

REVISED 2016

*With Composite
Vehicle Type 4*



TEST INFORMATION

FOR THE

ADVANCED ENGINE PERFORMANCE SPECIALIST TEST (L1)

- ***OVERVIEW***
- ***TEST SPECIFICATIONS***
- ***TASK LIST***
- ***GLOSSARY OF TERMS***
- ***SAMPLE QUESTIONS***
- ***INDUSTRY TRAINING***

Advanced Engine Performance Specialist Test Overview

Introduction

The Advanced Engine Performance Specialist (L1) Test is designed to measure a technician's knowledge of the skills needed to diagnose emission failures and driveability problems on computer-controlled engine systems. It is an extension of the basic repair and diagnostic skills tested on the Automobile Engine Performance (A8) test. To register to take the L1 certification test, you must have passed the Engine Performance (A8). To register for the recertification test (L1R), all that is required is a previous L1 certification. Certification is for five years.

Both the L1 certification and L1R recertification tests consist of 50 scored multiple choice questions. Some questions on the test require the use of the *Composite Vehicle Type 4 Reference Booklet*. These questions will be clearly identified in the test. You will receive this booklet at the test center, but ASE strongly encourages you to obtain a copy (contact ASE or download at www.ase.com) before your appointment and review it carefully.

Registration information is available on the ASE website at www.ase.com. On the ASE website, you can also create a myASE account, giving you direct access to your personal ASE certification information and more.

How Do I Prepare for the ASE L1 Test?

To prepare for the test, **you need both this book and the *Composite Vehicle Type 4 Reference Booklet*** (print version or online at www.ase.com). We suggest that you follow these steps:

Step 1. Study the content areas listed in the Test Specifications, noting what percentage of the test each covers.

Step 2. Carefully read the Task List, noting the areas in which your skills are strong or weak. Do this by checking off each task that you do not perform often or do not understand completely.

Step 3. Review the sample questions that follow, making sure to use the *Composite Vehicle Type 4 Reference Booklet* on the marked questions. Although the sample questions will not appear in the test, they are similar in style to the actual test questions.

Step 4. Use steps 1 through 3 to identify any skill areas where you need additional study or training.

Step 5. Refer to the Industry Training reference section (page 16) to locate the training sources that are right for you.

What is the *Composite Vehicle*?

The Composite Vehicle represents a generic vehicle powertrain control system. The technology included in the Composite Vehicle has been updated over time to remain current with the technology found in most of today's vehicles. *Composite Vehicle Type 4*, introduced in 2016, has been specially engineered to include a complete OBD diagnostic system that is equipped with the sensors and actuators used in many manufacturers' vehicles. The detailed descriptions of the systems, components, operating strategies, and wiring can be found in the *Composite Vehicle Type 4 Reference Booklet*. By answering questions about the Composite Vehicle, you will be simulating the real-world activities of using reference materials and diagnosing problems based on your understanding of a specific engine system.

In the test, the questions that specifically deal with the Composite Vehicle are clearly identified. To answer these questions correctly, you will need to use: (1) information given in the question, (2) information contained in the *Composite Vehicle Type 4 Reference Booklet*, and (3) your own understanding of computerized powertrain controls. The *Composite Vehicle Type 4 Reference Booklet* should be used only with these questions. Please take the time to become familiar with the Composite Vehicle information and the booklet's layout before your test appointment.

Who Writes the Questions?

All ASE test questions have their roots in a question-writing workshop, where working technicians, service representatives from automobile manufacturers, aftermarket trainers, and automotive repair educators meet to share ideas and translate them into test questions. Each question must survive review by all members of the group. The questions deal with practical problems experienced by technicians in their daily work. Naturally, the failures described in the advanced level questions are more complex and challenging.

All questions are pre-tested and checked for statistical performance on a national sample of technicians. Those questions that meet ASE standards of quality and accuracy are included in the scored sections of future tests; the questions that do not perform well are sent back to the drawing board or are discarded.

Advice from a panel of working service professionals, along with psychometric calculations, is used to determine the passing score. Each L1 test is built to the same difficulty so that every professional taking the test is measured according to the same standard.

