

Service Programming for the Aftermarket Seminar

S-EL06-01.01-SEM

ACDelco

Service Programming for the Aftermarket



The 2007 Chrysler 300C can have up to 30 electronic control modules that are capable of recording over 2,000 Diagnostic Trouble Codes (DTCs). Many of these modules may require reprogramming, or reflashing, with the latest software update if there are performance concerns or if they are replaced.

Flash programming has become an ever-increasing and important part of repairs on most late-model vehicles. GM dealerships, for example, typically average 250,000 vehicle programs a month. For new car dealerships, flash programming is relatively straightforward. But for independent service centers, it can be a difficult challenge keeping up with the explosion of service programming.

The latest ACDelco service seminar, Service Programming for the Aftermarket (S-EL06-01.01-SEM), covers various service programming procedures on a variety of computers — such as the Engine Control Module (ECM) and Body Control Module (BCM) — that manage every electronic task in the vehicle, from power door locks to airbag deployment and crash data.

During the seminar, technicians will learn:

- The differences between module programming and module setup
- Various regulations regarding service programming
- The differences between direct, remote, pass-through and off-board programming
- TIS 2 Web capabilities
- Various service precautions when programming a module
- J2534 programming procedures
- The capabilities of the new Multiple Diagnostic Interface (MDI)

Programming Methods

The seminar reviews the three most common programming methods: direct programming, remote programming, and pass-through programming.

With direct programming, the calibration files are stored in the scan tool and transferred to the vehicle.



Three common programming methods are direct programming, remote programming, and pass-through programming.

The scan tool files can be updated via a PC.

Remote programming requires the scan tool to be connected to the vehicle to request information, and then connecting the scan tool to the PC to upload the correct files. The scan tool

is connected back to the vehicle to transfer the files.

When performing pass-through programming, the scan tool acts as a “pass-through” connection between the vehicle and the PC. The scan tool is connected to the vehicle and the PC at the same time.

OEM Programming

The seminar also covers when it's necessary to program or reflash an electronic control module, such as when directed by a technical service bulletin, replacing a control module or making repairs related to a customer concern.

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How to access calibration information is presented for a number of Original Equipment Manufacturers (OEMs). In addition, OEM-specific programming tools are highlighted. These tools include the Chrysler DRB III, StarSCAN and StarMOBILE; the Ford NGS Tester, NGS Web Flash Kit, and standard computer platforms that will interface with Ford's Vehicle Communication Module (VCM) and Vehicle Measurement Module (VMM); and the Toyota TIS techstream. Scan tool information for many other OEMs and aftermarket manufacturers also is provided.

J2534 Reprogramming

J2534 reprogramming is an SAE-defined communication interface that defines a uniform hardware device that all automakers must support with their vehicle reflashing applications. The J2534 standard was developed to ensure that the aftermarket would be able to keep pace with the need for reprogramming.

In the seminar, keys to successful J2534 reprogramming in the service center are detailed. This requires a high-speed Internet connection, the proper pass-through programming tool and access to manufacturers' websites to download the needed calibrations.

A new programming tool recently introduced by GM that is reviewed in the seminar is the GM Multiple Diagnostic Interface (MDI). It's a compact communication module that transfers data between the network of control modules in a vehicle and a PC in the service center. This pass-through tool allows users to perform programming procedures using software running on a laptop or desktop PC. Using the MDI for programming allows the scan tool to be used for more diagnostic work while offering programming speeds that are between 20-70 percent faster, which helps alleviate battery drain issues.

Learn More

ACDelco offers several training courses covering service programming. Visit acdelcotechconnect.com and click on the Training tab for more information about available ACDelco training.

To attend the Service Programming for the Aftermarket seminar or other service seminars held in your area, contact your local ACDelco distributor.

– Thanks to Mike Militello



GM MDI programming tool

Job Aids Now Online

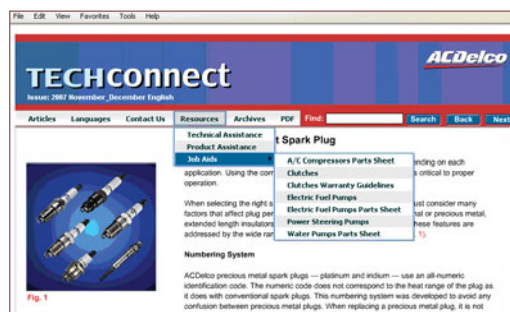
Looking for help with that clutch repair or fuel pump problem? If you know you've seen an ACDelco job aid covering a repair, but can't lay your hands on it now, visit the *TechConnect* Magazine Online website.

