It’s Time for AAPEX and Industry Week in Las Vegas!

Fall will be on us quicker than you can say "pumpkin spice latte," and besides college football every Saturday, it also means it’s time for AAPEX.

ACDelco will be back at booth #4609 for the 2018 Automotive Aftermarket Products Expo, Oct. 30-Nov. 1, at the Sands Expo Center, in Las Vegas.

The AAPEX show offers a great opportunity to meet with ACDelco representatives about our new, expanded limited warranties, new ACDelco products, trade rebate programs, our PSC program, CONNECTION and more.

We’re also bringing back the popular NFC table this year. It’s a high-tech, interactive way to experience ACDelco parts with 3D-printed components and all the related product information. It’s an experience you won’t want to miss. Finally, many of the licensed tools and other licensed products offered at acdelcoshop.com will also be on hand in the display.

ACDelco has more than ever to share about our great products, new limited warranty program, our revised PSC program and more — all intended to help push your business into overdrive. Make sure to stop in. We look forward to seeing you in Vegas!
ACDelco’s Q4 Trade Rebate Program Focuses on Batteries, Ignition and Emission, and Rotating Electrical

Independent Service Centers and Body Shops can earn up to $670 in mail-in rebates for purchasing qualified ACDelco parts through Dec. 31, 2018.

Each of these part rebates have a rebate redemption limit of 15 per participating shop:
• GM OE starter or alternator – $15
• ACDelco Professional starter or alternator – $10
• ACDelco or GM OE Professional ignition coil – $10
• GM OE window switch – $5
• GM OE fuel injector – $10
• GM OE oxygen sensor – $10
• ACDelco Professional battery – $3

Rebates will be paid in the form of a General Motors Parts Rebates Visa® Prepaid Card™ and will include the total amount of accumulated approved rebates earned during the rebate period.

ACDelco $10 Spark Plug Wire Set Consumer Rebate

For a limited time, consumers can receive a $10 mail-in rebate on the purchase of an ACDelco Spark Plug Wire Set.

The offers runs from Sept. 1-Oct. 31, 2018 and the rebates are fulfilled in the form of a Visa® Prepaid Card™ (allow 6-8 weeks for delivery). See acdelco.com or gmpartsrebates.com for details and rebate forms, which must be postmarked by Nov. 30, 2018. The offer is open to retail customers with a U.S. mailing address only (limit two rebates per mailing address). Installation is not required.

You can increase awareness on these rebates for your customers by logging in to your acdelco.com/store account to locate marketing materials. Ask your distributor or ACDelco representative for complete details.

Additionally, the Spark Plug Wire Set is stackable with ACDelco’s popular Spark Plug Rebate, which runs through Dec. 31, 2018, meaning customers can obtain mail-in rebates for the select plugs and wires when purchasing the parts for a complete tune-up. A minimum of four spark plugs must be purchased and a maximum of 16 is allowed per mailing address - for a total of $48 in potential rebates. Again, see acdelco.com or gmpartsrebates.com for details and rebate forms.

See gmpartsrebates.com for complete details, eligible parts and rebate form, which must be postmarked by Jan. 15, 2019. Available only to Independent Service Centers or body shops with a U.S. mailing address. Limit 15 rebates per part per business. Not available with some other offers. Allow 6 to 8 weeks from promotion end date for delivery of debit card. Debit cards will be issued in the business name. Offer ends Dec. 31, 2018.

Visit gmpartsrebates.com to create your account and submit your rebates online; or visit acdelco.com/for-professionals/trade-offers-promotions.html for more information.

ACDelco Promotions Offer Valuable Incentives for Your Customers and Your Shop

ACDelco strives to offer great value for your customers and your business. In addition to quality parts and support from them, ACDelco offers many value-enhancing promotions throughout the year to give you and your customers more reasons to invest in our parts.

For your customers, mail-in rebates such as the ACDelco Wire Set Rebate and Spark Plug Rebate can enhance value, while our Trade Rebate and CONNECTION Underhood promotions incentivize your business to choose ACDelco parts on all your repairs.

