PRACTICE EXAM 4: A6 SIMULATION — ELECTRICAL/ELECTRONIC SYSTEMS

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1. A vehicle has been brought in with the following findings: complaint of slow cranking, weak battery, corroded battery cable connections, and excessive voltage drop in the cranking circuit. The MOST appropriate action is:

A. Replace only the battery as the most direct repair

B. Replace the battery, clean and repair the cable connections, verify proper voltage drop, and verify proper cranking

C. Apply compressed air to the battery

D. Replace the brake fluid as the only step

2. Technician A says addressing only the battery resolves cranking issues. Technician B says all related findings must be addressed for complete repair. Who is correct?

A. Technician A only

B. Both Technician A and Technician B

C. Neither Technician A nor Technician B

D. Technician B only

3. The proper procedure for verifying complete cranking system service is to:

A. Apply compressed air to the system

B. Replace the battery as a precaution

C. Verify proper battery state, verify proper voltage drop in the cranking circuit, perform cranking test, and verify proper operation

D. Replace the brake fluid as the only step

4. A vehicle has been brought in with the following findings: complaint of charging system warning light, alternator output below specification, worn alternator drive belt, and corroded alternator wiring connections. The MOST appropriate action is:

A. Replace the alternator, replace the worn drive belt, repair the corroded connections, and verify proper charging

B. Replace only the alternator as the most direct repair

C. Apply compressed air to the alternator

D. Replace the brake fluid as the only step

5. The proper procedure for verifying charging system service is to:

A. Apply compressed air to the system

B. Replace the alternator as a precaution

C. Replace the brake fluid as the only step

D. Verify proper installation, verify proper belt tension, verify charging voltage at varied loads, and verify proper operation

6. A vehicle has been brought in with the following findings: complaint of multiple electrical issues, multiple corroded ground points, marginal connections at multiple ground locations, and intermittent symptoms. The MOST appropriate action is:

A. Apply compressed air to the grounds

B. Repair all corroded ground points, restore proper grounding, verify all systems operate properly, and verify resolution

C. Replace the affected systems as a precaution

D. Replace the brake fluid as the only step

7. Technician A says ground integrity affects multiple electrical systems simultaneously. Technician B says addressing all corroded grounds is required for complete electrical service. Who is correct?

A. Technician A only

B. Technician B only

C. Neither Technician A nor Technician B

D. Both Technician A and Technician B

8. The proper procedure for verifying complete grounding service is to:

A. Verify proper ground connections, perform voltage drop testing on critical grounds, and verify all electrical systems operate properly

B. Apply compressed air to the grounds

C. Replace the affected systems as a precaution

D. Replace the brake fluid as the only step

9. A vehicle has been brought in with the following findings: complaint of headlight issues, one bulb out, marginal connection at the affected lamp, and corroded ground at the affected lamp. The MOST appropriate action is:

A. Apply compressed air to the headlight

B. Replace only the bulb as the most direct repair

C. Replace the bulb, repair the marginal connection, repair the corroded ground, verify proper voltage and ground at the lamp, and verify proper operation

D. Replace the brake fluid as the only step

10. The proper procedure for verifying headlight service after multi-component repair is to:

A. Apply compressed air to the headlight

B. Replace the headlight as a precaution

C. Replace the brake fluid as the only step

D. Verify proper installation, verify voltage and ground at the lamp, road test, and verify proper headlight operation

11. A vehicle equipped with HID headlights has been brought in with the following findings: complaint of one HID system not operating, failed HID bulb, failed ballast on the same side, and worn wiring at the ballast connection. The MOST appropriate action is:

A. Apply compressed air to the HID

B. Replace the bulb, replace the ballast, repair the worn wiring, and verify proper operation

C. Replace only the bulb as the most direct repair

D. Replace the brake fluid as the only step

12. The proper procedure for verifying HID system service is to:

A. Apply compressed air to the HID

B. Replace the HID system as a precaution

C. Replace the brake fluid as the only step

D. Verify proper bulb operation, verify proper ballast operation, verify wiring integrity, and verify proper operation

13. A vehicle has been brought in with the following findings: complaint of brake light issues, one brake light bulb out, marginal brake light switch connection, and corroded ground at the affected lamp. The MOST appropriate action is:

A. Replace the bulb, repair the marginal connection, repair the corroded ground, and verify proper operation

B. Apply compressed air to the brake lights

C. Replace the brake light switch as a precaution

D. Replace the brake fluid as the only step

14. Technician A says brake light issues can have multiple coexisting causes requiring complete repair. Technician B says replacing only the bulb resolves all brake light issues. Who is correct?

