



## 2007-2008 Career Planning Guide

# AUTOMOTIVE TECHNOLOGY

### Spokane Community College

**Spokane Community College**  
1810 North Greene Street  
Spokane, Washington 99217-5399  
[www.scc.spokane.edu](http://www.scc.spokane.edu)

**Completion Award:** A.A.S. Degree, Certificate

**Start:** Fall, Winter, Spring

**Tuition and Fees:** <http://www.ccs.spokane.edu/fees.html>

**Approximate Quarterly Cost:** (subject to change without notice)  
Books (estimate, six quarters) \$ 600  
Supplies and Equipment (estimate, six quarters) \$ 1,500-2,000

**PROGRAM WEBSITE:** <http://www.scc.spokane.edu/?autotechno>

### Program Description

The automotive technology program prepares students for employment in many areas of the automotive field including dealerships, independent garages, fleet shops, service stations and specialty shops which cover areas such as tune-ups and brakes. Students may enter the program in any of the first five quarters. The one-year certificate requires completion of any three quarters of the automotive technology program and the four related classes identified in footnote 1. This flexible schedule also enables students to receive short-term certificates while pursuing their degree.

Students interested in receiving special training in Toyota T-TEN (Technical Education Network) may substitute specialized courses specifically catering to Toyota T-TEN option.

### PROGRAM GOALS--Students who successfully complete this program will be able to:

1. Understand basic shop operation and safety principles.
2. Diagnose mechanical malfunctions and performance problems and make necessary repairs.
3. Operate precision automotive diagnostic and repair equipment.
4. Interpret repair manuals and computer-based programs dealing with specifications and repair procedures.
5. Understand the importance of good public relations with customers, employer and fellow employees.
6. Work with minimum supervision for or with a journeyman technician.
7. Skillfully use tools and equipment.

### Career Opportunities

Most automotive technicians are employed by automobile dealers, independent automobile repair shops, specialty shops and fleets. Employment is expected to increase because of the expansion of the driving-age population, consumer purchasing power and multi-car ownership. All current automobiles are equipped with sophisticated computer controlled devices including ignition and braking systems, air bags, etc. which require highly technical skills.

**POTENTIAL POSITIONS INCLUDE:** automatic transmission specialist, salesperson, automotive technician, front end alignment technician, heating and air conditioning specialist, engine performance technician and electrical/electronics specialist.