Your ACDelco parts distributor and ACDelco representative have all the details on the latest installer promotions and consumer promotions. Ask them about all the opportunities you can leverage to offer you and your customers greater value — and look to every issue of ACDelco Insider for news on the latest promotions.

Oil Filter Consolidation

In response to an evolving change by vehicle manufacturers, some ACDelco oil filters are being consolidated. They are a larger, 3-5/8-inch size design that has not been employed by vehicle manufacturers for many model years. They are being replaced by a smaller, 3-inch design that mimics the form and function of the predecessors. There is no change to performance for all vehicles covered by these filters. See the accompanying chart for a list of the consolidated filters.
PRODUCT SPOTLIGHT: Batteries, Ignition and Emission, and Rotating Electrical

With AC Delco's Q4 Trade Rebate Program focusing on batteries, ignition and emission, and rotating electrical parts, it's a good time to review the product highlights of these important components.

Remind your customers that GM OE parts are exact replacements for the original parts on their GM vehicle and that AC Delco components are designed to match GM OE performance, regardless of the make or model.

They offer the performance you and your customers expect; and most of the parts are backed by AC Delco's new 24-month/ unlimited-mile limited warranty. It offers coverage on the majority of our Genuine GM Parts and AC Delco service replacement parts.

AC Delco Professional New Starters and Alternators
AC Delco Professional New starters and alternators are computer tested for voltage stability, terminal function and electronic circuit board integrity, while starters are tested for solenoid contact life, coil balance and pull strength. The drive gears and clutches are also assembled to tight specifications for peace of mind. Additional features:

- All-new components
- Dimensions, key mounting surfaces and contact points gauged and measured to help ensure a proper fit
- Key components greased to enhance longevity in harsh conditions
- 100 percent end-of-life tested
- 550+ SKU
- No core charge

AC Delco Professional Reman Starters and Alternators
AC Delco Professional reman starters have bronze sintered, oil-impregnated bushings and the solenoid contacts have copper terminals and plated hardware, while AC Delco reman alternators use high-quality bearings with high-temp lube and double-lipped rubber seals; and the rotors and stators are electronically tested and sealed with secondary insulating coating. Additional features:

- All new brushes on all starters and alternators
- All new solenoids on many applications
- All new solenoid contacts and armature support bushings on all starters
- New regulators on many applications
- New bearings on all alternators.

AC Delco's Professional reman diesel fuel injectors offer excellent quality and are remanufactured in a TS16949- and ISO4001-certified facility. Chrome-plated control valve seats match the original equipment design and key assemblies are 100-percent replaced and never reused. All remaining components are completely disassembled, cleaned and tested to specifications.

AC Delco Professional Series Batteries
AC Delco Professional Series Automotive Batteries are the recommended choice when a replacement battery is needed. Available in 42, 36, 30, and 18 month free replacement limited warranty periods, these batteries meet many Original Equipment specifications. Backed by an outstanding limited warranty, AC Delco Professional Series batteries are the choice for you and your customers. Additional features:

- Maintenance-free.
- 100-percent pressure-tested against leaks.
- Manufactured to resist corrosion.
- Optimal blend of cold cranking amps and reserve capacity to help meet the electrical loads of today's vehicles.

AC Delco's Professional Reman Diesel Fuel Injectors

VOLTAGE REGULATORS:
- Built as the ideal replacement part for GM equipment and delivers needed system voltage.
- Outstanding radio noise suppression for maximum performance.
- Provides proper fit, form and function to match the original manufacturer specifications.

GM OE IGNITION COILS
An AC Delco GM Original Equipment Ignition Coil is a GM-recommended replacement part for GM vehicle's original component and undergoes stringent testing to meet General Motors specifications. It maximizes electrical system voltage to help ignite the air/fuel mixture. Additional features:

- Pure copper windings for durability and to help provide resistance to internal shorts and dielectric breakdown.
- Because the number and shape of the laminations determine the output characteristics of an ignition coil, AC Delco ensures that the silicone steel plates surrounding the coil correctly match the original part size and number.
- Since steel laminations work best when they are new, shiny and clean, AC Delco laminations are coated to help resist corrosion and many feature added molded plastic protection.