Under the Resources tab, we recently added a number of ACDelco job aids that can help with repairs on air conditioning compressors, clutches, fuel pumps, steering pumps, and water pumps.

Each job aid is displayed in a PDF format, so it's easy to view and print.

To visit *TechConnect* Magazine Online, go to acdelcotechconnect.com and click on the Training tab. Log on to the ACDelco LMS and click on Resources. Next, click on the *TechConnect* Magazine Online link.

– Thanks to Dennis Kissack



ACDelco TECHconnect

ACDelco *TechConnect* is published bi-monthly for retail technicians to provide timely service information, increase knowledge and improve the performance of the TSS service center.

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- Click on *TechConnect* Magazine Online

ACDelco service tips are intended for use by professional technicians, not a "do-it-yourselfer." They are written to inform those technicians of conditions that may occur on some vehicles, or to provide information that could assist in the proper service of a vehicle. Properly trained technicians have the equipment, tools, safety instructions and know-how to do a job properly and safely. If a condition is described, it cannot be assumed that the information applies to all vehicles or that all vehicles will have that condition.

All materials and programs described in this magazine are subject to change. Submission of materials implies the right to edit and publish. Inclusion in the publication is not necessarily an endorsement of the individual or the company.

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What's a Hybrid?

What makes a hybrid a hybrid? Is it alternative fuels, alternative powertrains, or any alternative besides an internal combustion engine? The definition of a hybrid vehicle today seems to mean different things to many different people.

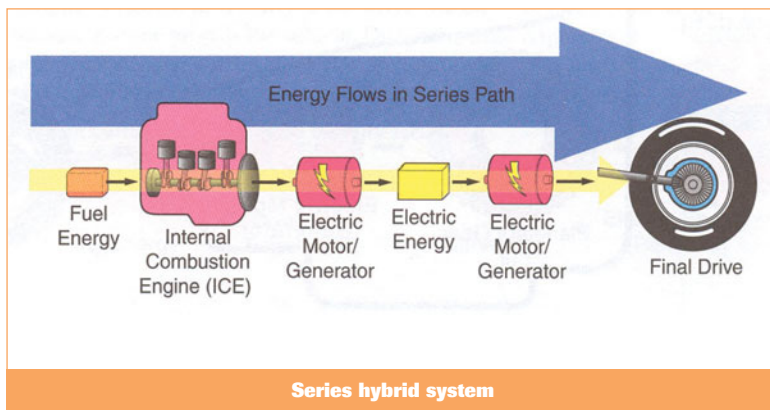
The most common hybrid vehicle on the road is the hybrid electric vehicle (HEV), which combines an energy storage unit, such as a high-voltage battery, and a power unit, usually a gasoline or diesel engine, with a propulsion system that receives input from both systems to propel the vehicle.

But there is much more to it than that, and new systems are being introduced by many manufacturers. To help sort things out, following is a mini hybrid glossary of common hybrid systems, components and other alternative fuel terms.

Hybrid Electric Vehicle (HEV) – Combines an energy storage system (commonly batteries), a power unit (such as an internal combustion engine or fuel cell), and a vehicle propulsion system.

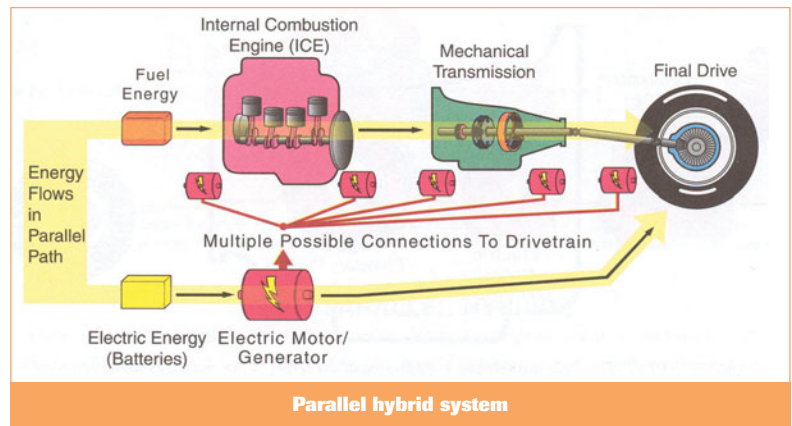
Hybrid propulsion system – Joins two types of propulsion mechanisms so that the advantages of each can be exploited. It generally consists of two energy storage elements (such as a fuel tank and an electric battery) and two energy conversion elements (such as an engine and an electric motor).