# Suggested Course of Study 2007-2008

Consult Adviser/Counselor for Program Planning and Selection of Electives

## AUTOMOTIVE TECHNOLOGY

A.A.S. Degree: SCC

| Certificate / A.A.S. Degree   | A.A.S. Degree |         |  |   |                           |   |   |   |   |   |   |   |  |    |  |   |   |   |  |   |  |    |                       |   |   |   |  |   |  |   |   |   |   |   |  |    |  |    |  |      |                                 |   |  |   |   |   |                                     |   |  |   |  |   |  |    |  |   |   |   |   |   |   |   |   |   |  |    |   |   |   |   |  |   |   |   |  |   |  |    |   |  |         |   |   |   |   |                                  |   |                       |   |                                     |   |                                   |   |                                      |   |  |    |  |   |  |   |                                     |   |                        |   |                                     |   |  |    |                                 |   |   |   |                                       |   |   |   |  |    |  |   |                           |   |                             |   |   |   |   |   |                                       |   |  |    |                                       |   |   |   |   |   |                                    |   |   |   |  |    |   |   |                               |   |                                  |   |  |   |   |   |  |  |   |   |  |    |
|---|---------------|---------|--|---|---------------------------|---|---|---|---|---|---|---|--|----|--|---|---|---|--|---|--|----|-----------------------|---|---|---|--|---|--|---|---|---|---|---|--|----|--|----|--|------|---------------------------------|---|--|---|---|---|-------------------------------------|---|--|---|--|---|--|----|--|---|---|---|---|---|---|---|---|---|--|----|---|---|---|---|--|---|---|---|--|---|--|----|---|--|---------|---|---|---|---|----------------------------------|---|-----------------------|---|-------------------------------------|---|-----------------------------------|---|--------------------------------------|---|--|----|--|---|--|---|-------------------------------------|---|------------------------|---|-------------------------------------|---|--|----|---------------------------------|---|---|---|---------------------------------------|---|---|---|--|----|--|---|---------------------------|---|-----------------------------|---|---|---|---|---|---------------------------------------|---|--|----|---------------------------------------|---|---|---|---|---|------------------------------------|---|---|---|--|----|---|---|-------------------------------|---|----------------------------------|---|--|---|---|---|--|--|---|---|--|----|
| <p><b>FIRST YEAR</b></p> <p><b>First Quarter</b></p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 80%;"></th> <th style="text-align: right;">Credits</th> </tr> </thead> <tbody> <tr><td>APLED 121 Applied Written Communication<sup>1</sup></td><td style="text-align: right;">4</td></tr> <tr><td>AUTO 111 Theory of Brakes</td><td style="text-align: right;">3</td></tr> <tr><td>AUTO 112 Theory and Application of Brake Repair</td><td style="text-align: right;">4</td></tr> <tr><td>AUTO 131 Principles of Suspension Systems</td><td style="text-align: right;">4</td></tr> <tr><td>AUTO 132 Service and Repair of Suspension Systems</td><td style="text-align: right;">5</td></tr> <tr><td style="border-top: 1px solid black;"></td><td style="text-align: right; border-top: 1px solid black;">20</td></tr> </tbody> </table> <p><b>Second Quarter</b></p> <table style="width: 100%; border-collapse: collapse;"> <tbody> <tr><td>APLED 112 Applied Mathematics<sup>1</sup></td><td style="text-align: right;">4</td></tr> <tr><td>AUTO 211 Theory of Engines<sup>2</sup></td><td style="text-align: right;">8</td></tr> <tr><td>AUTO 212 Theory and Application of Engine Repair</td><td style="text-align: right;">8</td></tr> <tr><td style="border-top: 1px solid black;"></td><td style="text-align: right; 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border-top: 1px solid black;">19</td></tr> </tbody> </table> <p>118-134 credits are required for an A.A.S. degree.<br/>58-60 credits are required from any three quarters for a certificate.<br/>A minimum of 825 clock hours is required.</p> <p><sup>1</sup> This related education requirement may be met with any course or combination of courses approved by the instructional dean. Required related courses for the one-year certificate are APLED 112, 121, 125 and ISFTY 111.</p> <p><sup>2</sup> These courses must be taken before AUTO 121 and 122.</p> <p><sup>3</sup> AUTO 266 and 267 or 288 (no seminar) may be substituted. A maximum of 18 credits of cooperative education is allowed.</p> <p><sup>4</sup> AUTO 270 for automotive technology students desiring to receive additional training may be taken summer quarter either after the 3rd or 6th quarter. Instructor permission required. Completion of this course will entitle the student to a certificate of completion issued by the dean of instruction for technical education.</p> |               | Credits | APLED 121 Applied Written Communication <sup>1</sup> | 4 | AUTO 111 Theory of Brakes | 3 | AUTO 112 Theory and Application of Brake Repair | 4 | AUTO 131 Principles of Suspension Systems | 4 | AUTO 132 Service and Repair of Suspension Systems | 5 |  | 20 | APLED 112 Applied Mathematics <sup>1</sup> | 4 | AUTO 211 Theory of Engines <sup>2</sup> | 8 | AUTO 212 Theory and Application of Engine Repair | 8 |  | 20 | AGGEN 157 Arc Welding | 1 | AUTO 115 Theory of Electronics and Accessories <sup>2</sup> | 4 | AUTO 116 Diagnosis of Electronics and Accessories <sup>2</sup> | 5 | AUTO 215 Advanced Theory of Electronics and Accessories <sup>2</sup> | 3 | AUTO 216 Advanced Diagnosis of Electronics and Accessories <sup>2</sup> | 4 | ISFTY 111 Industrial First Aid <sup>1</sup> | 2 |  | 19 | AUTO 270 High Performance Engines <sup>4</sup> | 16 |  | 0-16 | AGGEN 158 Oxy-acetylene Welding | 1 | AUTO 117 Theory of Engine Performance <sup>2</sup> | 5 | AUTO 118 Diagnosis of Engine Performance <sup>2</sup> | 6 | AUTO 119 Theory of Air Conditioning | 2 | AUTO 120 Air Conditioning Applications | 3 | CIS 105 Computer Fundamentals for Vocations I <sup>1</sup> | 2 |  | 19 | AUTO 113 Theory of Transmissions/Transaxles <sup>3</sup> | 3 | AUTO 114 Diagnosis of Transmissions/Transaxles <sup>3</sup> | 4 | AUTO 129 Principles of Automatic Transmissions <sup>3</sup> | 4 | AUTO 130 Service and Repair of Automatic Transmissions <sup>3</sup> | 5 | MMGT 205 Small Business Planning <sup>1</sup> | 5 |  | 21 | APLED 125 Employment Preparation <sup>1</sup> | 3 | AUTO 121 Principles of Engine Performance, Air Conditioning, and Electrical | 4 | AUTO 122 Engine Performance, Service, and Repair | 5 | AUTO 221 Advanced Principles of Engine Performance, Air Conditioning, and Electrical <sup>3</sup> | 3 | AUTO 222 Advanced Engine Performance, Service, and Repair <sup>3</sup> | 4 |  | 19 | <p>Students must complete each AUTO course with a 2.0 grade or better before advancing to subsequent quarters.</p> <p><b>TOYOTA T-TEN OPTION</b></p> <p><b>First Quarter</b></p> <table style="width: 100%; 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|   | Credits       |         |  |   |                           |   |   |   |   |   |   |   |  |    |  |   |   |   |  |   |  |    |                       |   |   |   |  |   |  |   |   |   |   |   |  |    |  |    |  |      |                                 |   |  |   |   |   |                                     |   |  |   |  |   |  |    |  |   |   |   |   |   |   |   |   |   |  |    |   |   |   |   |  |   |   |   |  |   |  |    |   |  |         |   |   |   |   |                                  |   |                       |   |                                     |   |                                   |   |                                      |   |  |    |  |   |  |   |                                     |   |                        |   |                                     |   |  |    |                                 |   |   |   |                                       |   |   |   |  |    |  |   |                           |   |                             |   |   |   |   |   |                                       |   |  |    |                                       |   |   |   |   |   |                                    |   |   |   |  |    |   |   |                               |   |                                  |   |  |   |   |   |  |  |   |   |  |    |
| APLED 121 Applied Written Communication <sup>1</sup>  | 4             |         |  |   |                           |   |   |   |   |   |   |   |  |    |  |   |   |   |  |   |  |    |                       |   |   |   |  |   |  |   |   |   |   |   |  |    |  |    |  |      |                                 |   |  |   |   |   |                                     |   |  |   |  |   |  |    |  |   |   |   |   |   |   |   |   |   |  |    |   |   |   |   |  |   |   |   |  |   |  |    |   |  |         |   |   |   |   |                                  |   |                       |   |                                     |   |                                   |   |                                      |   |  |    |  |   |  |   |                                     |   |                        |   |                                     |   |  |    |                                 |   |   |   |                                       |   |   |   |  |    |  |   |                           |   |                             |   |   |   |   |   |                                       |   |  |    |                                       |   |   |   |   |   |                                    |   |   |   |  |    |   |   |                               |   |                                  |   |  |   |   |   |  |  |   |   |  |    |
| AUTO 111 Theory of Brakes   | 3             |         |  |   |                           |   |   |   |   |   |   |   |  |    |  |   |   |   |  |   |  |    |                       |   |   |   |  |   |  |   |   |   |   |   |  |    |  |    |  |      |                                 |   |  |   |   |   |                                     |   |  |   |  |   |  |    |  |   |   |   |   |   |   |   |   |   |  |    |   |   |   |   |  |   |   |   |  |   |  |    |   |  |         |   |   |   |   |                                  |   |                       |   |                                     |   |                                   |   |                                      |   |  |    |  |   |  |   |                                     |   |                        |   |                                     |   |  |    |                                 |   |   |   |                                       |   |   |   |  |    |  |   |                           |   |                             |   |   |   |   |   |                                       |   |  |    |                                       |   |   |   |   |   |                                    |   |   |   |  |    |   |   |                               |   |                                  |   |  |   |   |   |  |  |   |   |  |    |
| AUTO 112 Theory and Application of Brake Repair   | 4             |         |  |   |                           |   |   |   |   |   |   |   |  |    |  |   |   |   |  |   |  |    |                       |   |   |   |  |   |  |   |   |   |   |   |  |    |  |    |  |      |                                 |   |  |   |   |   |                                     |   |  |   |  |   |  |    |  |   |   |   |   |   |   |   |   |   |  |    |   |   |   |   |  |   |   |   |  |   |  |    |   |  |         |   |   |   |   |                                  |   |                       |   |                                     |   |                                   |   |                                      |   |  |    |  |   |  |   |                                     |   |                        |   |                                     |   |  |    |                                 |   |   |   |                                       |   |   |   |  |    |  |   |                           |   |                             |   |   |   |   |   |                                       |   |  |    |                                       |   |   |   |   |   |                                    |   |   |   |  |    |   |   |                               |   |                                  |   |  |   |   |   |  |  |   |   |  |    |
| AUTO 131 Principles of Suspension Systems   | 4             |         |  |   |                           |   |   |   |   |   |   |   |  |    |  |   |   |   |  |   |  |    |                       |   |   |   |  |   |  |   |   |   |   |   |  |    |  |    |  |      |                                 |   |  |   |   |   |                                     |   |  |   |  |   |  |    |  |   |   |   |   |   |   |   |   |   |  |    |   |   |   |   |  |   |   |   |  |   |  |    |   |  |         |   |   |   |   |                                  |   |                       |   |                                     |   |                                   |   |                                      |   |  |    |  |   |  |   |                                     |   |                        |   |                                     |   |  |    |                                 |   |   |   |                                       |   |   |   |  |    |  |   |                           |   |                             |   |   |   |   |   |                                       |   |  |    |                                       |   |   |   |   |   |                                    |   |   |   |  |    |   |   |                               |   |                                  |   |  |   |   |   |  |  |   |   |  |    |
| AUTO 132 Service and Repair of Suspension Systems   | 5             |         |  |   |                           |   |   |   |   |   |   |   |  |    |  |   |   |   |  |   |  |    |                       |   |   |   |  |   |  |   |   |   |   |   |  |    |  |    |  |      |                                 |   |  |   |   |   |                                     |   |  |   |  |   |  |    |  |   |   |   |   |   |   |   |   |   |  |    |   |   |   |   |  |   |   |   |  |   |  |    |   |  |         |   |   |   |   |                                  |   |                       |   |                                     |   |                                   |   |                                      |   |  |    |  |   |  |   |                                     |   |                        |   |                                     |   |  |    |                                 |   |   |   |                                       |   |   |   |  |    |  |   |                           |   |                             |   |   |   |   |   |                                       |   |  |    |                                       |   |   |   |   |   |                                    |   |   |   |  |    |   |   |                               |   |                                  |   |  |   |   |   |  |  |   |   |  |    |
|   | 20            |         |  |   |                           |   |   |   |   |   |   |   |  |    |  |   |   |   |  |   |  |    |                       |   |   |   |  |   |  |   |   |   |   |   |  |    |  |    |  |      |                                 |   |  |   |   |   |                                     |   |  |   |  |   |  |    |  |   |   |   |   |   |   |   |   |   |  |    |   |   |   |   |  |   |   |   |  |   |  |    |   |  |         |   |   |   |   |                                  |   |                       |   |                                     |   |                                   |   |                                      |   |  |    |  |   |  |   |                                     |   |                        |   |                                     |   |  |    |                                 |   |   |   |                                       |   |   |   |  |    |  |   |                           |   |                             |   |   |   |   |   |                                       |   |  |    |                                       |   |   |   |   |   |                                    |   |   |   |  |    |   |   |                               |   |                                  |   |  |   |   |   |  |  |   |   |  |    |
