12345678
					TUMBLER no cylinder
					no cylinder

Figure 1. This image shows the Key Plate for the Honda PCX 150.

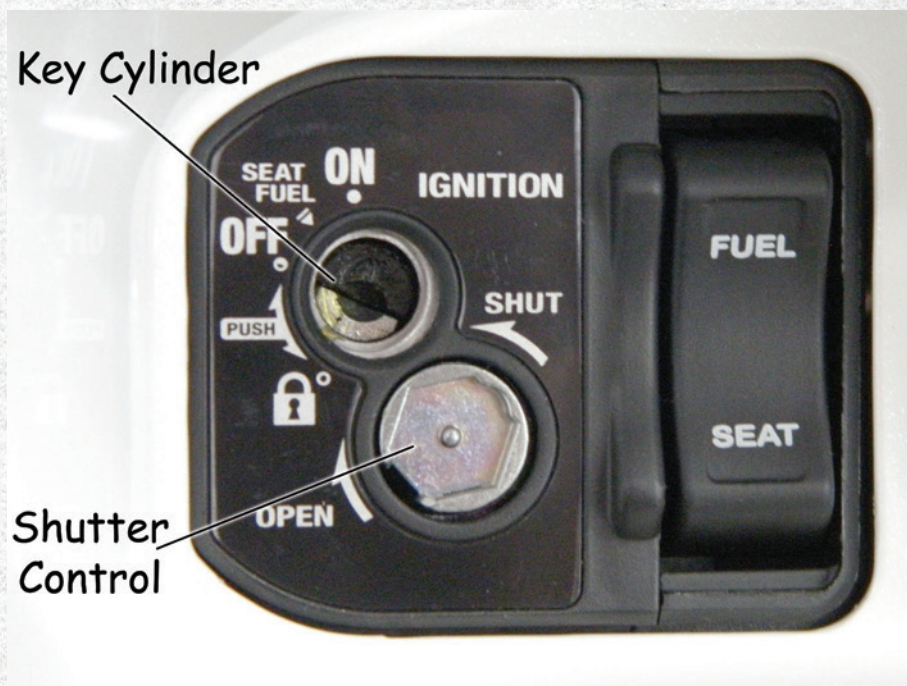


Figure 2. These are the electrical controls and ignition cylinder.

Other important key-making information may be found on the Key Plate, but the above is the most important. Always read the important key-making suggestions/cautions in the lower left corner of the plate. Most important is: “read or impression carefully.”

The electrical controls and ignition cylinder are shown in Figure 2. This panel is mounted below the faring at the right side of the bike. The cylinder contains wafers in positions 1-2-3-4-5-6-7 and 8.

The ignition cylinder is shoulder gauged. The cylinder is “convenience,” which means that all wafers will be found on only one side of the keyway. Wafers will be found at the bottom-right side of the keyway shown in the photo. The ignition cylinder controls all electrical functions. Rotate the ignition cylinder one click to the right to enable the seat/fuel switch you see at the right of the ignition cylinder. Press the top of the rocker switch to open the gas door. Press the bottom of the



Figure 3

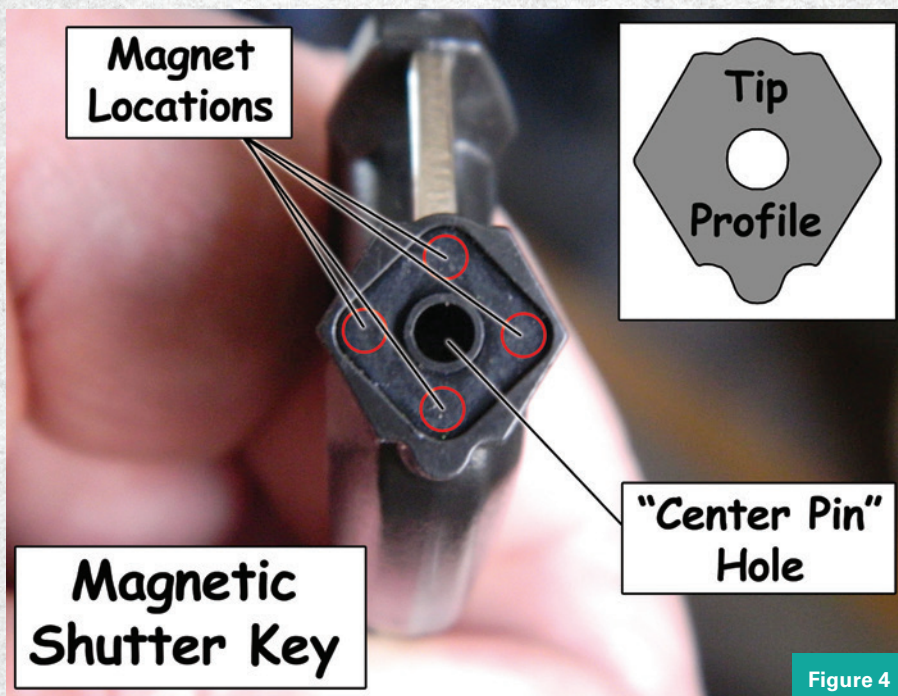


Figure 4

Figures 3 and 4. The face of the shutter key or shutter tool is shown in *Figure 3*, and *Figure 4* shows a detail of the magnetic shutter key.

rocker switch to unlatch the seat lock. These latches are electrically operated only. There will be no cylinders for the gas or seat locks.

Rotate the ignition one more click to the right to enable the ignition. A handlebar rocker switch cranks the engine. Grip the left hand brake and depress the rocker switch to start the engine. Enable the steering lock by rotating the key to the off position, pressing in and rotating it farther to the left.

Early models (pre-2017) do not have the rocker switch shown in *Figure 2*. The key is rotated to a specific position and then pressed down to actuate the seat lock. These models may have a glove compartment lock and locking gas cap.

The ignition cylinder has a sliding steel dust-shutter guarding the keyway. The shutter is blackened steel in the photo.

The shutter control shown in *Figure 2* can be rotated to completely block access to the top of the ignition cylinder. A magnetic key or shutter tool — which is found on the head of the ignition key — operates this control. Note the irregular shape of the socket and center-locating pin.

The face of the shutter key or shutter tool is shown in *Figure 3*. The irregular shape of the plastic key fits the socket of the shutter control. The center hole fits over the center-locating pin in the socket.

Figure 4 shows a detail of the magnetic shutter key. Magnets are concealed in the tip of the key that operate four magnetic pins in the shutter control. When the magnets are correctly oriented, the shutter disc can be rotated to open or cover the ignition cylinder. Earlier models of this control had a small lever, which allowed the shutter to be closed without the use of the key. The key would then be required to open the shutter. New models require the key to close and open the security shutter, as we saw in *Figure 2*.

Accu-Reader makes an ingenious



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Figure 5. This image depicts a long wafer reader tool, which will reach to the rear of the plug and depress the wafers for reading.

magnetic pick, designed to manipulate Honda, Suzuki and Yamaha magnetic-style ignition shutter locks. The part number is LT-MAGPICK. The pick for Honda did not easily fit this cylinder, however. It may be necessary to modify the tool to properly engage the new-style security shutter. The new style shutter control socket has a slightly different tip profile.

With the security shutter open, we have access to the top of the ignition cylinder. Because of the distance from the top of the cylinder to the last wafer in the plug, the Universal Wafer Lock Reader tool will not work here. *Figure 5* shows a long wafer reader tool. This tool will reach to the rear of the plug and depress the wafers for reading.

Anxious to read the cylinder and be assured that the long reader would reach the rear-most wafer, we inserted the tool into the keyway and all of the wafers depressed. The reader tool easily held the sliding dust shutter open and gave a clear view of the wafers in the keyway. Having the tool in the keyway, we slowly read the wafers, allowing each to pop up as the tool was slid up and out of the keyway. The relative heights of the wafers were

easy to read. There are only three depths in this configuration. You may sense a bit of over-confidence here. The wafer bittings were read: 2-1-2-2-3-1, from tip to bow. Count those wafers again. 2-1-2-2-3-1: That's only six wafers. Knowing that there have to be eight wafers in this keyway, I read the wafers six more times and could only come away with six wafers. With the working key in hand, I counted the cuts in the key. There have to be eight wafers here.

Let's go back to "The Four Cardinal Rules of Wafer Lock Reading."

They are:

1. Light the keyway from the opposite side of the keyway of the wafers being read. *This allows the light to illuminate the keyway all the way to the back without being obstructed by the reader tool or front-most wafers.*
2. Read the wafers with your eye centered on the keyway. *This allows us to see if wafers are the same height and avoids parallax error in reading the "relative" wafer heights.*
3. Read the lock in the "key pull" position. *If the cylinder is picked, the wafers will be blocked. You will not be able to*

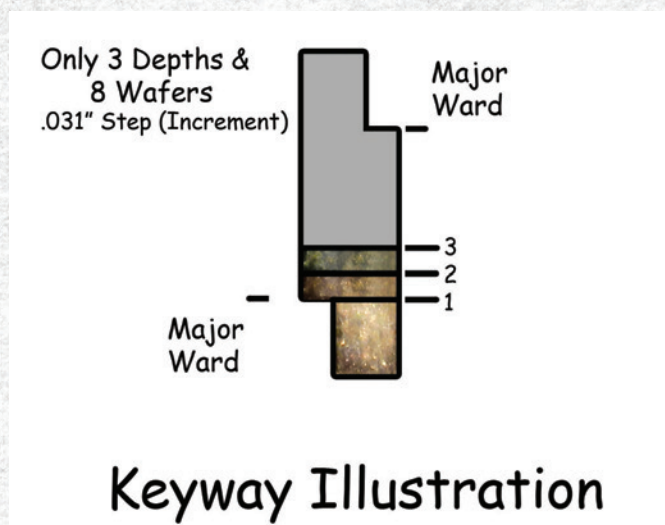


Figure 6. This illustration provides a graphic representation of the keyway. Major wards at the upper right and lower left define the key blade.

pull down a high wafer to read a shorter wafer at the rear of the keyway.