Series Hybrid – Propulsion power flows through a single path from the engine to the generator, to the battery, to the electric motor, and to the drive wheels. The engine never directly powers the vehicle; only the electric motor can apply torque to the wheels. Used in large vehicles such as diesel-electric locomotives and non-nuclear submarines.



Parallel Hybrid One-Mode – Propulsion power includes a mechanical connection between the power unit — such as a gasoline or diesel engine — and the vehicle's wheels as well as an electric motor/generator that drives the wheels. The electric motor and the engine can apply torque to the wheels either simultaneously or individually through the one-mode continuously-variable transmission. The power created from the engine is used for highway driving and the power from the electric motor provides acceleration. Used in the Toyota Prius and Ford Escape.

Parallel Hybrid Two-Mode – Features a two-mode, multiple planetary gear set, electronically variable transmission. The two-mode design delivers a low speed range and a high speed/high load range. With two modes, the performance expectations of the vehicle can be met while allowing the



hybrid electrical components to be smaller than that of the one-mode design. Used in the Chevrolet Tahoe and GMC Yukon.

Parallel Hybrid Belted Alternator/Starter (BAS) – Has an engine-mounted electric motor/generator that is driven by an accessory belt used to auto-start the engine after an auto-stop (during which the engine stops) and to charge the battery pack. Only the engine drives the wheels. Used in the Saturn VUE and Chevrolet Malibu.

Auto-Start – The hybrid's electric motor/generator, which is more powerful than a traditional engine-mounted starter, is capable of cranking the engine to its typical idle speed in less than 300 milliseconds. This is used to start the engine without extra fuel after an auto-stop.

Regenerative braking – The process of recovering some of a vehicle's kinetic energy by allowing the wheels to drive a traction motor as a generator, thereby producing electric power that is stored for later use. When the driver brakes, the motor becomes a generator and uses the kinetic energy of the vehicle to generate electricity that can be stored in the battery pack.

Direct Injection (DI) – Fuel is injected directly into the cylinder, as is typical in a diesel engine. Most modern internal combustion engines use port fuel injection (in which the fuel is injected just in front of the cylinder intake valve).

E85 – A mixture of 85% denatured ethanol and 15% gasoline, by volume; an alternative engine fuel.

Fuel flexible (or Flex Fuel) – Ability of a vehicle to operate on a wide range of fuel blends (e.g., blends of gasoline and E85).

Biodiesel – A renewable diesel fuel substitute that can be made by chemically combining a natural oil or fat with an alcohol.

Fuel cell – An electromechanical power unit (no moving parts) that converts the chemical energy of hydrogen and oxygen into electricity without combustion; the only by-product is water. The electricity is then used to power the vehicle.

For more information, visit the U.S. Department of Energy's Energy Efficiency and Renewable Energy website at www1.eere.energy.gov/vehiclesandfuels.

Several training courses on hybrid technology are available through the ACDelco Learning Management System (LMS). Click on the Training tab at acdelcotechconnect.com to log in to the ACDelco LMS.

– Thanks to Steve Falko

Enhancements Make TSS Program Better Than Ever

As simply one of the best in the business, the ACDelco Total Service Support (TSS) program helps independent service centers expand their business while improving profitability and efficiency in all major business areas — from the front counter to the service bay.

Several new features have been added to the TSS program this year. These include:

- ASE Certification Blue Seal Program discount
- UCoat It® epoxy floor system discount
- TSS Scholarship changes

The ACDelco Advantage

With Original Equipment expertise garnered through 100 years of automotive aftermarket experience, ACDelco's globally recognized brand helps deliver outstanding value to TSS service centers. But ACDelco also backs up its reputation with a number of advantages that aftermarket support programs from NAPA, CarQuest and others can't beat.

For example, others charge separate fees for service training. ACDelco has 28 training centers — far more than any other competitor — where extensive, in-depth training is free for all TSS service centers.

The TSS program also has several exclusives not available from any

competitor, such as discounts on service manual information and the GM Vehicle Supplier Discount program.