| APLED 112 Applied Mathematics <sup>1</sup>  | 4             |         |  |   |                           |   |   |   |   |   |   |   |  |    |  |   |   |   |  |   |  |    |                       |   |   |   |  |   |  |   |   |   |   |   |  |    |  |    |  |      |                                 |   |  |   |   |   |                                     |   |  |   |  |   |  |    |  |   |   |   |   |   |   |   |   |   |  |    |   |   |   |   |  |   |   |   |  |   |  |    |   |  |         |   |   |   |   |                                  |   |                       |   |                                     |   |                                   |   |                                      |   |  |    |  |   |  |   |                                     |   |                        |   |                                     |   |  |    |                                 |   |   |   |                                       |   |   |   |  |    |  |   |                           |   |                             |   |   |   |   |   |                                       |   |  |    |                                       |   |   |   |   |   |                                    |   |   |   |  |    |   |   |                               |   |                                  |   |  |   |   |   |  |  |   |   |  |    |
| AUTO 211 Theory of Engines <sup>2</sup>   | 8             |         |  |   |                           |   |   |   |   |   |   |   |  |    |  |   |   |   |  |   |  |    |                       |   |   |   |  |   |  |   |   |   |   |   |  |    |  |    |  |      |                                 |   |  |   |   |   |                                     |   |  |   |  |   |  |    |  |   |   |   |   |   |   |   |   |   |  |    |   |   |   |   |  |   |   |   |  |   |  |    |   |  |         |   |   |   |   |                                  |   |                       |   |                                     |   |                                   |   |                                      |   |  |    |  |   |  |   |                                     |   |                        |   |                                     |   |  |    |                                 |   |   |   |                                       |   |   |   |  |    |  |   |                           |   |                             |   |   |   |   |   |                                       |   |  |    |                                       |   |   |   |   |   |                                    |   |   |   |  |    |   |   |                               |   |                                  |   |  |   |   |   |  |  |   |   |  |    |
| AUTO 212 Theory and Application of Engine Repair  | 8             |         |  |   |                           |   |   |   |   |   |   |   |  |    |  |   |   |   |  |   |  |    |                       |   |   |   |  |   |  |   |   |   |   |   |  |    |  |    |  |      |                                 |   |  |   |   |   |                                     |   |  |   |  |   |  |    |  |   |   |   |   |   |   |   |   |   |  |    |   |   |   |   |  |   |   |   |  |   |  |    |   |  |         |   |   |   |   |                                  |   |                       |   |                                     |   |                                   |   |                                      |   |  |    |  |   |  |   |                                     |   |                        |   |                                     |   |  |    |                                 |   |   |   |                                       |   |   |   |  |    |  |   |                           |   |                             |   |   |   |   |   |                                       |   |  |    |                                       |   |   |   |   |   |                                    |   |   |   |  |    |   |   |                               |   |                                  |   |  |   |   |   |  |  |   |   |  |    |
|   | 20            |         |  |   |                           |   |   |   |   |   |   |   |  |    |  |   |   |   |  |   |  |    |                       |   |   |   |  |   |  |   |   |   |   |   |  |    |  |    |  |      |                                 |   |  |   |   |   |                                     |   |  |   |  |   |  |    |  |   |   |   |   |   |   |   |   |   |  |    |   |   |   |   |  |   |   |   |  |   |  |    |   |  |         |   |   |   |   |                                  |   |                       |   |                                     |   |                                   |   |                                      |   |  |    |  |   |  |   |                                     |   |                        |   |                                     |   |  |    |                                 |   |   |   |                                       |   |   |   |  |    |  |   |                           |   |                             |   |   |   |   |   |                                       |   |  |    |                                       |   |   |   |   |   |                                    |   |   |   |  |    |   |   |                               |   |                                  |   |  |   |   |   |  |  |   |   |  |    |
| AGGEN 157 Arc Welding   | 1             |         |  |   |                           |   |   |   |   |   |   |   |  |    |  |   |   |   |  |   |  |    |                       |   |   |   |  |   |  |   |   |   |   |   |  |    |  |    |  |      |                                 |   |  |   |   |   |                                     |   |  |   |  |   |  |    |  |   |   |   |   |   |   |   |   |   |  |    |   |   |   |   |  |   |   |   |  |   |  |    |   |  |         |   |   |   |   |                                  |   |                       |   |                                     |   |                                   |   |                                      |   |  |    |  |   |  |   |                                     |   |                        |   |                                     |   |  |    |                                 |   |   |   |                                       |   |   |   |  |    |  |   |                           |   |                             |   |   |   |   |   |                                       |   |  |    |                                       |   |   |   |   |   |                                    |   |   |   |  |    |   |   |                               |   |                                  |   |  |   |   |   |  |  |   |   |  |    |
| AUTO 115 Theory of Electronics and Accessories <sup>2</sup>   | 4             |         |  |   |                           |   |   |   |   |   |   |   |  |    |  |   |   |   |  |   |  |    |                       |   |   |   |  |   |  |   |   |   |   |   |  |    |  |    |  |      |                                 |   |  |   |   |   |                                     |   |  |   |  |   |  |    |  |   |   |   |   |   |   |   |   |   |  |    |   |   |   |   |  |   |   |   |  |   |  |    |   |  |         |   |   |   |   |                                  |   |                       |   |                                     |   |                                   |   |                                      |   |  |    |  |   |  |   |                                     |   |                        |   |                                     |   |  |    |                                 |   |   |   |                                       |   |   |   |  |    |  |   |                           |   |                             |   |   |   |   |   |                                       |   |  |    |                                       |   |   |   |   |   |                                    |   |   |   |  |    |   |   |                               |   |                                  |   |  |   |   |   |  |  |   |   |  |    |
| AUTO 116 Diagnosis of Electronics and Accessories <sup>2</sup>  | 5             |         |  |   |                           |   |   |   |   |   |   |   |  |    |  |   |   |   |  |   |  |    |                       |   |   |   |  |   |  |   |   |   |   |   |  |    |  |    |  |      |                                 |   |  |   |   |   |                                     |   |  |   |  |   |  |    |  |   |   |   |   |   |   |   |   |   |  |    |   |   |   |   |  |   |   |   |  |   |  |    |   |  |         |   |   |   |   |                                  |   |                       |   |                                     |   |                                   |   |                                      |   |  |    |  |   |  |   |                                     |   |                        |   |                                     |   |  |    |                                 |   |   |   |                                       |   |   |   |  |    |  |   |                           |   |                             |   |   |   |   |   |                                       |   |  |    |                                       |   |   |   |   |   |                                    |   |   |   |  |    |   |   |                               |   |                                  |   |  |   |   |   |  |  |   |   |  |    |
| AUTO 215 Advanced Theory of Electronics and Accessories <sup>2</sup>  | 3             |         |  |   |                           |   |   |   |   |   |   |   |  |    |  |   |   |   |  |   |  |    |                       |   |   |   |  |   |  |   |   |   |   |   |  |    |  |    |  |      |                                 |   |  |   |   |   |                                     |   |  |   |  |   |  |    |  |   |   |   |   |   |   |   |   |   |  |    |   |   |   |   |  |   |   |   |  |   |  |    |   |  |         |   |   |   |   |                                  |   |                       |   |                                     |   |                                   |   |                                      |   |  |    |  |   |  |   |                                     |   |                        |   |                                     |   |  |    |                                 |   |   |   |                                       |   |   |   |  |    |  |   |                           |   |                             |   |   |   |   |   |                                       |   |  |    |                                       |   |   |   |   |   |                                    |   |   |   |  |    |   |   |                               |   |                                  |   |  |   |   |   |  |  |   |   |  |    |
| AUTO 216 Advanced Diagnosis of Electronics and Accessories <sup>2</sup>   | 4             |         |  |   |                           |   |   |   |   |   |   |   |  |    |  |   |   |   |  |   |  |    |                       |   |   |   |  |   |  |   |   |   |   |   |  |    |  |    |  |      |                                 |   |  |   |   |   |                                     |   |  |   |  |   |  |    |  |   |   |   |   |   |   |   |   |   |  |    |   |   |   |   |  |   |   |   |  |   |  |    |   |  |         |   |   |   |   |                                  |   |                       |   |                                     |   |                                   |   |                                      |   |  |    |  |   |  |   |                                     |   |                        |   |                                     |   |  |    |                                 |   |   |   |                                       |   |   |   |  |    |  |   |                           |   |                             |   |   |   |   |   |                                       |   |  |    |                                       |   |   |   |   |   |                                    |   |   |   |  |    |   |   |                               |   |                                  |   |  |   |   |   |  |  |   |   |  |    |
| ISFTY 111 Industrial First Aid <sup>1</sup>   | 2             |         |  |   |                           |   |   |   |   |   |   |   |  |    |  |   |   |   |  |   |  |    |                       |   |   |   |  |   |  |   |   |   |   |   |  |    |  |    |  |      |                                 |   |  |   |   |   |                                     |   |  |   |  |   |  |    |  |   |   |   |   |   |   |   |   |   |  |    |   |   |   |   |  |   |   |   |  |   |  |    |   |  |         |   |   |   |   |                                  |   |                       |   |                                     |   |                                   |   |                                      |   |  |    |  |   |  |   |                                     |   |                        |   |                                     |   |  |    |                                 |   |   |   |                                       |   |   |   |  |    |  |   |                           |   |                             |   |   |   |   |   |                                       |   |  |    |                                       |   |   |   |   |   |                                    |   |   |   |  |    |   |   |                               |   |                                  |   |  |   |   |   |  |  |   |   |  |    |
|   | 19            |         |  |   |                           |   |   |   |   |   |   |   |  |    |  |   |   |   |  |   |  |    |                       |   |   |   |  |   |  |   |   |   |   |   |  |    |  |    |  |      |                                 |   |  |   |   |   |                                     |   |  |   |  |   |  |    |  |   |   |   |   |   |   |   |   |   |  |    |   |   |   |   |  |   |   |   |  |   |  |    |   |  |         |   |   |   |   |                                  |   |                       |   |                                     |   |                                   |   |                                      |   |  |    |  |   |  |   |                                     |   |                        |   |                                     |   |  |    |                                 |   |   |   |                                       |   |   |   |  |    |  |   |                           |   |                             |   |   |   |   |   |                                       |   |  |    |                                       |   |   |   |   |   |                                    |   |   |   |  |    |   |   |                               |   |                                  |   |  |   |   |   |  |  |   |   |  |    |
| AUTO 270 High Performance Engines <sup>4</sup>  | 16            |         |  |   |                           |   |   |   |   |   |   |   |  |    |  |   |   |   |  |   |  |    |                       |   |   |   |  |   |  |   |   |   |   |   |  |    |  |    |  |      |                                 |   |  |   |   |   |                                     |   |  |   |  |   |  |    |  |   |   |   |   |   |   |   |   |   |  |    |   |   |   |   |  |   |   |   |  |   |  |    |   |  |         |   |   |   |   |                                  |   |                       |   |                                     |   |                                   |   |                                      |   |  |    |  |   |  |   |                                     |   |                        |   |                                     |   |  |    |                                 |   |   |   |                                       |   |   |   |  |    |  |   |                           |   |                             |   |   |   |   |   |                                       |   |  |    |                                       |   |   |   |   |   |                                    |   |   |   |  |    |   |   |                               |   |                                  |   |  |   |   |   |  |  |   |   |  |    |
