

# SECTION A5 — BRAKES PRACTICE EXAMS

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The seven full-length simulation exams in Section A5 cover the ASE A5 Brakes certification. Each exam contains forty-five multiple-choice questions delivered in the exact format the live A5 test uses, with the same domain weighting that ASE specifies for the current version of the test:

- **Hydraulic, Power Assist, and Parking Brake Systems Diagnosis and Repair** — 12 questions per exam (27 percent)
- **Drum Brake Diagnosis and Repair** — 6 questions per exam (13 percent)
- **Disc Brake Diagnosis and Repair** — 12 questions per exam (27 percent)
- **Wheel Bearing Diagnosis and Repair** — 3 questions per exam (7 percent)
- **Electronic Brake, Traction, and Stability Control Systems Diagnosis and Repair** — 9 questions per exam (20 percent)
- **Brake Tools, Fluids, and Service Specifications** — 3 questions per exam (6 percent)

A5 is structured around the reality that modern brake service spans six distinct competency areas, with hydraulic systems and disc brakes carrying the heaviest weight at twenty-seven percent each. Together these two domains account for more than half the test, reflecting that the technician who passes A5 must be deeply skilled in master cylinder diagnosis, brake fluid contamination identification, hydraulic line and hose service, caliper rebuilding, brake pad and rotor service, and the integration between the hydraulic system and modern electronic brake control. The third major domain — electronic brake, traction, and stability control — at twenty percent reflects how thoroughly ABS, traction control, and stability control have integrated into routine brake service.

The defining characteristic of the A5 exam is that **brake hydraulic system diagnosis** is the most comprehensive skill area. The technician must understand master cylinder operation and failure modes, brake fluid types and contamination effects, brake line and hose construction and failure patterns, proportioning valves and metering valves, vacuum and hydraulic boosters, parking brake mechanical and electronic systems, and the relationship between hydraulic operation and the entire braking system. Twelve questions per exam directly involve the hydraulic system, and additional questions in other domains touch on hydraulic principles.

A second defining characteristic is that **electronic brake control diagnosis** has become essential A5 content. ABS, traction control, stability control, electronic brake-force distribution, brake assist, automatic

emergency braking, and electronic parking brakes all appear regularly. Nine questions per exam — twenty percent of the test — directly involve electronic brake systems, and the technician who treats brakes as purely mechanical and hydraulic will struggle with modern A5 content. Scan tool integration, DTC interpretation, sensor diagnosis (wheel speed, yaw, lateral acceleration), and module communication are all routine test content.

A third defining characteristic is that **disc brake service** carries equal weight with hydraulic systems at twenty-seven percent. Twelve questions per exam involve disc brake-specific topics: pad replacement procedures, rotor service (resurfacing and minimum thickness), caliper service and rebuilding, brake hose and line connections at the caliper, parking brake integration on rear disc systems, and the transition to electronic parking brakes that eliminate traditional cable-operated rear disc parking brakes.

A fourth defining characteristic is that **drum brakes remain test content** at thirteen percent (six questions per exam) despite their reduced presence in modern vehicles. The technician must still be skilled in drum brake disassembly, shoe replacement, wheel cylinder service, drum service (machining and minimum specification), and the self-adjusting mechanisms that keep drum brakes in proper adjustment. Drum brakes appear most often on rear axles of light trucks and on specialty vehicles; the A5-certified technician must be prepared to service them.

A fifth defining characteristic is that **wheel bearings and brake tools/fluids/specifications** are smaller domains (seven and six percent respectively) but include test content that the technician must master. Wheel bearing diagnosis through noise patterns, replacement procedures, and proper preload setting on serviceable bearings appear regularly. Brake fluid types, brake fluid testing for moisture and copper content, brake tool selection, and minimum specifications for rotors and drums each contribute test content that the prepared technician handles confidently.

The exams in this section progress from foundational diagnostic skills in early exams to integrated multi-domain scenarios in later exams. Early exams focus on individual systems — hydraulic complaints, disc brake issues, drum brake service, electronic brake faults. Middle exams introduce comparative diagnosis where two domains must be evaluated together (a hydraulic complaint affecting electronic brake operation, for example). Later exams concentrate on complex scenarios where hydraulic, disc, drum, electronic, and tool/fluid considerations all interact.

Total practice questions in Section A5: **315 questions** across 7 simulation exams.