GM OE DIESEL AND GAS FUEL INJECTORS

From AC Delco, GM OE fuel injectors are the same as the original equipment parts and manufactured to provide the same performance, durability, and service life as the originals.

SWITCHES, SENSORS AND RELAYS:
AC Delco offers a variety of switches, including door lock, turn signal, ignition, trunk and windshield wiper switches, for most GM vehicles on the road today.

- High quality switches, sensors and relays help keep the engine running at optimal efficiency while operating at peak performance.
- Proper fit, form and function.

Continued on next page...
New 7.2kW Charging System for 2019 Chevrolet Volt

A new 7.2 kW charging system on the 2019 Chevrolet Volt cuts recharging time nearly in half by adding about twice the all-electric driving range per hour of charge.

The system headlines a number of additional enhancements for the 2019 Volt and increases the vehicle’s all-electric utility for owners who take advantage of “opportunities charging,” or plugging in around town to top off the battery charge.

“With about twice the range added during 240V Level 2 charging sessions, the 2019 Volt’s 7.2 kW system makes opportunity charging more worthwhile,” said Jesse Ortega, chief engineer, Chevrolet Electric Vehicles. “It effectively extends the vehicle’s all-electric driving range, while providing about twice the range for the money when plugging in at public facilities that charge by the hour.”

With the new 7.2 kW system, a complete recharge can be achieved in as little as 2.3 hours with a 240-volt outlet and supporting hardware. The new system is standard on the 2019 Volt Premier model and available on the LT trim. A 3.6 kW charger is standard on the Volt LT.

The new charging system complements the Volt’s extended-range electric propulsion system, which with a full tank of gas and a full charge offers an EPA-estimated 53 miles of pure EV range and 106 MPGe, or gasoline equivalent. When the Volt’s battery runs low, a gas-powered generator kicks in to extend the driving range to a total of 420 miles (675 km) on a full tank.

New Seminar Looks At Hybrid Vehicle Maintenance

With more hybrid vehicles filling today’s roads and highways, understanding the unique maintenance needs that these vehicles require will go a long way for technicians who service them.

To help accomplish that, ACDelco has introduced the new Hybrid Vehicle Maintenance Procedures (SAP0101SM) seminar. The course provides an overview of hybrid vehicles, their serviceable maintenance-related components and systems as well as proper safety procedures.

Upon completion of the training, participants will be able to:
- Identify the various hybrid vehicle configurations and their operation.
- Understand the different hybrid electric vehicle system configurations.
- Know the key maintenance needs and safety procedures related to Hybrid Electric Vehicles (HEVs).

HYBRID OVERVIEW

Course participants will look at the three basic hybrid vehicle configurations:

- Hybrid Electric Vehicles (HEVs) are equipped with two available power sources: an internal combustion engine (ICE) and an electric motor/generator — the latter used primarily during low-speed, low-demand situations. A Plug-in Hybrid (PHEV) employs essentially the same equipment as an HEV but can be recharged when plugged into an external source, such as an electric grid. Battery Electric Vehicles (BEVs), on the other hand, have no ICE, utilizing only battery power for propulsion, but they require regular charging by the owner. In addition, BEVs eliminate all fuel-related components, including the fuel tank and evaporative emissions system.

Participants will also look at the HEV’s regenerative braking system, which captures kinetic energy from the vehicle and converts it to electrical energy that is stored in a high-voltage (HV) battery. The motor-generator is driven by the wheels of the vehicle, which aids in slowing the vehicle along with the friction brakes. And while regenerative braking reduces brake wear by helping to slow the vehicle when needed, its brake components still require inspection, cleaning and lubrication at regular intervals. Moreover, servicing an HEV’s brakes can involve extra steps. Before working on the friction brakes in some vehicles, the brake module must be disabled to prevent a self-test, even when the ignition key is in the Off position. To disable the system (before beginning brake work), remove the fuses identified in service procedures.

