PRACTICE EXAM 4: A5 SIMULATION — BRAKES

1. A vehicle has been brought in with the following findings: complaint of low pedal that requires pumping, brake fluid level low in the reservoir, and visible fluid leak at a brake hose connection. The MOST appropriate action is:

A. Replace only the brake fluid as the most direct repair

B. Repair the leak source, refill the system, bleed the brakes, and verify operation

C. Replace the master cylinder as a precaution

D. Apply additional sealer to the leak

2. The proper procedure for diagnosing a complaint that includes both pedal issues and fluid loss is to:

A. Apply compressed air to the system

B. Replace the master cylinder as a precaution

C. Replace the steering rack as a precaution

D. Verify the customer concern, inspect for leaks, identify the source, repair, and verify proper operation

3. A vehicle has been brought in with the following findings: complaint of pull during braking, sticking right front caliper, contaminated right front brake pad, and worn brake hose on the right front. The MOST appropriate action is:

A. Replace only the brake pads as the most direct repair

B. Replace the brakes as a precaution

C. Service the sticking caliper, replace the contaminated pad, replace the worn hose, and verify proper braking

D. Apply compressed air to the calipers

4. The proper procedure for verifying brake pull resolution after multi-component repair is to:

A. Road test under varied braking conditions, verify equal braking force, and verify no pull remains

B. Apply compressed air to the brakes

C. Replace the brakes as a precaution

D. Replace the brake fluid as the only step

5. A vehicle has been brought in with the following findings: complaint of brake pulsation during braking, rotor thickness variation exceeding specification, rotor runout exceeding specification, and worn brake pads. The MOST appropriate action is:

A. Replace only the brake pads as the most direct repair

B. Replace the brakes as a precaution

C. Apply compressed air to the rotors

D. Replace or resurface the rotors, replace the pads, road test, and verify resolution

6. The proper procedure for verifying brake pulsation resolution is to:

A. Apply compressed air to the brakes

B. Verify rotor specifications, road test under varied braking conditions, and verify no pulsation

C. Replace the rotors as a precaution

D. Replace the brake fluid as the only step

7. A vehicle has been brought in with the following findings: complaint of grinding from the rear brakes, drum brake shoes worn beyond friction material, scored brake drums, and failed wheel cylinder. The MOST appropriate action is:

A. Replace only the shoes as the most direct repair

B. Replace the drums as a precaution

C. Apply compressed air to the brakes

D. Replace shoes, replace or resurface drums (if within specification), replace wheel cylinder, and verify operation

8. The proper procedure for verifying drum brake service after multi-component repair is to:

A. Verify proper assembly, adjust shoes per specification, road test, and verify proper operation

B. Apply compressed air to the brakes

C. Replace the drums as a precaution

D. Replace the brake fluid as the only step

9. A vehicle equipped with ABS has been brought in with the following findings: complaint of ABS warning light, DTC for left front wheel speed sensor, and damaged tone ring on the left front. The MOST appropriate action is:

A. Replace the ABS module as a precaution

B. Replace the steering rack as a precaution

C. Replace the failed sensor, replace the damaged tone ring, clear DTCs, and verify proper ABS operation

D. Replace the brake fluid as the only step

10. Technician A says wheel speed sensors and tone rings often fail together because both can be damaged by the same event. Technician B says addressing only one component is sufficient when the other appears intact. Who is correct?