Before the Test

Try to be well rested for the test so you will be alert and efficient. Be sure to bring along your test center admission ticket and some form of current (unexpired) government-issued photo identification, like a driver's license. A copy of the *Composite Vehicle Type 4 Reference Booklet* will be provided at the test center and will be collected when you finish your test.

How Long Are the Tests?

Test	Name	# of Questions	Testing Time
L1	Advanced Engine Performance Specialist	60*	2.5 hrs
L1R	Advanced Engine Performance Specialist Recertification	50	2.25 hrs

* Ten questions on the L1 Certification test are included for research only and will not affect your score.

At the Test Center

Lockers will be available for you to store your personal items, including cell phones. Pencils and scratch paper will be provided.

Once the test begins, be sure to read each question carefully so that you understand exactly what is being asked. There are no "trick" questions. Each question tests a specific diagnostic skill and has a single correct answer.

If you are unsure of an answer, don't get stuck. Mark the answer that you think is correct and flag the question using the on-screen icon. Then go on to the next question. If you finish before the allotted time is up, you can go back to the flagged questions. **Do not leave any questions unanswered. Your score is based on the total number of correct answers that you give.**

Test Specifications for the Advanced Engine Performance Specialist Test (L1)

Content Area	Questions in Test	Percentage of Test
A. General Powertrain Diagnosis	6	12%
B. Computerized Powertrain Controls Diagnosis (including OBD II)	16	32%
C. Ignition System Diagnosis	6	12%
D. Fuel Systems and Air Induction Systems Diagnosis	8	16%
E. Emission Control Systems Diagnosis	8	16%
F. I/M Failure Diagnosis	6	12%
Total:	<u>50*</u>	<u>100%</u>

***Note:** The L1 Certification test will contain 10 additional questions that are included for statistical research purposes only. Your answers to these questions will not affect your score, but since you do not know which ones they are, you should answer all questions in the test.

The L1 Certification and Recertification tests both cover the same content areas, and have the same number of scored questions.

Advanced Engine Performance Specialist Task List

A. General Powertrain Diagnosis (6 questions)

1. Verify customer concern; determine if the concern is the result of a malfunction or normal system operation.
2. Inspect and test for missing, modified, inoperative, or tampered powertrain mechanical components.
3. Locate relevant service information.
4. Research system operation using technical information to determine diagnostic procedure.
5. Use appropriate diagnostic procedures based on available vehicle data and service information; determine if available information is adequate to proceed with effective diagnosis.
6. Determine the relative importance of observed vehicle data.
7. Differentiate between powertrain mechanical and electrical/electronic problems, including variable valve timing (VVT) and variable valve lift (VVL) systems.
8. Diagnose driveability problems and emission failures caused by cooling system problems.
9. Diagnose driveability problems and emission failures caused by engine mechanical problems.
10. Diagnose driveability problems and emission failures caused by problems or modifications in the transmission and final drive, or by incorrect tire size.
11. Diagnose driveability problems and emission failures caused by intake or exhaust system problems or modifications.
12. Determine root cause of failures.
13. Determine root cause of multiple component failures.
14. Determine root cause of repeated component failures.
15. Verify effectiveness of repairs.

B. Computerized Powertrain Controls Diagnosis - including OBD II (16 questions)

1. Verify customer concern; determine if the concern is the result of a malfunction or normal system operation.
2. Inspect and test for missing, modified, inoperative, or tampered computerized powertrain control components.
3. Locate relevant service information.
4. Research system operation using technical information to determine diagnostic procedure.
5. Use appropriate diagnostic procedures based on available vehicle data and service information; determine if available information is adequate to proceed with effective diagnosis.
6. Determine current version of computerized powertrain control system software and updates; perform reprogramming procedures.
7. Research OBD II system operation to determine the enable criteria for setting and clearing diagnostic trouble codes (DTCs) (including permanent DTCs) and malfunction indicator lamp (MIL) operation.
8. Interpret OBD II scan tool data stream, diagnostic trouble codes (DTCs), freeze frame data, system monitors, monitor readiness indicators, and trip and drive cycle information to determine system condition and verify repair effectiveness.
9. Determine the relative importance of displayed scan tool data.
10. Differentiate between electronic powertrain control problems and mechanical problems.