|   | 0-16          |         |  |   |                           |   |   |   |   |   |   |   |  |    |  |   |   |   |  |   |  |    |                       |   |   |   |  |   |  |   |   |   |   |   |  |    |  |    |  |      |                                 |   |  |   |   |   |                                     |   |  |   |  |   |  |    |  |   |   |   |   |   |   |   |   |   |  |    |   |   |   |   |  |   |   |   |  |   |  |    |   |  |         |   |   |   |   |                                  |   |                       |   |                                     |   |                                   |   |                                      |   |  |    |  |   |  |   |                                     |   |                        |   |                                     |   |  |    |                                 |   |   |   |                                       |   |   |   |  |    |  |   |                           |   |                             |   |   |   |   |   |                                       |   |  |    |                                       |   |   |   |   |   |                                    |   |   |   |  |    |   |   |                               |   |                                  |   |  |   |   |   |  |  |   |   |  |    |
| AGGEN 158 Oxy-acetylene Welding   | 1             |         |  |   |                           |   |   |   |   |   |   |   |  |    |  |   |   |   |  |   |  |    |                       |   |   |   |  |   |  |   |   |   |   |   |  |    |  |    |  |      |                                 |   |  |   |   |   |                                     |   |  |   |  |   |  |    |  |   |   |   |   |   |   |   |   |   |  |    |   |   |   |   |  |   |   |   |  |   |  |    |   |  |         |   |   |   |   |                                  |   |                       |   |                                     |   |                                   |   |                                      |   |  |    |  |   |  |   |                                     |   |                        |   |                                     |   |  |    |                                 |   |   |   |                                       |   |   |   |  |    |  |   |                           |   |                             |   |   |   |   |   |                                       |   |  |    |                                       |   |   |   |   |   |                                    |   |   |   |  |    |   |   |                               |   |                                  |   |  |   |   |   |  |  |   |   |  |    |
| AUTO 117 Theory of Engine Performance <sup>2</sup>  | 5             |         |  |   |                           |   |   |   |   |   |   |   |  |    |  |   |   |   |  |   |  |    |                       |   |   |   |  |   |  |   |   |   |   |   |  |    |  |    |  |      |                                 |   |  |   |   |   |                                     |   |  |   |  |   |  |    |  |   |   |   |   |   |   |   |   |   |  |    |   |   |   |   |  |   |   |   |  |   |  |    |   |  |         |   |   |   |   |                                  |   |                       |   |                                     |   |                                   |   |                                      |   |  |    |  |   |  |   |                                     |   |                        |   |                                     |   |  |    |                                 |   |   |   |                                       |   |   |   |  |    |  |   |                           |   |                             |   |   |   |   |   |                                       |   |  |    |                                       |   |   |   |   |   |                                    |   |   |   |  |    |   |   |                               |   |                                  |   |  |   |   |   |  |  |   |   |  |    |
| AUTO 118 Diagnosis of Engine Performance <sup>2</sup>   | 6             |         |  |   |                           |   |   |   |   |   |   |   |  |    |  |   |   |   |  |   |  |    |                       |   |   |   |  |   |  |   |   |   |   |   |  |    |  |    |  |      |                                 |   |  |   |   |   |                                     |   |  |   |  |   |  |    |  |   |   |   |   |   |   |   |   |   |  |    |   |   |   |   |  |   |   |   |  |   |  |    |   |  |         |   |   |   |   |                                  |   |                       |   |                                     |   |                                   |   |                                      |   |  |    |  |   |  |   |                                     |   |                        |   |                                     |   |  |    |                                 |   |   |   |                                       |   |   |   |  |    |  |   |                           |   |                             |   |   |   |   |   |                                       |   |  |    |                                       |   |   |   |   |   |                                    |   |   |   |  |    |   |   |                               |   |                                  |   |  |   |   |   |  |  |   |   |  |    |
| AUTO 119 Theory of Air Conditioning   | 2             |         |  |   |                           |   |   |   |   |   |   |   |  |    |  |   |   |   |  |   |  |    |                       |   |   |   |  |   |  |   |   |   |   |   |  |    |  |    |  |      |                                 |   |  |   |   |   |                                     |   |  |   |  |   |  |    |  |   |   |   |   |   |   |   |   |   |  |    |   |   |   |   |  |   |   |   |  |   |  |    |   |  |         |   |   |   |   |                                  |   |                       |   |                                     |   |                                   |   |                                      |   |  |    |  |   |  |   |                                     |   |                        |   |                                     |   |  |    |                                 |   |   |   |                                       |   |   |   |  |    |  |   |                           |   |                             |   |   |   |   |   |                                       |   |  |    |                                       |   |   |   |   |   |                                    |   |   |   |  |    |   |   |                               |   |                                  |   |  |   |   |   |  |  |   |   |  |    |
| AUTO 120 Air Conditioning Applications  | 3             |         |  |   |                           |   |   |   |   |   |   |   |  |    |  |   |   |   |  |   |  |    |                       |   |   |   |  |   |  |   |   |   |   |   |  |    |  |    |  |      |                                 |   |  |   |   |   |                                     |   |  |   |  |   |  |    |  |   |   |   |   |   |   |   |   |   |  |    |   |   |   |   |  |   |   |   |  |   |  |    |   |  |         |   |   |   |   |                                  |   |                       |   |                                     |   |                                   |   |                                      |   |  |    |  |   |  |   |                                     |   |                        |   |                                     |   |  |    |                                 |   |   |   |                                       |   |   |   |  |    |  |   |                           |   |                             |   |   |   |   |   |                                       |   |  |    |                                       |   |   |   |   |   |                                    |   |   |   |  |    |   |   |                               |   |                                  |   |  |   |   |   |  |  |   |   |  |    |
| CIS 105 Computer Fundamentals for Vocations I <sup>1</sup>  | 2             |         |  |   |                           |   |   |   |   |   |   |   |  |    |  |   |   |   |  |   |  |    |                       |   |   |   |  |   |  |   |   |   |   |   |  |    |  |    |  |      |                                 |   |  |   |   |   |                                     |   |  |   |  |   |  |    |  |   |   |   |   |   |   |   |   |   |  |    |   |   |   |   |  |   |   |   |  |   |  |    |   |  |         |   |   |   |   |                                  |   |                       |   |                                     |   |                                   |   |                                      |   |  |    |  |   |  |   |                                     |   |                        |   |                                     |   |  |    |                                 |   |   |   |                                       |   |   |   |  |    |  |   |                           |   |                             |   |   |   |   |   |                                       |   |  |    |                                       |   |   |   |   |   |                                    |   |   |   |  |    |   |   |                               |   |                                  |   |  |   |   |   |  |  |   |   |  |    |
|   | 19            |         |  |   |                           |   |   |   |   |   |   |   |  |    |  |   |   |   |  |   |  |    |                       |   |   |   |  |   |  |   |   |   |   |   |  |    |  |    |  |      |                                 |   |  |   |   |   |                                     |   |  |   |  |   |  |    |  |   |   |   |   |   |   |   |   |   |  |    |   |   |   |   |  |   |   |   |  |   |  |    |   |  |         |   |   |   |   |                                  |   |                       |   |                                     |   |                                   |   |                                      |   |  |    |  |   |  |   |                                     |   |                        |   |                                     |   |  |    |                                 |   |   |   |                                       |   |   |   |  |    |  |   |                           |   |                             |   |   |   |   |   |                                       |   |  |    |                                       |   |   |   |   |   |                                    |   |   |   |  |    |   |   |                               |   |                                  |   |  |   |   |   |  |  |   |   |  |    |
| AUTO 113 Theory of Transmissions/Transaxles <sup>3</sup>  | 3             |         |  |   |                           |   |   |   |   |   |   |   |  |    |  |   |   |   |  |   |  |    |                       |   |   |   |  |   |  |   |   |   |   |   |  |    |  |    |  |      |                                 |   |  |   |   |   |                                     |   |  |   |  |   |  |    |  |   |   |   |   |   |   |   |   |   |  |    |   |   |   |   |  |   |   |   |  |   |  |    |   |  |         |   |   |   |   |                                  |   |                       |   |                                     |   |                                   |   |                                      |   |  |    |  |   |  |   |                                     |   |                        |   |                                     |   |  |    |                                 |   |   |   |                                       |   |   |   |  |    |  |   |                           |   |                             |   |   |   |   |   |                                       |   |  |    |                                       |   |   |   |   |   |                                    |   |   |   |  |    |   |   |                               |   |                                  |   |  |   |   |   |  |  |   |   |  |    |
| AUTO 114 Diagnosis of Transmissions/Transaxles <sup>3</sup>   | 4             |         |  |   |                           |   |   |   |   |   |   |   |  |    |  |   |   |   |  |   |  |    |                       |   |   |   |  |   |  |   |   |   |   |   |  |    |  |    |  |      |                                 |   |  |   |   |   |                                     |   |  |   |  |   |  |    |  |   |   |   |   |   |   |   |   |   |  |    |   |   |   |   |  |   |   |   |  |   |  |    |   |  |         |   |   |   |   |                                  |   |                       |   |                                     |   |                                   |   |                                      |   |  |    |  |   |  |   |                                     |   |                        |   |                                     |   |  |    |                                 |   |   |   |                                       |   |   |   |  |    |  |   |                           |   |                             |   |   |   |   |   |                                       |   |  |    |                                       |   |   |   |   |   |                                    |   |   |   |  |    |   |   |                               |   |                                  |   |  |   |   |   |  |  |   |   |  |    |
| AUTO 129 Principles of Automatic Transmissions <sup>3</sup>   | 4             |         |  |   |                           |   |   |   |   |   |   |   |  |    |  |   |   |   |  |   |  |    |                       |   |   |   |  |   |  |   |   |   |   |   |  |    |  |    |  |      |                                 |   |  |   |   |   |                                     |   |  |   |  |   |  |    |  |   |   |   |   |   |   |   |   |   |  |    |   |   |   |   |  |   |   |   |  |   |  |    |   |  |         |   |   |   |   |                                  |   |                       |   |                                     |   |                                   |   |                                      |   |  |    |  |   |  |   |                                     |   |                        |   |                                     |   |  |    |                                 |   |   |   |                                       |   |   |   |  |    |  |   |                           |   |                             |   |   |   |   |   |                                       |   |  |    |                                       |   |   |   |   |   |                                    |   |   |   |  |    |   |   |                               |   |                                  |   |  |   |   |   |  |  |   |   |  |    |
| AUTO 130 Service and Repair of Automatic Transmissions <sup>3</sup>   | 5             |         |  |   |                           |   |   |   |   |   |   |   |  |    |  |   |   |   |  |   |  |    |                       |   |   |   |  |   |  |   |   |   |   |   |  |    |  |    |  |      |                                 |   |  |   |   |   |                                     |   |  |   |  |   |  |    |  |   |   |   |   |   |   |   |   |   |  |    |   |   |   |   |  |   |   |   |  |   |  |    |   |  |         |   |   |   |   |                                  |   |                       |   |                                     |   |                                   |   |                                      |   |  |    |  |   |  |   |                                     |   |                        |   |                                     |   |  |    |                                 |   |   |   |                                       |   |   |   |  |    |  |   |                           |   |                             |   |   |   |   |   |                                       |   |  |    |                                       |   |   |   |   |   |                                    |   |   |   |  |    |   |   |                               |   |                                  |   |  |   |   |   |  |  |   |   |  |    |
| MMGT 205 Small Business Planning <sup>1</sup>   | 5             |         |  |   |                           |   |   |   |   |   |   |   |  |    |  |   |   |   |  |   |  |    |                       |   |   |   |  |   |  |   |   |   |   |   |  |    |  |    |  |      |                                 |   |  |   |   |   |                                     |   |  |   |  |   |  |    |  |   |   |   |   |   |   |   |   |   |  |    |   |   |   |   |  |   |   |   |  |   |  |    |   |  |         |   |   |   |   |                                  |   |                       |   |                                     |   |                                   |   |                                      |   |  |    |  |   |  |   |                                     |   |                        |   |                                     |   |  |    |                                 |   |   |   |                                       |   |   |   |  |    |  |   |                           |   |                             |   |   |   |   |   |                                       |   |  |    |                                       |   |   |   |   |   |                                    |   |   |   |  |    |   |   |                               |   |                                  |   |  |   |   |   |  |  |   |   |  |    |