As for engine maintenance, the seminar covers a range of topics, from the components that HEVs employ in their engine cooling systems (including electrically operated valves, pumps and heaters) to the necessary shutdown procedures that are required for an ICE when conducting filter maintenance. And because the ICE doesn’t run continually in hybrid vehicles, it impacts oil change intervals, which are examined as well.

HV ELECTRICAL SYSTEM

The HEV’s high-voltage electrical system is also highlighted along with its key components and the procedure involved in disconnecting it if necessary. In addition, the function of HV batteries is covered, including how they can be either air- or liquid-cooled. Participants will also learn how to properly service battery cooling systems, including checking their coolant and inspecting for debris in the ducts that could hinder cooling performance.

Of course, servicing HEVs requires certain safety precautions, including wearing the correct safety gloves and glasses, as well as using properly rated and inspected meters, leads and testing equipment. Technicians will also learn the importance of maintaining a secure work environment and how to follow HEV-specific safety procedures, such as using only one hand when dealing with HV connections (to avoid creating a potential current path through the body), keeping the floors dry and placing cones around the vehicle being serviced.

New Professional A/C System Rapid Seal Kits

ACDelco introduces new Professional A/C System Rapid Seal Kits. These premium aftermarket replacement seals and gaskets are a great alternative to the traditional box of standard seals.

Each kit has all the A/C seals and gaskets needed for a specific vehicle, reducing the time technicians spend searching for the right part and offering a simple solution for servicing multiple GM applications with fewer part numbers, when compared to individual seals.

The kits come with applicable O-rings and/or sealing-style washers and are available for 97 percent of GM applications from 1975 to 2017. Ask your distributor or ACDelco representative for more details and a complete list of kit applications.
New Seminar Examines Ride and Handling Concerns

As the foundation of an automobile, the chassis plays a critical role when it comes to a vehicle’s ride and handling qualities.

To help technicians gain a better understanding of the chassis’ components and functions, and how to address related concerns, ACDelco has introduced the new Chassis Dynamics seminar (SS50101SM).

Participants will explore the symptoms and corrective actions needed to solve ride and handling problems, with a special focus on topics such as:
- Electronic ride control systems
- Conventional steering and suspension systems
- Alignment geometry.

TYING IT ALL TOGETHER

The chassis is the structure that ties the suspension and steering components to the vehicle. And while there are a variety of suspension designs available — Multilink, MacPherson Strut and others — they typically include:
- Ball joints
- Steering linkages
- Shocks and struts
- Springs
- Stabilizer bars.

Symptoms of chassis/suspension-related problems can include everything from noise and pulling to poor ride quality to a variety of suspension designs available — Multilink, MacPherson Strut and others — they typically include:
- Ball joints
- Steering linkages
- Shocks and struts
- Springs
- Stabilizer bars.

A poor (or harsh) ride quality, on the other hand, can stem from overinflated tires or worn or damaged dampers that may seize up and limit suspension travel, transferring harshness to the vehicle body and passenger compartment.

BASIC ALIGNMENT ELEMENTS

When a ride or handling concern arises, technicians should check the vehicle for basic alignment elements that must be correct to ensure proper performance. Those elements include:
- Trim (or “ride”) height: The measured distance from the ground to the frame (or other defined body location). Incorrect trim heights can damage suspension components, cause a vehicle to bottom out over bumps, and produce symptoms similar to wheel alignment problems.
- Camber: The inward or outward tilt of the top of the wheel from a true vertical line that is measured in degrees. Incorrect camber can lead to premature wear of the tires, suspension and steering parts.
- Caster: The angle created by the steering’s pivot point, from the front to the rear of the vehicle. Caster is said to be positive if the angle slopes towards the rear of the vehicle at the top, and negative if the angle slopes towards the front.
- Toe: The difference in distance between the leading edges and trailing edges of the tires. An incorrect toe angle can cause feather edge wear on the tires.