-
11. Diagnose no-starting, hard starting, stalling, engine misfire, poor driveability, incorrect idle speed, poor idle, hesitation, backfire, surging, spark knock, power loss, reduced fuel economy, illuminated MIL, and emission problems caused by failures of computerized powertrain controls.
 12. Diagnose failures in the data communications bus network; determine needed repairs.
 13. Diagnose failures in the anti-theft/immobilizer system; determine needed repairs.
 14. Perform voltage drop tests on power circuits and ground circuits.
 15. Perform current flow tests on system circuits.
 16. Perform continuity/resistance tests on system circuits and components.
 17. Test input sensor/sensor circuit using scan tool data and/or waveform analysis.
 18. Test output actuator/output circuit using scan tool, scan tool data, and/or waveform analysis.
 19. Confirm the accuracy of observed scan tool data by directly measuring a system, circuit, or component for the actual value.
 20. Test and confirm operation of electrical/electronic circuits not displayed in scan tool data.
 21. Determine root cause of failures.
 22. Determine root cause of multiple component failures.
 23. Determine root cause of repeated component failures.
 24. Verify effectiveness of repairs.

C. Ignition System Diagnosis (6 questions)

1. Verify customer concern; determine if the concern is the result of a malfunction or normal system operation.
2. Inspect and test for missing, modified, inoperative, or tampered components.
3. Locate relevant service information.
4. Research system operation using technical information to determine diagnostic procedure.
5. Use appropriate diagnostic procedures based on available vehicle data and service information; determine if available information is adequate to proceed with effective diagnosis.
6. Determine the relative importance of displayed scan tool data.
7. Differentiate between ignition electrical/electronic and ignition mechanical problems.
8. Diagnose no-starting, hard starting, stalling, engine misfire, poor driveability, backfire, spark knock, power loss, reduced fuel economy, illuminated MIL, and emission problems caused by failures in the electronic ignition (EI) systems; determine needed repairs.
9. Test for ignition system failures under various engine load conditions.
10. Test ignition system component operation using waveform analysis.
11. Confirm ignition timing and/or spark timing control.
12. Determine root cause of failures.
13. Determine root cause of multiple component failures.
14. Determine root cause of repeated component failures.
15. Verify effectiveness of repairs.

D. Fuel Systems and Air Induction Systems Diagnosis (8 questions)

1. Verify customer concern; determine if the concern is the result of a malfunction or normal system operation.
2. Inspect and test for missing, modified, inoperative, or tampered components.
3. Locate relevant service information.
4. Research system operation using technical information to determine diagnostic procedure.
5. Evaluate the relationships between fuel trim values, oxygen sensor readings, air/fuel ratio sensor readings, and other sensor data to determine fuel system control performance.
6. Use appropriate diagnostic procedures based on available vehicle data and service information; determine if available information is adequate to proceed with effective diagnosis.

-
7. Determine the relative importance of displayed scan tool data.
 8. Differentiate between fuel system mechanical and fuel system electrical/electronic problems.
 9. Differentiate between air induction system mechanical and air induction system electrical/electronic problems, including electronic throttle actuator control (TAC) systems.
 10. Diagnose hot or cold no-starting, hard starting, stalling, engine misfire, spark knock, poor driveability, incorrect idle speed, poor idle, flooding, hesitation, backfire, surging, power loss, reduced fuel economy, illuminated MIL, and emission problems on vehicles equipped with multiport fuel injection and direct injection fuel systems; determine needed action.
 11. Inspect fuel for quality, contamination, water content, and alcohol content; test fuel system pressure and fuel system volume.
 12. Evaluate mechanical and electrical operation of fuel injectors and fuel pump (including digitally controlled fuel pump systems).
 13. Determine root cause of failures.
 14. Determine root cause of multiple component failures.
 15. Determine root cause of repeated component failures.
 16. Verify effectiveness of repairs.