A. Technician B only

B. Both Technician A and Technician B

C. Neither Technician A nor Technician B

D. Technician A only

11. The proper procedure for verifying ABS service after multi-component repair is to:

A. Apply compressed air to the ABS unit

B. Verify proper installation, perform proper bleeding, clear DTCs, road test, and verify ABS operation

C. Replace the ABS module as a precaution

D. Replace the brake fluid as the only step

12. A vehicle has been brought in with the following findings: complaint of brake pedal that gradually sinks during steady pressure, internal master cylinder leak verified through bench test, and brake fluid level dropping over time without external leaks. The MOST appropriate action is:

A. Apply compressed air to the master cylinder

B. Replace only the brake fluid as the most direct repair

C. Apply additional sealer to the master cylinder

D. Replace the master cylinder, bleed the system properly, refill with fresh fluid, and verify operation

13. The proper procedure for verifying master cylinder replacement is to:

A. Bench bleed before installation, install, perform proper system bleeding, road test, and verify pedal feel

B. Apply compressed air to the master cylinder

C. Replace the master cylinder as a precaution

D. Replace the brake fluid as the only step

14. A vehicle has been brought in with the following findings: complaint of brake pedal feel changes over time, brake fluid moisture content above 3%, brake fluid showing dark color and visible debris, and pad wear within specification. The MOST appropriate action is:

A. Replace only the brake pads as a precaution

B. Replace the master cylinder as a precaution

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

D. Apply compressed air to the system

15. The proper procedure for performing a complete brake fluid flush is to:

A. Apply compressed air to the system

B. Bleed each wheel in proper sequence, expel old fluid with fresh fluid, until clear fluid emerges from each bleeder

C. Replace the master cylinder as a precaution

D. Replace the brakes as a precaution

16. A vehicle has been brought in with the following findings: complaint of front wheel bearing noise, worn front wheel bearing on the affected side, brake noise during cornering, and worn brake pads. The MOST appropriate action is:

A. Replace only the wheel bearing as the most direct repair

B. Replace the brakes as a precaution

C. Apply compressed air to the bearing

D. Replace the wheel bearing, replace the worn pads, road test, and verify all symptoms are resolved

17. The proper procedure for verifying wheel bearing service is to:

A. Verify proper installation, verify proper preload (if serviceable), road test, and verify no noise or symptoms remain

B. Apply compressed air to the bearing

C. Replace the bearing as a precaution

D. Replace the brake fluid as the only step

18. A vehicle equipped with stability control has been brought in with the following findings: complaint of stability control warning light, DTC for steering angle sensor, and recent steering work. The MOST appropriate action is:

A. Replace the stability control module as a precaution

B. Replace the steering rack as a precaution

C. Perform steering angle sensor calibration per manufacturer procedure, clear DTCs, and verify operation

D. Replace the brake fluid as the only step

19. Technician A says steering work that disturbs the steering angle sensor requires recalibration. Technician B says steering angle sensors self-calibrate during normal driving. Who is correct?

A. Technician B only

B. Technician A only

C. Both Technician A and Technician B

D. Neither Technician A nor Technician B

20. The proper procedure for completing stability control service after sensor work is to:

A. Verify the sensor calibration, perform required relearn procedures, clear DTCs, and verify operation

B. Apply compressed air to the system

C. Replace the stability control module as a precaution

D. Replace the brake fluid as the only step

21. A vehicle has been brought in with the following findings: complaint of pull during braking, brake fluid contamination, multiple worn brake hoses, and sticking calipers. The MOST appropriate action is:

A. Apply compressed air to the calipers

B. Replace only the brake hoses as the most direct repair

C. Replace the brakes as a precaution

D. Address all findings: flush fluid, replace hoses, service calipers, and verify proper braking

22. The proper procedure for verifying brake service after multiple findings is to:

A. Apply compressed air to the system

B. Replace the brakes as a precaution

C. Verify proper repair of each finding, perform proper bleeding, road test under varied conditions, and verify all symptoms resolved

D. Replace the brake fluid as the only step

23. A vehicle has been brought in with the following findings: complaint of brake noise during stops, glazed brake pads, contaminated rotors, and missing brake pad anti-squeal hardware. The MOST appropriate action is:

A. Apply compressed air to the brakes

B. Replace pads, address rotor contamination (resurface or replace), install proper anti-squeal hardware, and verify operation