4. Read the wafers from front to back. *This avoids accidentally picking a wafer as you depress it. If a wafer is picked or hangs at the shear line, it will not rise to its natural height. It will be read incorrectly. If the wafer is a #1 depth, it may be missed altogether.*

That's the problem! By reading the cylinder from the back to the front, I must have accidentally picked two #1 depth wafers. They hung at the shear line (picked), and were not seen when I read the others. Rotate the cylinder gently left and right to free the picked wafers and then read the wafers from front to back. Sure enough, the cylinder read perfectly. The bittings were read 1-3-2-1-2-1-1-2. That makes eight wafers and a complete key. If something doesn't work the way it should, go back to the basics. Follow the rules, and things naturally start working again. It's not magic.

Figure 6 shows a graphic representation of the keyway. Major wards at the upper right and lower left define the key blade. This is a "left over right" configuration. This keyway did not show any minor

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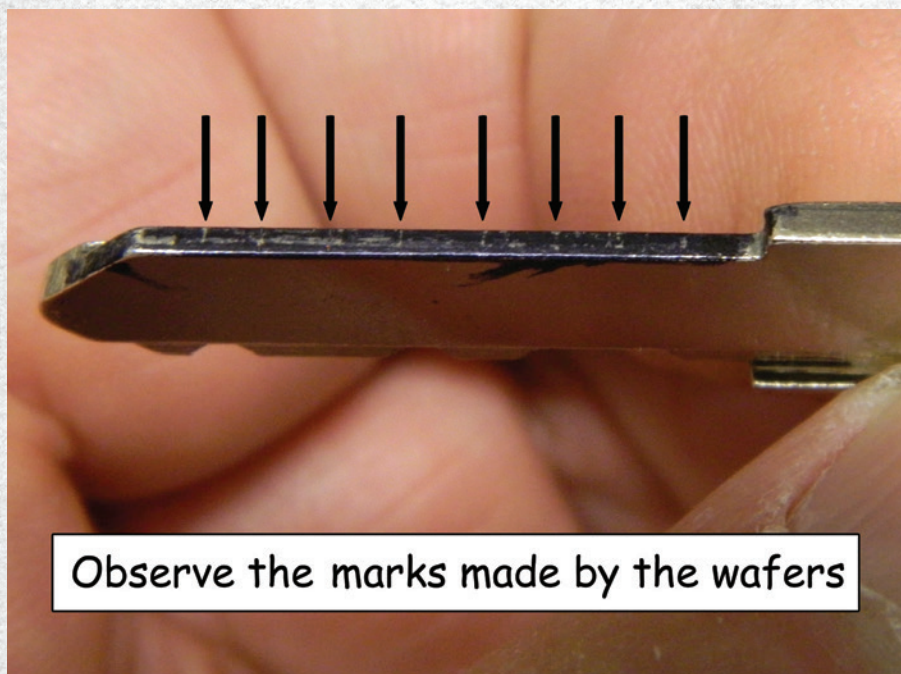


Figure 7. This photo shows the results of blacking the edge of a blank with a Sharpie and exercising the key in the keyway, left and right. Each of the wafers has left its mark on the edge of the blank.

"If something doesn't work the way it should, go back to the basics. Follow the rules, and things naturally start working again."

warding. All of the wafers are on one side of the keyway. This is a convenience cylinder and is a single-sided. The key is reversible because the bitting is the same on both sides of the blade.

The illustration in *Figure 6* shows the heights of the wafers in the key pull position.

1. A #1 depth wafer will be even with the top of a major ward.
2. A #2 depth wafer will be .031" higher than the top of the major ward.
3. A #3 depth wafer will be .062" higher than a #2 depth wafer.

An otoscope or lighted magnifier is always used to illuminate and view the wafer bittings in the keyway. The process of reading the wafer bittings is covered in depth and exhaustively defined in *The Locksmith Guide to Advanced Wafer Lock Reading*. There is nothing new about reading wafer lock cylinders. There are, however, a few basic rules and techniques that make the job easier and more consistently successful. It is a skill that requires practice. The rewards are obvious. Look into the keyway, read the wafer heights and make the key.

If you are unsure of the location or number of wafers in a cylinder, it is an easy task to find them. Black the edge of



Figure 8. The original factory key for this motorcycle is shown here.

a blank with a Sharpie marker. Allow the blacking to dry a few moments and then insert it into the cylinder. Exercise the key in the keyway, left and right, about 10 or 20 times, then remove the key carefully. The blackened edge of the key will carry the rub marks of the various wafers in the keyway. Insert the key one time. Exercise the key left and right, as above, and remove the blank. If you insert and remove the key multiple times, you will spoil the marks.

The result can be seen in *Figure 7*. Each of the wafers has left its mark on the edge of the blank. The wafers are spring-loaded against the blank. The marks will appear where the wafer touches the blank. All eight wafers have left their mark.

Figure 8 shows the original factory key for this motorcycle. The bitting reads: 1 3 2 1 2 1 1 2 (bow to tip). There are eight positions in this configuration. The spacing is defined as shoulder gauged in the code series. The cuts are listed bow to tip.

If you will be making this key with a hand file, you will notice that the #3 depth cut very nearly touches the offset at the base of the bitting portion of the key blade. A #1 depth cut is very nearly the full width of the blank. A #2 depth cut is half-way between the #1 and #3 depth of cut. Hand cutting this key should not be difficult. Cut spacing can easily be determined by blacking the edge of the key with a Sharpie marker, as we did in *Figure 7*, above. Insert the blackened key into the cylinder and exercise the key (left and right rotation) in the keyway. This will mark the wafer positions. If you've read the wafers, you know the bitting depths. With the spacing defined, and the bitting known, all that remains is to file the bitting onto the blank.

The magnetic shutter key is integral to the plastic key head. An aluminum tag records the key code. This code could not be found. I believe it defines the mechanical key and the magnetic combination. This is why it will probably not be found in any code source.

Figure 9 shows a 1200CM code card that can be used to generate this key. In an abbreviated fashion, it gives the same information found in the Fast Facts Key Plate. Depths and spaces are given to check the finished key for dimensional accuracy. The Silca HON72P key is given as the work key and a representation of the keyway is shown. The keyway illustration shows an approximation of the wafer bitting heights, for reading purposes.

If you'd like a copy of the 1200CM card and Key Plate used in this article, drop me an email at bob@sievelingprodco.com. I'll be happy to send you a PDF copy for your personal use. Include your name, shop name and physical address. If locksmith licensing is required in your state, include your locksmith license number. Be sure to let me know if you found this article helpful.

This Honda Ignition Cylinder was a pleasure to service, and

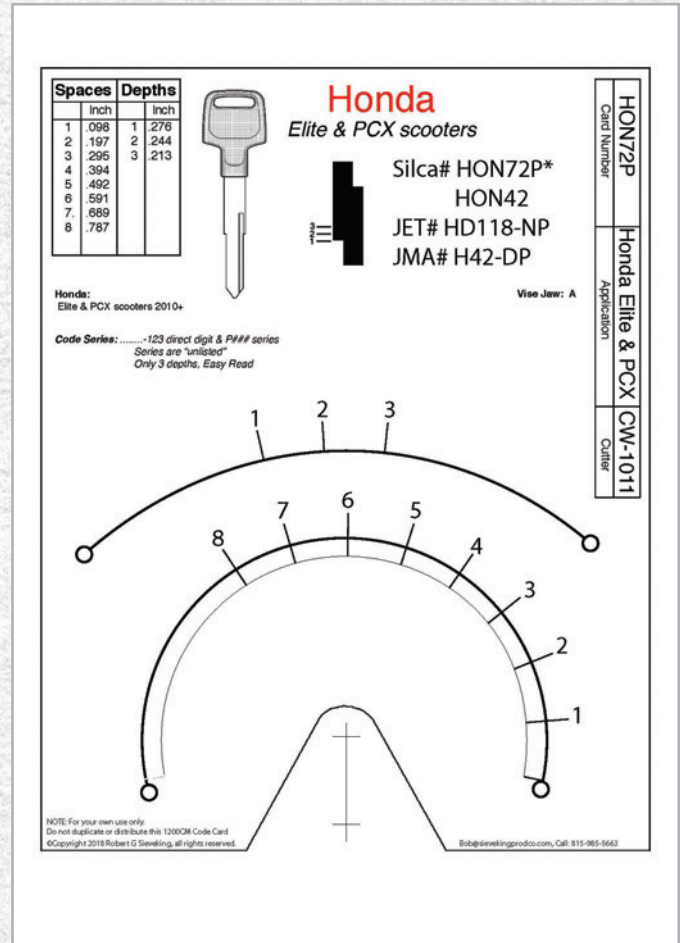


Figure 9. This illustration shows a 1200CM code card that can be used to generate this key.