E. Emission Control Systems Diagnosis (8 questions)

1. Verify customer concern; determine if the concern is the result of a malfunction or normal system operation.
2. Inspect and test for missing, modified, inoperative, or tampered components.
3. Locate relevant service information.
4. Research system operation using technical information to determine diagnostic procedure.
5. Use appropriate diagnostic procedures based on available vehicle data and service information; determine if available information is adequate to proceed with effective diagnosis.
6. Determine the relative importance of displayed scan tool data.
7. Differentiate between emission control systems mechanical and electrical/electronic problems.

Note: Tasks 8 through 12 refer to the following emission control subsystems: positive crankcase ventilation, ignition timing control, idle and deceleration speed control, exhaust gas recirculation, catalytic converter, secondary air injection, and evaporative emission control which includes onboard refueling vapor recovery (ORVR) and engine off natural vacuum (EONV).

8. Differentiate between driveability or emissions problems caused by failures in emission control systems and other engine management systems.
9. Perform functional tests on emission control subsystems; determine needed repairs.
10. Determine the effect on exhaust emissions caused by a failure of an emission control component or subsystem.
11. Use exhaust gas analyzer readings to diagnose the failure of an emission control component or subsystem.
12. Diagnose hot or cold no-starting, hard starting, stalling, engine misfire, spark knock, poor driveability, incorrect idle speed, poor idle, flooding, hesitation, backfire, surging, power loss, reduced fuel economy, illuminated MIL and emission problems caused by a failure of emission control components or subsystems.
13. Determine root cause of failures.
14. Determine root cause of multiple component failures.
15. Determine root cause of repeated component failures.
16. Verify effectiveness of repairs.

F. I/M Failure Diagnosis (6 questions)

1. Verify customer concern; determine if the concern is the result of a malfunction or normal system operation.
2. Inspect and test for missing, modified, inoperative, or tampered components.
3. Locate relevant service information.
4. Evaluate emission readings obtained during an I/M test to assist in emission failure diagnosis and repair.
5. Evaluate HC, CO, NO_x, CO₂, and O₂ gas readings; determine the failure relationships.
6. Use test instruments to observe, recognize, and interpret electrical/electronic signals.
7. Analyze HC, CO, NO_x, CO₂, and O₂ readings; determine diagnostic test sequence.
8. Diagnose the cause of no-load I/M test HC emission failures.
9. Diagnose the cause of no-load I/M test CO emission failures.
10. Diagnose the cause of loaded-mode I/M test HC emission failures.
11. Diagnose the cause of loaded-mode I/M test CO emission failures.
12. Diagnose the cause of loaded-mode I/M test NO_x emission failures.
13. Evaluate the MIL operation for onboard diagnostic I/M testing.
14. Evaluate monitor readiness status for onboard diagnostic I/M testing.
15. Diagnose communication failures with the vehicle during onboard diagnostic I/M testing.
16. Perform functional I/M tests (including fuel cap test).
17. Verify effectiveness of repairs.

Advanced Engine Performance Specialist Test

Glossary of Terms

The reference materials and questions for this test use electronic and emission terms and acronyms that are consistent with the industry-wide SAE standards J1930 and J2012. Some of these terms are listed below.

Calculated Load Value - The percentage of engine capacity being used, based on current airflow divided by maximum airflow.

Data Communications Bus - A communications network that allows peer-to-peer communications between electronic control modules on the vehicle (including scan tools and interface devices).

Data Link Connector (DLC) - The standardized plug that is used to connect the scan tool, or other test equipment, to the vehicle's data communications bus network.

Diagnostic Trouble Codes (DTC) - When an electronic control module detects a problem, a code may be stored and may be read using a scan tool. Each code corresponds to a particular problem. When a DTC is referred to in an L1 test question, the number and description will both be given. For instance, P0114 "Intake Air Temperature Circuit Intermittent".

Driver - A solid state switch contained in an electronic module used to control an electrical/electronic component.

Electronic Ignition (EI) - An ignition system that has coils dedicated to specific spark plugs and does not use a distributor; e.g., distributorless ignition, coil-on-plug (COP), and coil-near-plug (CNP).

Electronic Throttle Control - The system that opens and closes the engine throttle plate using an electric throttle actuator control (TAC) motor. Accelerator pedal position (APP) sensors provide input from the vehicle operator, while the position of the TAC motor is monitored using throttle position (TP) sensors. This system is also commonly known as "drive-by-wire."