C. Replace only the pads as the most direct repair

D. Replace the brake fluid as the only step

24. The proper procedure for installing brake pad anti-squeal hardware is to:

A. Apply compressed air to the brakes

B. Replace the pads as a precaution

C. Install the manufacturer-specified hardware (shims, clips, or compound) per the procedure to dampen vibration between the pad and caliper

D. Replace the brake fluid as the only step

25. A vehicle has been brought in with the following findings: complaint of grinding noise during braking, brake pads worn through to the metal backing, scored rotors with deep grooves, and damage to the caliper pistons from contact with the pad backing. The MOST appropriate action is:

A. Replace pads, replace damaged rotors, replace damaged calipers, and verify proper operation

B. Apply compressed air to the brakes

C. Replace only the pads as the most direct repair

D. Apply hard-facing material to the rotors

26. The proper procedure for diagnosing brake damage from severely worn pads is to:

A. Replace the brakes as a precaution

B. Apply compressed air to the brakes

C. Replace the brake fluid as the only step

D. Inspect rotors for damage from metal-to-metal contact, inspect calipers for piston damage, and identify the full extent of repair required

27. A vehicle has been brought in with the following findings: complaint of brake pedal pulse during ABS activation, ABS function verified normal, scan data showing ABS operating correctly during the symptom, and proper rotor specifications verified. The MOST likely cause is:

A. A worn power steering pulley

B. The pedal pulse is normal ABS operation as the system rapidly modulates pressure during the activation event

C. A worn ball joint

D. Air in the clutch hydraulic system

28. The proper procedure for explaining normal ABS pulsation to a customer is to:

A. Inform the customer that pedal pulsation during ABS activation is normal as the system modulates pressure to prevent wheel lockup

B. Replace the ABS module as a precaution

C. Replace the master cylinder as a precaution

D. Apply compressed air to the system

29. A vehicle has been brought in with the following findings: complaint of brake pedal that goes to the floor, master cylinder reservoir empty, and visible brake fluid pooled under the vehicle. The MOST likely cause is:

A. A worn power steering pulley

B. A worn ball joint

C. A major hydraulic leak (failed line, hose, caliper, or wheel cylinder) requiring identification and repair

D. Air in the clutch hydraulic system

30. The proper procedure for diagnosing complete pedal failure with hydraulic leak is to:

A. Apply compressed air to the system

B. Replace the master cylinder as a precaution

C. Replace the brakes as a precaution

D. Identify the leak source through inspection, repair the failed component, refill, bleed the system, and verify operation

31. A vehicle equipped with electronic parking brake has been brought in for rear brake pad replacement. The proper sequence of operations is:

A. Apply compressed air to the parking brake

B. Use the scan tool service mode to retract the parking brake actuator, replace pads, restore parking brake function with the scan tool, and verify operation

C. Replace the parking brake as a precaution

D. Manually retract the parking brake before pad replacement

32. The proper procedure for verifying electronic parking brake operation after service is to:

A. Apply the parking brake on a graded surface, verify holding, release and verify proper release, and verify scan tool data shows proper operation

B. Apply compressed air to the parking brake

C. Replace the parking brake as a precaution

D. Replace the brake fluid as the only step

33. A vehicle has been brought in with the following findings: complaint of brake noise during braking only when cold, glazed brake pads, contaminated rotors, and the customer reports recent driving in heavy rain. The MOST likely contributing cause is:

A. Apply compressed air to the brakes

B. Replace the pads as a precaution

C. Surface rust developed on rotors during the rain combined with glazed pads creating cold-noise issues that wear off after several stops

D. Replace the brake fluid as the only step

34. The proper procedure for addressing cold-noise issues from contaminated brakes is to:

A. Apply compressed air to the brakes

B. Replace the brakes as a precaution

C. Replace the brake fluid as the only step

D. Resurface or replace rotors if needed, replace glazed pads, and inform the customer about normal cold-noise patterns

35. A vehicle has been brought in with the following findings: complaint of brake pedal that pulses during braking, brake rotor runout exceeding specification, hub flange runout exceeding specification, and worn front wheel bearing. The MOST appropriate action is:

A. Apply compressed air to the rotor

B. Replace the wheel bearing, address the hub flange (clean or replace), replace or resurface the rotor, and verify resolution

C. Replace only the rotor as the most direct repair

D. Apply hard-facing material to the rotor

36. The proper procedure for measuring hub flange runout is to:

A. Mount a dial indicator on the hub flange face, rotate the hub through one revolution, and read maximum runout against specification

B. Apply compressed air to the hub

C. Replace the hub as a precaution

D. Visually inspect for visible damage only

37. A vehicle has been brought in with the following findings: complaint of brake noise from the rear, rear drum brakes with worn shoes, contaminated drum surfaces, worn return springs, and worn self-adjusters. The MOST appropriate action is:

A. Apply compressed air to the drum brakes

B. Replace the drums as a precaution

C. Replace shoes, address drum surfaces, replace springs and self-adjusters, adjust per specification, and verify operation

D. Replace the brake fluid as the only step

38. The proper procedure for verifying drum brake operation after complete service is to:

A. Apply compressed air to the brakes

B. Verify proper assembly, adjust per specification, road test under varied conditions, and verify proper operation with no symptoms remaining

C. Replace the brakes as a precaution

D. Replace the brake fluid as the only step

39. A vehicle has been brought in with the following findings: complaint of brake fluid low warning light, brake pad wear at minimum specification, and brake fluid level dropped due to caliper piston extension as pads wore. The MOST appropriate action is:

A. Replace pads, top off fluid (or replace if condition is poor), and verify proper braking

B. Apply additional fluid to the reservoir

C. Replace the master cylinder as a precaution

D. Replace the brakes as a precaution

40. The proper procedure for diagnosing brake fluid loss is to:

A. Apply compressed air to the system

B. Replace the master cylinder as a precaution

C. Replace the brakes as a precaution

D. Verify the fluid level, inspect for external leaks, identify the cause (wear or leakage), and address accordingly

41. A vehicle has been brought in with the following findings: complaint of brake noise during steering input, worn strut bearing, brake noise during braking, and worn brake pads. The MOST appropriate action is:

A. Apply compressed air to the suspension

B. Address all findings: replace strut bearing, replace brake pads, perform alignment, road test, and verify all symptoms resolved

C. Replace only the brakes as the most direct repair

D. Replace the brake fluid as the only step

42. The proper procedure for verifying multi-domain service is to:

A. Apply compressed air to the systems

B. Replace the brakes as a precaution

C. Verify proper repair of each finding, road test under varied conditions, and verify all symptoms are resolved

D. Replace the brake fluid as the only step

43. A vehicle has been brought in with the following findings: complaint of brake squealing, brake pad wear within specification, missing anti-squeal hardware, contaminated rotor surface, and worn caliper slide pin lubrication. The MOST appropriate action is:

A. Apply compressed air to the brakes

B. Replace only the brake pads as the most direct repair

C. Address all findings: install missing hardware, address rotor contamination, lubricate slide pins, and verify resolution

D. Replace the brake fluid as the only step

44. The proper procedure for verifying brake squeal resolution is to:

A. Verify all hardware installed, address contamination, lubricate slide pins, road test under varied conditions, and verify no squeal remains

B. Apply compressed air to the brakes

C. Replace the brakes as a precaution

D. Replace the brake fluid as the only step

45. A vehicle has been brought in with the following findings: complaint of multiple brake symptoms, multiple worn components across the brake system, multiple service items required across hydraulic, disc, drum, and electronic brake domains. The MOST appropriate action is:

A. Replace components individually as each symptom is identified

B. Address all findings comprehensively: repair each component requiring service, perform proper bleeding and adjustment, clear any DTCs, road test, and verify all symptoms are resolved