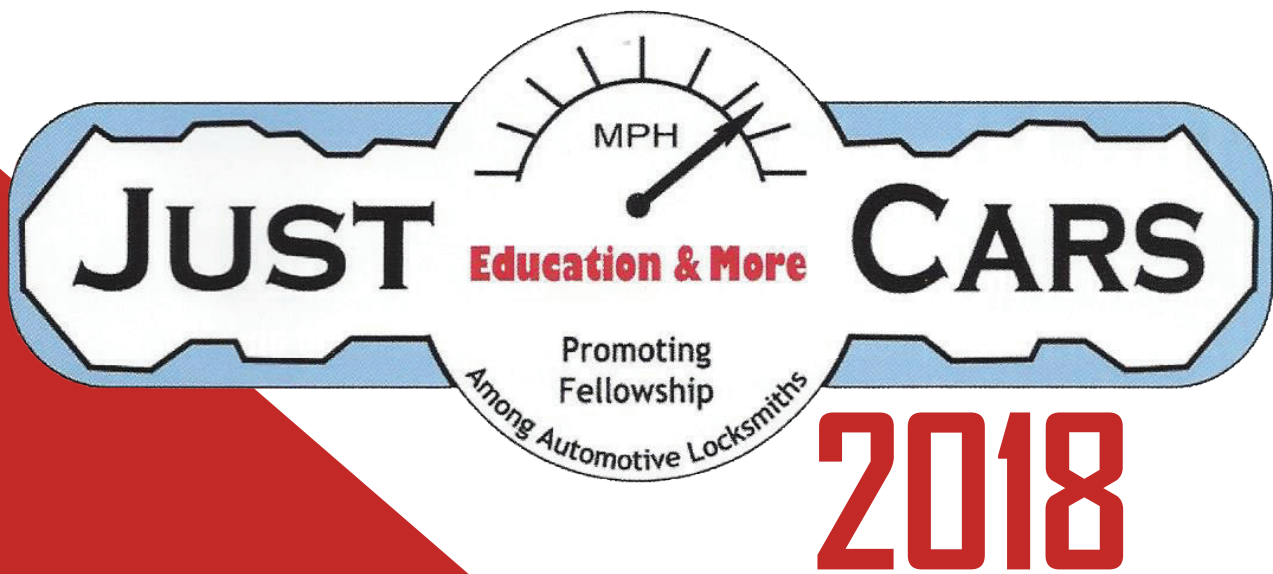
should pose no special challenges for the professional locksmith. Read 'em and reap.

"With the right tools and the right training, they're all easy." ☺



Robert Sieveling is an RL and ACE instructor. But he prefers the very simple title "locksmith." Formerly senior technical writer, technical editor and then contributing editor of *The National Locksmith*, Robert has authored many instructional books in the locksmith industry. He is the author of "Fast

Facts," the encyclopedic reference to auto and motorcycle key making. "Fast Facts" was named the Best New Product in Print by ALOA in 1998. He began locksmithing in 1974 and continues to operate a full-time licensed professional locksmith business in Rockford, IL. He has invented many tools for the locksmith trade and continues to manufacture tools and books under the trade name Sieveling Products Company. You can reach him at bob@sievelingprodco.com or (815) 985-5663.



Ken Kupferman, CML, CPS, CAL, gives a short recap of the conference in Orlando.

A LOA HAS BEEN OFFERED A BOOTH AT JUST CARS FOR MANY YEARS. THIS year, it was in Orlando, FL, so I got to go.

I have attended several Just Cars conferences in the past. When it first started 15 years ago, they limited attendees to around 100. This year, they had almost 800 from around the world.

Just Cars was the brainchild of seven very talented individuals who simply wanted to share their knowledge: Jim Broadhurst, Mike LaBar, Michael Hyde, Roger Weisencamp, Greg Brandt and Steve Myslik. These days, Jim Hetchler and his family run the show.

The conference used to be held at auto auctions around the country, and there were no vendors allowed. As the show grew, they could no longer fit at the auction houses. They also found it would be beneficial to allow vendors to show attendees what they have to sell and demonstrate how their products work.



Figure 1



Figure 2

Figures 1 and 2. These are pictures from the kickoff party, and you can see the number of people in attendance. In *Figure 1*, Jim Hetchler is conducting his emcee duties. In *Figure 2*, it's hard to see the back of the large crowd.



Figure 3. The show opening is shown here.



Figure 4. The ALOA booth had a very visible location on the show floor.



Figure 5



Figure 6

Figures 5 and 6. Classes are held during show hours, so there is a steady stream of people all day.



Figure 7



Figure 8

Figures 7 and 8. Education is also all over the show floor.



Ken Kupferman, CML, CPS, CAL, is the owner of Affordable Lock & Security Solutions, and the former president of ALOA.

Once again, thanks to Jim for the invitation. Just Cars 2019 will be in Las Vegas April 12-13. I would recommend attending if you do any kind of automotive locksmithing. The ALOA conference will also be in Las Vegas in August 2019, so make plans for both. You can never get enough education! ☺



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2007 Volvo XC90 CEM Removal

Stacy Hetchler, CAL, walks you through the module removal process.



Figure 1



Figure 2

Figures 1 and 2. This vehicle is a bit unusual to get the module out of; you have to take quite a bit of stuff off first to start. Although this looks like a large job, it was really only about 30 minutes start to finish. Begin by removing the wiper assembly shown in these images.



Figure 3. First, remove this clip and start putting things aside in a safe place so you don't lose anything. We have to do all of this because there are two screws under here we have to take off to remove the module from inside the car.



Figure 4

Figures 4-6. Pull out the center plug on this to pull the rest of it off. Also, take the other shown plug off.



Figure 5



Figure 6

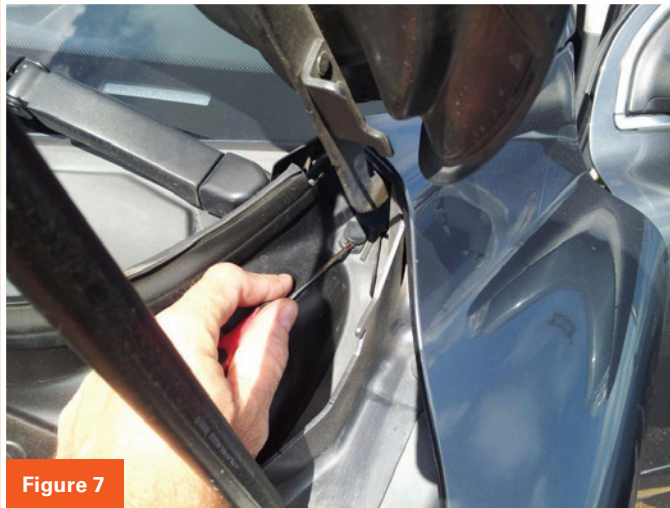


Figure 7



Figure 8

Figures 7 and 8. Use a small flathead to take this off.



Figure 9. Pop off this cover with a flathead screwdriver also.

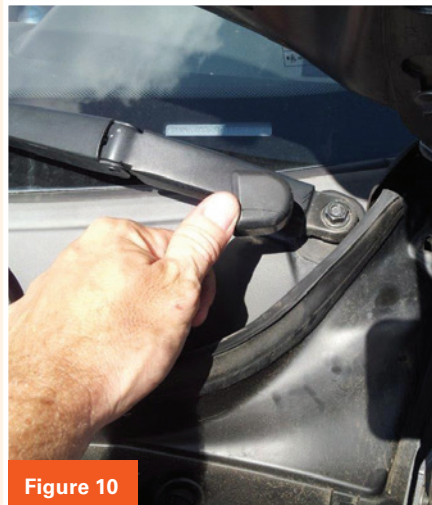


Figure 10

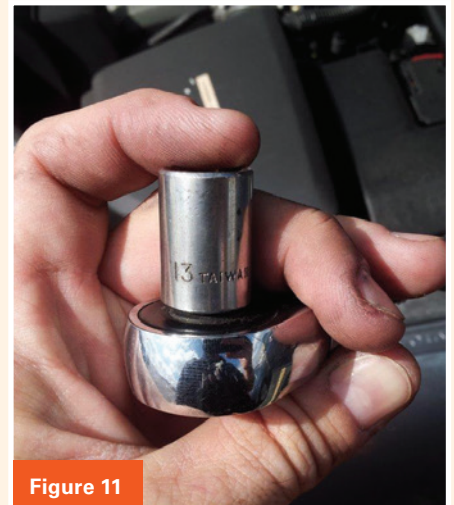


Figure 11

Figures 10 and 11. Use a 13mm socket to get this nut off the wiper assembly.



Figure 12

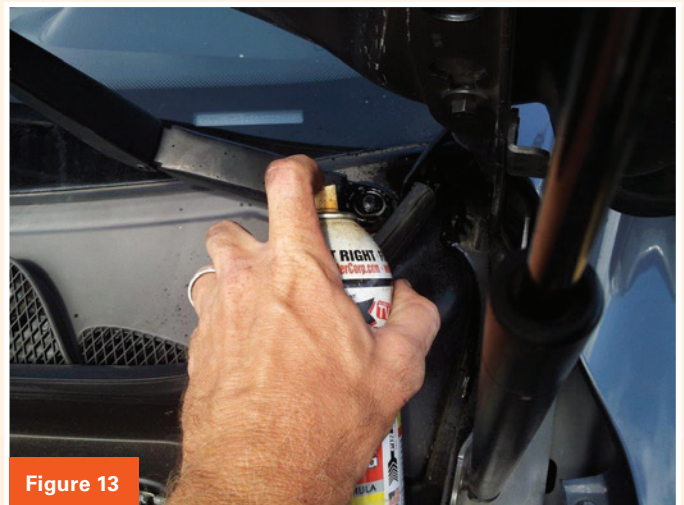


Figure 13

Figures 12 and 13. Put something such as Liquid Wrench on the nut to help loosen it. It is pressed on.