|   | 21            |         |  |   |                           |   |   |   |   |   |   |   |  |    |  |   |   |   |  |   |  |    |                       |   |   |   |  |   |  |   |   |   |   |   |  |    |  |    |  |      |                                 |   |  |   |   |   |                                     |   |  |   |  |   |  |    |  |   |   |   |   |   |   |   |   |   |  |    |   |   |   |   |  |   |   |   |  |   |  |    |   |  |         |   |   |   |   |                                  |   |                       |   |                                     |   |                                   |   |                                      |   |  |    |  |   |  |   |                                     |   |                        |   |                                     |   |  |    |                                 |   |   |   |                                       |   |   |   |  |    |  |   |                           |   |                             |   |   |   |   |   |                                       |   |  |    |                                       |   |   |   |   |   |                                    |   |   |   |  |    |   |   |                               |   |                                  |   |  |   |   |   |  |  |   |   |  |    |
| APLED 125 Employment Preparation <sup>1</sup>   | 3             |         |  |   |                           |   |   |   |   |   |   |   |  |    |  |   |   |   |  |   |  |    |                       |   |   |   |  |   |  |   |   |   |   |   |  |    |  |    |  |      |                                 |   |  |   |   |   |                                     |   |  |   |  |   |  |    |  |   |   |   |   |   |   |   |   |   |  |    |   |   |   |   |  |   |   |   |  |   |  |    |   |  |         |   |   |   |   |                                  |   |                       |   |                                     |   |                                   |   |                                      |   |  |    |  |   |  |   |                                     |   |                        |   |                                     |   |  |    |                                 |   |   |   |                                       |   |   |   |  |    |  |   |                           |   |                             |   |   |   |   |   |                                       |   |  |    |                                       |   |   |   |   |   |                                    |   |   |   |  |    |   |   |                               |   |                                  |   |  |   |   |   |  |  |   |   |  |    |
| AUTO 121 Principles of Engine Performance, Air Conditioning, and Electrical   | 4             |         |  |   |                           |   |   |   |   |   |   |   |  |    |  |   |   |   |  |   |  |    |                       |   |   |   |  |   |  |   |   |   |   |   |  |    |  |    |  |      |                                 |   |  |   |   |   |                                     |   |  |   |  |   |  |    |  |   |   |   |   |   |   |   |   |   |  |    |   |   |   |   |  |   |   |   |  |   |  |    |   |  |         |   |   |   |   |                                  |   |                       |   |                                     |   |                                   |   |                                      |   |  |    |  |   |  |   |                                     |   |                        |   |                                     |   |  |    |                                 |   |   |   |                                       |   |   |   |  |    |  |   |                           |   |                             |   |   |   |   |   |                                       |   |  |    |                                       |   |   |   |   |   |                                    |   |   |   |  |    |   |   |                               |   |                                  |   |  |   |   |   |  |  |   |   |  |    |
| AUTO 122 Engine Performance, Service, and Repair  | 5             |         |  |   |                           |   |   |   |   |   |   |   |  |    |  |   |   |   |  |   |  |    |                       |   |   |   |  |   |  |   |   |   |   |   |  |    |  |    |  |      |                                 |   |  |   |   |   |                                     |   |  |   |  |   |  |    |  |   |   |   |   |   |   |   |   |   |  |    |   |   |   |   |  |   |   |   |  |   |  |    |   |  |         |   |   |   |   |                                  |   |                       |   |                                     |   |                                   |   |                                      |   |  |    |  |   |  |   |                                     |   |                        |   |                                     |   |  |    |                                 |   |   |   |                                       |   |   |   |  |    |  |   |                           |   |                             |   |   |   |   |   |                                       |   |  |    |                                       |   |   |   |   |   |                                    |   |   |   |  |    |   |   |                               |   |                                  |   |  |   |   |   |  |  |   |   |  |    |
| AUTO 221 Advanced Principles of Engine Performance, Air Conditioning, and Electrical <sup>3</sup>   | 3             |         |  |   |                           |   |   |   |   |   |   |   |  |    |  |   |   |   |  |   |  |    |                       |   |   |   |  |   |  |   |   |   |   |   |  |    |  |    |  |      |                                 |   |  |   |   |   |                                     |   |  |   |  |   |  |    |  |   |   |   |   |   |   |   |   |   |  |    |   |   |   |   |  |   |   |   |  |   |  |    |   |  |         |   |   |   |   |                                  |   |                       |   |                                     |   |                                   |   |                                      |   |  |    |  |   |  |   |                                     |   |                        |   |                                     |   |  |    |                                 |   |   |   |                                       |   |   |   |  |    |  |   |                           |   |                             |   |   |   |   |   |                                       |   |  |    |                                       |   |   |   |   |   |                                    |   |   |   |  |    |   |   |                               |   |                                  |   |  |   |   |   |  |  |   |   |  |    |
| AUTO 222 Advanced Engine Performance, Service, and Repair <sup>3</sup>  | 4             |         |  |   |                           |   |   |   |   |   |   |   |  |    |  |   |   |   |  |   |  |    |                       |   |   |   |  |   |  |   |   |   |   |   |  |    |  |    |  |      |                                 |   |  |   |   |   |                                     |   |  |   |  |   |  |    |  |   |   |   |   |   |   |   |   |   |  |    |   |   |   |   |  |   |   |   |  |   |  |    |   |  |         |   |   |   |   |                                  |   |                       |   |                                     |   |                                   |   |                                      |   |  |    |  |   |  |   |                                     |   |                        |   |                                     |   |  |    |                                 |   |   |   |                                       |   |   |   |  |    |  |   |                           |   |                             |   |   |   |   |   |                                       |   |  |    |                                       |   |   |   |   |   |                                    |   |   |   |  |    |   |   |                               |   |                                  |   |  |   |   |   |  |  |   |   |  |    |
|   | 19            |         |  |   |                           |   |   |   |   |   |   |   |  |    |  |   |   |   |  |   |  |    |                       |   |   |   |  |   |  |   |   |   |   |   |  |    |  |    |  |      |                                 |   |  |   |   |   |                                     |   |  |   |  |   |  |    |  |   |   |   |   |   |   |   |   |   |  |    |   |   |   |   |  |   |   |   |  |   |  |    |   |  |         |   |   |   |   |                                  |   |                       |   |                                     |   |                                   |   |                                      |   |  |    |  |   |  |   |                                     |   |                        |   |                                     |   |  |    |                                 |   |   |   |                                       |   |   |   |  |    |  |   |                           |   |                             |   |   |   |   |   |                                       |   |  |    |                                       |   |   |   |   |   |                                    |   |   |   |  |    |   |   |                               |   |                                  |   |  |   |   |   |  |  |   |   |  |    |
|   | Credits       |         |  |   |                           |   |   |   |   |   |   |   |  |    |  |   |   |   |  |   |  |    |                       |   |   |   |  |   |  |   |   |   |   |   |  |    |  |    |  |      |                                 |   |  |   |   |   |                                     |   |  |   |  |   |  |    |  |   |   |   |   |   |   |   |   |   |  |    |   |   |   |   |  |   |   |   |  |   |  |    |   |  |         |   |   |   |   |                                  |   |                       |   |                                     |   |                                   |   |                                      |   |  |    |  |   |  |   |                                     |   |                        |   |                                     |   |  |    |                                 |   |   |   |                                       |   |   |   |  |    |  |   |                           |   |                             |   |   |   |   |   |                                       |   |  |    |                                       |   |   |   |   |   |                                    |   |   |   |  |    |   |   |                               |   |                                  |   |  |   |   |   |  |  |   |   |  |    |
| APLED 125 Employment Preparation <sup>1</sup>   | 3             |         |  |   |                           |   |   |   |   |   |   |   |  |    |  |   |   |   |  |   |  |    |                       |   |   |   |  |   |  |   |   |   |   |   |  |    |  |    |  |      |                                 |   |  |   |   |   |                                     |   |  |   |  |   |  |    |  |   |   |   |   |   |   |   |   |   |  |    |   |   |   |   |  |   |   |   |  |   |  |    |   |  |         |   |   |   |   |                                  |   |                       |   |                                     |   |                                   |   |                                      |   |  |    |  |   |  |   |                                     |   |                        |   |                                     |   |  |    |                                 |   |   |   |                                       |   |   |   |  |    |  |   |                           |   |                             |   |   |   |   |   |                                       |   |  |    |                                       |   |   |   |   |   |                                    |   |   |   |  |    |   |   |                               |   |                                  |   |  |   |   |   |  |  |   |   |  |    |
| AUTO 102 Introduction to Tools and Measurements   | 3             |         |  |   |                           |   |   |   |   |   |   |   |  |    |  |   |   |   |  |   |  |    |                       |   |   |   |  |   |  |   |   |   |   |   |  |    |  |    |  |      |                                 |   |  |   |   |   |                                     |   |  |   |  |   |  |    |  |   |   |   |   |   |   |   |   |   |  |    |   |   |   |   |  |   |   |   |  |   |  |    |   |  |         |   |   |   |   |                                  |   |                       |   |                                     |   |                                   |   |                                      |   |  |    |  |   |  |   |                                     |   |                        |   |                                     |   |  |    |                                 |   |   |   |                                       |   |   |   |  |    |  |   |                           |   |                             |   |   |   |   |   |                                       |   |  |    |                                       |   |   |   |   |   |                                    |   |   |   |  |    |   |   |                               |   |                                  |   |  |   |   |   |  |  |   |   |  |    |
| AUTO 103 Tire Service and Repair  | 2             |         |  |   |                           |   |   |   |   |   |   |   |  |    |  |   |   |   |  |   |  |    |                       |   |   |   |  |   |  |   |   |   |   |   |  |    |  |    |  |      |                                 |   |  |   |   |   |                                     |   |  |   |  |   |  |    |  |   |   |   |   |   |   |   |   |   |  |    |   |   |   |   |  |   |   |   |  |   |  |    |   |  |         |   |   |   |   |                                  |   |                       |   |                                     |   |                                   |   |                                      |   |  |    |  |   |  |   |                                     |   |                        |   |                                     |   |  |    |                                 |   |   |   |                                       |   |   |   |  |    |  |   |                           |   |                             |   |   |   |   |   |                                       |   |  |    |                                       |   |   |   |   |   |                                    |   |   |   |  |    |   |   |                               |   |                                  |   |  |   |   |   |  |  |   |   |  |    |
| AUTO 104 Lube Service   | 2             |         |  |   |                           |   |   |   |   |   |   |   |  |    |  |   |   |   |  |   |  |    |                       |   |   |   |  |   |  |   |   |   |   |   |  |    |  |    |  |      |                                 |   |  |   |   |   |                                     |   |  |   |  |   |  |    |  |   |   |   |   |   |   |   |   |   |  |    |   |   |   |   |  |   |   |   |  |   |  |    |   |  |         |   |   |   |   |                                  |   |                       |   |                                     |   |                                   |   |                                      |   |  |    |  |   |  |   |                                     |   |                        |   |                                     |   |  |    |                                 |   |   |   |                                       |   |   |   |  |    |  |   |                           |   |                             |   |   |   |   |   |                                       |   |  |    |                                       |   |   |   |   |   |                                    |   |   |   |  |    |   |   |                               |   |                                  |   |  |   |   |   |  |  |   |   |  |    |