Enable Criteria - Operating parameters that must be achieved under specific conditions in order for a System Monitor to run a self-diagnostic test.

Engine Control Module (ECM) - The electronic computer that controls operation of the engine; similar to a PCM, VCM, ECA, or ECU.

Freeze Frame - Operating condition information which is stored in the memory of the ECM at the instant an emissions-related DTC is stored.

Fuel Trim (FT) - Fuel delivery adjustments based on closed-loop feedback. Values above the central value (>0%) indicate increased injector pulse width. Values below the central value (<0%) indicate decreased injector pulse width. Short Term Fuel Trim is based on feedback from the A/F Ratio sensor or oxygen sensor. Long Term Fuel Trim is a learned value used to compensate for continual deviation of the Short Term Fuel Trim from its central value.

Gasoline Direct Injection (GDI) - A fuel injection system that provides the fuel charge directly into the combustion chamber.

Generator - J1930 term for alternator (generating device that uses a diode rectifier).

Immobilizer System - The electronic system that verifies the validity of the ignition key that is used to start the engine.

I/M Tests - Inspection and Maintenance Tests; vehicle emissions tests required by federal, state, or local governments. Some common types of I/M tests include:

- No-Load - Tests that measure HC emissions in parts per million (ppm) and CO emissions in percent, while the vehicle is in neutral. Examples are idle- and two-speed.
- Acceleration Simulation Mode (ASM) - Loaded-mode steady-state tests that measure HC, CO and NOx emissions while the vehicle is driven on a dynamometer at a fixed speed and load. ASM5015 is a test at 15 mph with a load equivalent to 50% of the power needed to accelerate the vehicle at 3.3 mph per second. ASM2525 is a test at 25 mph with a load of 25% of the same power.
- IM240 - A loaded-mode transient test that measures HC, CO, CO₂, and NOx emissions in grams/mile second-by-second, while the tested vehicle is driven at various speeds and loads on a dynamometer for 240 seconds.
- BAR31 - a transient load test with a 31-second test cycle that includes an acceleration ramp similar to the IM240.
- OBD - A steady-state test that is performed by connecting a cable to the vehicle's data link connector (DLC) and communicating with the ECM. MIL operation and information stored in the ECM determine the pass/fail status for the vehicle.

NOTE: All of the tests listed above may include a visual inspection of emissions control system components, and functional tests on some components as a part of the I/M test procedures.

Malfunction Indicator Lamp (MIL) - A lamp on the instrument panel that lights when the ECM detects an emission-related problem.

Manifold Absolute Pressure (MAP) - The pressure in the intake manifold referenced to a perfect vacuum. Since manifold vacuum is the difference between manifold absolute pressure and atmospheric pressure, all the vacuum readings in the Composite Vehicle Preparation/Reference Booklet are taken at sea level (where standard atmospheric pressure equals 101 kPa or 29.92 in. Hg).

Mass Airflow (MAF) System - A fuel injection system that uses a MAF sensor to measure the mass (weight) of the air drawn into the intake manifold, measured in grams per second.

Monitor - The onboard diagnostic system that actively tests circuits or components for failure by comparing various input and output signals to specifications that are stored in the ECM.

On-Board Diagnostics (OBD) - A diagnostic system contained in the ECM which monitors computer inputs and outputs for failures. OBD II is an industry-standard, second generation OBD system that monitors emission control systems for degradation as well as failures.

On-Board Refueling Vapor Recovery (ORVR) - An evaporative emissions (EVAP) system that prevents the escape of HC vapors to the atmosphere by directing fuel tank vapors to the EVAP charcoal canister during fueling. The ORVR system also prevents fuel from leaking in the event of a vehicle rollover.

Pulse Width Modulation (PWM) - An electronic signal with a variable on/off time (duty cycle).

Reprogramming - The updating of electronic control system software and OBD diagnostic procedures using factory supplied calibration files.