Set a timer for seventy-five minutes when taking each exam, work through the questions without referencing notes, and resist the temptation to peek at the answer key until you have submitted your final answer for every question. Treat each simulation as if it were the live A5 test waiting for you at a Prometric testing center. Pay particular attention to hydraulic system questions and to electronic brake content — these are the areas where strong A5 candidates separate themselves from those who confuse similar hydraulic failure modes or who lack depth in modern electronic brake systems.

# PRACTICE EXAM 1: A5 SIMULATION

## — BRAKES

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1. A vehicle is brought in with a complaint of low brake pedal that requires multiple pumps before braking force is achieved. The MOST likely cause is:

- A. Air in the brake hydraulic system
- B. A worn power steering pump
- C. A failed wheel bearing
- D. A worn output shaft bearing

2. A vehicle has been brought in with a complaint of brake pedal that slowly sinks to the floor while held under steady pressure. The MOST likely cause is:

- A. A worn power steering pulley
- B. A worn ball joint
- C. Air in the clutch hydraulic system
- D. A failing master cylinder with internal seal leakage

3. The proper procedure for diagnosing a low or sinking brake pedal is to:

- A. Replace the master cylinder as the most direct repair
- B. Verify the concern, inspect for leaks, bleed the system, and verify master cylinder operation
- C. Replace the power steering pump as a precaution
- D. Replace the transmission fluid as the only step

4. A vehicle equipped with a vacuum brake booster has been brought in with a complaint of hard brake pedal that requires excessive force. The MOST likely cause is:

- A. A worn power steering pulley
- B. A worn ball joint
- C. Air in the clutch hydraulic system
- D. A failed booster, broken vacuum hose, or failed check valve

5. The proper purpose of the brake master cylinder is to:

- A. Generate hydraulic pressure for the steering system
- B. Drive the brake booster during operation
- C. Convert pedal force into hydraulic pressure for the calipers and wheel cylinders
- D. Filter contaminants from the brake fluid

6. A vehicle has been brought in with a complaint of brake fluid leak from the master cylinder reservoir. Brake fluid is visible at the reservoir-to-master cylinder mounting area. The MOST likely cause is:

- A. A worn power steering pulley
- B. Failed reservoir grommets between the reservoir and master cylinder body
- C. A worn ball joint
- D. Air in the clutch hydraulic system

7. A vehicle has been brought in with a complaint of brake pull to one side. Brake pads, rotors, and components show no visible damage. The MOST likely cause is:

- A. A sticking caliper, restricted hose, or contaminated pad on one side
- B. A worn power steering pulley

- C. A worn ball joint
- D. Air in the clutch hydraulic system

8. The proper procedure for diagnosing a brake pull complaint is to:

- A. Replace the calipers as a precaution
- B. Replace the brake pads as the most direct repair
- C. Replace the steering rack as a precaution
- D. Verify the pull, inspect calipers, inspect hoses, and inspect pad and rotor condition

9. A vehicle equipped with disc brakes has been brought in with a complaint of squealing during braking. Pads have adequate thickness remaining. The MOST likely cause is:

- A. A worn power steering pulley
- B. A worn ball joint
- C. Glazed pads, contaminated rotors, or missing anti-squeal hardware
- D. Air in the clutch hydraulic system

10. The proper procedure for replacing disc brake pads is to:

- A. Apply compressed air to the caliper
- B. Compress the piston, install new pads with hardware, lubricate slide pins, and verify operation
- C. Replace the rotors as a precaution
- D. Replace the brake fluid as the only step

11. A vehicle's brake rotor has been measured and found to be below the manufacturer's minimum thickness specification. The MOST appropriate action is:

- A. Replace the rotor with a new component meeting specification
- B. Resurface the rotor as the most direct repair
- C. Reuse the rotor with new pads
- D. Apply hard-facing material to the rotor

12. The proper procedure for measuring brake rotor thickness is to:

- A. Apply compressed air to the rotor
- B. Visually inspect for visible damage only
- C. Replace the rotor as a precaution
- D. Use a rotor micrometer at multiple points and compare to specification

13. A vehicle's brake rotor has been measured and found to have runout exceeding specification. The MOST likely effect on braking is:

- A. Improved braking performance from increased clearance
- B. Improved fuel economy from reduced drag
- C. Brake pedal pulsation during braking with steering wheel vibration
- D. A worn power steering pulley