TSS Program Benefits

Benefits of the TSS program available to service centers include:

- acdelco.com locator listing
- Consumer Assurance warranty program
- Customer Satisfaction Index (CSI) cards
- Enterprise rental car discount
- GE Fleet Preferred Vendor program
- GM Credit Card
- Image materials and signage
- Merchandising, marketing and advertising support from ACDelco
- On-Hold Messaging (American Impact Media)
- UCoat It® Epoxy Floor Coating System discount
- ACDelco Customer Retention System (CRS)
- Business forms discount
- Business management training
- Business websites/newsletters
- Credit card processing discount (Credinet)
- Complimentary subscription to Babcox trade magazines
- Dell Computer discounts

- Direct-mail prospecting program and products (R.J. Conlin)
- GMAC home mortgage and vehicle insurance discounts
- GM restoration parts
- GM Vehicle Supplier Discount program
- Rewards program and merchandising catalog (Exclusively Yours®)
- WISE/WIP eBusiness tools
- Yellow Pages advertising
- ACDelco uniform program (Cintas®)
- ASE discount
- Automotive Service Educational Program (ASEP) technician co-op program
- Bosch Diagnostics
- College scholarship program for TSS technicians & dependents
- Diagnostic Hotline
- GM Service Information (SI) discount
- Online degree program discount
- Service manual discount
- SPX Tools and Equipment discounts
- Technician of the Millennium (TOM) contest
- Technical training and service seminars

An updated TSS benefits kit includes details about all of the enhancements of the TSS program. Look for the updated kit in early February.

— Thanks to Staci Shelton

“Drive to Win” Promotion Winner Takes Home Cobalt SS

Like all great drag races, the ACDelco – Kurt Johnson “Drive to Win” promotion came down to a face-off between two final competitors.

Gordon Born, from Waseca, Minn., who entered the promotion as a consumer through the ACDelco website, and Jim Reiner, a technician at Big Jim's Extreme Automotive in Cedar Rapids, Iowa, had a chance to drive home the top prize — a 2007 Chevrolet Cobalt SS equipped with genuine Chevrolet accessories.

Born was able to claim the victory when his key started the vehicle during pre-race ceremonies at the ACDelco Las Vegas NHRA Nationals. Both contestants were congratulated by Kurt Johnson and Hulk Hogan, grand marshal of the race.

The “Drive to Win” promotion launched at the ACDelco NHRA Gatornationals in Gainesville, Fla., in March and ran

through October 7, 2007, with the grand-prize winner being decided at the ACDelco Las Vegas NHRA Nationals on October 28, 2007. The multifaceted promotion awarded racing trips, scholarships, and prizes in addition to the 2007 Cobalt SS.

— Thanks to Staci Shelton



From left, in ACDelco attire, finalist Jim Reiner, Grand Marshal Hulk Hogan, winner Gordon Born, and NHRA Pro Stock driver Kurt Johnson

2008 TSS Scholarship Program Changes

The demand for well-qualified technicians remains a challenge for service centers. The U.S. Department of Labor predicts the need for automotive service technicians will increase 9-17 percent through 2014.

The TSS Educational Scholarship program offers technicians and dependents of service center owners and employees an opportunity to earn a \$3,000 scholarship to help defray some of the costs of a college degree. Those costs continue to go up, with average college tuition prices up 35 percent from five years ago.

Now in its 10th year, the scholarship program is an exclusive benefit of the TSS program. There are several changes that have been made to the program, including a new administration process and a new application deadline.

Administration

Beginning in 2008, the TSS Educational Scholarship will be

processed through the GM Scholarship Administration Center (GMSAC), which will handle all inquiries and distribution of the scholarship to help increase the efficiency of the selection process and provide quicker turnarounds of scholarship awards. GMSAC also administers the Automotive Youth Educational Systems (AYES) and GM Automotive Service Educational Program (GM ASEP) scholarships.

New Deadline

With the new administration process, the scholarship deadline has changed. The TSS Educational Scholarship deadline has been moved to March 30, 2008. This is in line with other traditional educational scholarships and allows recipients who wish to begin taking classes in the summer to have their scholarship available.

Qualifications

To be considered for the TSS Educational Scholarship, applicants must:

- Be a technician at a TSS service center or a dependent of a TSS service center owner, technician or service writer
- Have a high school diploma or GED
- Be enrolled as a full-time or part-time student at an accredited two- or four-year college, university or vocational school in the fall term of 2008
- Be a citizen of the U.S. or have eligibility to permanently work in the U.S.

