



Professional Technician's Seminar Series

PTS24: General Motors Driveability Solutions

- This new seminar will help you sharpen your diagnostic skills on GM Engine Control Systems.
- This course uses field developed techniques designed to shorten diagnostic time.
- This approach gives you **more than just book specifications**, (which are frequently wrong) but real numbers **based on actual on the car diagnosis**.

Here's what's included:

This two-night interactive training program covers GM fuel delivery, fuel injection, and throttle controls as well as ignition and emission control. Common failures and field fixes will be demonstrated in a case study format. In addition, the class will contain information on:

- Fuel and Ignition system analysis
- Misfire diagnosis
- Throttle Actuator Control
- Cam Phasing
- An introduction to the GM Hybrid System that runs on 42 volts

These Top Tech Line Topics will be covered:

- When is GM going to introduce a Hybrid? How will I service it?
- What is Cam Phasing and how do I diagnose it?
- The customer says the throttle sticks in the morning. It is controlled by the PCM. How do I fix it?
- I put a new PCM in. Now it won't start and the security light is flashing. What's wrong?
- This engine has the new COP ignition. Is there an easy way to diagnose it?
- What about this new Engine Off Natural Vacuum EVAP system? What does it mean to me?
- The engine misses on #5 when cold. I swapped the coils and plugs but the miss is still there. Now what?
- This truck lacks power. I already replaced the MAF and fuel delivery is OK. What's next?
- First the engine died and wouldn't start. Now it won't even crank! What is wrong?
- Where is the fuel pressure regulator on this 3.8L engine? It's not under the hood and there is no return line.

Sponsored By:

smithauto

Date: May 20th & 21st, 2008

Place: Smith Auto Training Center

(Formerly Decker Auto Supply Training Center)

Time: 5:38 pm until 9:58 pm

Cost: \$129.95

For More Information Contact your Smith Auto Salesman or Call:

225-5020