14. The proper procedure for measuring brake rotor runout is to:

- A. Apply compressed air to the rotor
- B. Mount a dial indicator on the rotor face, rotate, and read maximum runout against specification
- C. Replace the rotor as a precaution

D. Visually inspect for visible damage only

15. A vehicle equipped with a floating caliper has been brought in with a complaint that the brake pads on one side are wearing significantly faster than the pads on the other side of the caliper. The MOST likely cause is:

A. A seized or sticking caliper slide pin preventing proper caliper movement

B. A worn power steering pulley

C. A worn ball joint

D. Air in the clutch hydraulic system

16. The proper procedure for servicing brake caliper slide pins is to:

A. Apply compressed air to the slide pins

B. Replace the slide pins as a precaution

C. Visually inspect for visible damage only

D. Remove, clean, inspect, lubricate with caliper grease, and reinstall

17. A vehicle equipped with drum brakes has been brought in with a complaint of grinding noise during braking. The MOST likely cause is:

A. A worn power steering pulley

B. A worn ball joint

C. Shoes worn beyond friction material, contacting the drum with metal backing

D. Air in the clutch hydraulic system

18. The proper procedure for replacing drum brake shoes is to:

- A. Apply compressed air to the brakes
- B. Disassemble, replace shoes and hardware, adjust per specification, and verify operation
- C. Replace the drum as a precaution
- D. Replace the brake fluid as the only step

19. A vehicle equipped with drum brakes has been brought in for service. The technician finds a wheel cylinder showing visible brake fluid leakage at the dust boot. The MOST appropriate action is:

- A. Replace the wheel cylinder, since dust boot leakage indicates seal failure
- B. Apply additional sealer to the dust boot
- C. Reuse the wheel cylinder after cleaning
- D. Apply hard-facing material to the cylinder bore

20. The proper procedure for measuring brake drum diameter is to:

- A. Apply compressed air to the drum
- B. Visually inspect for visible damage only
- C. Replace the drum as a precaution
- D. Use a drum micrometer at multiple points and compare to maximum specification

21. A vehicle equipped with self-adjusting drum brakes has been brought in with a complaint of low brake pedal that requires pumping. The MOST likely cause is:

- A. A worn power steering pulley
- B. A worn ball joint
- C. Failed self-adjusters allowing excessive shoe-to-drum clearance

D. Air in the clutch hydraulic system

22. The proper procedure for adjusting drum brakes after shoe replacement is to:

A. Apply compressed air to the brakes

B. Use the manufacturer-specified procedure, verify shoe-to-drum clearance, and verify operation

C. Replace the drum as a precaution

D. Replace the brake fluid as the only step

23. A vehicle has been brought in with a complaint of front wheel bearing noise that varies with vehicle speed and changes character during cornering. The MOST likely cause is:

A. A worn power steering pulley

B. A worn ball joint

C. Air in the clutch hydraulic system

D. A worn front wheel bearing on the side loaded during cornering

24. The proper procedure for inspecting a wheel bearing is to:

A. Raise the wheel, rock manually for play, spin for roughness, and listen for noise

B. Apply compressed air to the bearing

C. Replace the bearing as a precaution

D. Visually inspect for visible damage only

25. A vehicle equipped with serviceable wheel bearings (tapered roller bearings with adjustable preload) requires bearing replacement. The proper procedure for setting wheel bearing preload is to:

A. Apply maximum torque to the spindle nut

- B. Replace the bearings as a precaution
- C. Tighten to specified torque while rotating, then back off and retorque per procedure
- D. Apply compressed air to the bearing

26. A vehicle equipped with ABS has been brought in with a complaint that the ABS warning light is illuminated. The MOST likely cause is:

- A. A worn power steering pulley
- B. A failed wheel speed sensor, ABS module fault, or HCU fault
- C. A worn ball joint
- D. Air in the clutch hydraulic system

27. The proper procedure for diagnosing an ABS warning light is to:

- A. Replace the ABS module as the most direct repair
- B. Replace the steering rack as a precaution
- C. Replace the brake fluid as the only step
- D. Verify the concern, retrieve DTCs, monitor scan data, and verify component operation

28. A vehicle's ABS wheel speed sensor signal has been measured with a scan tool. The signal is missing from one wheel during operation. The MOST likely cause is:

- A. A failed sensor, damaged tone ring, or open circuit in the wiring
- B. A worn power steering pulley
- C. A worn ball joint
- D. Air in the clutch hydraulic system

29. The proper purpose of a wheel speed sensor is to:

- A. Generate hydraulic pressure for the brake system
- B. Drive the brake pump during operation
- C. Provide the signal the ABS module uses to detect lockup and modulate pressure
- D. Filter contaminants from the brake fluid

30. A vehicle equipped with traction control has been brought in with a complaint that the traction control warning light is illuminated. The MOST likely cause is:

- A. A worn power steering pulley
- B. A failed wheel speed sensor, traction control module fault, or related component
- C. A worn ball joint
- D. Air in the clutch hydraulic system

31. The proper purpose of stability control (ESC/ESP) is to:

- A. Generate hydraulic pressure for the brake system
- B. Drive the brake pump during operation
- C. Filter contaminants from the brake fluid
- D. Apply individual wheel braking and reduce engine power for stability

32. A vehicle equipped with stability control has been brought in with a complaint that the stability control warning light is illuminated. The MOST likely cause is:

- A. A failed wheel speed sensor, steering angle sensor, yaw sensor, or module fault
- B. A worn power steering pulley
- C. A worn ball joint

D. Air in the clutch hydraulic system

33. The proper procedure for diagnosing stability control faults is to:

- A. Replace the stability control module as the most direct repair
- B. Replace the steering rack as a precaution
- C. Verify the concern, retrieve DTCs, monitor scan data, and verify component operation
- D. Replace the brake fluid as the only step

34. A vehicle has been brought in with a complaint of soft brake pedal that gradually firms up as the pedal is held. The MOST likely cause is:

- A. A worn power steering pulley
- B. Air in the brake hydraulic system, with air compressing as pressure builds
- C. A worn ball joint
- D. A failed power steering pump

35. The proper procedure for bleeding the brake hydraulic system is to:

- A. Apply compressed air to the brakes
- B. Replace the master cylinder as a precaution
- C. Replace the brake fluid as the only step
- D. Use the manufacturer-specified sequence, expel air with fresh fluid, and continue until clear

36. A vehicle's brake fluid has been tested for moisture content. The fluid shows greater than 3% moisture. The MOST appropriate action is:

- A. Flush the brake hydraulic system, refill with fresh fluid, and verify operation

- B. Apply additional sealer to the master cylinder
- C. Reuse the fluid after warming
- D. Replace the master cylinder as a precaution

37. The proper purpose of brake fluid is to:

- A. Generate hydraulic pressure for the brake system
- B. Drive the brake pump during operation
- C. Transmit hydraulic force with high boiling point and resistance to compression
- D. Filter contaminants from the brake fluid

38. A vehicle equipped with DOT 3 brake fluid has been topped off with DOT 5 brake fluid by the customer. The MOST appropriate action is:

- A. Reuse the mixed fluid since it is still functional
- B. Flush the system, refill with the correct fluid type, and verify operation
- C. Apply additional sealer to the master cylinder
- D. Replace the master cylinder as a precaution

39. The proper purpose of a proportioning valve in a hydraulic brake system is to:

- A. Generate hydraulic pressure for the brake system
- B. Drive the brake pump during operation
- C. Filter contaminants from the brake fluid
- D. Reduce rear brake pressure during heavy braking to prevent rear lockup

40. A vehicle equipped with a hydraulic brake booster (Hydro-Boost) has been brought in with a complaint of hard brake pedal. The MOST likely cause is:

- A. A failed power steering pump, restricted line, or failed Hydro-Boost unit
- B. A worn ball joint
- C. Air in the clutch hydraulic system
- D. A worn power steering pulley

41. The proper procedure for diagnosing a hydraulic brake booster fault is to:

- A. Replace the Hydro-Boost as the most direct repair
- B. Verify pump pressure, inspect the high-pressure line, and verify Hydro-Boost operation
- C. Replace the steering rack as a precaution
- D. Replace the brake fluid as the only step

42. A vehicle equipped with an electronic parking brake has been brought in with a complaint that the parking brake will not engage. The MOST likely cause is:

- A. A worn power steering pulley
- B. A worn ball joint
- C. A failed actuator motor, EPB module fault, or fault in the wiring
- D. Air in the clutch hydraulic system