| AUTO 105 Toyota Information Systems   | 3             |         |  |   |                           |   |   |   |   |   |   |   |  |    |  |   |   |   |  |   |  |    |                       |   |   |   |  |   |  |   |   |   |   |   |  |    |  |    |  |      |                                 |   |  |   |   |   |                                     |   |  |   |  |   |  |    |  |   |   |   |   |   |   |   |   |   |  |    |   |   |   |   |  |   |   |   |  |   |  |    |   |  |         |   |   |   |   |                                  |   |                       |   |                                     |   |                                   |   |                                      |   |  |    |  |   |  |   |                                     |   |                        |   |                                     |   |  |    |                                 |   |   |   |                                       |   |   |   |  |    |  |   |                           |   |                             |   |   |   |   |   |                                       |   |  |    |                                       |   |   |   |   |   |                                    |   |   |   |  |    |   |   |                               |   |                                  |   |  |   |   |   |  |  |   |   |  |    |
| AUTO 106 Pre-Delivery Inspections   | 1             |         |  |   |                           |   |   |   |   |   |   |   |  |    |  |   |   |   |  |   |  |    |                       |   |   |   |  |   |  |   |   |   |   |   |  |    |  |    |  |      |                                 |   |  |   |   |   |                                     |   |  |   |  |   |  |    |  |   |   |   |   |   |   |   |   |   |  |    |   |   |   |   |  |   |   |   |  |   |  |    |   |  |         |   |   |   |   |                                  |   |                       |   |                                     |   |                                   |   |                                      |   |  |    |  |   |  |   |                                     |   |                        |   |                                     |   |  |    |                                 |   |   |   |                                       |   |   |   |  |    |  |   |                           |   |                             |   |   |   |   |   |                                       |   |  |    |                                       |   |   |   |   |   |                                    |   |   |   |  |    |   |   |                               |   |                                  |   |  |   |   |   |  |  |   |   |  |    |
| AUTO 107 Electrical Circuitry Theory  | 5             |         |  |   |                           |   |   |   |   |   |   |   |  |    |  |   |   |   |  |   |  |    |                       |   |   |   |  |   |  |   |   |   |   |   |  |    |  |    |  |      |                                 |   |  |   |   |   |                                     |   |  |   |  |   |  |    |  |   |   |   |   |   |   |   |   |   |  |    |   |   |   |   |  |   |   |   |  |   |  |    |   |  |         |   |   |   |   |                                  |   |                       |   |                                     |   |                                   |   |                                      |   |  |    |  |   |  |   |                                     |   |                        |   |                                     |   |  |    |                                 |   |   |   |                                       |   |   |   |  |    |  |   |                           |   |                             |   |   |   |   |   |                                       |   |  |    |                                       |   |   |   |   |   |                                    |   |   |   |  |    |   |   |                               |   |                                  |   |  |   |   |   |  |  |   |   |  |    |
|   | 19            |         |  |   |                           |   |   |   |   |   |   |   |  |    |  |   |   |   |  |   |  |    |                       |   |   |   |  |   |  |   |   |   |   |   |  |    |  |    |  |      |                                 |   |  |   |   |   |                                     |   |  |   |  |   |  |    |  |   |   |   |   |   |   |   |   |   |  |    |   |   |   |   |  |   |   |   |  |   |  |    |   |  |         |   |   |   |   |                                  |   |                       |   |                                     |   |                                   |   |                                      |   |  |    |  |   |  |   |                                     |   |                        |   |                                     |   |  |    |                                 |   |   |   |                                       |   |   |   |  |    |  |   |                           |   |                             |   |   |   |   |   |                                       |   |  |    |                                       |   |   |   |   |   |                                    |   |   |   |  |    |   |   |                               |   |                                  |   |  |   |   |   |  |  |   |   |  |    |
| APLED 112 Applied Mathematics <sup>1</sup>  | 5             |         |  |   |                           |   |   |   |   |   |   |   |  |    |  |   |   |   |  |   |  |    |                       |   |   |   |  |   |  |   |   |   |   |   |  |    |  |    |  |      |                                 |   |  |   |   |   |                                     |   |  |   |  |   |  |    |  |   |   |   |   |   |   |   |   |   |  |    |   |   |   |   |  |   |   |   |  |   |  |    |   |  |         |   |   |   |   |                                  |   |                       |   |                                     |   |                                   |   |                                      |   |  |    |  |   |  |   |                                     |   |                        |   |                                     |   |  |    |                                 |   |   |   |                                       |   |   |   |  |    |  |   |                           |   |                             |   |   |   |   |   |                                       |   |  |    |                                       |   |   |   |   |   |                                    |   |   |   |  |    |   |   |                               |   |                                  |   |  |   |   |   |  |  |   |   |  |    |
| AUTO 123 Advanced Diagnosis of Electronics  | 6             |         |  |   |                           |   |   |   |   |   |   |   |  |    |  |   |   |   |  |   |  |    |                       |   |   |   |  |   |  |   |   |   |   |   |  |    |  |    |  |      |                                 |   |  |   |   |   |                                     |   |  |   |  |   |  |    |  |   |   |   |   |   |   |   |   |   |  |    |   |   |   |   |  |   |   |   |  |   |  |    |   |  |         |   |   |   |   |                                  |   |                       |   |                                     |   |                                   |   |                                      |   |  |    |  |   |  |   |                                     |   |                        |   |                                     |   |  |    |                                 |   |   |   |                                       |   |   |   |  |    |  |   |                           |   |                             |   |   |   |   |   |                                       |   |  |    |                                       |   |   |   |   |   |                                    |   |   |   |  |    |   |   |                               |   |                                  |   |  |   |   |   |  |  |   |   |  |    |
| AUTO 124 Electrical Wiring Diagrams   | 2             |         |  |   |                           |   |   |   |   |   |   |   |  |    |  |   |   |   |  |   |  |    |                       |   |   |   |  |   |  |   |   |   |   |   |  |    |  |    |  |      |                                 |   |  |   |   |   |                                     |   |  |   |  |   |  |    |  |   |   |   |   |   |   |   |   |   |  |    |   |   |   |   |  |   |   |   |  |   |  |    |   |  |         |   |   |   |   |                                  |   |                       |   |                                     |   |                                   |   |                                      |   |  |    |  |   |  |   |                                     |   |                        |   |                                     |   |  |    |                                 |   |   |   |                                       |   |   |   |  |    |  |   |                           |   |                             |   |   |   |   |   |                                       |   |  |    |                                       |   |   |   |   |   |                                    |   |   |   |  |    |   |   |                               |   |                                  |   |  |   |   |   |  |  |   |   |  |    |
| AUTO 125 Engine Theory  | 4             |         |  |   |                           |   |   |   |   |   |   |   |  |    |  |   |   |   |  |   |  |    |                       |   |   |   |  |   |  |   |   |   |   |   |  |    |  |    |  |      |                                 |   |  |   |   |   |                                     |   |  |   |  |   |  |    |  |   |   |   |   |   |   |   |   |   |  |    |   |   |   |   |  |   |   |   |  |   |  |    |   |  |         |   |   |   |   |                                  |   |                       |   |                                     |   |                                   |   |                                      |   |  |    |  |   |  |   |                                     |   |                        |   |                                     |   |  |    |                                 |   |   |   |                                       |   |   |   |  |    |  |   |                           |   |                             |   |   |   |   |   |                                       |   |  |    |                                       |   |   |   |   |   |                                    |   |   |   |  |    |   |   |                               |   |                                  |   |  |   |   |   |  |  |   |   |  |    |
| AUTO 126 Engine Repair Applications   | 4             |         |  |   |                           |   |   |   |   |   |   |   |  |    |  |   |   |   |  |   |  |    |                       |   |   |   |  |   |  |   |   |   |   |   |  |    |  |    |  |      |                                 |   |  |   |   |   |                                     |   |  |   |  |   |  |    |  |   |   |   |   |   |   |   |   |   |  |    |   |   |   |   |  |   |   |   |  |   |  |    |   |  |         |   |   |   |   |                                  |   |                       |   |                                     |   |                                   |   |                                      |   |  |    |  |   |  |   |                                     |   |                        |   |                                     |   |  |    |                                 |   |   |   |                                       |   |   |   |  |    |  |   |                           |   |                             |   |   |   |   |   |                                       |   |  |    |                                       |   |   |   |   |   |                                    |   |   |   |  |    |   |   |                               |   |                                  |   |  |   |   |   |  |  |   |   |  |    |
|   | 21            |         |  |   |                           |   |   |   |   |   |   |   |  |    |  |   |   |   |  |   |  |    |                       |   |   |   |  |   |  |   |   |   |   |   |  |    |  |    |  |      |                                 |   |  |   |   |   |                                     |   |  |   |  |   |  |    |  |   |   |   |   |   |   |   |   |   |  |    |   |   |   |   |  |   |   |   |  |   |  |    |   |  |         |   |   |   |   |                                  |   |                       |   |                                     |   |                                   |   |                                      |   |  |    |  |   |  |   |                                     |   |                        |   |                                     |   |  |    |                                 |   |   |   |                                       |   |   |   |  |    |  |   |                           |   |                             |   |   |   |   |   |                                       |   |  |    |                                       |   |   |   |   |   |                                    |   |   |   |  |    |   |   |                               |   |                                  |   |  |   |   |   |  |  |   |   |  |    |
| AGGEN 158 Oxy-acetylene Welding   | 1             |         |  |   |                           |   |   |   |   |   |   |   |  |    |  |   |   |   |  |   |  |    |                       |   |   |   |  |   |  |   |   |   |   |   |  |    |  |    |  |      |                                 |   |  |   |   |   |                                     |   |  |   |  |   |  |    |  |   |   |   |   |   |   |   |   |   |  |    |   |   |   |   |  |   |   |   |  |   |  |    |   |  |         |   |   |   |   |                                  |   |                       |   |                                     |   |                                   |   |                                      |   |  |    |  |   |  |   |                                     |   |                        |   |                                     |   |  |    |                                 |   |   |   |                                       |   |   |   |  |    |  |   |                           |   |                             |   |   |   |   |   |                                       |   |  |    |                                       |   |   |   |   |   |                                    |   |   |   |  |    |   |   |                               |   |                                  |   |  |   |   |   |  |  |   |   |  |    |
| AUTO 204 Introduction to ABS and Traction Control   | 5             |         |  |   |                           |   |   |   |   |   |   |   |  |    |  |   |   |   |  |   |  |    |                       |   |   |   |  |   |  |   |   |   |   |   |  |    |  |    |  |      |                                 |   |  |   |   |   |                                     |   |  |   |  |   |  |    |  |   |   |   |   |   |   |   |   |   |  |    |   |   |   |   |  |   |   |   |  |   |  |    |   |  |         |   |   |   |   |                                  |   |                       |   |                                     |   |                                   |   |                                      |   |  |    |  |   |  |   |                                     |   |                        |   |                                     |   |  |    |                                 |   |   |   |                                       |   |   |   |  |    |  |   |                           |   |                             |   |   |   |   |   |                                       |   |  |    |                                       |   |   |   |   |   |                                    |   |   |   |  |    |   |   |                               |   |                                  |   |  |   |   |   |  |  |   |   |  |    |
| AUTO 225 Heating and Air Conditioning   | 5             |         |  |   |                           |   |   |   |   |   |   |   |  |    |  |   |   |   |  |   |  |    |                       |   |   |   |  |   |  |   |   |   |   |   |  |    |  |    |  |      |                                 |   |  |   |   |   |                                     |   |  |   |  |   |  |    |  |   |   |   |   |   |   |   |   |   |  |    |   |   |   |   |  |   |   |   |  |   |  |    |   |  |         |   |   |   |   |                                  |   |                       |   |                                     |   |                                   |   |                                      |   |  |    |  |   |  |   |                                     |   |                        |   |                                     |   |  |    |                                 |   |   |   |                                       |   |   |   |  |    |  |   |                           |   |                             |   |   |   |   |   |                                       |   |  |    |                                       |   |   |   |   |   |                                    |   |   |   |  |    |   |   |                               |   |                                  |   |  |   |   |   |  |  |   |   |  |    |