Root Cause of Failure - A component or system failure which, if not repaired, can cause other failures. If the secondary failure is repaired, but the root cause is not repaired, the secondary failure will reoccur. For example, a plugged PCV passage can cause high crankcase pressure, resulting in leaking gaskets and seals. Replacing the gaskets and seals may stop the oil leak, but if the root cause (the PCV restriction) is not diagnosed and repaired, the oil leak will eventually return.

Scan Tool - A test instrument that is used to read information from the control modules on the vehicle, perform system tests, and perform software program updates.

Scan Tool Data - Information from the computer(s) that is displayed on the scan tool, including data stream, DTCs, freeze frame, systems monitors, and readiness monitors.

Secondary Air Injection - A system that provides fresh air to the exhaust system under controlled conditions to reduce emissions.

Sequential Multiport Fuel Injection (SFI) - A fuel injection system that uses one electronically pulsed fuel injector for each cylinder. The injectors are pulsed individually.

Speed-Density System - A fuel injection system that calculates the amount of air drawn into the engine using engine rpm, air temperature, manifold vacuum and volumetric efficiency, rather than measuring the mass or volume of air directly with an airflow meter.

Three Way Catalytic Converter (TWC) - A catalytic converter system that reduces levels of HC, CO, and NOx emissions.

Transmission Control Module (TCM) - The electronic computer that controls the operation of the automatic transaxle.

Trip - A key-on cycle in which all enable criteria are met and the diagnostic monitor runs to completion. A "good trip" in the ASE Composite Vehicle Type 4 occurs when the necessary enable criteria are met, the monitor runs, no failures are detected, and the key is turned off.

Variable Force Solenoid - An electro-hydraulic device that controls fluid pressure proportionally or inversely proportionally to a signal received from a control module.

Variable Valve Timing - The control of valve timing achieved by advancing and/or retarding the camshaft(s) relative to the crankshaft.

Advanced Engine Performance Specialist Test Sample Questions

Questions 1 through 4 will require the use of the Composite Vehicle Type 4 Reference Booklet. This booklet describes the engine control systems and diagnostic parameters referred to in these questions. Review the booklet before you continue, and then use it as a reference as you answer these questions.

Accelerator Pedal Position Sensor 1 (APP 1) 0 % / 0.50 V	Accelerator Pedal Position Sensor 2 (APP 2) 0 % / 1.50 V	Crankshaft Position Sensor (CKP) 300 rpm	Engine Coolant Temp. Sensor (ECT) -40°F / -40°C / 5.0 V
Fuel Enable YES	Ignition Switch START	Intake Air Temperature Sensor (IAT) -40°F / -40°C / 5.0 V	Manifold Absolute Press. Sensor (MAP) 101 kPa / 0 in.Hg / 5.0 V
Mass Airflow Sensor (MAF) 175 gm/sec / 5.0 V	Throttle Actuator Control Motor (TAC) 15 %	Throttle Position Sensor 1 (TP 1) 0 % / 5.0 V	Throttle Position Sensor 2 (TP 2) 100 % / 5.0 V

1. The engine in the composite vehicle cranks, but will not start. Using the scan tool readings shown, which of these could be the cause?
- (A) A short-to-ground at ECM pin 1
 - (B) An open circuit at ECM pin 2
 - (C) An open circuit at ECM pin 50
 - (D) A short-to-ground at ECM pin 60

Question #1 Explanation:

Each parameter of data displayed on the scan tool must be analyzed to determine the potential cause of why the engine will not start.

Answer (A) is wrong. A shorted ECM pin 1 would cause a loss of the 5 volt reference to the sensors. This would cause multiple sensor voltages in the data display to read 0 volts.

Answer (B) is wrong. An open circuit at ECM pin 2 would cause a loss of battery voltage to the ECM in the START and RUN position of the ignition switch. If pin 2 were open circuit, the sensors would indicate 0 volts in the data display because there would be no 5 volt reference from the ECM to the sensors. The fuel pump relay would indicate OFF in the data display as well, because the relay driver would not close during cranking.

Answer (C) is correct. An open circuit at ECM pin 50 would cause a loss of ground to the sensors. A loss of sensor ground would cause the sensor voltages to read reference voltage, which is what is indicated on the data display.

