ASE B6 Auto Damage Analysis

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. After a significant front-end collision, the fuel rail is visibly bent. Technician A says the fuel rail must be replaced according to manufacturer specifications. Technician B says fuel system pressure should be checked after repairs are complete. Who is correct?

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

2. During damage analysis of a vehicle with a rear-end collision, an estimator notices that the catalytic converter has impact damage. Which of these should be included in the damage assessment?

A. Only the catalytic converter heat shield requires replacement
B. Damage to the catalytic converter does not affect vehicle emissions
C. The catalytic converter must be replaced, not repaired
D. The catalytic converter can be repaired by welding

3. When estimating repairs for a vehicle with side impact damage that affected the oxygen sensor, what should be considered?

A. Oxygen sensors only need to be replaced if the check engine light is illuminated
B. The oxygen sensor will require replacement and possible system adaptation
C. Oxygen sensors can typically be repaired rather than replaced
D. The oxygen sensor is only a monitoring device and doesn't affect vehicle operation

4. A vehicle with frontal damage has a cracked mass airflow (MAF) sensor housing. Estimator A says this component can be repaired with adhesive. Estimator B says damage to the MAF sensor will affect engine performance and fuel economy. Who is correct?

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

5. Under EPA regulations, which of the following practices is required when handling used coolant?

A. Mixing it with used oil for disposal
B. Storing it indefinitely in the repair facility
C. Disposing of it in regular trash if solidified
D. Collection and proper disposal through authorized facilities

6. According to federal regulations, when is a written estimate required before beginning repairs on a collision-damaged vehicle?

A. Only when repairs exceed $3,000
B. Only for commercial vehicles
C. When requested by the customer
D. Only for insurance-paid repairs

7. Estimator A says that OEM repair procedures are legally binding requirements for repair facilities. Estimator B says that OEM procedures are only guidelines that can be modified based on shop experience. Who is correct?

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

8. What is required by law regarding the disposal of airbags removed during repairs?

A. They must be handled as hazardous materials following proper disposal protocols
B. They must be returned to the vehicle manufacturer
C. They can be disposed of with regular shop waste
D. They must be deployed before disposal in regular trash

9. According to most state laws, what must be included on a repair estimate for it to be legally compliant?

A. Only the total repair cost
B. Only parts that will be replaced
C. Only labor operations that will be performed
D. Itemized parts, labor, and materials with associated costs

10. Under what circumstance would a repair facility be legally required to return replaced parts to a customer?

A. Only for parts that cost more than $100
B. Only when aftermarket parts are used
C. When the customer requests the parts before repairs begin
D. Only when insurance is paying for the repair

11. According to OSHA regulations, which of the following is required in a collision repair facility?

A. Daily documentation of all tools used
B. Safety Data Sheets (SDS) for all chemicals used in the facility
C. Weekly facility-wide air quality testing
D. Monthly employee medical examinations

12. When aftermarket parts are used in repairs, which of the following is legally required in most states?

A. Disclosure to the customer on the repair estimate
B. Approval from the vehicle manufacturer
C. Testing of each part before installation
D. Extended warranty coverage by the repair facility

13. Under federal law, what is required when handling and disposing of used oil filters?

A. Crushing and disposal in regular trash
B. Return to the filter manufacturer
C. Storage for at least five years on premises
D. Draining and recycling through authorized facilities

14. According to manufacturer requirements, what must be done after replacing a structural component on a modern vehicle?

A. Road testing at highway speeds
B. Reprogramming of the engine control module
C. Post-repair scanning and recalibration of electronic systems
D. Only a visual inspection of the repair

15. When a supplemental estimate is needed during repairs, which of the following is the correct legal procedure?

A. Document the additional work without notification if under $100
B. Obtain customer authorization before proceeding with additional work
C. Complete the additional work and inform the customer afterward
D. Only notify the insurance company if they are paying

16. A vehicle collision has damaged the front brake caliper mounting bracket. Technician A says this component can typically be straightened and reused. Technician B says this component should always be replaced if damaged. Who is correct?

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

17. After a rear-end collision, an estimator is evaluating the brake system. Which of these components should be included in the inspection even if not directly impacted?

A. Parking brake handle
B. Brake pedal cover
C. Brake light switch
D. Master cylinder

18. A vehicle with ABS has sustained damage to the front wheel speed sensor. Estimator A says the labor time to diagnose proper ABS operation after repair is included in the replacement labor value. Estimator B says this should be listed as a separate operation. Who is correct?

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

19. When estimating brake system repairs after a collision, what is the most important consideration for determining if brake lines need replacement?