43. The proper procedure for diagnosing an electronic parking brake fault is to:

- A. Replace the parking brake module as the most direct repair
- B. Replace the steering rack as a precaution
- C. Verify the concern, retrieve DTCs, monitor scan data, and verify component operation

D. Replace the brake fluid as the only step

44. A vehicle's parking brake cable shows visible corrosion and the cable does not move freely through the housing. The MOST appropriate action is:

A. Replace the parking brake cable assembly with a new component

B. Apply additional grease to the corroded cable

C. Reuse the cable after cleaning with solvent

D. Apply hard-facing material to the cable

45. The proper procedure for adjusting parking brake cable tension is to:

A. Apply compressed air to the cable

B. Apply the brake to the specified position, adjust to the specified clearance, and verify holding

C. Replace the cable as a precaution

D. Replace the brake fluid as the only step

# PRACTICE EXAM 1: A5 SIMULATION

## — ANSWER KEY, EXPLANATIONS, AND TASK REMEDIATION

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1. A — Air in the brake hydraulic system. A pedal that requires multiple pumps to build pressure is the diagnostic signature of trapped air, since compressible air absorbs the force that should travel to the calipers. The first pump compresses the air; subsequent pumps build the pressure needed for braking force. *ASE Task Reference: A5 Domain A — Hydraulic, Power Assist, and Parking Brake Systems. Review subsection 5.1.*
2. D — A failing master cylinder with internal seal leakage. A pedal that sinks under steady pressure indicates fluid is escaping past an internal seal in the master cylinder. The leakage is internal, so no external fluid loss is visible, but the pedal cannot maintain pressure because fluid bypasses the failed seal. *ASE Task Reference: A5 Domain A — Hydraulic, Power Assist, and Parking Brake Systems. Review subsection 5.1.*
3. B — Verify the concern, inspect for leaks, bleed the system, and verify master cylinder operation. Low or sinking pedal diagnosis requires systematic investigation since multiple causes produce similar symptoms. Each step isolates a different potential cause before any component replacement. *ASE Task Reference: A5 Domain A — Hydraulic, Power Assist, and Parking Brake Systems. Review subsection 5.1.*
4. D — A failed booster, broken vacuum hose, or failed check valve. Hard pedal with vacuum boost indicates loss of vacuum assist. The booster needs proper vacuum supply through an intact hose with a functioning check valve to multiply pedal force into the master cylinder. *ASE Task Reference: A5 Domain A — Hydraulic, Power Assist, and Parking Brake Systems. Review subsection 5.1.*
5. C — Convert pedal force into hydraulic pressure for the calipers and wheel cylinders. The master cylinder is the central hydraulic component that translates mechanical pedal input into hydraulic output. Without it, no pedal force can reach the brake actuators. *ASE Task Reference: A5 Domain A — Hydraulic, Power Assist, and Parking Brake Systems. Review subsection 5.1.*
6. B — Failed reservoir grommets between the reservoir and master cylinder body. Fluid leakage at the reservoir-to-master cylinder interface localizes the failure to the seals at that connection. The grommets dry out and crack with age, allowing fluid to escape at the mounting area. *ASE Task*

*Reference: A5 Domain A — Hydraulic, Power Assist, and Parking Brake Systems. Review subsection 5.1.*