A scholarship application and other supporting documents must be properly submitted to be considered. Scholarship winners will be notified in May 2008. Applications can be downloaded at acdeltotechconnect.com. Click on the TSS tab and the Employee Retention link.

For more information, contact the GM Scholarship Administration Center at 1-888-377-5233 or by email at scholarshipinfo@gmsac.com.

— Thanks to Staci Shelton

Rear View Mirror: 2007 Racing Season

The 2007 racing seasons for ACDelco drivers Kurt Johnson and Harold Martin were exciting. Although neither came away with a championship, both drivers ran some great times in a number of races throughout the season.

NHRA

2007 was the first year in the NHRA for the Countdown to the Championship, which broke down the 23-race POWERade Series into three sections: the 17-race countdown to eight drivers, the four-race countdown to four drivers, and the two-race countdown to the championship. In the Pro Stock class, Kurt Johnson finished seventh during the season to qualify for the four-race countdown playoff.

Early in the season, Johnson won the 2007 Checker Schuck's Kragen Nationals in Phoenix, Ariz. The win marked the 13th consecutive year that he has won at least one race — the longest active win streak in Pro Stock and the second longest in the NHRA. Johnson also won the King Demon Crown Pro Stock All-Star race in Joliet, Ill., for the fourth time.

Johnson pulled out all the stops in the final race of the year at the Auto

Club NHRA Finals in Pomona, Calif., after ending up in the sand trap during qualifying when his parachutes failed. The car sustained major damage. The ACDelco team replaced the motor and many other parts, and then borrowed the carbon fiber front end from an ACDelco Cobalt show car in order to run in the final eliminations the next day.

On that last Sunday of the season, Jeg Coughlin, Jr. won his third NHRA Pro Stock championship.

IHRA

In 2007, Harold Martin ran in the IHRA Pro Modified class as well as in several ADRL races. Martin finished 16th in the IHRA Pro Modified standings. The Pro Modified champion was Scott Cannon, Jr.

The IHRA season was a challenge for Martin as his nitrous-injected Grand Am faced a performance disadvantage against competitors' supercharged cars. A rule change this year also had a significant impact on Martin's car. The IHRA mandated that all nitrous cars use a spec fuel. In the past, Martin used his own version of the same fuel. The rule change caused setbacks in terms of performance as



Kurt Johnson's Chevy Cobalt



Harold Martin's Pontiac Grand Am

well as engine wear and required a radical change in the engine program set-up.

New WISEConnect links up with R.O. Writer

ACDelco has recently released WISEConnect, a third eBusiness tool — in addition to WISE and WIP — to more efficiently connect service centers with ACDelco warehouse distributors.

WISEConnect is a web-based parts and labor control interface integrated into the R.O. Writer™ shop management system. It allows users to connect with ACDelco warehouse distributors to order parts as well as configure labor.

Direct Link

With a direct link to ACDelco distributors, service centers that use R.O. Writer are able to check the latest, up-to-date parts inventory and pricing as well as order parts anytime, day or night, from multiple distributor branches. Additional parts information along with recommended and related parts can be viewed, to ensure that the right parts are ordered for a specific repair.

WISEConnect
an ACDelco e-Business Tool

R.O. Writer™

While viewing the parts catalog and ordering parts, WISEConnect enables users to simultaneously look up related labor times.

Fully Integrated

In addition to access to complete parts and labor information, since WISEConnect is fully integrated with R.O. Writer, users can easily add the selected parts and labor costs to an estimate or repair order. This eliminates the need to look up information on one system and then enter the same information into a separate system.

Real-time purchase feedback regarding electronic ACDelco and distributor promotions also is presented immediately on the ACDelco ePromotions dashboard. The dashboard tracks promotional activities and provides users with their purchase history. It's an industry exclusive for WISE, WIP and WISEConnect users.

WISEConnect also is available in French and Spanish versions.

For more information, contact your local ACDelco representative or call the ACDelco eBusiness Help Desk at 1-800-825-5886, option 3. If you are a current R.O. Writer user and would like to activate WISEConnect, call the Help Desk, which will send your shop information to your local ACDelco eBusiness Coordinator to set up your WISEConnect account at the parts distributor.

— Thanks to Steve Sigg

Non-Serviceable Fuel Filters

On many GM vehicles, the fuel filter is non-serviceable (see table). The filter is an integral part of the fuel pump module and fuel pressure regulator assembly. The filter can be serviced only by replacement of the fuel module assembly. This process requires the removal of the fuel tank (one to two hours of labor, depending on the model), plus several hundred dollars in unnecessary parts.