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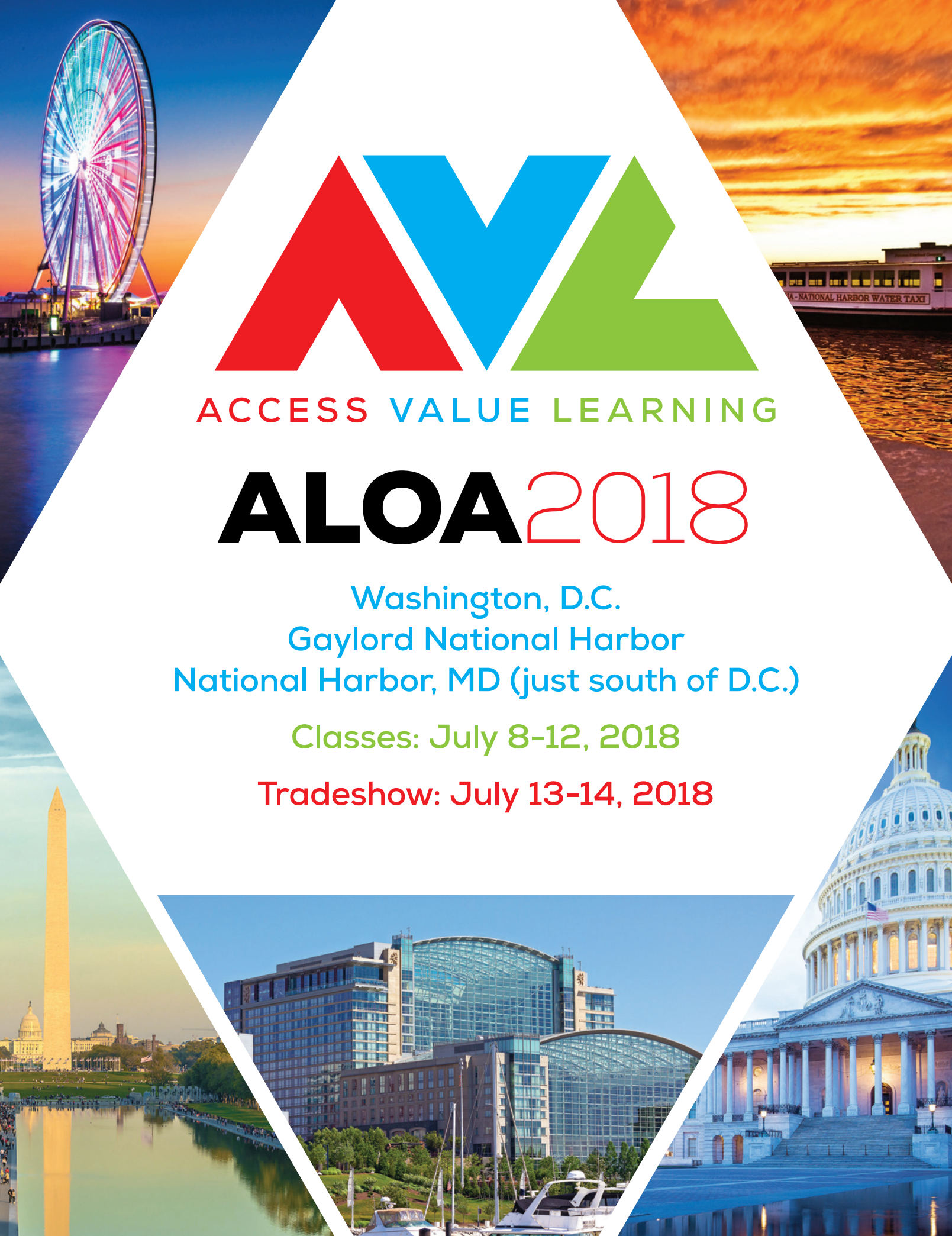




Figure 14. Put the nut back on upside down at this point. You will have to work this arm off very slowly.



Figure 15. Tapping gently and slowly for quite a while, eventually the arm will come loose so you can remove it.



Figure 16. As you can see here, I wasn't lying to you; it will come off. Just don't beat it to death.



Figure 17. Here, the lid is lifted up after removing the wiper assembly and we are holding it up with a screwdriver to make it easier to work with during the next step.



Figure 18



Figure 19

Figures 18 and 19. Figure 18 shows the bolt locations, and we're taking the bolts off in Figure 19.



Figure 20. Once the bolts are off, reach behind here to lift the cover off.

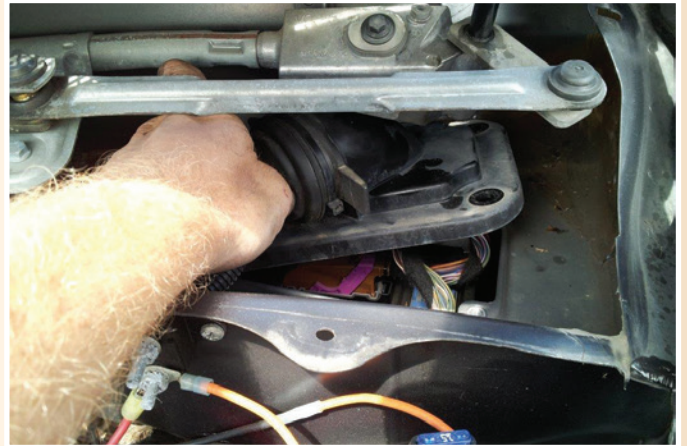


Figure 21. Once the cover is out of the way, there are two connections here to remove.

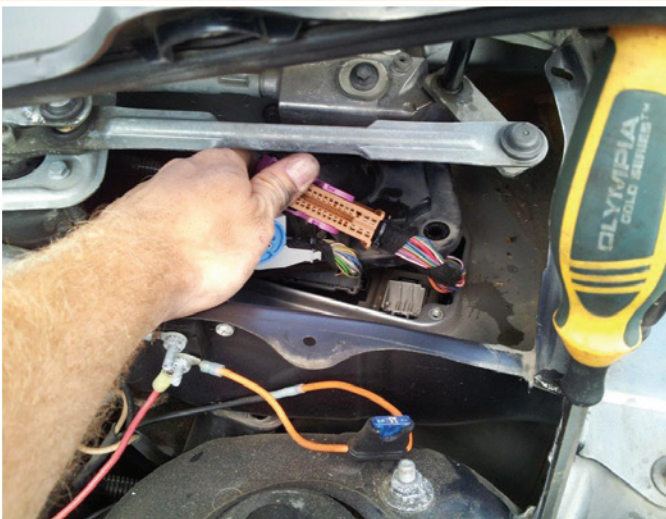


Figure 22. Here, we have lifted the two connections off and out of the way.

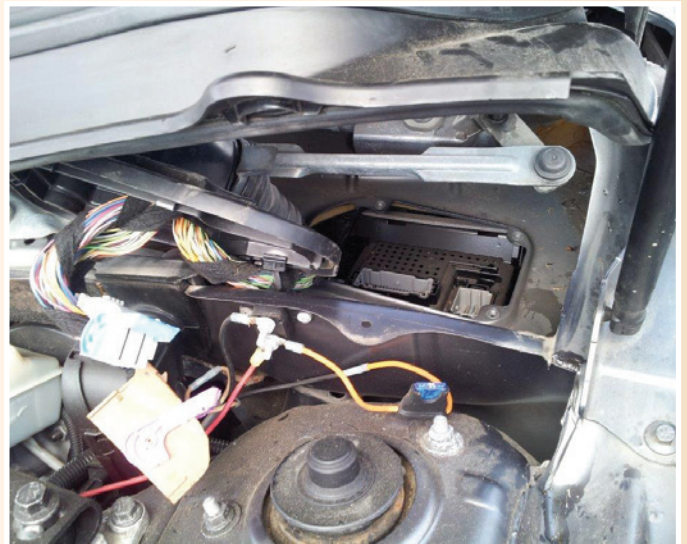


Figure 23. Everything is now out of the way, so we can move on.

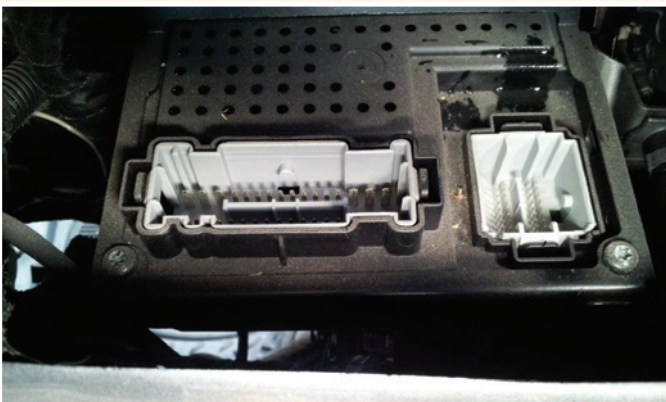


Figure 24. Here we have two screws holding this cover on and we have to remove it to get to the other two screws we are targeting. You can put all the topside stuff back together once you have these two screws out. You do not need to replace them to secure it all.