| AUTO 236 Electrical and Electrical Circuit-Toyota T-TEN   | 5             |         |  |   |                           |   |   |   |   |   |   |   |  |    |  |   |   |   |  |   |  |    |                       |   |   |   |  |   |  |   |   |   |   |   |  |    |  |    |  |      |                                 |   |  |   |   |   |                                     |   |  |   |  |   |  |    |  |   |   |   |   |   |   |   |   |   |  |    |   |   |   |   |  |   |   |   |  |   |  |    |   |  |         |   |   |   |   |                                  |   |                       |   |                                     |   |                                   |   |                                      |   |  |    |  |   |  |   |                                     |   |                        |   |                                     |   |  |    |                                 |   |   |   |                                       |   |   |   |  |    |  |   |                           |   |                             |   |   |   |   |   |                                       |   |  |    |                                       |   |   |   |   |   |                                    |   |   |   |  |    |   |   |                               |   |                                  |   |  |   |   |   |  |  |   |   |  |    |
|   | 16            |         |  |   |                           |   |   |   |   |   |   |   |  |    |  |   |   |   |  |   |  |    |                       |   |   |   |  |   |  |   |   |   |   |   |  |    |  |    |  |      |                                 |   |  |   |   |   |                                     |   |  |   |  |   |  |    |  |   |   |   |   |   |   |   |   |   |  |    |   |   |   |   |  |   |   |   |  |   |  |    |   |  |         |   |   |   |   |                                  |   |                       |   |                                     |   |                                   |   |                                      |   |  |    |  |   |  |   |                                     |   |                        |   |                                     |   |  |    |                                 |   |   |   |                                       |   |   |   |  |    |  |   |                           |   |                             |   |   |   |   |   |                                       |   |  |    |                                       |   |   |   |   |   |                                    |   |   |   |  |    |   |   |                               |   |                                  |   |  |   |   |   |  |  |   |   |  |    |
| APLED 121 Applied Written Communication <sup>1</sup>  | 4             |         |  |   |                           |   |   |   |   |   |   |   |  |    |  |   |   |   |  |   |  |    |                       |   |   |   |  |   |  |   |   |   |   |   |  |    |  |    |  |      |                                 |   |  |   |   |   |                                     |   |  |   |  |   |  |    |  |   |   |   |   |   |   |   |   |   |  |    |   |   |   |   |  |   |   |   |  |   |  |    |   |  |         |   |   |   |   |                                  |   |                       |   |                                     |   |                                   |   |                                      |   |  |    |  |   |  |   |                                     |   |                        |   |                                     |   |  |    |                                 |   |   |   |                                       |   |   |   |  |    |  |   |                           |   |                             |   |   |   |   |   |                                       |   |  |    |                                       |   |   |   |   |   |                                    |   |   |   |  |    |   |   |                               |   |                                  |   |  |   |   |   |  |  |   |   |  |    |
| AUTO 201 Theory of Brakes   | 5             |         |  |   |                           |   |   |   |   |   |   |   |  |    |  |   |   |   |  |   |  |    |                       |   |   |   |  |   |  |   |   |   |   |   |  |    |  |    |  |      |                                 |   |  |   |   |   |                                     |   |  |   |  |   |  |    |  |   |   |   |   |   |   |   |   |   |  |    |   |   |   |   |  |   |   |   |  |   |  |    |   |  |         |   |   |   |   |                                  |   |                       |   |                                     |   |                                   |   |                                      |   |  |    |  |   |  |   |                                     |   |                        |   |                                     |   |  |    |                                 |   |   |   |                                       |   |   |   |  |    |  |   |                           |   |                             |   |   |   |   |   |                                       |   |  |    |                                       |   |   |   |   |   |                                    |   |   |   |  |    |   |   |                               |   |                                  |   |  |   |   |   |  |  |   |   |  |    |
| AUTO 202 Brake Applications   | 3             |         |  |   |                           |   |   |   |   |   |   |   |  |    |  |   |   |   |  |   |  |    |                       |   |   |   |  |   |  |   |   |   |   |   |  |    |  |    |  |      |                                 |   |  |   |   |   |                                     |   |  |   |  |   |  |    |  |   |   |   |   |   |   |   |   |   |  |    |   |   |   |   |  |   |   |   |  |   |  |    |   |  |         |   |   |   |   |                                  |   |                       |   |                                     |   |                                   |   |                                      |   |  |    |  |   |  |   |                                     |   |                        |   |                                     |   |  |    |                                 |   |   |   |                                       |   |   |   |  |    |  |   |                           |   |                             |   |   |   |   |   |                                       |   |  |    |                                       |   |   |   |   |   |                                    |   |   |   |  |    |   |   |                               |   |                                  |   |  |   |   |   |  |  |   |   |  |    |
| AUTO 203 Principles of Suspension Systems   | 3             |         |  |   |                           |   |   |   |   |   |   |   |  |    |  |   |   |   |  |   |  |    |                       |   |   |   |  |   |  |   |   |   |   |   |  |    |  |    |  |      |                                 |   |  |   |   |   |                                     |   |  |   |  |   |  |    |  |   |   |   |   |   |   |   |   |   |  |    |   |   |   |   |  |   |   |   |  |   |  |    |   |  |         |   |   |   |   |                                  |   |                       |   |                                     |   |                                   |   |                                      |   |  |    |  |   |  |   |                                     |   |                        |   |                                     |   |  |    |                                 |   |   |   |                                       |   |   |   |  |    |  |   |                           |   |                             |   |   |   |   |   |                                       |   |  |    |                                       |   |   |   |   |   |                                    |   |   |   |  |    |   |   |                               |   |                                  |   |  |   |   |   |  |  |   |   |  |    |
| AUTO 205 Introduction to ABS and Traction   | 2             |         |  |   |                           |   |   |   |   |   |   |   |  |    |  |   |   |   |  |   |  |    |                       |   |   |   |  |   |  |   |   |   |   |   |  |    |  |    |  |      |                                 |   |  |   |   |   |                                     |   |  |   |  |   |  |    |  |   |   |   |   |   |   |   |   |   |  |    |   |   |   |   |  |   |   |   |  |   |  |    |   |  |         |   |   |   |   |                                  |   |                       |   |                                     |   |                                   |   |                                      |   |  |    |  |   |  |   |                                     |   |                        |   |                                     |   |  |    |                                 |   |   |   |                                       |   |   |   |  |    |  |   |                           |   |                             |   |   |   |   |   |                                       |   |  |    |                                       |   |   |   |   |   |                                    |   |   |   |  |    |   |   |                               |   |                                  |   |  |   |   |   |  |  |   |   |  |    |
| AUTO 209 Heating and Air Conditioning   | 3             |         |  |   |                           |   |   |   |   |   |   |   |  |    |  |   |   |   |  |   |  |    |                       |   |   |   |  |   |  |   |   |   |   |   |  |    |  |    |  |      |                                 |   |  |   |   |   |                                     |   |  |   |  |   |  |    |  |   |   |   |   |   |   |   |   |   |  |    |   |   |   |   |  |   |   |   |  |   |  |    |   |  |         |   |   |   |   |                                  |   |                       |   |                                     |   |                                   |   |                                      |   |  |    |  |   |  |   |                                     |   |                        |   |                                     |   |  |    |                                 |   |   |   |                                       |   |   |   |  |    |  |   |                           |   |                             |   |   |   |   |   |                                       |   |  |    |                                       |   |   |   |   |   |                                    |   |   |   |  |    |   |   |                               |   |                                  |   |  |   |   |   |  |  |   |   |  |    |
|   | 20            |         |  |   |                           |   |   |   |   |   |   |   |  |    |  |   |   |   |  |   |  |    |                       |   |   |   |  |   |  |   |   |   |   |   |  |    |  |    |  |      |                                 |   |  |   |   |   |                                     |   |  |   |  |   |  |    |  |   |   |   |   |   |   |   |   |   |  |    |   |   |   |   |  |   |   |   |  |   |  |    |   |  |         |   |   |   |   |                                  |   |                       |   |                                     |   |                                   |   |                                      |   |  |    |  |   |  |   |                                     |   |                        |   |                                     |   |  |    |                                 |   |   |   |                                       |   |   |   |  |    |  |   |                           |   |                             |   |   |   |   |   |                                       |   |  |    |                                       |   |   |   |   |   |                                    |   |   |   |  |    |   |   |                               |   |                                  |   |  |   |   |   |  |  |   |   |  |    |
| AUTO 206 Theory of Engine Performance   | 3             |         |  |   |                           |   |   |   |   |   |   |   |  |    |  |   |   |   |  |   |  |    |                       |   |   |   |  |   |  |   |   |   |   |   |  |    |  |    |  |      |                                 |   |  |   |   |   |                                     |   |  |   |  |   |  |    |  |   |   |   |   |   |   |   |   |   |  |    |   |   |   |   |  |   |   |   |  |   |  |    |   |  |         |   |   |   |   |                                  |   |                       |   |                                     |   |                                   |   |                                      |   |  |    |  |   |  |   |                                     |   |                        |   |                                     |   |  |    |                                 |   |   |   |                                       |   |   |   |  |    |  |   |                           |   |                             |   |   |   |   |   |                                       |   |  |    |                                       |   |   |   |   |   |                                    |   |   |   |  |    |   |   |                               |   |                                  |   |  |   |   |   |  |  |   |   |  |    |
| AUTO 207 Engine Performance Diagnostics   | 4             |         |  |   |                           |   |   |   |   |   |   |   |  |    |  |   |   |   |  |   |  |    |                       |   |   |   |  |   |  |   |   |   |   |   |  |    |  |    |  |      |                                 |   |  |   |   |   |                                     |   |  |   |  |   |  |    |  |   |   |   |   |   |   |   |   |   |  |    |   |   |   |   |  |   |   |   |  |   |  |    |   |  |         |   |   |   |   |                                  |   |                       |   |                                     |   |                                   |   |                                      |   |  |    |  |   |  |   |                                     |   |                        |   |                                     |   |  |    |                                 |   |   |   |                                       |   |   |   |  |    |  |   |                           |   |                             |   |   |   |   |   |                                       |   |  |    |                                       |   |   |   |   |   |                                    |   |   |   |  |    |   |   |                               |   |                                  |   |  |   |   |   |  |  |   |   |  |    |
| AUTO 208 Service and Repair of Engine Performance   | 5             |         |  |   |                           |   |   |   |   |   |   |   |  |    |  |   |   |   |  |   |  |    |                       |   |   |   |  |   |  |   |   |   |   |   |  |    |  |    |  |      |                                 |   |  |   |   |   |                                     |   |  |   |  |   |  |    |  |   |   |   |   |   |   |   |   |   |  |    |   |   |   |   |  |   |   |   |  |   |  |    |   |  |         |   |   |   |   |                                  |   |                       |   |                                     |   |                                   |   |                                      |   |  |    |  |   |  |   |                                     |   |                        |   |                                     |   |  |    |                                 |   |   |   |                                       |   |   |   |  |    |  |   |                           |   |                             |   |   |   |   |   |                                       |   |  |    |                                       |   |   |   |   |   |                                    |   |   |   |  |    |   |   |                               |   |                                  |   |  |   |   |   |  |  |   |   |  |    |