Note: On the Pontiac Vibe and Chevrolet Aveo, the fuel filter is also serviced as part of the fuel pump module. However, on these vehicles, if fuel pump module/fuel filter replacement is required, it is not necessary to remove the fuel tank. There is an access panel beneath the rear seat. When it's removed, the fuel pump module can be removed. Refer to GM Service Information for details.

The vehicle's owner manual outlines the periodic maintenance service required, under the Maintenance 1 and Maintenance 2 guidelines. Routine fuel filter replacement does not appear on either of these schedules.

In the future, due to the increased regulation of evaporative emissions, fuel systems utilizing a non-serviceable filter will become more common as new models are introduced.

— Thanks to David MacGillis

Vehicles with Non-Serviceable Fuel Filters

Chevrolet	
2003-2008	Corvette
2004-2008	Malibu, Silverado*, Tahoe**, Suburban, Avalanche
2004-2007	Malibu MAXX
2005-2008	Uplander
2007-2008	Aveo Notchback (No serviceable filter)
2005-2008	Cobalt\$
2006-2008	Impala
2006-2007	Monte Carlo
2005-2008	Equinox
2005-2008	TrailBlazer
2005-2006	TrailBlazer EXT, SSR
GMC	
2004-2008	Sierra*, Yukon**, Yukon XL
2005-2008	Envoy
2005-2006	Envoy XL
2005	Envoy XUV
2008	Acadia
Pontiac	
2003-2008	Vibe
2005-2006	Montana SV6
2005-2008	Torrent
2005-2008	G5\$
2007-2008	Solstice
2005-2008	G6

Buick	
2005-2007	Terazza
2008	Enclave
2006-2008	Lucerne
2005-2008	LaCrosse
2005-2007	Rainier
Cadillac	
2008	CTS
2006-2008	DTS
2004-08	XLR, Escalade, Escalade EXT, Escalade ESV
HUMMER	
2004-2008	H2
2005-2008	H3
Saab	
2006-2008	9-7X
2003-2008	9-3
Saturn	
2002-2008	VUE
2007-2008	SKY
2005-2007	RELAY
2005-2007	ION
2007-2008	AURA
2008	ASTRA

*2004 V8 only (4.3L uses conventional external filter)
 **2004 RPO L59 uses conventional external filter
 \$RPO NU6 has a serviceable filter but the tank must be removed from the vehicle to service it. The filter is designed to be in place for the "life of the vehicle."

The following technical tips provide repair information about specific conditions on a variety of vehicles. If you have a tough or unusual service repair, the **TSS Technical Assistance Hot Line** can help. Call **1-800-825-5886, prompt #2**, to speak with a technical expert with the latest OEM information.

Wheel Hub Changes

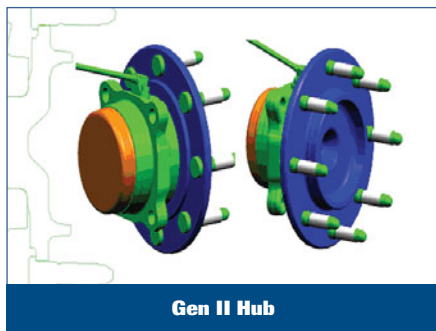
GMT800/900HD (Chevrolet Silverado, Suburban and GMC Sierra, Yukon XL) & HUMMER H2 4x2 and 4x4 models

GM Vehicle Engineering has introduced a new design Gen III front wheel hub for GMT800/900HD & H2 4x2 and 4x4 applications. These applications were previously serviced by separate Gen II 4x2 and 4x4 designs.

Concerns have been expressed by technicians regarding the use of the new supersessions and whether the Gen III hubs will properly fit the vehicles being serviced, especially because of visual and functional differences (splines). ACDelco bulletin #07D-184 has been issued to address these concerns.

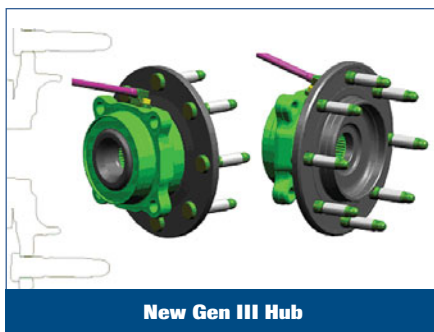
When replacing an older Gen II design 4x2 hub with a new 4x2/4x4 common Gen III hub, it is OK to have a bearing with splines on it for a 4x2 application that previously didn't.