Figure 25. I believe this was a 30-torque socket.



Figure 26



Figure 27

Figures 26 and 27. It is a tight fit, but you can reach both screws to remove them.



Figure 28. Here is one of the screws. It is about 2" long.



Figure 29. Next, go under the left side of the dash to get to the ECU.

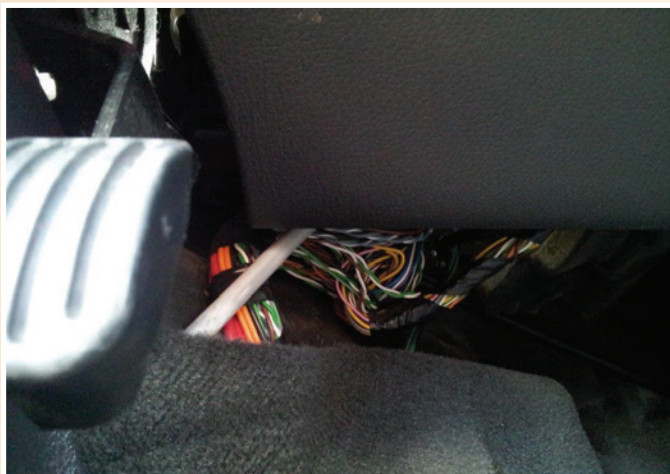


Figure 30. Always look for the largest bundle of wires and trace them back to the ECU.



Figure 31. There are two screws to remove here.



Figure 32. There are two snaps and two screws to take off.

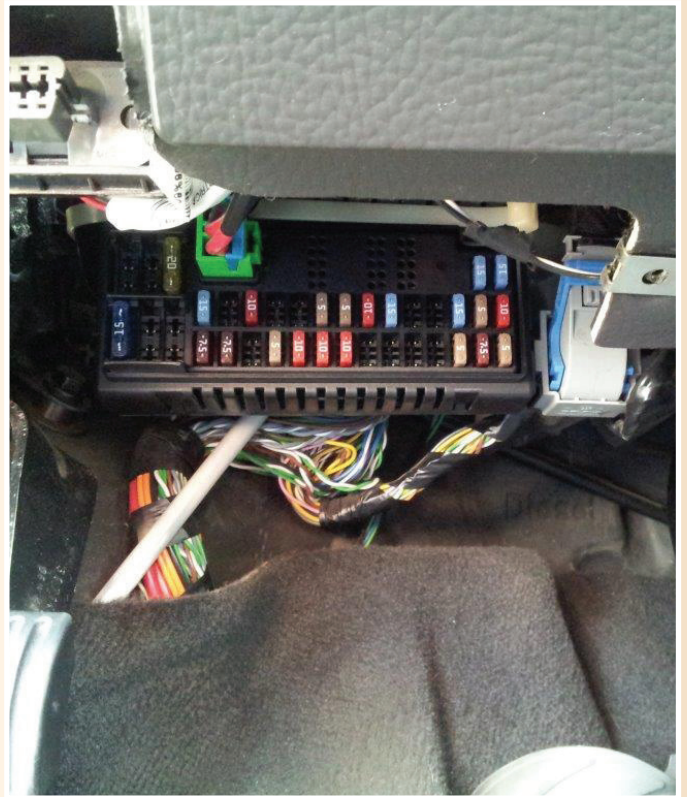


Figure 33. The fuse box is quite large and part of the ECU.



Figure 34

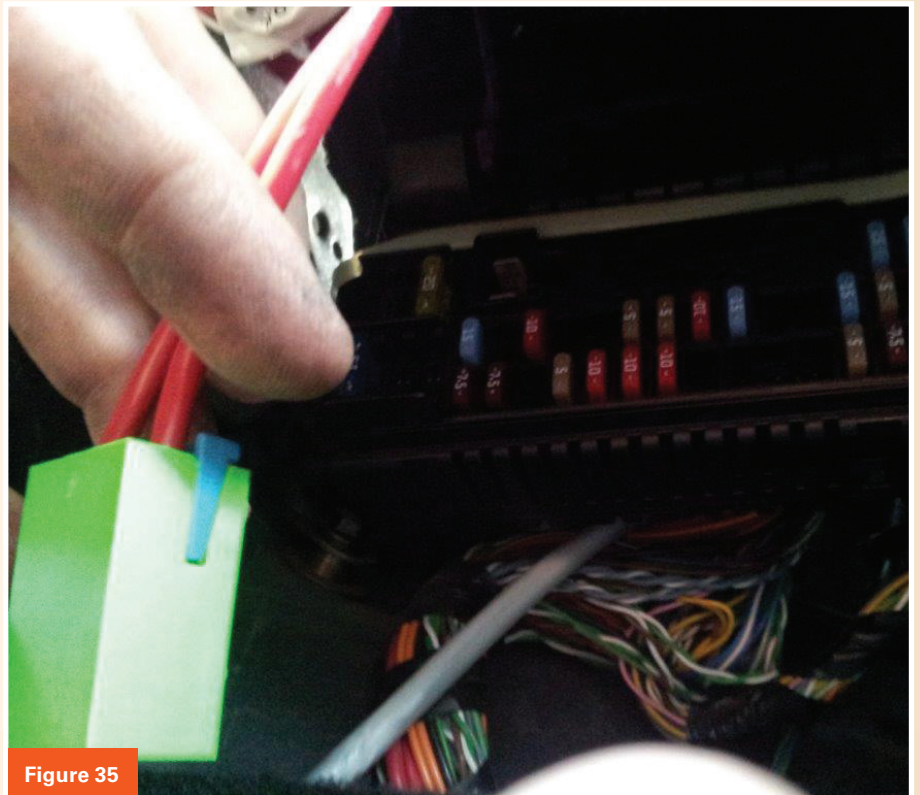


Figure 35

Figures 34 and 35. Take the green plug off the board.

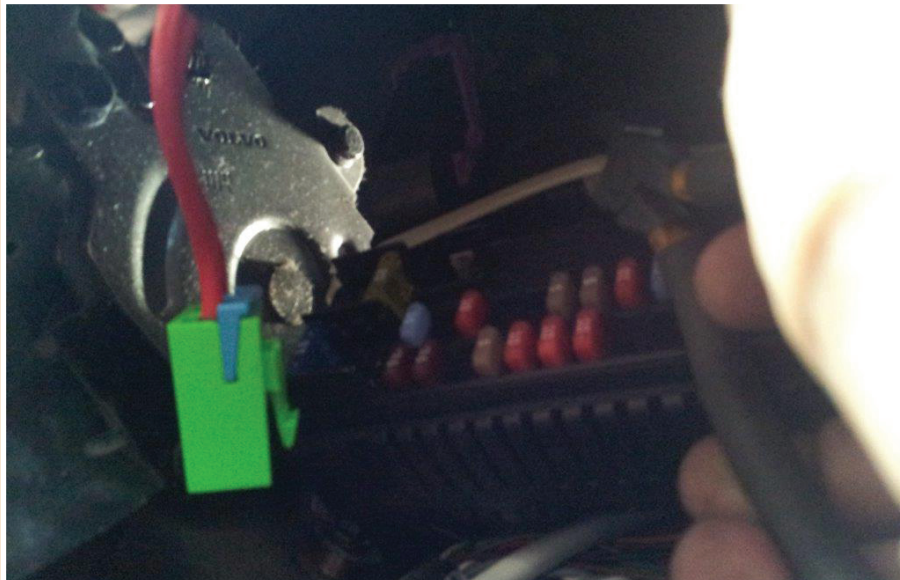


Figure 36. You may have to cut the nylon strap holding things around the ECU.

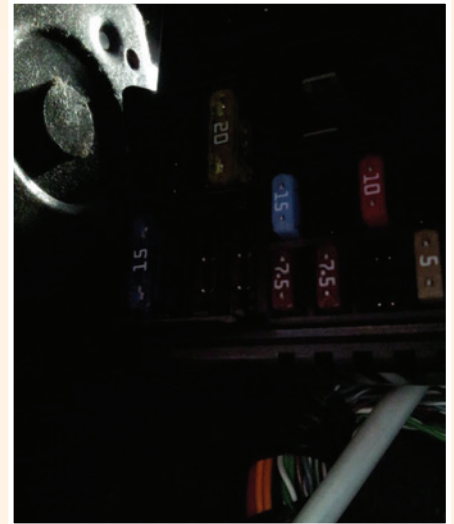


Figure 37. There are two tabs on either side of the box that hold it up under the dash, as you can see one here.



Figure 38. Here, we have lifted the box off the two tabs and let it fall.