ELECTRONIC CHASSIS SYSTEMS

Course participants will also look at various electronic chassis systems, including those that help control unwanted vehicle movements such as pitch, roll, heave and yaw. The last of which is movement around the vehicle’s vertical axis. Yaw can be mitigated through electronic stability control (ESC) systems, known as “StabiliTrak” on GM models.

Electronic chassis systems help control unwanted vehicle movements, including pitch, roll, heave and yaw.

How does ESC work? It monitors a vehicle’s speed, steering angle and yaw to determine whether the vehicle is traveling in the direction that the driver intends. If it senses a deviation in those inputs, it takes corrective action by applying individual brakes to bring the vehicle back under control.

ESC-related concerns are often accompanied by a warning lamp or a message, such as “Service Suspension System,” that will indicate that a fault has been detected. Here, a diagnostic scan should be performed to retrieve any stored DTCs that can be related to various sensors, actuators or wiring within the system.

RESERVE A SPOT

Contact your ACDelco representative regarding attending a seminar.

Engine Compartment Noise


Customers may bring their vehicle in for a rattle, tick, or knock-type noise. Note that if there are any drivability concerns, they should be addressed prior to the following diagnostic progression.

Take a sound file or video with sound of the noise prior to disassembly. The noise could occur all the time, only under load, or intermittently, depending on the severity. You may find the noise hard to isolate to one area in the engine.

After you have recorded a sound file of the noise, try to isolate it to a general area of the engine. At that point, following the steps below — in order — may help pinpoint the concern.

Perform an injector diagnosis to ensure there are no leaking injectors creating noise due to excessive fuel in one cylinder.
- Perform a GDS2 or AFIT test on the injectors to isolate a leaking injector.
- Replace any out of spec injectors.
- Reevaluate for noise.

Remove the intake manifold and visually inspect for excessive carbon on the intake valve stems and on top of the valve, causing noise.
- If carbon is present, follow the latest version of SI #16-NA-383 to clean the valves or to replace the heads as needed.
- Reevaluate for noise.

Remove the cam cover of the affected bank (both, if needed) to inspect for soft or spongy SHLAS (stationary hydraulic lash adjusters) (Lifters).
- Push down on the rocker end of the SHLA to test for softness or sponginess (right side exhausts are common, but could be any).
- If soft or spongy SHLAS are found, carefully remove the affected head and inspect the oil passages below the head gasket for debris.

If debris is found, inspect the camshaft caps for wear or discoloration due to lack of oil.
- If wear or discoloration is found, replace the cylinder head assembly with camshafts.
- If there is no wear or discoloration, clean the oil passages and replace the head gasket.
- Change the oil and filter.
- Reevaluate the noise concern.

Raise the vehicle while it is running or with an assistant inside.
- With chassis ears or a stethoscope, listen to the right and left side of the engine.
- Once the noise is isolated, or if unable to isolate, remove the piston and rod assemblies from the affected bank(s) to inspect for either a loose rod bushing in the rod or a loose wrist pin in the bushing. Both have been seen. (There should be no metal through the oil for this condition.)
- If this is found, a piston and rod assembly will repair the noise.

For all of the above, engine replacement is not necessary. Perform the repairs for these conditions. Note: If metal is found in the oil or throughout the system, refer to the latest version of PIP5216. Once all of the above inspections and/or diagnostics are completed, if nothing is found as the cause of the noise, engine replacement may be necessary.
Is It Leaking or Seeping?

It is important to be able to identify the differences between what is considered a fluid leak and what is considered seepage. Improper diagnosis may lead to unnecessary component replacement. The following information can help determine if the condition is normal acceptable seepage or a defective component.

LEAKAGE
Leakage is defined as fluid droplets hanging from a component, or fluid that has dripped to another component.

