ASE B5 Auto Damage Prep

Free Practice Test — 30 Real Exam-Style Questions

with full answer key & explanations

Practice Questions

Try all 30 first, then check the answer key at the back.

1. A vehicle's cooling system is overheating. Technician A says to check the radiator pressure cap for proper operation. Technician B says a stuck-closed thermostat could cause this condition. Who is correct?

A. A only
B. B only
C. Neither A nor B
D. Both A and B

2. When installing a new water pump, what is the MOST important procedure to follow?

A. Apply silicone sealer to both sides of the gasket
B. Install the water pump dry without any sealer
C. Follow the manufacturer's torque specifications
D. Reuse the old gasket if it's in good condition

3. After replacing a radiator in a vehicle, the technician should:

A. Set the climate control to maximum heat before starting the engine
B. Properly bleed the cooling system of air
C. Immediately test drive the vehicle at highway speeds
D. Add coolant only after the engine has been running for several minutes

4. During a cooling system inspection, a technician notices that the coolant is rusty brown in color. This condition MOST likely indicates:

A. Corrosion in the cooling system
B. Oil contamination
C. Normal condition for extended-life coolant
D. Air entering the cooling system

5. Which component prevents coolant flow through the radiator until the engine reaches operating temperature?

A. Water pump
B. Radiator pressure cap
C. Coolant recovery tank
D. Thermostat

6. Technician A says that the radiator pressure cap increases the boiling point of the coolant. Technician B says a faulty pressure cap can cause the coolant recovery system to overflow. Who is correct?

A. B only
B. Neither A nor B
C. Both A and B
D. A only

7. When checking an electric cooling fan that isn't operating, what should be tested FIRST?

A. PCM output signals
B. Fuses and relays
C. Fan motor resistance
D. Coolant temperature sensor

8. After replacing a radiator hose, the technician should:

A. Recheck clamp tightness after the initial warm-up cycle
B. Apply silicone sealant to the hose connections
C. Replace the pressure cap
D. Completely drain and refill the cooling system

9. When bleeding air from a cooling system, the CORRECT procedure often involves:

A. Filling the system with the engine running at high RPM
B. Removing the lower radiator hose
C. Filling the recovery tank only
D. Opening the bleeder valve(s) while filling the system

10. A vehicle with a properly functioning cooling system should maintain an engine operating temperature of approximately:

A. 240-260°F (116-127°C)
B. 140-150°F (60-66°C)
C. 195-220°F (90-105°C)
D. 160-180°F (71-82°C)

11. When testing a radiator for internal restrictions, a technician should:

A. Run the engine without a thermostat
B. Use an infrared thermometer to check for cold spots
C. Perform a pressure test with the cap installed
D. Check coolant color only

12. A vehicle's auxiliary transmission cooler should be checked when:

A. Performing any cooling system service
B. Only when transmission service is performed
C. Only during routine oil changes
D. Only if transmission overheating is suspected

13. Technician A says that mixing different types of coolant can cause gel formation and system restrictions. Technician B says that all coolant types are compatible as long as they meet manufacturer freeze protection requirements. Who is correct?

A. B only
B. Both A and B
C. Neither A nor B
D. A only

14. A vehicle with a belt-driven fan has the fan clutch replaced. After replacement, the cooling system functions properly but the customer complains of poor acceleration. The MOST likely cause is:

A. The thermostat is stuck open
B. The radiator cap pressure rating is too low
C. The fan clutch is installed incorrectly
D. The coolant is overfilled

15. When pressure testing a cooling system, the pressure drops rapidly. Technician A says this could indicate an internal head gasket leak. Technician B says this could indicate a cracked cylinder head. Who is correct?

A. Neither A nor B
B. Both A and B
C. A only
D. B only

16. During post-collision inspection, a technician notices brake fluid leaking from a fitting at the rear wheel. What should be done FIRST?

A. Inspect the fitting to determine if it is damaged or just loose
B. Replace the brake line completely
C. Add brake fluid to the master cylinder
D. Bleed the entire brake system

17. Technician A says that DOT 3, DOT 4, and DOT 5.1 brake fluids can be mixed in the same system. Technician B says that DOT 5 (silicone) brake fluid should never be mixed with other DOT fluids. Who is correct?