A. The cost difference between repair and replacement
B. Evidence of kinks, cuts, or deformation
C. The age of the vehicle
D. The material composition of the lines

20. A vehicle has been hit in the right front corner. Which of the following is an example of indirect damage that should be inspected?

A. Misalignment of the left rear door
B. Dented right front fender
C. Broken right headlamp assembly
D. Damaged right front bumper cover

21. When analyzing a collision-damaged vehicle, what is the FIRST step a damage estimator should take?

A. Check the vehicle's service history
B. Disassemble damaged components
C. Take measurements with a tram gauge
D. Conduct a thorough visual inspection

22. Which tool would be MOST appropriate for checking the dimensions of a unibody vehicle's structural components after a collision?

A. Plumb bob
B. Paint thickness gauge
C. Computerized measuring system
D. Tape measure

23. Technician A says that crush damage always indicates direct damage. Technician B says that bend damage can indicate indirect damage. Who is correct?

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

24. When inspecting a vehicle that has sustained a rear-end collision, which of these components should be checked for inertia damage?

A. Trunk latch
B. Rear quarter glass
C. Fuel tank strap
D. Rear bumper reinforcement

25. What is the purpose of a paint thickness gauge in damage analysis?

A. To determine structural integrity
B. To measure panel gaps
C. To detect electrical system damage
D. To identify prior repairs

26. When analyzing a vehicle with front-end damage, the estimator notices fluid leaking from the front of the vehicle. What is the MOST appropriate action?

A. Ignore the leak until structural repairs are complete
B. Simply note that there is a fluid leak in the estimate
C. Identify the type of fluid and its source
D. Immediately add more fluid to the leaking system

27. A vehicle with side impact damage has a door that now requires excessive force to close. What type of damage does this most likely indicate?

A. Normal consequence of any side impact
B. Structural damage to the door opening
C. Cosmetic damage to the door skin only
D. Damaged door handle mechanism

28. When analyzing a vehicle with deployed airbags, what component must ALWAYS be inspected regardless of the location of impact?

A. SRS control module
B. Engine control unit
C. Transmission control module
D. Body control module

29. Which of these would be considered the MOST reliable method for determining if a vehicle has frame damage?

A. Visual inspection only
B. Test driving the vehicle
C. Checking for uneven tire wear
D. Comparing measurements to manufacturer specifications

30. What does the presence of stress cracks in the paint around damaged areas indicate?

A. Previous repair work was performed
B. The vehicle was exposed to extreme temperatures
C. The substrate has been deformed beyond its elastic limit
D. The paint was improperly applied at the factory

Answer Key & Explanations

1. D — Both A and B
Both technicians are correct. A damaged fuel rail must be replaced to manufacturer specifications to ensure proper fuel delivery and prevent leaks, and fuel system pressure should be verified after repairs to confirm the system is functioning correctly and safely.

2. C — The catalytic converter must be replaced, not repaired
Federal regulations prohibit selling or installing a catalytic converter that has been physically damaged, as it may not function properly to control emissions. Therefore, a damaged catalytic converter must be replaced rather than repaired.

3. B — The oxygen sensor will require replacement and possible system adaptation
Oxygen sensors are electronic components that can be damaged by impact or by disconnection without proper procedures. A damaged oxygen sensor should be replaced rather than repaired, and after replacement, the vehicle may require a specific adaptation or reset procedure for the engine management system to properly recognize the new sensor.

4. A — B only
Estimator B is correct because the MAF sensor is a precision component that directly measures air entering the engine, which the ECU uses to calculate fuel requirements. Any damage affects accuracy and engine performance. Estimator A is incorrect because adhesive repairs to the housing would affect airflow readings and potentially introduce foreign materials into the sensor.

5. D — Collection and proper disposal through authorized facilities
The EPA requires proper collection and disposal of used coolant. It must be segregated from other fluids and either recycled or disposed of as hazardous waste through authorized facilities, not dumped down drains or into regular trash.

6. C — When requested by the customer
Federal regulations, specifically the FTC's Auto Repair Rule, require written estimates for repairs exceeding a certain amount when requested by the customer. Some states have additional requirements making written estimates mandatory regardless of customer request.

7. B — A only
In many cases, OEM procedures have become the legal standard of care in collision repair. Deviating from these procedures could lead to liability issues if the repair fails or performs improperly, especially with safety systems.

8. A — They must be handled as hazardous materials following proper disposal protocols
Undeployed airbags are considered hazardous materials due to their explosive components and must be handled according to EPA and DOT regulations. They cannot be thrown in regular trash and must be properly disposed of or deployed following specific safety protocols.