SEEPAGE
Seepage is defined as an oil, film, or dust accumulation on the exterior of the component. Important: Seepage is a normal condition.

Once a leak is identified, determine the cause by performing the following steps:

1. Operate the vehicle until it reaches normal operating temperature.
2. Park the vehicle on a level surface, over a large sheet of paper or other clean surface.
3. Wait 15 minutes.
4. Inspect for drippings.

An example of leakage: A droplet has formed on the end of this stud and the surrounding area is also covered with fluid.

An example of seepage. There is slight staining around this mount, but no droplets have formed and fluid has not dripped onto other components.

Sometimes a seal is worn from constant movement. Anytime a seal is worn, it will almost be obvious if it is leaking or seeping.

Dead Battery, No Crank, No Start

2013–2015 Chevrolet Spark

Some customers may comment on one or more of the following conditions: a dead battery, no crank or no start.

During diagnostics, some technicians may measure a 340 Ma battery draw. This condition may be caused by the rear wiper being blocked or obstructed by an aftermarket fixture (such as a bike rack). If the wiper is cycled on/off, the motor will not sweep to the return position, and as a result, the motor will stay active with the key off.

Remove the rear wiper fuse and confirm that the battery draw is removed. Remove the obstruction, reinstall the fuse, and let the wiper finish its cycle. Also, inform the customer to remove the fixture when not in use and/or do not use the rear wiper with the fixture installed.

Dead Battery, No Crank, No Start

2013–2015 Chevrolet Spark

Some customers may comment on one or more of the following conditions: a dead battery, no crank or no start.

During diagnostics, some technicians may measure a 340 Ma battery draw. This condition may be caused by the rear wiper being blocked or obstructed by an aftermarket fixture (such as a bike rack). If the wiper is cycled on/off, the motor will not sweep to the return position, and as a result, the motor will stay active with the key off.

Remove the rear wiper fuse and confirm that the battery draw is removed. Remove the obstruction, reinstall the fuse, and let the wiper finish its cycle. Also, inform the customer to remove the fixture when not in use and/or do not use the rear wiper with the fixture installed.

2019 Corvette ZR1 Hits the Streets

The 2019 Corvette ZR1 pushes Corvette’s performance legacy with the highest power, greatest track performance and most advanced technology in its production history.

Available as a coupe or a convertible, the ZR1’s aggressive appearance is driven by function, contributing to its distinction as the fastest production Corvette to date.

Equipped with the LT5 6.2L V-8 supercharged engine — which is exclusive to the ZR1 — it is rated at an SAE-certified 755 horsepower and 715 lb-ft. of torque, establishing the new benchmark in performance.

The ZR1 also elevates the Corvette’s track capability with two wind tunnel-honed aerodynamics packages, the Low Wing and the available High Wing, which provides an estimated 950 pounds of downforce.

Seven-speed manual and eight-speed paddle-shift automatic transmissions are available with the LT5, marking the first time an automatic transmission has been offered in a ZR1. In addition, a new four-mode exhaust system provides a range of sound profiles: Track, Sport, Tour and Stealth. Using variable valves, the system can create thunderous performance or a covert ride.

The following performance statistics were achieved with the ZR1 Corvette equipped with the supercharged 6.2L V-8:

- 0-60 mph in 2.85 seconds*
- 212 mph top track speed
- 0-100 mph in 6 seconds

*Based on initial vehicle movement. Test vehicle equipped with eight-speed paddle-shift automatic transmission and ZTK Track Performance Package.

SUPERCHARGER

The supercharger is designed to increase the air pressure and density within the intake manifold. When this air is mixed with the correct amount of fuel, the result is more power from the engine.

The LT5 Roots-type supercharger is a positive displacement pump that consists of two counter-rotating rotors installed into the lower intake manifold housing. The rotors are designed with four lobes and a helical twist. The rotors of the supercharger are designed to run at a minimal clearance — not in contact with each other or the housing — and are timed to each other by a pair of precision spur gears which are pressed onto the rotor shafts. The rotors are supported at each end by self-lubricating non-serviceable bearings. The 11-rib compressor drive belt pulley is pressed onto the input shaft. The input shaft is coupled to the rotor shaft. Both the belt pulley and shaft coupling are serviced as an assembly.