A. A only
B. B only
C. Neither A nor B
D. Both A and B

18. After replacing a brake caliper following collision damage, the proper sequence for bleeding brakes on a vehicle with four-wheel disc brakes is:

A. Right front, left front, right rear, left rear
B. All four wheels simultaneously
C. Right rear, left rear, right front, left front
D. Left front, right front, left rear, right rear

19. When inspecting brake pads after a minor collision, minimum thickness for replacement should be determined by:

A. Technician's judgment based on experience
B. Manufacturer's specifications
C. Comparing to the new pad on the opposite wheel
D. Standard 2mm for all vehicles

20. What can cause brake pedal pulsation after a wheel has been replaced following collision repair?

A. Excessive lateral runout in the brake rotor
B. Air in the brake lines
C. Improper brake pad installation
D. Normal breaking-in of new brake components

21. After replacing an ABS wheel speed sensor following front-end collision repair, the ABS warning light remains on. Technician A says to check for metal debris on the sensor. Technician B says to verify the air gap between the sensor and tone ring. Who is correct?

A. A only
B. B only
C. Neither A nor B
D. Both A and B

22. When replacing brake fluid after collision repair, what type should be used if the vehicle has an electronic stability control system?

A. Any DOT 3 fluid will work
B. A higher grade than what was originally used
C. The type specified by the vehicle manufacturer
D. DOT 5 silicone fluid only

23. During brake system inspection following a rear-end collision, a technician notices scoring on a brake rotor. The MOST appropriate action is to:

A. Install new brake pads which will eventually smooth the scoring
B. Measure the scoring depth and replace the rotor if it exceeds specifications
C. Machine the rotor regardless of the scoring depth
D. Replace the rotor without measuring

24. When rebuilding a brake caliper after collision damage, what should be replaced every time?

A. All seals and boots
B. Only damaged parts
C. Just the piston
D. The caliper housing

25. After replacing a brake hose due to collision damage, the technician notices that the brake pedal feels spongy. The MOST likely cause is:

A. A defective replacement hose
B. Normal break-in period for the new hose
C. Insufficient brake pad to rotor contact
D. Air in the hydraulic system

26. A vehicle's electronic stability control light comes on after front-end collision repairs. Technician A says this could be caused by a misaligned steering angle sensor. Technician B says a damaged ABS wheel speed sensor could cause this. Who is correct?

A. B only
B. Neither A nor B
C. Both A and B
D. A only

27. When checking brake drum diameter after a collision, measurements should be taken:

A. At a single point where the brake shoe contacts
B. At several points around the circumference
C. Only at the widest point
D. Only at the point of maximum wear

28. After replacing a brake master cylinder, what should be done BEFORE test driving the vehicle?

A. Bleed the entire brake system
B. Drive at low speeds to seat the master cylinder
C. Pump the brakes 50 times
D. Add brake fluid until it overflows

29. A vehicle with an ABS system has the brake line damaged in a collision. After replacing the brake line, what should be done if the ABS warning light remains on?

A. Replace the ABS control module
B. Reset the light by disconnecting the battery
C. Drive the vehicle until the light turns off automatically
D. Use a scan tool to activate the ABS hydraulic control unit for proper bleeding

30. During brake pad replacement after a collision, a technician notices that the brake caliper piston is difficult to retract. The MOST likely cause is:

A. A defective master cylinder
B. Normal resistance in new brake components
C. Corrosion inside the caliper bore
D. Low brake fluid level

Answer Key & Explanations

1. D — Both A and B
Both technicians are correct. A defective pressure cap that doesn't maintain proper system pressure can cause overheating. Similarly, a thermostat that's stuck closed will prevent coolant flow to the radiator, resulting in engine overheating.

2. C — Follow the manufacturer's torque specifications
The most important procedure when installing a water pump is to follow the manufacturer's torque specifications. This ensures proper sealing and prevents warping that could cause leaks or premature failure.

3. B — Properly bleed the cooling system of air
After radiator replacement, proper system bleeding is essential to remove trapped air that could cause overheating, poor heater performance, and potential engine damage.

4. A — Corrosion in the cooling system
Rusty brown coolant typically indicates corrosion within the cooling system, which occurs when the corrosion inhibitors in the coolant have broken down or the wrong type of coolant was used.

5. D — Thermostat
The thermostat blocks coolant flow to the radiator when the engine is cold and opens to allow flow once operating temperature is reached, helping the engine warm up quickly and maintain proper operating temperature.

6. C — Both A and B
Both technicians are correct. A pressure cap increases system pressure, which raises the coolant's boiling point. A faulty pressure cap that doesn't maintain proper pressure can cause the recovery system to overflow as the system can't properly contain the expanding coolant.

7. B — Fuses and relays
Before replacing components, checking fuses and relays is the logical first step as these are common failure points and the easiest to test in an electric cooling fan circuit.