C. Apply compressed air to the brakes

D. Replace the brake fluid as the only step

PRACTICE EXAM 4: A5 SIMULATION — ANSWER KEY, EXPLANATIONS, AND TASK REMEDIATION

---

1. B — Repair the leak source, refill the system, bleed the brakes, and verify operation. The combination of low pedal, low fluid, and visible leak indicates the leak is the underlying cause. Repair must address the source plus refill, bleed, and verify; partial repair leaves the symptom unresolved. *ASE Task Reference: A5 Domain A — Hydraulic, Power Assist, and Parking Brake Systems. Review subsection 5.1.*

2. D — Verify the customer concern, inspect for leaks, identify the source, repair, and verify proper operation. Multi-symptom diagnosis requires systematic investigation and identification of underlying cause. Each step builds on the previous to identify and address the root cause. *ASE Task Reference: A5 Domain A — Hydraulic, Power Assist, and Parking Brake Systems. Review subsection 5.1.*

3. C — Service the sticking caliper, replace the contaminated pad, replace the worn hose, and verify proper braking. Multiple findings on one side each contribute to the pull. Comprehensive repair addresses each cause; partial repair leaves issues that perpetuate the symptom. *ASE Task Reference: A5 Domain C — Disc Brake Diagnosis and Repair. Review subsection 5.3.*

4. A — Road test under varied braking conditions, verify equal braking force, and verify no pull remains. Brake pull resolution verification requires road testing under varied conditions. Equal braking force and pull absence confirm complete repair. *ASE Task Reference: A5 Domain C — Disc Brake Diagnosis and Repair. Review subsection 5.3.*

5. D — Replace or resurface the rotors, replace the pads, road test, and verify resolution. Rotor thickness variation and runout both produce pulsation; both must be addressed. Worn pads must also be replaced for complete service. *ASE Task Reference: A5 Domain C — Disc Brake Diagnosis and Repair. Review subsection 5.3.*

6. B — Verify rotor specifications, road test under varied braking conditions, and verify no pulsation. Pulsation resolution verification requires post-service measurement and operational testing. Both confirm proper repair. *ASE Task Reference: A5 Domain C — Disc Brake Diagnosis and Repair. Review subsection 5.3.*

7. D — Replace shoes, replace or resurface drums (if within specification), replace wheel cylinder, and verify operation. Multiple drum brake findings each contribute to the symptoms. Shoes, drums,

and wheel cylinder all must be addressed for complete repair. *ASE Task Reference: A5 Domain B — Drum Brake Diagnosis and Repair. Review subsection 5.2.*

8. A — Verify proper assembly, adjust shoes per specification, road test, and verify proper operation. Drum brake service verification requires proper assembly, adjustment, road test, and operational confirmation. Each step is required for proper post-service operation. *ASE Task Reference: A5 Domain B — Drum Brake Diagnosis and Repair. Review subsection 5.2.*

9. C — Replace the failed sensor, replace the damaged tone ring, clear DTCs, and verify proper ABS operation. Wheel speed sensor and tone ring failures often coexist. Both must be replaced; partial repair leaves the symptom unresolved. *ASE Task Reference: A5 Domain E — Electronic Brake, Traction, and Stability Control Systems. Review subsection 5.5.*

10. D — Technician A only. Wheel speed sensors and tone rings often fail together because both can be damaged by the same event (corrosion, impact, or contamination). Addressing only one component when the other is also affected produces repeat failures. *ASE Task Reference: A5 Domain E — Electronic Brake, Traction, and Stability Control Systems. Review subsection 5.5.*

11. B — Verify proper installation, perform proper bleeding, clear DTCs, road test, and verify ABS operation. ABS service verification requires comprehensive approach including installation, bleeding, DTC clearing, road test, and operational verification. *ASE Task Reference: A5 Domain E — Electronic Brake, Traction, and Stability Control Systems. Review subsection 5.5.*

