

Skilled Trades

ASE-G1

Automotive Service Excellence: Auto Maintenance & Light Repair

Questions And Answers PDF Format:

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Question: 1

Technician A says continuously variable transaxles (CVTs) have an internal drive belt to transmit power between two pulleys. Technician B says manufacturers of CVTs require additional viscosity improvers to be added to the fluid at regular intervals. Who is correct?

- A. Both A and B
- B. Neither A nor B
- C. Technician A
- D. Technician B

Answer: C

Explanation:

Technician A is correct because CVTs use a metal belt to transmit power between two variable diameter pulleys. The size of the pulleys varies to change the transmission input-to-output ratio. Many drivers with early CVTs had concerns about the lack of the customary up shifts felt on vehicles equipped with automatic transmissions. This prompted manufacturers to program shift feel into the transmission control modules to give drivers the feel of up shifts.

Technician B is incorrect because manufacturers have strict requirements for CVT fluids and prohibit aftermarket additives.

Question: 2

Which of the following would be the MOST LIKELY cause for drum brakes to be out of adjustment?

- A. A misadjusted wheel cylinder
- B. A seized wheel cylinder
- C. An undersized brake drum inside diameter
- D. A seized star wheel adjuster

Answer: D

Explanation:

Star wheel adjusters are a common self-adjusting mechanism used on drum brake systems. The star wheel is turned on threads by the automatic adjuster lever to automatically adjust the brake shoes closer to the brake drum. Self-adjustment takes place as the brake shoes wear. Star wheels tend to seize from rust and lack of lubrication and fail to maintain proper brake shoe adjustment.

Wheel cylinders are not adjusted. Proper brake shoe adjustment allows for minimal wheel cylinder piston stroke during braking. A seized wheel cylinder would prevent drum brake operation and would not cause misadjusted brake shoes. An undersized brake drum inside diameter is not usually a concern

for vehicles arriving for service. The inner brake drum diameter increases as it wears. Technicians should use a brake drum micrometer to determine if the inner diameter of a brake drum exceeds the specification.

Question: 3

A customer has a concern about wet carpet accompanied by an offensive odor on the passenger's side floor of a late model vehicle. Which of the following would be LEAST LIKELY to cause this customer concern?

- A. A restricted evaporator case drain
- B. A leaking heater core
- C. Rainwater entering the vehicle
- D. A leaking evaporator

Answer: D

Explanation:

A leaking evaporator would not cause liquid to accumulate on the floor of the vehicle. If an evaporator leaks, gaseous refrigerant comes out and will not cause liquid to accumulate on the floor of the vehicle. Most heater cores are located on the passenger's side of the vehicle and are prone to leaking coolant on the floor of the vehicle. The coolant has a distinct odor and can also allow biological growth if left untreated. A restricted evaporator case drain will cause an overflow of condensation into the passenger compartment. Rainwater can enter the vehicle in a variety of ways. Some vehicles have issues with assembly, causing water leaks around the windshield or along seams in the body. Some water leaks develop as a result of a collision. Any accumulation of water in a passenger's compartment is likely to cause an offensive odor and can be a health hazard.

Question: 4

Technician A says modern engine coolant is environmentally friendly and can be poured on the ground after use. Technician B says it's best to remove hoses when the engine is hot and the coolant level is full so they slide off easily. Who is correct?

- A. Both A and B
- B. Neither A nor B
- C. Technician A
- D. Technician B

Answer: B

Explanation:

Care should be taken to contain all coolant for recycling. Hoses should never be removed when the engine is hot. Hot coolant can cause burns. Coolant should be drained prior to the removal of hoses.

Question: 5

Two technicians are discussing transmission shift linkage. Technician A says misadjusted shift linkage could be the cause of a no crank condition. Technician B says misadjusted linkage can prevent a vehicle from entering or staying in the selected gear. Who is correct?

- A. Both A and B
- B. Neither A nor B
- C. Technician A
- D. Technician B

Answer: A

Explanation:

Both technicians are correct. Technician A is correct because misadjusted or worn transmission shift linkage can prevent the vehicle from starting while the selector is in the park position. The transmission range sensor must detect a park or neutral gearshift position to complete the start circuit. A misadjusted transmission range sensor can cause the same concern. Technician B is also correct. Misadjusted or worn linkage can prevent the transmission from being placed fully in the correct gear. This condition can cause the transmission to move out of a selected gear and possibly to another.

Question: 6

Which of the following must be done before installing an inner tie rod end bellows on a rack and pinion unit?

- A. Install the outer tie rod end
- B. Remove the halfshaft
- C. Remove the outer tie rod end
- D. Check the level of the power steering fluid

Answer: C

Explanation:

The inner tie rod end bellows will not fit onto the inner tie rod end without removing the outer tie rod end first. The inner tie rod end bellows is flexible and allows for the extension and retraction of the inner tie rod ends and rack gear during turns while sealing the rack and pinion unit from water and dirt. The halfshaft is also known as a Constant Velocity (CV) axle and connects the transaxle to the wheel hub. The halfshaft does not need to be removed to install the inner tie rod end bellows. A power steering leak could cause the bellows to deteriorate, but the level of the fluid does not affect the installation of the inner tie rod end bellows. The outer tie rod end needs to be installed after installing the inner tie rod end bellows.

Question: 7

Where is the A/C condenser located?

- A. In front of the radiator
- B. Near the cowl
- C. On the engine
- D. Inside the dash near the blower

Answer: A

Explanation:

The condenser is typically located in front of the cooling system radiator. Inspecting the condenser for collision damage and damage from road debris is an important part of a visual inspection of the Heating, Ventilation, and Air Conditioning (HVAC) system.

Question: 8

Two technicians are discussing service procedures for a brake rotor that is difficult to remove. Technician A says the rotor may have screws holding it to the hub. Technician B says some rotors cannot be separated from the hub. Who is correct?

- A. Both A and B
- B. Neither A nor B
- C. Technician A
- D. Technician B

Answer: A

Explanation:

Both technicians are correct. Technician A is correct because many imported vehicles have Phillips head screws to secure floating rotors to the wheel hubs. Technician B is also correct because some rotors are integrated into the wheel hub and the wheel bearings must be removed to service the rotor and hub assembly. Floating rotors often get stuck on the hub when rust develops between the rotor and the hub. A light application of penetrating oil and gently tapping on the rotor near the wheel studs usually allows for the removal of the rotor from the hub.

Question: 9

Which of the following often requires a special spanner-like tool for service?

- A. Rear brake pads

- B. Brake booster
- C. Master cylinder
- D. Front brake pads

Answer: A

Explanation:

Many rear brake calipers have an integral parking brake. When the parking brake is applied, the pads are mechanically forced against the rotor. To retract the caliper for service, the piston must be screwed back into its bore using a special spanner-like tool.

Question: 10

A bounce test is performed to check the condition of:

- A. Leaf springs
- B. Coil springs
- C. Shock absorbers
- D. Torsion bars

Answer: C

Explanation:

Shock absorbers are tested by performing a bounce test. This may also be called a jounce test. Press down on one corner of the vehicle two or three times and release. If the vehicle continues to bounce, the shock absorbers are defective.

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