8. A — Recheck clamp tightness after the initial warm-up cycle
After replacing a hose, rechecking clamp tightness after the initial warm-up is important because hoses often soften and compress when heated, which can lead to leaks if clamps aren't properly tightened.

9. D — Opening the bleeder valve(s) while filling the system
Opening the bleeder valve(s) while filling the system allows trapped air to escape as the system fills with coolant, which is essential for proper cooling system function.

10. C — 195-220°F (90-105°C)
Modern engines typically operate in the 195-220°F (90-105°C) range. This temperature range provides optimal efficiency for combustion, emissions control, and engine durability.

11. B — Use an infrared thermometer to check for cold spots
Using an infrared thermometer to check for temperature differences across the radiator can identify clogged sections, as restricted areas will show cooler temperatures due to reduced coolant flow.

12. A — Performing any cooling system service
Since the auxiliary transmission cooler is part of the cooling system and is critical for transmission operation, it should be inspected whenever any cooling system service is performed to ensure proper function.

13. D — A only
Technician A is correct. Mixing incompatible coolant types (like silicate-based with OAT coolants) can cause chemical reactions resulting in gel formation, which can restrict coolant flow and cause overheating.

14. C — The fan clutch is installed incorrectly
An incorrectly installed fan clutch that's locked or too tight will cause the fan to run constantly at full speed, creating excessive drag on the engine and reducing available power for acceleration.

15. B — Both A and B
Both technicians are correct. Rapid pressure loss during a cooling system pressure test can indicate internal leaks such as a blown head gasket or a cracked cylinder head, both of which would allow pressure to escape into the combustion chambers or oil passages.

16. A — Inspect the fitting to determine if it is damaged or just loose
The first step when dealing with a brake fluid leak is to identify the exact source of the leak. Careful inspection of the fitting will determine if it just needs tightening or if components need replacement.

17. D — Both A and B
DOT 5 silicone fluid should never be mixed with other DOT fluids as they are incompatible. While DOT 3, DOT 4, and DOT 5.1 are all glycol-based and can technically be mixed (though not recommended), DOT 5 is silicone-based and completely incompatible.

18. C — Right rear, left rear, right front, left front
The proper bleeding sequence is to start with the wheel furthest from the master cylinder (typically right rear) and work toward the closest (typically left front). This helps ensure air is completely removed from the system.

19. B — Manufacturer's specifications
The manufacturer's specifications for minimum brake pad thickness should always be consulted to ensure safe brake operation. These specifications vary by vehicle make and model.

20. A — Excessive lateral runout in the brake rotor
Lateral runout in a brake rotor causes variations in the rotor's surface that result in brake pedal pulsation. This can occur if a rotor is improperly mounted or damaged during wheel replacement.

21. D — Both A and B
Both statements are correct. Metal debris on the sensor can interfere with its operation, and an incorrect air gap between the sensor and tone ring can prevent the sensor from properly reading wheel speed.

22. C — The type specified by the vehicle manufacturer
Always use the fluid type specified by the manufacturer for that particular vehicle. Electronic stability control systems may require specific brake fluid properties for optimal performance.

23. B — Measure the scoring depth and replace the rotor if it exceeds specifications
If scoring exceeds manufacturer's specifications, the rotor should be replaced. Machining may not leave sufficient material thickness for safe operation, particularly if scoring is deep.

24. A — All seals and boots
Seals and boots should always be replaced when rebuilding a brake caliper to prevent fluid leaks and contaminant intrusion, which could lead to brake failure.

25. D — Air in the hydraulic system
Air trapped in the hydraulic brake system after hose replacement will cause a spongy brake pedal. Proper bleeding is required to remove this air.

26. C — Both A and B
Both statements are correct. The electronic stability control system relies on both the steering angle sensor and ABS wheel speed sensors. Damage or misalignment to either can trigger the ESC warning light.

27. B — At several points around the circumference
Brake drum measurements should be taken at several points around the circumference to check for out-of-round conditions that could affect braking performance.

28. A — Bleed the entire brake system
After replacing a master cylinder, proper bleeding of the entire brake system is essential to remove air and ensure safe, proper brake operation before test driving.

29. D — Use a scan tool to activate the ABS hydraulic control unit for proper bleeding
After brake line replacement, bleeding the ABS system may require special procedures using a scan tool to activate the ABS hydraulic control unit to ensure all air is removed from the system.

30. C — Corrosion inside the caliper bore
Corrosion inside the caliper bore can cause the piston to stick or be difficult to retract. This condition requires caliper rebuilding or replacement to ensure proper brake operation.

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