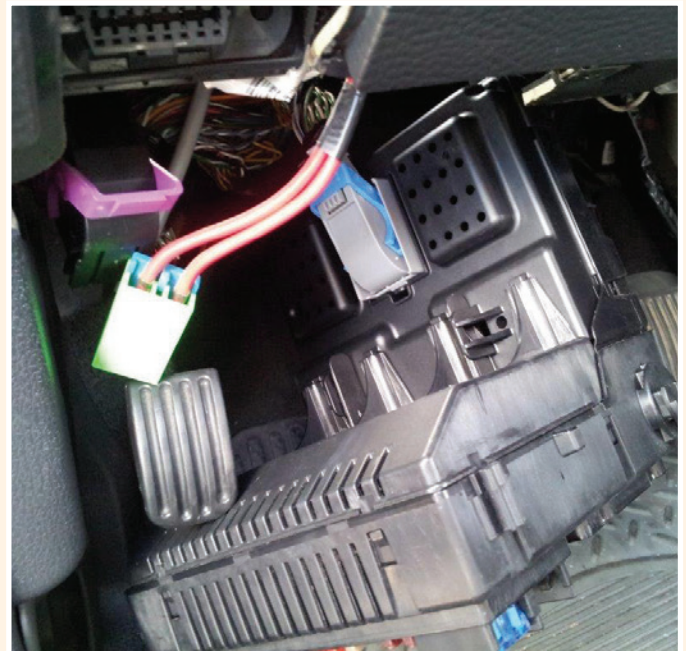


Figure 39. There is a plug on the side of the ECU to remove.



Figure 40. Here is the box showing the identity information. This just shows how to get to and remove the box. The rest is up to you. Hope it helps. ☺



Stacy Hetchler, CAL, has been a locksmith since 1995 in South Central Texas, focusing primarily on the automotive segment. In his limited personal time, he plays soccer and paintball, and flies helicopters while he listens to music. He teaches locksmithing for various associations, including ALOA. He adds, "All proceeds from my work go to my sweet daughter, Khoal, and my little man, Greisun — and of course my great and supporting wife, Candee."

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The Glass Floor

Tony Wiersielis, CPL, CFDI, details a job to replace old Yale and Towne hardware with Best 45H mortise locks.

“Never grind a beveled edge on the flat side. If you do, you’re turning a precision tool into a meat cleaver.”



Figure 1. The floor is made of glass, allowing extra light to filter down to lower floors.

THIS MONTH, WE’RE GOING TO Brooklyn, the “Center of the Universe,” according to my wife, who is a native of that fine borough of the city of New York. You might have guessed this, but Bugs Bunny is also a native Brooklynite, having been born in a warren under Ebbets Field, home of the Brooklyn Dodgers.

I was sent to do a retrofit on several doors in a college library. The building was very old, dating from the late 1800s. At that time and place, interior lighting wasn’t very bright, so they tended to build with tall windows to take advantage of natural lighting.

My curious title refers to something else they did to take advantage of natural light. I pushed the wrong button on the elevator and got out on the “stacks” side of the car. *Figure 1* was what I saw as I did: The floor is made of glass and allows extra light to filter down to lower floors, which is genius if you think about it.

The guy I was doing the work for told me to take a closer look at the bookshelves. The vertical parts of them were made of iron or steel and ran from the lowest floor to the top floor. The shelves actually supported the glass floor! I don’t have a picture of the shelves, but I’ll include one next month.



Figure 2



Figure 3



Figure 4

Figures 2-4. The retrofit involved replacing old Yale and Towne hardware with Best 45H mortise locks.



Figure 5. The strike was reused.



Figure 6. The author lined up the chassis with the strike and made pencil marks at the top and bottom.



Figure 7. The previous cylinder hole lined up with the new one.

The Job

The retrofit involved replacing old Yale and Towne hardware (*Figures 2-4*) with Best 45H mortise locks. One of the reasons was allowing free egress from the rooms. When I took the old locks apart, the spindles were solid, not swivel. If you locked the door with the key, you were

locked in. You'll also notice there was no dead-latch. I didn't try it, but it was probably a breeze to loid it open. *Figure 5* shows the strike, which was reused.

I started by lining up the chassis with the strike and made pencil marks at the top and bottom of it (*Figure 6*). *Figure 7* shows that the previous cylinder hole

lined up with the new one. I transferred lines from the marks I made, and in *Figures 8 and 9* you can see how much I had to enlarge the mortise for the new chassis. Also, in *Figure 9*, you can see the vertical lines I drew to widen the mortise as well as how much wood I was going to remove to make it fit.



Figure 8

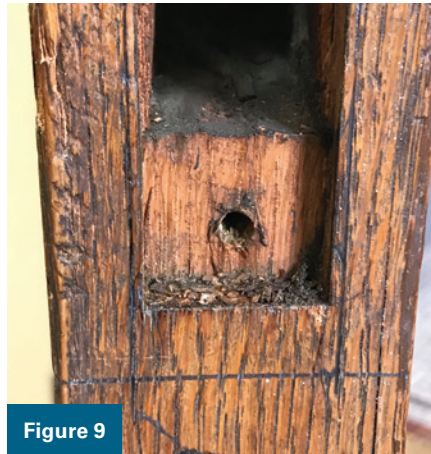


Figure 9

Figures 8 and 9. The author had to enlarge the mortise for the new chassis. In *Figure 9*, you can see the vertical lines the author drew to widen the mortise as well as how much wood needed to be removed.



Figure 10. The author is using the new faceplate to check his lines for height.



Figure 11. The author is determining if the chassis will fit in the existing cutout.



Figure 12. This image shows the thickness of the door, which would be an issue later.



Figure 13

Figures 13-15. These images compare the old and new chassis and the $\frac{5}{8}$ " increase in depth of the mortise



Figure 14



Figure 15

In *Figure 10*, I'm using the new faceplate to check my lines for height. In *Figure 11*, I'm checking to see if the chassis will fit in the existing cutout. It did, but it was a little more snug than I would like it to be. *Figure 12* points out the thickness of the door, which would be an issue later.

Figures 13-15 compare the old and new chassis and the increase in depth of the mortise I had to deal with. I had to deepen it about $\frac{5}{8}$ ". The shot of the old lock also shows how short the old latch bolt was.

Figures 16-18 are mostly for the new guys. In *Figure 16*, I'm making the first horizontal cut at the top of the mortise.



Figure 16. The author is making the first horizontal cut at the top of the mortise. Notice that the flat of the chisel is on the line and not the beveled side.



Figure 17



Figure 18

Figures 17 and 18. The author is about to remove a chip with the bevel against the door in *Figure 17* and the flat against it in *Figure 18*.

Notice that the flat of the chisel is on the line and not the beveled side. This is so the cut I make will be perpendicular to the door. If I flip the chisel over, I risk

the beveled side causing an upward tilt in the finished cut by compressing the wood. This is hard to describe without seeing it, but you can try it yourself with

a piece of 2 x 4 in Vise-Grips.

I'm about to remove a chip with the bevel against the door in *Figure 17* and the flat against it in *Figure 18*. It's better



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Figure 19. The top of the pocket only had to go up about $\frac{1}{8}$ ", and for this the author used his Milwaukee band file with a coarse belt.



Figure 20. The author used a spade bit to remove that extra wood all the way to the back of the pocket.

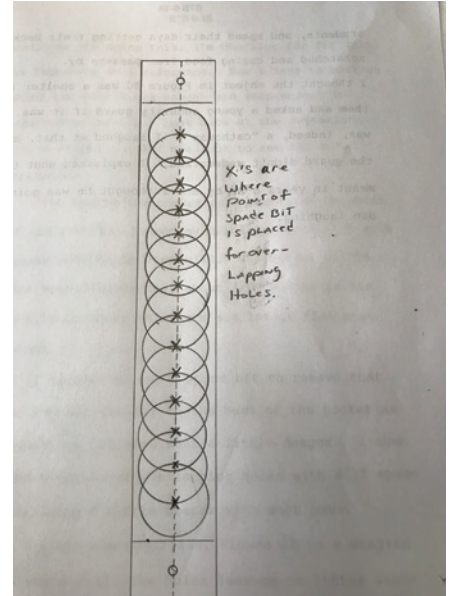


Figure 21. This image is a diagram of how you'd drill the holes, leaving as little waste as possible to chisel away.



Figure 22. The jig is clamped on the door in and fits into the mortise for precise positioning.

to place the chisel as in *Figure 17* because this will allow you to take off thin layers of wood if you need to. If you use a chisel positioned as in *Figure 18*, it will tend to dig deeper into the wood than you need it to.

A good guideline is this: If you want to remove a lot of wood, use the flat side

against the wood; if you want to remove thin layers, lay the bevel against the wood. This will allow you to make a flat-bottomed, smooth mortise.

If your chisel gets dull and you want to sharpen it, keep the flat side flat; never grind a beveled edge on the flat side. If you do, you're turning a precision tool into a meat cleaver. Finally, cool the blade and use gentle pressure to prevent it from turning blue. If it does, you've softened the steel and it's not likely to hold an edge very long.

Back to the job. Let me clarify something before I go on. So there's no misunderstanding, for this article the "mortise" I'm referring to is as high and wide as a mortise lock faceplate and is deep enough that the chassis will screw into it and allow the faceplate to be flush on the door. The "pocket," for this article, is the deepest part of the mortise, between the two mounting points for the chassis.

I cut the mortise along upper, lower and vertical lines I drew and chiseled out the waste wood. As I'm doing this, I'm checking for fit using the faceplate

as a reference. Now I have to work on making the pocket big and deep enough to receive the chassis. Look back at the comparison picture of the old and new locks to see the size difference.

The top of the pocket only had to go up about $\frac{1}{8}$ ", and for this I used my Milwaukee band file with a coarse belt (*Figure 19*). The bottom of the pocket needed to go down about $\frac{3}{4}$ ", and while the band file could do it, there's a lot of fine dust involved.