However, the older Gen II design 4x4 hubs should NOT be used on a 4x2 vehicle. The Gen II 4x4 hub relies on the tension of the half shaft joint to hold everything together. The roll form feature on the IB (inboard) side of the new 4x2/4x4 Gen III hub eliminates this concern.



The only hub that is not back serviceable is ACDelco # FW240 (GM # 15719007) for MY 1999-2000 C25 applications. This is due to a different hub flange to bearing flange offset.

Only the new part numbers referenced in ACDelco bulletin #07D-184 are interchangeable between the 4x2 and 4x4 applications with the exception of FW240 (15719007). Under no



circumstances should any other 4x4 hub be used in a 4x2 application.

Refer to ACDelco bulletin #07D-184 for a list of superseded part numbers and applications.

Aftermarket Fuses in GM Vehicles

2008 and prior GM passenger cars and light-duty trucks, including Saturn, HUMMER H2 and H3, and Saab 9-7X

GM has become aware of a fuse recall by Harbor Freight Tools/Storehouse for a variety of aftermarket fuses.

In two cases, these fuses have not provided protection for the wiring system of the vehicles in which they were customer installed. Upon testing the 15 amp version, it was found that the fuse still would not "open" when shorted directly across the battery terminals.

These fuses can be identified by the following:

- Packed in a 120-piece set
- Fuse has a translucent, hard plastic, blue body
- Amperage is stamped into the top of the body

There are not any white painted numbers on the fuse to indicate amperage. There also are not any identifying marks on the fuse to tell who manufacturers it. The fuses are known to be distributed by Harbor Freight Tools, but there may be other marketers and packaging. It's recommended to replace these fuses if found in a customer's vehicle. If wiring overheating is found, check the fuse panel for the presence of this style of fuse.

GM recommends the use of genuine GM fuses to ensure that vehicles are getting the required electrical system protection. Refer to GM bulletin #07-08-45-002 for more information.

Internal Engine Noise or Damage After Oil Filter Replacement

2008 and prior GM passenger cars and trucks, including Saturn, Saab, and HUMMER H2 and H3

Engine damage may be the result of an incorrectly or improperly installed engine oil filter. The best way to avoid oil filter quality concerns is to install the correct ACDelco oil filter.

Oil filter misapplication may cause abnormal engine noise or internal damage. Always use the correct part number when replacing oil filters. Do not rely on physical dimensions alone.

Counterfeit copies of name brand parts have been discovered in some aftermarket parts systems.

Refer to the appropriate Service Information installation instructions when replacing any oil filter, with particular attention paid to the procedures for proper cartridge filter element alignment.

Product Assistance

For assistance and information regarding specific ACDelco products, contact these free information hotlines:

Brakes – 1-888-701-6169 (prompt #1)

Chassis – 1-888-701-6169 (prompt #2)

Clutches – 1-888-725-8625

Lift Supports – 1-800-790-5438

Shocks – 1-877-466-7752

Starters and Alternators –
1-800-228-9672

Steering – 1-866-833-5567

Wiper Blades – 1-800-810-7096

Training UPDATE

ACDelco offers numerous hands-on Instructor-Led Training (ILT) courses at many convenient locations around the country. Following are the ACDelco training locations. Visit the ACDelco Learning Management System (LMS) to check the course schedule and enroll in a course being held near you.

ACDelco Instructor-Led Training Locations	City	State
Western Region		
University of Alaska	Anchorage	AK
Glendale Community College	Glendale	AZ
Antioch Training Center	Antioch	CA
Fresno City College	Fresno	CA
Las Positas Community College	Los Positas	CA
Los Angeles Training Center	Burbank	CA
Southwestern College	Chula Vista	CA
Denver Training Center	Denver	CO
Honolulu Community College	Honolulu	HI
College of Southern Idaho	Twin Falls	ID
MSU - Billings College of Technology	Billings	MT
Technical Vocational Institute	Albuquerque	NM
Community College of Southern Nevada	N. Las Vegas	NV
Truckee Meadows Community College	Reno	NV
Portland Community College	Portland	OR
Weber State University	Salt Lake City	UT
Shoreline Community College	Seattle	WA
South Central Region		
Wichita Area Technical College	Wichita	KS
Longview Community College	Lee's Summit	MO
Ozarks Technical Community College	Springfield	MO
St. Louis Training Center	St. Louis	MO
Hinds Community College Career Center	Raymond	MS
Oklahoma City Community College	Oklahoma City	OK
Austin Community College	Austin	TX
Dallas Training Center	Garland	TX
Del Mar College West Campus	Corpus Christi	TX
San Jacinto College	Pasadena	TX
South Texas Community College CAAT Center	McAllen	TX
St. Philips College	San Antonio	TX
West Texas Training Center	San Angelo	TX
Southeast Region		
Lawson State Community College	Bessemer	AL
Trenholm State Technical College	Montgomery	AL
Florida Community College	Jacksonville	FL
Sarasota County Technical Institute	Sarasota	FL
Seminole Community College	Sanford	FL