9. D — Itemized parts, labor, and materials with associated costs
Most state regulations require estimates to include itemized parts, labor, and materials with associated costs, plus the total estimated cost. This provides transparency and allows customers to make informed decisions.

10. C — When the customer requests the parts before repairs begin
In many states, repair shops must return replaced parts to customers upon request unless the parts must be returned to the manufacturer under warranty terms or are subject to core charges.

11. B — Safety Data Sheets (SDS) for all chemicals used in the facility
OSHA regulations require Safety Data Sheets (SDS) for all hazardous materials used in the workplace. These must be readily accessible to employees and provide information about hazards and safe handling procedures.

12. A — Disclosure to the customer on the repair estimate
Most state regulations require repair facilities to disclose the use of aftermarket parts to customers on the repair estimate. This allows customers to make informed decisions about the parts being used in their vehicle repairs.

13. D — Draining and recycling through authorized facilities
Federal EPA regulations classify used oil filters as hazardous waste that must be properly drained and then recycled or disposed of through authorized facilities. They cannot be thrown in regular trash due to contamination concerns.

14. C — Post-repair scanning and recalibration of electronic systems
Manufacturer procedures typically require post-repair scanning to reset and calibrate electronic systems after structural repairs. This ensures proper function of safety systems that may have been affected during the repair process.

15. B — Obtain customer authorization before proceeding with additional work
Most state regulations require obtaining customer authorization before performing additional work not included in the original estimate. This protects consumers from unexpected charges and provides transparency in the repair process.

16. A — Technician B only
Brake caliper mounting brackets are critical safety components. When damaged, these brackets should always be replaced rather than repaired or straightened, as their structural integrity is essential for proper brake operation and safety.

17. D — Master cylinder
The master cylinder should be inspected after any collision that could affect the brake system, as inertial forces can cause internal damage even without direct impact, potentially affecting brake performance and safety.

18. C — Estimator B only
Diagnosing proper ABS operation after sensor replacement is not typically included in the standard labor time for component replacement. This should be listed as a separate diagnostic operation in the estimate.

19. B — Evidence of kinks, cuts, or deformation
The most important consideration is whether the brake lines show any evidence of kinks, cuts, or deformation,

as these compromises to the line's integrity cannot be repaired and require complete replacement to ensure safety.

20. A — Misalignment of the left rear door
Indirect damage occurs in areas away from the point of impact. When a vehicle is hit in the right front corner, the impact can transfer energy through the frame, potentially causing misalignment of the left rear door.

21. D — Conduct a thorough visual inspection
Conducting a thorough visual inspection is the first step in damage analysis, as it helps identify obvious damage before proceeding to more detailed analysis methods.

22. C — Computerized measuring system
A computerized measuring system is the most accurate and comprehensive tool for checking dimensions of unibody structural components, as it can provide precise measurements of multiple reference points simultaneously.

23. B — Technician B only
Technician B is correct because bend damage often occurs as indirect damage in areas away from the point of impact. Crush damage is not always direct damage - it can also occur as indirect damage in areas away from the impact.

24. A — Trunk latch
Inertia damage occurs when objects inside the vehicle continue moving during impact. The trunk latch is susceptible to inertia damage during a rear-end collision as the rapid deceleration can cause stress on the latch mechanism.

25. D — To identify prior repairs
A paint thickness gauge measures the thickness of paint layers, which helps identify prior repairs where body filler or additional paint may have been applied, showing inconsistencies compared to factory finishes.

26. C — Identify the type of fluid and its source
Identifying the fluid and its source is critical to determine which systems are damaged and need repair. This helps develop an accurate damage assessment and prevents overlooking necessary repairs.

27. B — Structural damage to the door opening
When a door requires excessive force to close after a side impact, it typically indicates structural damage to the door opening or frame, which has altered the alignment of the door with its opening.

28. A — SRS control module
The SRS control module must always be inspected when airbags have deployed, as it stores crash data and may need to be reset or replaced according to manufacturer specifications, regardless of impact location.

29. D — Comparing measurements to manufacturer specifications
Comparing measurements to manufacturer specifications using a dedicated measuring system is the most reliable method for determining frame damage, as it provides objective data based on factory standards.

30. C — The substrate has been deformed beyond its elastic limit
Stress cracks in paint indicate that the substrate (metal or plastic) has been deformed beyond its elastic limit, causing the less flexible paint to crack. This suggests that the panel has sustained impact that affected its structural integrity.

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