I decided to use a spade bit to remove that extra wood all the way to the back of the pocket as in *Figure 20*, and then went a little deeper. I then drilled a series of overlapping holes with a 1" spade bit, drilling a little deeper with each pass.

For the new guys/gals, *Figure 21* is a diagram of how you'd drill the holes, leaving as little waste as possible to chisel away. This is done in steps — maybe a $\frac{1}{4}$ " deep each step — going up and down the pocket. You could drill a 4-foot-deep mortise this way. It takes time, and it's a lot easier with a mortising jig instead, but it gets the job done.

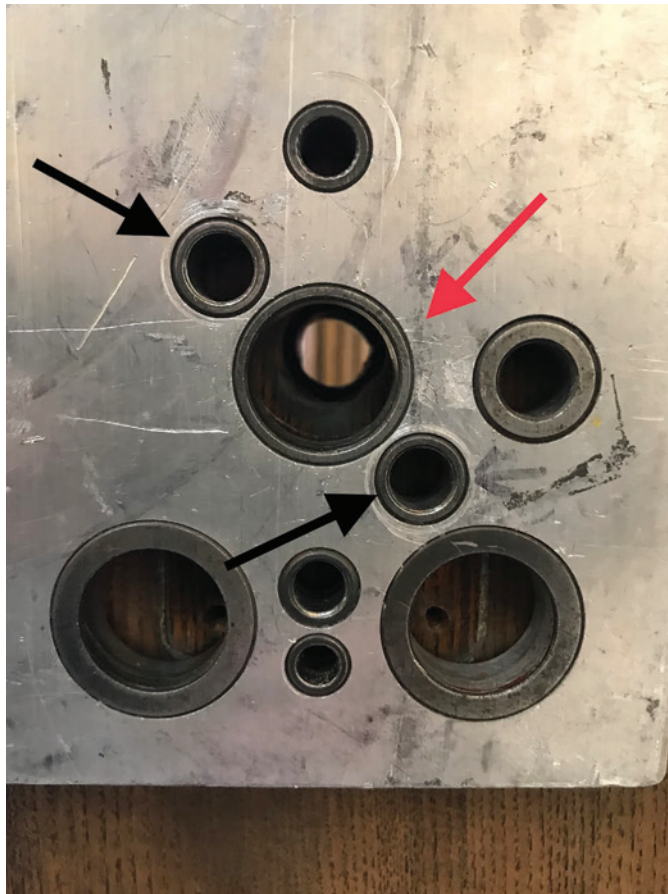


Figure 23. This photo shows the utility of the jig. The author needed to drill new holes at the two black arrows. The red arrow points to the existing hole that is too small and off center and needs to be enlarged.

Once the pocket is cut to the appropriate depth, it's time to use my Best jig to drill the necessary holes through the door. The jig, shown clamped on the door in *Figure 22*, fits into the mortise for precise positioning. If I were to reverse the piece on the edge of the door, the jig could be used for a cylindrical prep as well.

Take note of the needle-nose pliers (green arrow) in the curious position. This jig is intended for doors that are from 1¾" to possibly 2" wide. The door I was working on was 2¼" inch thick, so the thumbturn screw (yellow arrow) wouldn't reach the other side of the jig. I used the pliers as a shim to make up the difference.

Figure 23 shows the utility of the jig. I needed to drill new holes at the two black arrows, but take a look inside the jig at the hole the red arrow points to. The existing hole is too small and off center and needs to be enlarged. The jig makes this easy because a hole saw fits through the jig to do it. Can you do it without the jig? Sure, but it's much simpler with it.

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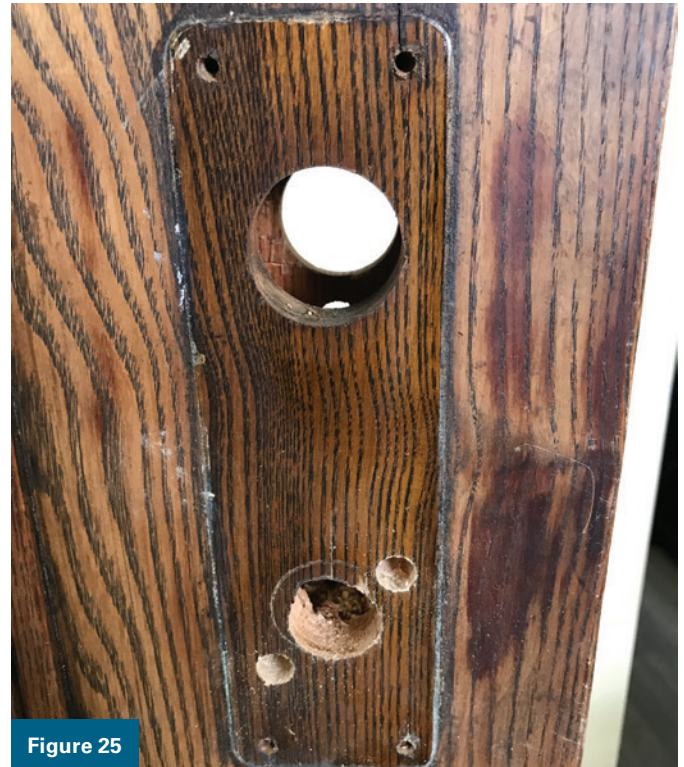
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Figures 24 and 25. These images show the completed holes drilled — with the jig — on the inside and outside of the door. The black arrow on the inside points to the hole for the thumbturn.



Figure 26. Shown are two versions of a plate that is used with the lock. The one on the right has a stud (with the black arrow) that passes through the door from the outside. On the left is the same plate without the stud.



Figure 27. The author is using the template he made, which saves him from drawing lines to mark for the hole.



Figure 28



Figure 29

Figures 28 and 29. These photos show alumni artwork around the campus (the first one is made of shovels).

Figures 24 and 25 show the completed holes drilled — with the jig — on the inside and outside of the door. The black arrow on the inside points to the hole for the thumbturn. There's one more hole to drill that can't be drilled with the jig.

In Figure 26 are two versions of a plate that is used with the lock. The one on the right has a stud (with the black arrow) that passes through the door from the outside. This stud receives a machine screw that goes through the top of the inside trim to hold it steady on the door.

This is done because without the screw at the top, the only thing holding the trim in place would be the spring cage, through which the spindle for the lever passes. This isn't an issue for the outside trim because the spring cage at the bottom and the cylinder at the top pass through the trim and hold it in place.

On the left side, you can see the same plate without the stud. I had an extra one of these plates, so I ground off the stud and made it into the template you see

here. Having this saves me from drawing lines to mark for the hole.

Figure 27 shows how I use it. Once the mortise pocket is finished, I install the chassis. The spring cage also has two threaded studs that pass through the door, the plate and chassis from the outside. You can see that the spring cage holds the template exactly where it needs to be for me to mark it. It's a simple matter to flip the cage over to mark the inside.

If this were television, this would be the point when "To Be Continued" would flash on the screen. As I installed the rest of the lock, I realized that some of the parts were too short for a 2¼" door. Apparently, this was overlooked when it was ordered, and I didn't catch it at the beginning.

Because the doors didn't lock at all when I got there, I had a little leeway with the customer. I was able to finesse it so the door would lock and function normally until I could get the right parts and return. I don't take any pictures at this stage, but you'll see them next month.

Parting Shot



Figure 30. There are a number of feral cats that live on the campus. They are quite popular with staff and students and spend their days getting their backs scratched and caching food from passersby.

I thought the object in this photo was a shelter for them and asked a young security guard if it was. It was, indeed, a "cathouse." I laughed at that, and the guard didn't understand. I explained what that meant in years gone by, and I thought he was going to die laughing.

As of this writing, I've received the parts, and I'm going back tomorrow.

On that note, Figures 28 and 29 are two shots of some of the nifty alumni artwork scattered around the campus. The first one is made of shovels. The second one is a "desk" that only Rube Goldberg the cartoonist could have imagined. The sign on it warns against sitting in this contraption. ☺



Tony Wiersielis, CPL, CFDI, has more than a quarter century of experience and has worked in most phases of the trade throughout the New York metropolitan area. He was named *Keynotes* Author of the Year for 2016.



ALOA 2018

Automotive Focus at ALOA 2018

Jim Hancock, CML, CMST, provides an update on changes to ALOA's automotive education program.

IF YOU ARE AN AUTOMOTIVE LOCKSMITH SPECIALIST OR A RESIDENTIAL/commercial locksmith that also does some auto work, ALOA 2018 in National Harbor, MD, is the place to be. A couple of years ago, ALOA Education made a commitment to re-evaluate, update and expand our automotive training and to create credentialing that would confirm the vast knowledge needed to be an automotive locksmith on any level.

Newer classes were developed and created so they could be updated every year as the auto industry dictated, based on their changes. This year, in National Harbor, there is a full week of auto-related classes, from entry-level through advanced. As promised, if you took one of these classes two years ago or even last year, it will be a different class this year, as each class has changed along with the auto industry.