12. D — Replace the master cylinder, bleed the system properly, refill with fresh fluid, and verify operation. Internal master cylinder leak verified through bench test requires master cylinder replacement. Bleeding and verification ensure proper post-service operation. *ASE Task Reference: A5 Domain A — Hydraulic, Power Assist, and Parking Brake Systems. Review subsection 5.1.*

13. A — Bench bleed before installation, install, perform proper system bleeding, road test, and verify pedal feel. Master cylinder replacement requires bench bleeding, installation, system bleeding, road test, and verification. Each step ensures proper post-service operation. *ASE Task Reference: A5 Domain A — Hydraulic, Power Assist, and Parking Brake Systems. Review subsection 5.1.*

14. C — Flush the brake hydraulic system, refill with fresh fluid, and verify operation. Multiple fluid quality findings indicate contaminated fluid throughout the system. Flushing and refilling addresses the underlying cause; pad replacement is not required since wear is within specification. *ASE Task Reference: A5 Domain F — Brake Tools, Fluids, and Service Specifications. Review subsection 5.6.*

15. B — Bleed each wheel in proper sequence, expel old fluid with fresh fluid, until clear fluid emerges from each bleeder. Brake fluid flush requires proper sequence and continuous fluid replacement at each wheel. Clear fluid emerging confirms complete flush at each location. *ASE Task Reference: A5 Domain F — Brake Tools, Fluids, and Service Specifications. Review subsection 5.6.*

16. D — Replace the wheel bearing, replace the worn pads, road test, and verify all symptoms are resolved. Wheel bearing and brake pad findings can produce coexisting symptoms. Both must be addressed for complete resolution. *ASE Task Reference: A5 Domain D — Wheel Bearing Diagnosis and Repair. Review subsection 5.4.*

17. A — Verify proper installation, verify proper preload (if serviceable), road test, and verify no noise or symptoms remain. Wheel bearing service verification requires installation, preload (where applicable), road test, and operational verification. Each step ensures proper post-service operation. *ASE Task Reference: A5 Domain D — Wheel Bearing Diagnosis and Repair. Review subsection 5.4.*

18. C — Perform steering angle sensor calibration per manufacturer procedure, clear DTCs, and verify operation. Recent steering work disturbs the steering angle sensor reference point. Calibration restores proper reference; without calibration, stability control cannot function reliably. *ASE Task Reference: A5 Domain E — Electronic Brake, Traction, and Stability Control Systems. Review subsection 5.5.*

19. B — Technician A only. Steering work that disturbs the steering angle sensor requires recalibration to restore proper reference. Self-calibration during driving may not be sufficient and may not occur in all systems. *ASE Task Reference: A5 Domain E — Electronic Brake, Traction, and Stability Control Systems. Review subsection 5.5.*

20. A — Verify the sensor calibration, perform required relearn procedures, clear DTCs, and verify operation. Stability control service after sensor work requires calibration verification, required relearns, DTC clearing, and verification. Each step ensures proper post-service operation. *ASE Task Reference: A5 Domain E — Electronic Brake, Traction, and Stability Control Systems. Review subsection 5.5.*

21. D — Address all findings: flush fluid, replace hoses, service calipers, and verify proper braking. Multiple findings each contribute to the symptoms. Comprehensive repair addresses each cause; partial repair leaves unresolved issues. *ASE Task Reference: A5 Domain A — Hydraulic, Power Assist, and Parking Brake Systems. Review subsection 5.1.*

22. C — Verify proper repair of each finding, perform proper bleeding, road test under varied conditions, and verify all symptoms resolved. Multi-finding service verification requires comprehensive approach. Each finding must be properly addressed; complete verification confirms resolution. *ASE Task Reference: A5 Domain A — Hydraulic, Power Assist, and Parking Brake Systems. Review subsection 5.1.*