Answer (D) is wrong. A shorted ECM pin 60 would provide an additional path to ground for the ECM ground, which would not cause a fault in ECM operation.

2. The engine on the composite vehicle has a misfire on cylinder #1. The technician measures battery voltage at ECM pin 120 while the engine is running.

Technician A says that this reading indicates an open cylinder #1 fuel injector coil.

Technician B says that this reading indicates fuel injector #1 is on continuously.

Who is right?

- (A) A only (C) Both A and B
(B) B only (D) Neither A nor B

MAF Sensor	
Terminal	Voltage
a	12.6v
b	0.05v
c	3.2v

3. The composite vehicle has a stored P0101 “Mass Airflow Sensor Circuit Range/Performance” DTC. With the key ON/engine OFF and the sensor connected, the voltage readings shown are measured at the mass airflow (MAF) sensor. These readings indicate:

- (A) excessive reference voltage to the MAF.
(B) a poor MAF circuit ground.
(C) a failed MAF sensor.
(D) normal MAF circuit operation.

4. The composite vehicle has a stored P0442 “EVAP System - Small Leak Detected” DTC. Which of these could be the cause?

- (A) A failed fuel level sensor
(B) A failed fuel cap
(C) An open circuit at EVAP purge solenoid terminal b
(D) A short-to-ground at EVAP vent solenoid terminal b

Questions 5, 6, and 7 are to be answered without using the Composite Vehicle Type 4 Reference Booklet.

5. An engine runs rough at all times and a P0301 “Cylinder 1 Misfire Detected” DTC is stored. Which of these could be the cause?

- (A) A broken valve spring
- (B) A failed CKP sensor
- (C) Low fuel pressure
- (D) High fuel pressure

Engine Speed	Idle	2000 RPM
HC (ppm)	500	15
CO (percent)	0.3	0.1
CO ₂ (percent)	13.0	14.2
O ₂ (percent)	0.2	0.5

6. An engine with multiport fuel injection runs rough at idle, but smooths out as engine speed increases. The emissions readings shown above were taken during diagnosis. Which of these could be the cause?

- (A) A leaking intake manifold gasket
- (B) A partially clogged fuel injector
- (C) A secondary ignition wire shorting to ground
- (D) An EGR valve pintle that does not fully close

7. A vehicle lacks power at high speeds and under heavy engine load conditions. Which of these could be the cause?

- (A) A stuck-closed fuel pressure regulator
- (B) An intake valve adjusted too tight
- (C) Low fuel pump delivery volume
- (D) A stuck-open EGR valve

Answer Key : 1. C 2. D 3. C 4. B 5. A 6. D 7. C
--

Advanced Engine Performance Specialist Test Industry Training

The training sources listed in this guide are designed to help you sharpen your technical skills in advanced emission and driveability diagnostics. Since the L1 test reflects these skills - the more you learn, the better your chances are of passing this test.

Please contact the listed organizations for availability, schedules, and prices. In addition, many new sources of training in this area are being developed. You may wish to check with auto manufacturers, community colleges, tool and equipment suppliers, and technical training organizations for the latest training information. Training resources can also be found on ASE's home page at www.ase.com, the International Automotive Technicians Network (iATN) at www.iatn.net, or the Diagnostic Network at www.diag.net.

ACDelco offers a blended learning approach with instructor-led and web-based training. Advanced drivability training covers OBD II, fuel system diagnostics, emissions control system diagnosis, engine performance, and emerging technologies. For more information about all training offerings, visit www.acdelco.com/for-professionals/training or call ACDelco at (800) 825-5886.