We are also in the development process on a few automotive classes to add for the upcoming year and hope to have two or three new classes to unveil at ALOA 2019. At this year's Security Expo, there will be mini educational sessions and new products on the show floor in our ALOA Tech Pavilion. These will be conducted by ALOA ACE

Automotive Classes at ALOA 2018

- Auto Essentials
- Intermediate Domestic Auto
- Intermediate Foreign Auto
- Auto Advanced
- Auto Forensic Case Management Procedures
- EEPROM and MCU Fundamentals
- STRATTEC Automotive Lock Pinning and Update

automotive instructors and will be free to anyone on the show floor at the time.

The credentialing for the automotive locksmith has also undergone changes. The Certified Automotive Locksmith (CAL) exam has been modified to test the knowledge needed to work on today's automobiles. The exam covers a period of about 10 years of vehicles, which makes it more relevant to current auto specialists. The new Certified Master Automotive Locksmith (CMAL) exam covers some of that same information as far as the era but also includes questions that only the truly seasoned or well experienced technician would know. As with the classes, the testing has been a very fluid document and has changed and evolved over the past two years.

So whether you eat and sleep automotive locksmithing or it's just another set of skills in your locksmith repertoire, make your way to ALOA 2018 in National Harbor, MD, July 8 – 14 and be a part of the growth of the ALOA automotive program. ☺



Jim Hancock, CML, CMST, is ALOA's education manager. You can reach him at jim@aloe.org or (214) 819-9733.



ALOA

ALOA Security Professionals Association, Inc.

Membership Application

CANDIDATE PLEASE TYPE OR PRINT

Name: ☐ Mr. ☐ Mrs. ☐ Ms. First _____ Last _____ MI _____ Designation _____

Business Name _____

Mailing Address _____

City _____ State _____ Zip Code _____ Country _____

Work Phone _____ Home Phone _____ Fax _____

Email Address _____ Website _____

Date of Birth (required) _____ Place of Birth _____ Social Security # (required) _____

US Citizen? ☐ Yes ☐ No If No, citizen of what country? _____

ALOA occasionally makes its members' addresses (excluding phone numbers and email addresses) available to vendors who provide products and services to the industry. If you prefer not to be included in these lists, please check here: ☐

PROFESSIONAL INFORMATION

Please check the description that best describes you (check all that apply)

- | | | |
|--|--|---|
| <input type="checkbox"/> Locksmith Owner | <input type="checkbox"/> Automotive | <input type="checkbox"/> Employee Technician |
| <input type="checkbox"/> Electronic Security | <input type="checkbox"/> Security Professional | <input type="checkbox"/> Mechanical Door Locks & Hardware |
| <input type="checkbox"/> Institutional | <input type="checkbox"/> Safes | <input type="checkbox"/> Investigative |
| <input type="checkbox"/> Other _____ | | |

Are you licensed to perform Locksmith/Access Control work in your state? ☐ Yes ☐ No If Yes, License # _____

Business License # _____ EIN # _____

Any other license held by applicant (Contractors Lic., Low Voltage) _____

Any other states you do business in and licenses held in those states _____

List all phone numbers used by your company/companies: _____

Number of Employees _____ ☐ Store Front Business ☐ Mobile Only

How did you learn locksmithing/access control? _____

How long have you worked in the locksmithing/security industry? _____

ALOA member Sponsor Name/Who introduced you to ALOA?

Sponsor Name (Required) _____ ALOA Number _____ Years known _____

Have you ever been a member of ALOA before? ☐ Yes ☐ No If Yes, when? _____ ID #, if known _____

Are you a member of any local locksmith association? ☐ Yes ☐ No If Yes, name of association: _____

Give the names and phone numbers of two industry-related references:

Name _____ Company _____ Phone Number _____

Name _____ Company _____ Phone Number _____

IMPORTANT: Have you ever been convicted of a felony? ☐ Yes ☐ No If yes, please give details on a separate sheet.

All convictions are reported to the Advisory Committee for review.

A routine background check is performed on all new applicants, unless you live in a State in which passing a background check is a part of the licensing requirements. Non-US citizen background checks are required. If you live in a country that does not allow third party background checks, you will be required to submit an authentic report upon request (no copies/duplicates allowed) before final membership approval can be granted. A copy of your business permit/license, license number, business card, company letterhead or suitable proof of employment in the locksmith/access control business must accompany application.

TYPES OF MEMBERSHIP AND REQUIREMENTS

Check only one box from the categories listed below:

Active Membership

Persons actively engaged in the locksmith/access control industry for a minimum of two years and have achieved one of ALOA's recognized program designations.

<input type="checkbox"/> US and US Territories	\$242	<input type="checkbox"/> I elect to Go Green	\$222
<input type="checkbox"/> International	\$260	<input type="checkbox"/> I elect to Go Green	\$190

International Association of Investigative Locksmiths Membership

Must be an ALOA Member in order to join the IAIL.

<input type="checkbox"/> US and US Territories	\$50
--	------

Probationary Membership

Persons undergoing training to qualify as an Active member, who have not received one of ALOA's recognized program designations. No person shall be a probationary member for more than three years.

<input type="checkbox"/> US and US Territories	\$242	<input type="checkbox"/> I elect to Go Green	\$222
<input type="checkbox"/> International	\$260	<input type="checkbox"/> I elect to Go Green	\$190

Probationary Membership – No Sponsorship Required

Persons undergoing training that are new to the industry and do not know any Active member for sponsorship. Probationary period extended from 90 days to one (1) year. Probationary status lifted if sponsor acquired within year. Must obtain license if residing in State requiring licensure. A second background check will be performed by ALOA after 2 years of the 3 year maximum term. Any violation of ALOA Code of Ethics during probationary period will result in immediate termination of membership.

<input type="checkbox"/> US and US Territories	\$242	<input type="checkbox"/> I elect to Go Green	\$222
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Allied Membership

Persons whose position in the locksmith/access control industry relates to locksmiths, and cannot qualify for any other class of membership.

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<input type="checkbox"/> International	\$260	<input type="checkbox"/> I elect to Go Green	\$190

Note: Your application will be processed with a 90 day waiting period.

Any institutional locksmith not using his/her work address must submit a letter from employer stating that you are an institutional locksmith.

DUES AND FEES

An application fee and the appropriate dues must accompany the application in order for processing to begin.

Application Fees Schedule:

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Canada, Denmark, Ecuador, New Zealand	\$160
Australia, Bahamas, Barbados, Belgium, Belize, Bermuda, China, France, Haiti, Philippines, UK	\$210
Israel, Korea, Papua New Guinea, Saudi Arabia, United Arab Emirates	\$360

Applicants from countries not listed must submit background check and report from local Law Enforcement with application.

FINAL CHECKLIST

<input type="checkbox"/> Required Proof of Employment in Industry	_____
<input type="checkbox"/> Annual Dues Amount	_____
<input type="checkbox"/> Application Fee	_____
Total Amount Due	_____

METHOD OF PAYMENT

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Signature _____ Date _____

I understand and consent that in the course of reviewing this application ALOA may review publically available information for the purpose of verifying the information submitted and do a background check.

I certify that all statements are true and, if accepted as a member, I agree to abide by the rules, regulations, and Bylaws of ALOA, and further agree to adopt the Code of Ethics of ALOA as my own, and adhere to it to the best of my ability. Should my membership be discontinued, I agree to return my membership card and cease use of all ALOA insignia.

Signature _____ Date Signed _____

Dues, Contributions, Gifts are not deductible as charitable contributions for Federal income tax purposes. Dues payments are deductible as an ordinary and necessary business expense. However, please note that the Legislative Assessment Fee and donations made to the Legislative Action Network ARE NOT deductible as a charitable gift or business expense.

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Classified advertising space is provided free of charge to ALOA members and for a fee of \$3 per word with a \$100 minimum for nonmembers. Classified ads may be used to advertise used merchandise and overstocked items for sale, "wanted to buy" items, business opportunities, employment opportunities/positions wanted and the like. Members or nonmembers wishing to advertise services or new merchandise for sale may purchase a "Commercial Classified Ad" for a fee of \$4 per word with a minimum of \$100.

Each ad will run for three consecutive issues. For blind boxes, there is a \$10 charge for members and nonmembers. All ads must be submitted in a word document format and emails to adsales@aloea.org by the 15th of the month two months prior to issue date. ALOA reserves the right to refuse any classified advertisement that it deems inappropriate according to the stated purpose of the classified advertising section.



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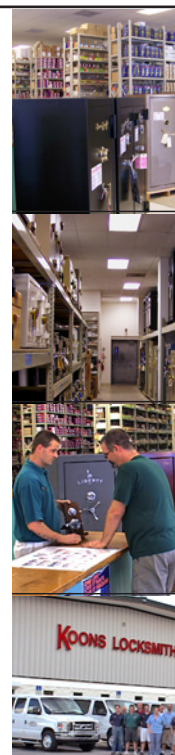
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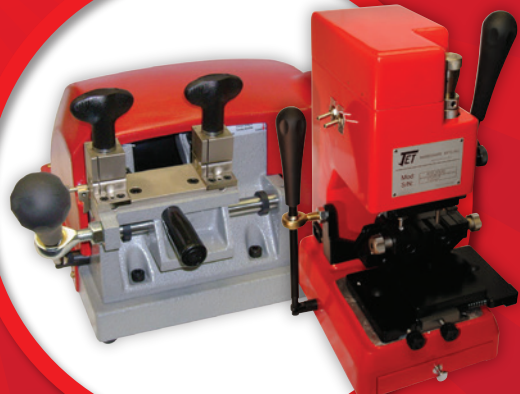


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