23. B — Replace pads, address rotor contamination (resurface or replace), install proper anti-squeal hardware, and verify operation. Multiple findings producing brake noise each contribute to the symptom. All must be addressed for complete resolution. *ASE Task Reference: A5 Domain C — Disc Brake Diagnosis and Repair. Review subsection 5.3.*

24. C — Install the manufacturer-specified hardware (shims, clips, or compound) per the procedure to dampen vibration between the pad and caliper. Anti-squeal hardware dampens vibration that produces audible squeal. Proper installation per specification ensures effective vibration dampening. *ASE Task Reference: A5 Domain C — Disc Brake Diagnosis and Repair. Review subsection 5.3.*

25. A — Replace pads, replace damaged rotors, replace damaged calipers, and verify proper operation. Severely worn pads damage rotors and calipers. Comprehensive replacement is required; resurfacing or repair cannot restore the damaged components. *ASE Task Reference: A5 Domain C — Disc Brake Diagnosis and Repair. Review subsection 5.3.*

26. D — Inspect rotors for damage from metal-to-metal contact, inspect calipers for piston damage, and identify the full extent of repair required. Severely worn pads cause cascading damage. Inspection identifies all affected components for proper repair planning. *ASE Task Reference: A5 Domain C — Disc Brake Diagnosis and Repair. Review subsection 5.3.*

27. B — The pedal pulse is normal ABS operation as the system rapidly modulates pressure during the activation event. ABS pedal pulse during activation is normal as the hydraulic control unit modulates pressure to prevent wheel lockup. The pulsation is the system performing its intended function. *ASE Task Reference: A5 Domain E — Electronic Brake, Traction, and Stability Control Systems. Review subsection 5.5.*

28. A — Inform the customer that pedal pulsation during ABS activation is normal as the system modulates pressure to prevent wheel lockup. Customer education is appropriate when ABS operation is normal. The customer needs to understand the difference between normal ABS pulse and a brake fault. *ASE Task Reference: A5 Domain E — Electronic Brake, Traction, and Stability Control Systems. Review subsection 5.5.*

29. C — A major hydraulic leak (failed line, hose, caliper, or wheel cylinder) requiring identification and repair. Empty reservoir, pedal to floor, and visible pooled fluid all point to major hydraulic leak. The cause must be identified and addressed for safe operation. *ASE Task Reference: A5 Domain A — Hydraulic, Power Assist, and Parking Brake Systems. Review subsection 5.1.*

30. D — Identify the leak source through inspection, repair the failed component, refill, bleed the system, and verify operation. Complete pedal failure with hydraulic leak requires source identification, repair, refill, bleed, and verification. Each step is required for safe restoration of operation. *ASE Task Reference: A5 Domain A — Hydraulic, Power Assist, and Parking Brake Systems. Review subsection 5.1.*

31. B — Use the scan tool service mode to retract the parking brake actuator, replace pads, restore parking brake function with the scan tool, and verify operation. Electronic parking brake on rear calipers requires scan tool service mode for proper retraction. Mechanical retraction can damage the actuator. *ASE Task Reference: A5 Domain A — Hydraulic, Power Assist, and Parking Brake Systems. Review subsection 5.1.*

32. A — Apply the parking brake on a graded surface, verify holding, release and verify proper release, and verify scan tool data shows proper operation. Electronic parking brake verification requires holding test, release verification, and scan tool data confirmation. Each step verifies different aspects of operation. *ASE Task Reference: A5 Domain A — Hydraulic, Power Assist, and Parking Brake Systems. Review subsection 5.1.*

33. C — Surface rust developed on rotors during the rain combined with glazed pads creating cold-noise issues that wear off after several stops. Cold-only noise after rain is the diagnostic signature of surface rust combined with pad issues. The combination produces noise during the first few stops as the rust wears off. *ASE Task Reference: A5 Domain C — Disc Brake Diagnosis and Repair. Review subsection 5.3.*