CHARGE AIR COOLER SYSTEM

The charge air cooler (also known as an intercooler) uses conventional coolant in a system that is separate from the engine cooling system. The intercooler system includes two charge air coolers/heat exchangers built into the supercharger cover assembly, three charge air cooler radiators assembled in the front fascia, and two charge air coolant pumps that are plumbed in series. Coolant is pumped through the intercooler cover via four transfer tubes.

Coolant enters through two inlet ports, is directed into and through the two charge air coolers/heat exchangers, and exits through the two outlet ports and pumped back to the charge air cooler radiators. The charge air coolant pumps are wired in parallel. Each pump is protected with a dedicated fuse. The Engine Control Module (ECM) controls the pumps via a single printed circuit board (PCB) relay built into the underhood fuse block. When the engine starts, the ECM grounds the relay control circuit via a solid-state switch called a driver. The energized relay supplies switched battery voltage to the parallel pumps.

ENGINE OIL – DEXOS2®

Engine oils that have been approved by GM as meeting the dexos2® specification are marked with an approved logo. For street use, the LT5 engine uses 0W-40 dexos2®; and for the track, SAE 15W-50 full synthetic engine oil must be used. After track use, it must be changed back to 0W-40 dexos2® for the street.
How to Take ACDelco Training

Go to www.acdelcotraining.com to log in to the ACDelco Learning Management System.

To launch or enroll in courses in your training path, open the home page to view your Training Progress Status Report, select Show Detail, and then click the course number and title to view details on a specific course and to launch or enroll in the course.

To view Instructor-Led Training (ILT) courses (ILTs are full-day and half-day hands-on classroom courses), click Take Training > Catalog > Catalog Search and select Instructor-Led Training under Delivery Type.

To view Virtual Classroom Training (VCT) courses (VCTs are one- to two-hour live online courses), click Take Training > Catalog > Catalog Search and select Virtual Classroom Training under Delivery Type.

Training Schedule

The following ILT courses are currently being scheduled:

<table>
<thead>
<tr>
<th>Course Number</th>
<th>Course Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-BK05-03.01ILT</td>
<td>Electronic Brake and Chassis Controls: Is the vehicle really smarter than the driver?</td>
</tr>
<tr>
<td>S-DS11-02.01ILT</td>
<td>Service Programming - Flash or Pass: Don't pass up potential customers!</td>
</tr>
<tr>
<td>S-DS11-04.01ILT</td>
<td>Scopes, Circuits &amp; Sensors</td>
</tr>
<tr>
<td>S-EL06-05.01ILT</td>
<td>Multiplexed Data Bus Networks</td>
</tr>
<tr>
<td>S-EL06-17.01ILT</td>
<td>Electrical Diagnostics</td>
</tr>
<tr>
<td>S-EP08-06.01ILT</td>
<td>After Combustion Sensors: Is what is in the exhaust making your engine run rough?</td>
</tr>
<tr>
<td>S-EP08-08.02ILT</td>
<td>Evaporative Emissions Controls: Why is there always a code but never a leak we can find?</td>
</tr>
<tr>
<td>S-EP08-10.01ILT</td>
<td>Direct Injection</td>
</tr>
<tr>
<td>S-EP08-81.02ILT</td>
<td>Duramax Diesel Operation and Diagnosis</td>
</tr>
<tr>
<td>S-MT03-01.01ILT</td>
<td>All-Wheel Drive/Four-Wheel Drive</td>
</tr>
</tbody>
</table>

In each profile, you can:

- Confirm the spelling of your name
- Change passwords
- Import ASE test records
- Add your email address to receive ACDelco course enrollment messages and training announcements
- Select preferred training centers in your area (up to three)

Once finished, click Submit to save your changes.