7. A — A sticking caliper, restricted hose, or contaminated pad on one side. Brake pull with no visible component damage is the diagnostic signature of unequal braking force between the two sides. Each cause restricts or alters braking on the affected side, producing the pull during application. *ASE Task Reference: A5 Domain C — Disc Brake Diagnosis and Repair. Review subsection 5.3.*
8. D — Verify the pull, inspect calipers, inspect hoses, and inspect pad and rotor condition. Brake pull diagnosis requires systematic inspection of all potential causes. Caliper operation, hose condition, and pad/rotor condition each contribute to potential pull sources. *ASE Task Reference: A5 Domain C — Disc Brake Diagnosis and Repair. Review subsection 5.3.*
9. C — Glazed pads, contaminated rotors, or missing anti-squeal hardware. Brake squealing with adequate pad thickness indicates the pad-to-rotor interface is producing high-frequency vibration. Glazing, contamination, and missing hardware each allow the resonance that produces audible squeal. *ASE Task Reference: A5 Domain C — Disc Brake Diagnosis and Repair. Review subsection 5.3.*
10. B — Compress the piston, install new pads with hardware, lubricate slide pins, and verify operation. Disc pad replacement requires piston compression to make room for the new pads, proper hardware installation, slide pin lubrication, and operational verification. Each step ensures proper post-service braking. *ASE Task Reference: A5 Domain C — Disc Brake Diagnosis and Repair. Review subsection 5.3.*
11. A — Replace the rotor with a new component meeting specification. Rotors below minimum thickness cannot dissipate heat properly and risk warping or failure under load. The minimum thickness specification is a safety limit; resurfacing below it is not allowed. *ASE Task Reference: A5 Domain C — Disc Brake Diagnosis and Repair. Review subsection 5.3.*
12. D — Use a rotor micrometer at multiple points and compare to specification. Rotor thickness verification requires a brake rotor micrometer (which measures thickness through the rotor face). Multiple measurements identify variation; comparison to specification determines serviceability. *ASE Task Reference: A5 Domain C — Disc Brake Diagnosis and Repair. Review subsection 5.3.*
13. C — Brake pedal pulsation during braking with steering wheel vibration. Excessive rotor runout produces cyclical thickness variation that the brake pads contact with each rotation. The pulsation transmits through the hydraulic system as pedal pulse and through the steering linkage as wheel vibration. *ASE Task Reference: A5 Domain C — Disc Brake Diagnosis and Repair. Review subsection 5.3.*
14. B — Mount a dial indicator on the rotor face, rotate, and read maximum runout against specification. Rotor runout measurement requires a dial indicator on the face of the rotor. Reading the maximum value during one full rotation reveals lateral runout, which must be within

specification for proper braking. *ASE Task Reference: A5 Domain C — Disc Brake Diagnosis and Repair. Review subsection 5.3.*

15. A — A seized or sticking caliper slide pin preventing proper caliper movement. Uneven pad wear on a floating caliper is the diagnostic signature of caliper movement issues. The caliper must slide freely to apply equal force to both pads; a seized slide pin allows the inner pad to wear faster while the outer pad is unloaded. *ASE Task Reference: A5 Domain C — Disc Brake Diagnosis and Repair. Review subsection 5.3.*
16. D — Remove, clean, inspect, lubricate with caliper grease, and reinstall. Slide pin service requires complete attention: removal, cleaning, inspection, proper lubrication with high-temperature caliper grease, and reinstallation. Each step ensures proper caliper movement. *ASE Task Reference: A5 Domain C — Disc Brake Diagnosis and Repair. Review subsection 5.3.*
17. C — Shoes worn beyond friction material, contacting the drum with metal backing. Drum brake grinding indicates the friction material is gone and the metal shoe backing is contacting the drum. The metal-on-metal contact damages the drum and produces the grinding noise. *ASE Task Reference: A5 Domain B — Drum Brake Diagnosis and Repair. Review subsection 5.2.*
18. B — Disassemble, replace shoes and hardware, adjust per specification, and verify operation. Drum brake shoe replacement requires disassembly, replacement of all worn hardware, proper adjustment to specification, and operational verification. Each step is required for proper post-service operation. *ASE Task Reference: A5 Domain B — Drum Brake Diagnosis and Repair. Review subsection 5.2.*
19. A — Replace the wheel cylinder, since dust boot leakage indicates seal failure. Brake fluid visible at the dust boot indicates the internal seals have failed and fluid is escaping past them. The wheel cylinder must be replaced; cleaning or sealer cannot restore failed internal seals. *ASE Task Reference: A5 Domain B — Drum Brake Diagnosis and Repair. Review subsection 5.2.*
20. D — Use a drum micrometer at multiple points and compare to maximum specification. Drum diameter verification requires a brake drum micrometer (which measures internal diameter). Multiple measurements identify out-of-round; comparison to maximum specification determines serviceability. *ASE Task Reference: A5 Domain B — Drum Brake Diagnosis and Repair. Review subsection 5.2.*
21. C — Failed self-adjusters allowing excessive shoe-to-drum clearance. Low pedal that requires pumping in drum brake systems is the diagnostic signature of excessive shoe-to-drum clearance. The first pump moves the shoes to contact; subsequent pumps build proper braking pressure. *ASE Task Reference: A5 Domain B — Drum Brake Diagnosis and Repair. Review subsection 5.2.*
22. B — Use the manufacturer-specified procedure, verify shoe-to-drum clearance, and verify operation. Drum brake adjustment requires the manufacturer's procedure (manual or self-adjusting activation), clearance verification, and operational confirmation. Each step ensures proper post-

service operation. *ASE Task Reference: A5 Domain B — Drum Brake Diagnosis and Repair. Review subsection 5.2.*