A. Technician B only

B. Both Technician A and Technician B

C. Technician A only

D. Neither Technician A nor Technician B

15. The proper procedure for verifying brake light service is to:

A. Apply compressed air to the brake lights

B. Verify all bulbs operate, verify switch operation, verify wiring and ground integrity, and verify proper operation when applied

C. Replace the brake lights as a precaution

D. Replace the brake fluid as the only step

16. A vehicle has been brought in with the following findings: complaint of instrument cluster issues, multiple gauge inaccuracies, network communication faults, and DTCs in multiple modules. The MOST appropriate action is:

A. Apply compressed air to the cluster

B. Replace only the cluster as the most direct repair

C. Replace the brake fluid as the only step

D. Verify network communication, identify common causes of multiple module faults, perform required service, and verify proper operation

17. The proper procedure for verifying complete cluster and network service is to:

A. Verify network communication, verify module operation, clear DTCs, road test, and verify proper operation of all systems

B. Apply compressed air to the system

C. Replace the cluster as a precaution

D. Replace the brake fluid as the only step

18. A vehicle has been brought in with the following findings: complaint of multiple body electrical issues, water intrusion at body harness connectors, multiple corroded connections, and intermittent symptoms. The MOST appropriate action is:

A. Apply compressed air to the system

B. Replace the affected systems as a precaution

C. Identify the source of water intrusion, address the cause, repair affected connectors, verify all systems operate properly

D. Replace the brake fluid as the only step

19. The proper procedure for verifying body electrical service after water damage is to:

A. Apply compressed air to the system

B. Verify all repairs, verify all systems operate properly, road test, and verify resolution

C. Replace the body electrical system as a precaution

D. Replace the brake fluid as the only step

20. A vehicle has been brought in with the following findings: complaint of audio system intermittent operation, marginal connections at the audio module, corroded connections, and worn audio cable connections. The MOST appropriate action is:

A. Repair the marginal connections, repair the corroded connections, verify proper audio operation, and verify resolution

B. Apply compressed air to the audio system

C. Replace the audio system as a precaution

D. Replace the brake fluid as the only step

21. The proper procedure for verifying audio system service is to:

A. Apply compressed air to the audio system

B. Replace the audio system as a precaution

C. Replace the brake fluid as the only step

D. Verify all connections proper, verify proper audio operation, verify wiring integrity, and verify resolution

22. A vehicle has been brought in with the following findings: complaint of power window issues, multiple windows not operating from master switch, fault in master switch wiring, and corroded ground at master switch. The MOST appropriate action is:

A. Apply compressed air to the master switch

B. Replace the master switch as a precaution

C. Repair the master switch wiring, repair the corroded ground, verify proper operation, and verify resolution

D. Replace the brake fluid as the only step

23. The proper procedure for verifying power window service is to:

A. Apply compressed air to the windows

B. Verify all switch positions operate, verify motor operation, verify wiring integrity, and verify proper operation from all switches

C. Replace the power window system as a precaution

D. Replace the brake fluid as the only step

24. A vehicle has been brought in with the following findings: complaint of power lock issues, multiple doors not locking properly, fault in body control module, and DTCs related to power lock circuits. The MOST appropriate action is:

A. Apply compressed air to the locks

B. Replace the BCM as the most direct repair

C. Verify the customer concern, retrieve DTCs, verify component operation, identify the specific cause, perform required service, and verify proper operation

D. Replace the brake fluid as the only step

25. The proper procedure for verifying power lock service is to:

A. Verify all doors lock and unlock properly, verify wiring integrity, clear any DTCs, and verify proper operation

B. Apply compressed air to the locks

C. Replace the lock system as a precaution

D. Replace the brake fluid as the only step

26. A vehicle equipped with keyless entry has been brought in with the following findings: complaint of keyless entry not functioning, multiple key fobs failing, low key fob batteries, and weak signal from the receiver module. The MOST appropriate action is:

A. Apply compressed air to the system

B. Replace the receiver module as the most direct repair

C. Replace the keyless entry system as a precaution

D. Replace the key fob batteries, verify receiver operation, address any receiver issues, and verify proper operation

27. The proper procedure for verifying keyless entry service is to:

A. Apply compressed air to the system

B. Verify key fob operation, verify receiver operation, verify proper signal range, and verify proper operation

C. Replace the keyless entry system as a precaution

D. Replace the brake fluid as the only step

28. A vehicle has been brought in with the following findings: complaint of remote start not functioning, fault in remote start module, security system in alarm condition, and stored DTCs in the security system. The MOST appropriate action is:

A. Verify the customer concern, retrieve DTCs, address security system issues, verify remote start module, perform required service, and verify proper operation

B. Apply compressed air to the system

C. Replace the remote start module as a precaution

D. Replace the brake fluid as the only step

29. The proper procedure for verifying remote start service is to:

A. Apply compressed air to the system

B. Replace the remote start system as a precaution

C. Verify the security system status, verify remote start module operation, verify proper communication, and verify proper operation

D. Replace the brake fluid as the only step

30. A vehicle equipped with security system has been brought in with the following findings: complaint of security system intermittent activation, marginal sensor connection, corroded ground at the security module, and stored DTCs. The MOST appropriate action is:

A. Apply compressed air to the system

B. Replace the security system as a precaution

C. Replace the brake fluid as the only step

D. Repair the marginal connection, repair the corroded ground, retrieve DTCs, perform required service, and verify proper operation