The **ASE Training Manger Council** is a professional organization of individuals responsible for the development and delivery of training in the auto and truck industries. ATMC administers the ASE Accredited Training Provider of Continuing Automotive Service Education program. A list of ASE accredited training providers can be found at the ATMC website. www.atmc.org

AVI OnDemand offers video training programs that cover advanced engine performance testing and diagnosis, emissions control system diagnosis, computer controlled ignition systems diagnosis, electrical/electronic systems testing and diagnosis, as well as manufacturer-specific systems. Programs covering the use of scan tools are also offered. Ph: (800) 718-7246. Internet: www.aviondemand.com

Automotive Technician Training Services offers seminars, webinars, and self-study training courses all designed to help technicians stay in touch with the latest driveability and electrical systems diagnostic and repair procedures. Technician-trainers deliver the instructor-led seminars and webinars. Self-study materials deliver information that will both teach, and enhance diagnostic skills. ATTS Training Center, 10

LupiPlaza, Mahopac, NY 10541 Call: (845) 628-1062.
Internet: www.attstraining.com

CARQUEST The Training and Certification System (TACS) provides a full scope of training solutions. This includes the ability to setup a career path for instructor-led training, online training, ASE Test Prep Study Guides, Technical Assessments, and more. Visit their website for more information. Internet: www.ctionline.com

Cengage Learning provides training textbooks and online, interactive courseware covering many areas of automotive repair, including a Preparation Guide for the ASE L1 Test. The online interactive computer program is called Technician Test Preparation (TTP). TTP is designed to help prepare technicians for the ASE tests, including L1. For a free catalog, write: Cengage Learning, P.O. Box 8007, Clifton Park, NY 12065, or call (800) 347-7707. Internet: www.trainingbay.cengage.com.

Delphi Product and Service Solutions offers technical training materials and classes with real world applications to today's vehicles. All content has been developed by drawing on experience from working with many different vehicle manufacturers. Training products include textbook and CD-ROM formats covering many different topics in Engine Management, Ignition, and OBD II systems. Instructor led training classes covering a wide range of topics are also available. An overview of all training products and services is available on the website. Internet: www.delphiautoparts.com/toolbox Phone: (877) 550-TECH

Motor Age Training for ASE Certification is a self-study training guide that is updated regularly and contains both technical information and sample questions. For ordering information, write: Motor Age Training, P.O. Box 6310, Duluth, MN 55806. Phone: (800) 240-1968; Internet: www.PassTheASE.com

NAPA Institute of Automotive Technologies (NAPA Autotech) provides a broad self-study curriculum, including electronic engine management systems, strategies of exhaust and emission control, no-code driveability diagnosis, distributorless ignition systems, lab scope diagnostics, use of four- and five-gas analyzers, and automotive electrical/electronic diagnosis. There are also specialized courses in European and Asian engine management systems, OBD II, and fuel injection system diagnosis. To get more information about prices, specific course content, or to order any of these courses, call (800) 292-6428. Internet: www.napaautotech.com

Robert Bosch LLC provides a selection of training aids and reference material for gasoline and diesel fuel injection systems, starting and charging systems, and antilock braking systems on automotive and heavy duty applications. Technical hands-on training is also available. For more information, please visit the Bosch website at www.boschtechno.com

Standard Motor Products, Inc. offers professional technician seminars that focus on real-world problems and solutions, not just theory. Engage in actual diagnosis using case studies in the shop to apply what you've learned. An ASE-Certified professional instructor conducts the four-hour seminars during the evening, with a heavy emphasis on diagnostics and troubleshooting. Each seminar includes a workbook for your reference after the class. SMP also offers 70 live, as well as a number of archived, one-hour long webinars. These can be viewed anywhere an internet connection is available, including at home. Internet: <http://pts.smpcorp.com>

VEEJER Enterprises offers training in automotive electrical diagnosis and repair and vehicle electronics troubleshooting. Training programs are designed to teach step-by-step methods used for performing electrical repairs, as well as the skills necessary for troubleshooting electrical and electronic problems. Training programs cover the use of a DMM, current clamp, digital logic probe, scope meter, and dual-trace lab scope when testing and diagnosing electrical and electronic circuits. Training is offered through home-study programs, as well as hands-on instructor led electrical/electronics trouble-shooting training workshops. For more information, contact: Veejer Enterprises, 3701 Lariat Lane, Garland, TX 75042-5419, or call (972) 276-9642. Internet: www.veejer.com.



© 2019 by the
National Institute for
Automotive Service Excellence

All rights reserved



National Institute for
AUTOMOTIVE
SERVICE
EXCELLENCE
1503 Edwards Ferry Road, NE
Suite 401
Leesburg, VA 20176

(703) 669-6600 www.ase.com

TO: