

JANUARY	FEBRUARY	MARCH
<p>SPECIAL SUPPLEMENT: MAINTENANCE MATTERS WAITING ROOM EDITION</p> <p>Variable Displacement Oil Pumps</p> <p>Why Camshafts Wear Out</p> <p>Gaskets: Nissan VQ V6 Leak Fix</p> <p>EGR Induce Converter Failures</p> <p>Throttle-by-Wire Diagnostics</p> <p>Ford Dual Clutch Powershift Transmission</p> <p>Causes of Spark Plug Fouling</p> <p>Drive Belt NVH Problems</p> <p>Electric Water Pump Problems</p> <p>DEF System Operation</p> <p>TPMS Tech: Chrysler</p> <p>Ad Closing: December 19 Ad Materials Due: December 23</p>	<p>SPECIAL REPORT: OIL & LUBE ADVOCATE</p> <p>Misfire Codes and Driveline Vibrations</p> <p>Measuring Cam Timing on Modern Engines</p> <p>New Gasket Technologies</p> <p>Scoping Out Mass Air Flow Sensors</p> <p>Direct Fuel Injection Faults</p> <p>Why Drive Belt Tensioners Fail</p> <p>Three Signs of a Failed Variable Valve Timing Actuator</p> <p>R-1234yf A/C Update</p> <p>Dealing with Telematics Systems</p> <p>TPMS Tech: Honda</p> <p>Ad Closing: January 20 Ad Materials Due: January 25</p>	<p>SPECIAL SUPPLEMENT: MAINTENANCE MATTERS</p> <p>OBDI Emission Diagnostics</p> <p>Valvetrain Lifter Diagnostics and Cylinder Deactivation</p> <p>Case Study: Head Gasket Failure</p> <p>Plastic Intake Manifolds</p> <p>Understanding Misfire Monitors</p> <p>Common Sensor Errors</p> <p>Measuring A/C Clutch Play</p> <p>Alternator Control Problems</p> <p>Turbocharger Cooling Systems</p> <p>TPMS Tech: GM</p> <p>Ad Closing: February 17 Ad Materials Due: February 22</p>
APRIL	MAY	JUNE
<p>How Can GF-5 Engine Oil Hurt a GF-6 Engine?</p> <p>Direct Fuel Injection Drivers</p> <p>Replacing Rusted Fuel Lines</p> <p>Curing Drive Belt Flutter</p> <p>Variable Valve Timing Actuators</p> <p>Recovering A/C Oil</p> <p>HVAC Recovery & Recycling Machine Maintenance</p> <p>Curing Telematics Problems</p> <p>Active Motor Mounts</p> <p>TPMS Tech: Toyota</p> <p>Ad Closing: March 15 Ad Materials Due: March 21</p>	<p>Low Oil Pressure Problems</p> <p>Pressure Checking Head Gaskets</p> <p>Throttle Position Sensor Faults</p> <p>Fuel Tank Corrosion</p> <p>How Does Pre-Ignition & Detonation Kills Spark Plugs</p> <p>Timing Belt Tension Tests</p> <p>Solving Camshaft & Crankshaft Synchronization Problems</p> <p>Cooling System Bleeding Tricks</p> <p>EGR Valve Position Code Causes</p> <p>Turbocharger Waste Gate Diagnostics TPMS Tech: BMW</p> <p>Ad Closing: April 17 Ad Materials Due: April 24</p>	<p>Q&A: New Oil Viscosities</p> <p>Throttle Position Sensors</p> <p>Water Pump Gasket Issues</p> <p>Solving MAF Sensor Codes</p> <p>Direct Injection High-Pressure Fuel Pump Codes</p> <p>Diagnosing Drive Belt Slippage</p> <p>Slugged A/C Compressors</p> <p>Electric Water Pump Performance</p> <p>Stop/Start Alternators</p> <p>GM Dual Clutch Transmissions</p> <p>TPMS Tech: Mazda</p> <p>Ad Closing: May 18 Ad Materials Due: May 24</p>

JULY	AUGUST	SEPTEMBER
<p>SPECIAL SUPPLEMENT: MAINTENANCE MATTERS</p> <p>I/M Monitors for Catalytic Converters</p> <p>Curing Rear Main Seal Leaks</p> <p>Detecting Contaminated A/C Systems</p> <p>Current Testing Fuel Pumps</p> <p>Measuring Camshaft Timing on Modern Engines</p> <p>A/C Microbial Coatings</p> <p>Turbocharger Shaft End Play</p> <p>Case Study: Ford EcoBoost Carbon Deposit Problem</p> <p>TPMS Tech: Hyundai Replacing Driveshaft U-Joints</p> <p>Ad Closing: June 16 Ad Materials Due: June 22</p>	<p>Translating OE Oil Requirements into Aftermarket Oils</p> <p>Diagnosing Servicing GM Dual Clutch Transmission</p> <p>Direct Fuel Injection Carbon Deposits</p> <p>Looking at Fuel Pump Signals</p> <p>Timing Belt Kit Considerations</p> <p>Timing Chain Stretch</p> <p>Electric Water Pumps and Thermostats Failures</p> <p>Power Steering Pump Precautions</p> <p>TPMS Tech: Subaru</p> <p>Ad Closing: July 17 Ad Materials Due: July 24</p>	<p>Oil Life Indicators: Matching the Motor Oil With the Indicator</p> <p>Throttle-by-Wire Operation</p> <p>Solving Fuel Tank EVAP Leaks</p> <p>Ignition Coil Testing and Secondary Wave Forms</p> <p>Hydraulic Timing Belt and Chain Tensioners</p> <p>HVAC Occupant Sensing Systems</p> <p>Aftermarket Telematics Systems</p> <p>Secondary Air Injection Systems For Turbocharged Engines</p> <p>Why Mounts Fail</p> <p>TPMS Tech: Kia</p> <p>Ad Closing: August 15 Ad Materials Due: August 24</p>
OCTOBER	NOVEMBER	DECEMBER
<p>The Modern Oil Change for Modern Vehicles</p> <p>Detecting Intake Manifolds Leaks</p> <p>Direct Fuel Injection Pump Solenoids</p> <p>Replacing Nylon Fuel Lines</p> <p>Timing Belt Economics</p> <p>Testing Hall-Effect Sensors</p> <p>Replacing HVAC Door Motors</p> <p>Telematics in the Aftermarket</p> <p>Diesel Exhaust Fluid Sensors</p> <p>Turbocharger Oil System Diagnostics</p> <p>TPMS Tech: Sensor Programming</p> <p>Ad Closing: September 13 Ad Materials Due: September 20</p>	<p>SPECIAL SUPPLEMENT: MAINTENANCE MATTERS</p> <p>Timing Chains and Oil Neglect</p> <p>MAF Sensor Mode \$06 Data</p> <p>Case Study: Toyota V8 Timing Belt Neglect</p> <p>Throttle Position Sensor Testing and Calibration</p> <p>HVAC Heater Core Pressure Testing</p> <p>Alternator Quick Diagnostics Checklist</p> <p>Turbocharger PCV System Leaks</p> <p>TPMS Tech: Ford</p> <p>Ad Closing: October 18 Ad Materials Due: October 24</p>	<p>Oxygen Sensor Diagnostics</p> <p>Direct Fuel Injection Supply Pump Problems</p> <p>GM 5.3 Spark Plug Problems</p> <p>Drive Belt Inspection Checklist</p> <p>Variable Valve Timing Actuator Replacement</p> <p>Belt Pulley Misalignment Causes</p> <p>Why the Correct Engine Coolant Matters to Gaskets</p> <p>Diesel Exhaust Fluid Chemistry</p> <p>Transmission Scan Tool Diagnostics</p> <p>TPMS Tech: Mercedes Benz</p> <p>Ad Closing: November 15 Ad Materials Due: November 20</p>