23. D — A worn front wheel bearing on the side loaded during cornering. Wheel bearing noise that varies with speed and changes during cornering is the diagnostic signature of bearing wear that becomes more apparent under cornering load. The bearing produces more noise when its rolling elements are under increased pressure. *ASE Task Reference: A5 Domain D — Wheel Bearing Diagnosis and Repair. Review subsection 5.4.*
24. A — Raise the wheel, rock manually for play, spin for roughness, and listen for noise. Wheel bearing inspection requires multiple methods: manual rocking for play, spinning for roughness, and audio observation for noise. Each method reveals different aspects of bearing condition. *ASE Task Reference: A5 Domain D — Wheel Bearing Diagnosis and Repair. Review subsection 5.4.*
25. C — Tighten to specified torque while rotating, then back off and retorque per procedure. Wheel bearing preload requires tightening while rotating (to seat the rollers), backing off (to release any binding), and retorquing to specification. The procedure prevents bearing damage from over-tightening. *ASE Task Reference: A5 Domain D — Wheel Bearing Diagnosis and Repair. Review subsection 5.4.*
26. B — A failed wheel speed sensor, ABS module fault, or HCU fault. ABS warning indicates the system has detected a fault. Wheel speed sensor, ABS module, or hydraulic control unit failures are the most common causes; the system illuminates the warning when it cannot reliably perform anti-lock function. *ASE Task Reference: A5 Domain E — Electronic Brake, Traction, and Stability Control Systems. Review subsection 5.5.*
27. D — Verify the concern, retrieve DTCs, monitor scan data, and verify component operation. ABS diagnosis requires comprehensive systematic approach including verification, DTC retrieval, scan tool monitoring, and component verification. Each step provides different diagnostic information. *ASE Task Reference: A5 Domain E — Electronic Brake, Traction, and Stability Control Systems. Review subsection 5.5.*
28. A — A failed sensor, damaged tone ring, or open circuit in the wiring. Missing wheel speed signal isolates the issue to the signal generation chain. Failed sensor, damaged tone ring (which the sensor reads), or wiring open all prevent the signal from reaching the ABS module. *ASE Task Reference: A5 Domain E — Electronic Brake, Traction, and Stability Control Systems. Review subsection 5.5.*
29. C — Provide the signal the ABS module uses to detect lockup and modulate pressure. The wheel speed sensor signal is the primary input the ABS module uses to detect impending wheel lockup. The module compares wheel speeds and modulates brake pressure when lockup is detected. *ASE Task Reference: A5 Domain E — Electronic Brake, Traction, and Stability Control Systems. Review subsection 5.5.*

30. B — A failed wheel speed sensor, traction control module fault, or related component. Traction control warning indicates the system has detected a fault in its operation. Wheel speed sensor, module, or related component failures prevent reliable traction control function. *ASE Task Reference: A5 Domain E — Electronic Brake, Traction, and Stability Control Systems. Review subsection 5.5.*
31. D — Apply individual wheel braking and reduce engine power for stability. Stability control monitors vehicle dynamics through multiple sensors and intervenes by braking individual wheels and reducing engine power. The combination keeps the vehicle on the driver's intended path during loss of control. *ASE Task Reference: A5 Domain E — Electronic Brake, Traction, and Stability Control Systems. Review subsection 5.5.*
32. A — A failed wheel speed sensor, steering angle sensor, yaw sensor, or module fault. Stability control depends on multiple sensor inputs to determine proper intervention. Failure of any of these inputs (or the module itself) prevents the system from functioning, illuminating the warning. *ASE Task Reference: A5 Domain E — Electronic Brake, Traction, and Stability Control Systems. Review subsection 5.5.*
33. C — Verify the concern, retrieve DTCs, monitor scan data, and verify component operation. Stability control diagnosis requires comprehensive systematic approach since the system depends on multiple sensors. Each step provides different diagnostic information about specific sensors and the module. *ASE Task Reference: A5 Domain E — Electronic Brake, Traction, and Stability Control Systems. Review subsection 5.5.*
34. B — Air in the brake hydraulic system, with air compressing as pressure builds. Soft pedal that gradually firms up under steady pressure is the diagnostic signature of air in the system. The air progressively compresses as the operator continues applying pedal force, eventually building enough pressure for braking. *ASE Task Reference: A5 Domain A — Hydraulic, Power Assist, and Parking Brake Systems. Review subsection 5.1.*
35. D — Use the manufacturer-specified sequence, expel air with fresh fluid, and continue until clear. Brake bleeding requires the manufacturer's specified sequence (typically furthest wheel first), proper bleeding technique, and continuation until air-free fluid emerges. The procedure ensures complete air removal. *ASE Task Reference: A5 Domain A — Hydraulic, Power Assist, and Parking Brake Systems. Review subsection 5.1.*
36. A — Flush the brake hydraulic system, refill with fresh fluid, and verify operation. Brake fluid above 3% moisture absorbs water, lowering the boiling point and corroding components. Flushing removes the contaminated fluid; fresh fluid restores proper boiling point and corrosion protection. *ASE Task Reference: A5 Domain F — Brake Tools, Fluids, and Service Specifications. Review subsection 5.6.*
37. C — Transmit hydraulic force with high boiling point and resistance to compression. Brake fluid is the working medium that transmits force from master cylinder to brake actuators. High boiling

point prevents vapor lock under heat; resistance to compression ensures full force transmission. *ASE Task Reference: A5 Domain F — Brake Tools, Fluids, and Service Specifications. Review subsection 5.6.*

38. B — Flush the system, refill with the correct fluid type, and verify operation. DOT 5 (silicone-based) and DOT 3 (glycol-based) fluids are not compatible. Mixing them can damage seals and cause unpredictable performance; flushing and refilling with the correct type per specification restores proper operation. *ASE Task Reference: A5 Domain F — Brake Tools, Fluids, and Service Specifications. Review subsection 5.6.*
39. D — Reduce rear brake pressure during heavy braking to prevent rear lockup. The proportioning valve limits hydraulic pressure to the rear brakes during heavy braking. This prevents the rear wheels from locking before the fronts, which would cause loss of directional stability. *ASE Task Reference: A5 Domain A — Hydraulic, Power Assist, and Parking Brake Systems. Review subsection 5.1.*
40. A — A failed power steering pump, restricted line, or failed Hydro-Boost unit. Hydro-Boost relies on power steering pump pressure for its hydraulic assist. Pump failure, line restriction, or Hydro-Boost failure each prevent proper assist, producing the hard pedal symptom. *ASE Task Reference: A5 Domain A — Hydraulic, Power Assist, and Parking Brake Systems. Review subsection 5.1.*
41. B — Verify pump pressure, inspect the high-pressure line, and verify Hydro-Boost operation. Hydro-Boost diagnosis requires verification of the entire pressure chain from pump to booster. Each component must be evaluated since any failure produces the same hard pedal symptom. *ASE Task Reference: A5 Domain A — Hydraulic, Power Assist, and Parking Brake Systems. Review subsection 5.1.*
42. C — A failed actuator motor, EPB module fault, or fault in the wiring. Electronic parking brake failure to engage indicates the system cannot execute the engagement command. Failed actuator, module fault, or wiring fault prevent the engagement from occurring. *ASE Task Reference: A5 Domain A — Hydraulic, Power Assist, and Parking Brake Systems. Review subsection 5.1.*
43. C — Verify the concern, retrieve DTCs, monitor scan data, and verify component operation. Electronic parking brake diagnosis requires scan tool integration since the system is electronically controlled. Each step provides different diagnostic information about the system. *ASE Task Reference: A5 Domain A — Hydraulic, Power Assist, and Parking Brake Systems. Review subsection 5.1.*
44. A — Replace the parking brake cable assembly with a new component. Corroded cable that does not move freely cannot provide reliable parking brake operation. Cleaning and lubrication cannot restore the corroded cable; replacement is required. *ASE Task Reference: A5 Domain A — Hydraulic, Power Assist, and Parking Brake Systems. Review subsection 5.1.*

45. B — Apply the brake to the specified position, adjust to the specified clearance, and verify holding. Parking brake adjustment requires the manufacturer's procedure: brake to specified position, adjustment to specified clearance, and holding verification. Each step ensures proper parking brake operation. *ASE Task Reference: A5 Domain A — Hydraulic, Power Assist, and Parking Brake Systems. Review subsection 5.1.*