ACDelco Instructor-Led Training Locations	City	State
Sheridan Technical College	Hollywood	FL
GM Training Center	Alpharetta	GA
Ivy Tech Community College	Evansville	IN
Central Kentucky Technical College	Lexington	KY
Central Piedmont Community College	Charlotte	NC
Forsyth Technical Community College	Winston Salem	NC
GM Service Tech College	Spring Hill	TN
J Sargeant Reynolds, Western Campus	Goochland	VA
Northeast Region		
GM STC Training Center	Newark	DE
Mass Bay Community College	Ashland	MA
Montgomery College	Rockville	MD
New Hampshire Community College	Laconia	NH
Erie Community College	Orchard Park	NY
GM Training Center	Ardsley	NY
Hudson Valley Community College	Troy	NY
Community College of Allegheny County	Oakdale	PA
Harrisburg Area Community College	Harrisburg	PA
Slippery Rock University	Cranberry Twnshp.	PA
North Central Region		
Des Moines Area Comm College	Ankeny	IA
Iowa Western Community College	Council Bluffs	IA
Chicago Training Center	Hinsdale	IL
Ivy Technical State College	Indianapolis	IN
Delta College	Saginaw	MI
GM Training Center	Warren	MI
Grand Rapids Community College	Grand Rapids	MI
Michigan Technical Education Center	Traverse City	MI
Dunwoody College of Technology	Minneapolis	MN
Minnesota State Community & Technical College	Moorhead	MN
Bismark State College	Bismark	ND
Cincinnati State Community College	Cincinnati	OH
Columbus Automotive Dist Warehouse	Columbus	OH
Cuyahoga Community College	Parma	OH
Sinclair Community College	Dayton	OH
Stark State College - Auto Tech Cntr	N. Canton	OH
South East Technical Institute	Sioux Falls	SD
Fox Valley Technical College	Appleton	WI
Waukesha County Community College	Pewaukee	WI

How to Take ACDelco Training

Go to acdelcotechconnect.com and click on the **Training tab** to log on to the ACDelco Learning Management System (LMS).

- To enroll in an **Instructor-Led Training (ILT)** course, click on the Enrollment link or the Instructor-Led Courses link.
- To launch a **Web-Based Training (WBT)** course, click on the Web-Based Courses link to view the catalog and select a specific course.
- To launch a **TechAssist (TAS)** course, click on the TechAssists link to view the catalog and select a specific course.

New Training

Here are some of the new ACDelco training courses now available via the LMS.

Simulation		Self-Study	
S-AC07-01.01SIM	HVAC System Diagnostic Challenge	S-FN00-06.02WBT	Manual Transmission Clutch
Self-Study		S-FN00-07.02WBT	Emissions
S-FN00-01.02WBT	Alternators/Generators and Starters	S-FN00-08.02WBT	Filters
S-FN00-02.01WBT	SI Overview	S-FN00-10.02WBT	Fuel Systems
S-FN00-02.02WBT	Batteries	S-FN00-11.02WBT	HVAC
S-FN00-03.02WBT	Belts & Hoses	S-FN00-12.02WBT	Ignition
S-FN00-04.02WBT	Brakes	S-FN00-13.02WBT	Engine Cooling System
S-FN00-05.02WBT	Chassis	S-FN00-14.02WBT	Shocks, Struts, Rack and Pinion
		S-FN00-15.02WBT	Spark Plugs

ASE Computer-Based Testing

Convenient...Secure...Instant Test Results

ASE's Most Popular Tests
230 Testing Sites



Winter 2008 Testing

Registration Window: Jan. 10 – Feb. 15
Testing Window: Jan. 17 – Feb. 22



For information visit
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Toll-Free Registration:
1-800-525-6929

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