34. D — Resurface or replace rotors if needed, replace glazed pads, and inform the customer about normal cold-noise patterns. Cold-noise resolution requires addressing rotor surface and replacing glazed pads. Customer information helps distinguish normal patterns from faults. *ASE Task Reference: A5 Domain C — Disc Brake Diagnosis and Repair. Review subsection 5.3.*

35. B — Replace the wheel bearing, address the hub flange (clean or replace), replace or resurface the rotor, and verify resolution. Multiple sources of rotor runout each contribute to pulsation. The wheel bearing, hub flange, and rotor must all be addressed. *ASE Task Reference: A5 Domain C — Disc Brake Diagnosis and Repair. Review subsection 5.3.*

36. A — Mount a dial indicator on the hub flange face, rotate the hub through one revolution, and read maximum runout against specification. Hub flange runout measurement uses dial indicator on the flange face during rotation. The maximum reading must be within specification for proper rotor mounting. *ASE Task Reference: A5 Domain C — Disc Brake Diagnosis and Repair. Review subsection 5.3.*

37. C — Replace shoes, address drum surfaces, replace springs and self-adjusters, adjust per specification, and verify operation. Multiple drum brake findings each contribute to the symptoms. Comprehensive replacement of all worn hardware is required for complete service. *ASE Task Reference: A5 Domain B — Drum Brake Diagnosis and Repair. Review subsection 5.2.*

38. B — Verify proper assembly, adjust per specification, road test under varied conditions, and verify proper operation with no symptoms remaining. Drum brake service verification requires assembly, adjustment, road test, 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.*

39. A — Replace pads, top off fluid (or replace if condition is poor), and verify proper braking. Brake pad wear extending pistons increases caliper volume, lowering the reservoir level. Pad replacement and fluid attention together complete the service. *ASE Task Reference: A5 Domain F — Brake Tools, Fluids, and Service Specifications. Review subsection 5.6.*

40. D — Verify the fluid level, inspect for external leaks, identify the cause (wear or leakage), and address accordingly. Brake fluid loss diagnosis requires verification, leak inspection, cause identification, and appropriate response. Wear and leakage require different approaches. *ASE Task Reference: A5 Domain F — Brake Tools, Fluids, and Service Specifications. Review subsection 5.6.*

41. B — Address all findings: replace strut bearing, replace brake pads, perform alignment, road test, and verify all symptoms resolved. Multi-domain findings each contribute to symptoms. Comprehensive repair addresses each cause; partial repair leaves unresolved issues. *ASE Task Reference: A5 Domain C — Disc Brake Diagnosis and Repair. Review subsection 5.3.*

42. C — Verify proper repair of each finding, road test under varied conditions, and verify all symptoms are resolved. Multi-domain service verification requires repair verification, road test, and complete symptom verification. Each finding must be addressed properly. *ASE Task Reference: A5 Domain C — Disc Brake Diagnosis and Repair. Review subsection 5.3.*

43. C — Address all findings: install missing hardware, address rotor contamination, lubricate slide pins, and verify resolution. Multiple causes producing brake squeal each contribute to the symptom. Comprehensive repair addresses each cause for complete resolution. *ASE Task Reference: A5 Domain C — Disc Brake Diagnosis and Repair. Review subsection 5.3.*

44. A — Verify all hardware installed, address contamination, lubricate slide pins, road test under varied conditions, and verify no squeal remains. Brake squeal resolution verification requires comprehensive approach. Each finding must be addressed and verified. *ASE Task Reference: A5 Domain C — Disc Brake Diagnosis and Repair. Review subsection 5.3.*

45. B — Address all findings comprehensively: repair each component requiring service, perform proper bleeding and adjustment, clear any DTCs, road test, and verify all symptoms are resolved. Multiple findings across multiple domains require comprehensive approach. Each component, hydraulic system, and electronic system contributes to symptoms; partial repair leaves issues. *ASE Task Reference: A5 Domain A — Hydraulic, Power Assist, and Parking Brake Systems. Review subsection 5.1.*