| AUTO 219 Hybrid Service and Repair  | 3             |         |  |   |                           |   |   |   |   |   |   |   |  |    |  |   |   |   |  |   |  |    |                       |   |   |   |  |   |  |   |   |   |   |   |  |    |  |    |  |      |                                 |   |  |   |   |   |                                     |   |  |   |  |   |  |    |  |   |   |   |   |   |   |   |   |   |  |    |   |   |   |   |  |   |   |   |  |   |  |    |   |  |         |   |   |   |   |                                  |   |                       |   |                                     |   |                                   |   |                                      |   |  |    |  |   |  |   |                                     |   |                        |   |                                     |   |  |    |                                 |   |   |   |                                       |   |   |   |  |    |  |   |                           |   |                             |   |   |   |   |   |                                       |   |  |    |                                       |   |   |   |   |   |                                    |   |   |   |  |    |   |   |                               |   |                                  |   |  |   |   |   |  |  |   |   |  |    |
| ISFTY 111 Industrial First Aid <sup>1</sup>   | 2             |         |  |   |                           |   |   |   |   |   |   |   |  |    |  |   |   |   |  |   |  |    |                       |   |   |   |  |   |  |   |   |   |   |   |  |    |  |    |  |      |                                 |   |  |   |   |   |                                     |   |  |   |  |   |  |    |  |   |   |   |   |   |   |   |   |   |  |    |   |   |   |   |  |   |   |   |  |   |  |    |   |  |         |   |   |   |   |                                  |   |                       |   |                                     |   |                                   |   |                                      |   |  |    |  |   |  |   |                                     |   |                        |   |                                     |   |  |    |                                 |   |   |   |                                       |   |   |   |  |    |  |   |                           |   |                             |   |   |   |   |   |                                       |   |  |    |                                       |   |   |   |   |   |                                    |   |   |   |  |    |   |   |                               |   |                                  |   |  |   |   |   |  |  |   |   |  |    |
|   | 17            |         |  |   |                           |   |   |   |   |   |   |   |  |    |  |   |   |   |  |   |  |    |                       |   |   |   |  |   |  |   |   |   |   |   |  |    |  |    |  |      |                                 |   |  |   |   |   |                                     |   |  |   |  |   |  |    |  |   |   |   |   |   |   |   |   |   |  |    |   |   |   |   |  |   |   |   |  |   |  |    |   |  |         |   |   |   |   |                                  |   |                       |   |                                     |   |                                   |   |                                      |   |  |    |  |   |  |   |                                     |   |                        |   |                                     |   |  |    |                                 |   |   |   |                                       |   |   |   |  |    |  |   |                           |   |                             |   |   |   |   |   |                                       |   |  |    |                                       |   |   |   |   |   |                                    |   |   |   |  |    |   |   |                               |   |                                  |   |  |   |   |   |  |  |   |   |  |    |
| AUTO 217 Steering Systems and Alignment   | 3             |         |  |   |                           |   |   |   |   |   |   |   |  |    |  |   |   |   |  |   |  |    |                       |   |   |   |  |   |  |   |   |   |   |   |  |    |  |    |  |      |                                 |   |  |   |   |   |                                     |   |  |   |  |   |  |    |  |   |   |   |   |   |   |   |   |   |  |    |   |   |   |   |  |   |   |   |  |   |  |    |   |  |         |   |   |   |   |                                  |   |                       |   |                                     |   |                                   |   |                                      |   |  |    |  |   |  |   |                                     |   |                        |   |                                     |   |  |    |                                 |   |   |   |                                       |   |   |   |  |    |  |   |                           |   |                             |   |   |   |   |   |                                       |   |  |    |                                       |   |   |   |   |   |                                    |   |   |   |  |    |   |   |                               |   |                                  |   |  |   |   |   |  |  |   |   |  |    |
| AUTO 218 Manual Transmissions   | 4             |         |  |   |                           |   |   |   |   |   |   |   |  |    |  |   |   |   |  |   |  |    |                       |   |   |   |  |   |  |   |   |   |   |   |  |    |  |    |  |      |                                 |   |  |   |   |   |                                     |   |  |   |  |   |  |    |  |   |   |   |   |   |   |   |   |   |  |    |   |   |   |   |  |   |   |   |  |   |  |    |   |  |         |   |   |   |   |                                  |   |                       |   |                                     |   |                                   |   |                                      |   |  |    |  |   |  |   |                                     |   |                        |   |                                     |   |  |    |                                 |   |   |   |                                       |   |   |   |  |    |  |   |                           |   |                             |   |   |   |   |   |                                       |   |  |    |                                       |   |   |   |   |   |                                    |   |   |   |  |    |   |   |                               |   |                                  |   |  |   |   |   |  |  |   |   |  |    |
| AUTO 223 Automatic Transmissions  | 2             |         |  |   |                           |   |   |   |   |   |   |   |  |    |  |   |   |   |  |   |  |    |                       |   |   |   |  |   |  |   |   |   |   |   |  |    |  |    |  |      |                                 |   |  |   |   |   |                                     |   |  |   |  |   |  |    |  |   |   |   |   |   |   |   |   |   |  |    |   |   |   |   |  |   |   |   |  |   |  |    |   |  |         |   |   |   |   |                                  |   |                       |   |                                     |   |                                   |   |                                      |   |  |    |  |   |  |   |                                     |   |                        |   |                                     |   |  |    |                                 |   |   |   |                                       |   |   |   |  |    |  |   |                           |   |                             |   |   |   |   |   |                                       |   |  |    |                                       |   |   |   |   |   |                                    |   |   |   |  |    |   |   |                               |   |                                  |   |  |   |   |   |  |  |   |   |  |    |
| AUTO 224 Automatic Transmission Repair  | 2             |         |  |   |                           |   |   |   |   |   |   |   |  |    |  |   |   |   |  |   |  |    |                       |   |   |   |  |   |  |   |   |   |   |   |  |    |  |    |  |      |                                 |   |  |   |   |   |                                     |   |  |   |  |   |  |    |  |   |   |   |   |   |   |   |   |   |  |    |   |   |   |   |  |   |   |   |  |   |  |    |   |  |         |   |   |   |   |                                  |   |                       |   |                                     |   |                                   |   |                                      |   |  |    |  |   |  |   |                                     |   |                        |   |                                     |   |  |    |                                 |   |   |   |                                       |   |   |   |  |    |  |   |                           |   |                             |   |   |   |   |   |                                       |   |  |    |                                       |   |   |   |   |   |                                    |   |   |   |  |    |   |   |                               |   |                                  |   |  |   |   |   |  |  |   |   |  |    |
| AUTO 226 Advanced Emission Service and Repair   | 4             |         |  |   |                           |   |   |   |   |   |   |   |  |    |  |   |   |   |  |   |  |    |                       |   |   |   |  |   |  |   |   |   |   |   |  |    |  |    |  |      |                                 |   |  |   |   |   |                                     |   |  |   |  |   |  |    |  |   |   |   |   |   |   |   |   |   |  |    |   |   |   |   |  |   |   |   |  |   |  |    |   |  |         |   |   |   |   |                                  |   |                       |   |                                     |   |                                   |   |                                      |   |  |    |  |   |  |   |                                     |   |                        |   |                                     |   |  |    |                                 |   |   |   |                                       |   |   |   |  |    |  |   |                           |   |                             |   |   |   |   |   |                                       |   |  |    |                                       |   |   |   |   |   |                                    |   |   |   |  |    |   |   |                               |   |                                  |   |  |   |   |   |  |  |   |   |  |    |
| CIS 105 Computer Fundamentals for Vocations I <sup>1</sup> <b>or</b>  |               |         |  |   |                           |   |   |   |   |   |   |   |  |    |  |   |   |   |  |   |  |    |                       |   |   |   |  |   |  |   |   |   |   |   |  |    |  |    |  |      |                                 |   |  |   |   |   |                                     |   |  |   |  |   |  |    |  |   |   |   |   |   |   |   |   |   |  |    |   |   |   |   |  |   |   |   |  |   |  |    |   |  |         |   |   |   |   |                                  |   |                       |   |                                     |   |                                   |   |                                      |   |  |    |  |   |  |   |                                     |   |                        |   |                                     |   |  |    |                                 |   |   |   |                                       |   |   |   |  |    |  |   |                           |   |                             |   |   |   |   |   |                                       |   |  |    |                                       |   |   |   |   |   |                                    |   |   |   |  |    |   |   |                               |   |                                  |   |  |   |   |   |  |  |   |   |  |    |
| CIS 110 Introduction to Computer Applications   | 5             |         |  |   |                           |   |   |   |   |   |   |   |  |    |  |   |   |   |  |   |  |    |                       |   |   |   |  |   |  |   |   |   |   |   |  |    |  |    |  |      |                                 |   |  |   |   |   |                                     |   |  |   |  |   |  |    |  |   |   |   |   |   |   |   |   |   |  |    |   |   |   |   |  |   |   |   |  |   |  |    |   |  |         |   |   |   |   |                                  |   |                       |   |                                     |   |                                   |   |                                      |   |  |    |  |   |  |   |                                     |   |                        |   |                                     |   |  |    |                                 |   |   |   |                                       |   |   |   |  |    |  |   |                           |   |                             |   |   |   |   |   |                                       |   |  |    |                                       |   |   |   |   |   |                                    |   |   |   |  |    |   |   |                               |   |                                  |   |  |   |   |   |  |  |   |   |  |    |
|   | 20            |         |  |   |                           |   |   |   |   |   |   |   |  |    |  |   |   |   |  |   |  |    |                       |   |   |   |  |   |  |   |   |   |   |   |  |    |  |    |  |      |                                 |   |  |   |   |   |                                     |   |  |   |  |   |  |    |  |   |   |   |   |   |   |   |   |   |  |    |   |   |   |   |  |   |   |   |  |   |  |    |   |  |         |   |   |   |   |                                  |   |                       |   |                                     |   |                                   |   |                                      |   |  |    |  |   |  |   |                                     |   |                        |   |                                     |   |  |    |                                 |   |   |   |                                       |   |   |   |  |    |  |   |                           |   |                             |   |   |   |   |   |                                       |   |  |    |                                       |   |   |   |   |   |                                    |   |   |   |  |    |   |   |                               |   |                                  |   |  |   |   |   |  |  |   |   |  |    |
| <p><b>THE FOLLOWING CERTIFICATES ARE ALSO AVAILABLE:</b><br/>(See department for details.)</p> <ul style="list-style-type: none"> <li>Automotive Transmissions/Transaxles</li> <li>Brakes and Suspension</li> <li>Electronics/Electrical</li> <li>Engine Performance/Air Conditioning</li> <li>Engine Repair</li> </ul> <p><i>Disclaimer: The college cannot guarantee courses will be offered in the quarters indicated. During the period this guide is in circulation, there may be curriculum revisions and program changes. Students are responsible for consulting the appropriate academic unit or adviser for more current and specific information. The information in this guide is subject to change and does not constitute an agreement between the college and the student.</i></p>   |               |         |  |   |                           |   |   |   |   |   |   |   |  |    |  |   |   |   |  |   |  |    |                       |   |   |   |  |   |  |   |   |   |   |   |  |    |  |    |  |      |                                 |   |  |   |   |   |                                     |   |  |   |  |   |  |    |  |   |   |   |   |   |   |   |   |   |  |    |   |   |   |   |  |   |   |   |  |   |  |    |   |  |         |   |   |   |   |                                  |   |                       |   |                                     |   |                                   |   |                                      |   |  |    |  |   |  |   |                                     |   |                        |   |                                     |   |  |    |                                 |   |   |   |                                       |   |   |   |  |    |  |   |                           |   |                             |   |   |   |   |   |                                       |   |  |    |                                       |   |   |   |   |   |                                    |   |   |   |  |    |   |   |                               |   |                                  |   |  |   |   |   |  |  |   |   |  |    |