31. The proper procedure for verifying security system service is to:

A. Apply compressed air to the system

B. Verify the customer concern, verify proper sensor operation, verify wiring integrity, clear DTCs, and verify proper operation

C. Replace the security system as a precaution

D. Replace the brake fluid as the only step

32. A vehicle has been brought in with the following findings: complaint of multiple electrical issues, parasitic drain exceeding specification, multiple circuits affected, and DTCs across multiple modules. The MOST appropriate action is:

A. Identify the source of excessive parasitic draw, repair as needed, address any related findings, clear DTCs, and verify proper operation

B. Apply compressed air to the system

C. Replace the affected modules as a precaution

D. Replace the brake fluid as the only step

33. The proper procedure for verifying parasitic drain resolution is to:

A. Apply compressed air to the system

B. Replace the affected modules as a precaution

C. Verify parasitic current within specification, verify proper electrical operation, road test, and verify all symptoms resolved

D. Replace the brake fluid as the only step

34. A vehicle has been brought in with the following findings: complaint of charging system warning, alternator output marginal, AC ripple voltage exceeding specification, and worn alternator brush set. The MOST appropriate action is:

A. Apply compressed air to the alternator

B. Replace only the alternator as the most direct repair

C. Replace the alternator brushes as a precaution

D. Replace the alternator (since multiple findings indicate multiple internal issues), verify proper installation, and verify proper charging

35. Technician A says alternator wear typically affects multiple components. Technician B says addressing all findings comprehensively requires alternator replacement. Who is correct?

A. Technician B only

B. Both Technician A and Technician B

C. Technician A only

D. Neither Technician A nor Technician B

36. The proper procedure for verifying alternator service is to:

A. Verify proper installation, verify proper belt tension, verify charging voltage and AC ripple at varied loads, and verify proper operation

B. Apply compressed air to the alternator

C. Replace the alternator as a precaution

D. Replace the brake fluid as the only step

37. A vehicle has been brought in with the following findings: complaint of multiple lighting issues, marginal headlight switch, multiple bulbs requiring replacement, and corroded headlight wiring connections. The MOST appropriate action is:

A. Apply compressed air to the lighting

B. Replace only the headlight bulbs as the most direct repair

C. Replace the headlight switch, replace the worn bulbs, repair the corroded connections, verify proper operation, and verify resolution

D. Replace the brake fluid as the only step

38. The proper procedure for verifying lighting service is to:

A. Apply compressed air to the lighting

B. Verify all bulbs operate, verify switch operation, verify wiring integrity, and verify proper operation in all modes

C. Replace the lighting system 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 multiple body electrical accessories not functioning, shared circuit fault, multiple corroded connections, and DTCs across multiple modules. The MOST appropriate action is:

A. Verify the shared component, identify the specific cause, repair affected connections, clear DTCs, and verify proper operation of all accessories

B. Apply compressed air to the accessories

C. Replace the affected accessories as a precaution

D. Replace the brake fluid as the only step

40. The proper procedure for verifying shared circuit service is to:

A. Apply compressed air to the circuit

B. Replace the circuit as a precaution

C. Replace the brake fluid as the only step

D. Verify proper operation of all affected accessories, verify the shared component, clear DTCs, and verify resolution

41. A vehicle has been brought in with the following findings: complaint of multiple electrical issues, multiple worn ground points, intermittent symptoms across multiple systems, and rodent damage to wiring. The MOST appropriate action is:

A. Apply compressed air to the system

B. Address all findings: repair all affected grounds, repair the rodent damage, address the source of damage, verify all systems operate properly

C. Replace the affected systems as a precaution

D. Replace the brake fluid as the only step

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

A. Apply compressed air to the system

B. Replace the electrical system as a precaution

C. Verify all repairs, verify all systems operate properly, road test, and verify resolution

D. Replace the brake fluid as the only step

43. A vehicle has been brought in with the following findings: complaint of inconsistent electrical operation in cold weather, marginal connection at the battery, corroded ground points, and worn cable connections. The MOST appropriate action is:

A. Apply compressed air to the system

B. Replace only the battery as a precaution

C. Repair the marginal connection, repair the corroded grounds, repair the worn connections, and verify proper operation in varied conditions

D. Replace the brake fluid as the only step

44. The proper procedure for verifying weather-related electrical service is to:

A. Verify all repairs, verify proper operation in expected conditions, road test if possible under similar conditions, and verify resolution

B. Apply compressed air to the system

C. Replace the affected systems 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 audio and infotainment system issues, network communication faults affecting multiple modules, fault in the audio amplifier, and DTCs across multiple modules. The MOST appropriate action is:

A. Apply compressed air to the system

B. Replace the audio system as a precaution

C. Replace the brake fluid as the only step

D. Verify network communication, identify the specific cause, repair affected components, clear DTCs, and verify proper operation

46. The proper procedure for verifying audio and infotainment system service is to:

A. Apply compressed air to the system

B. Verify network communication, verify all components operate, clear DTCs, and verify proper operation of all features

C. Replace the audio system as a precaution

D. Replace the brake fluid as the only step

47. A vehicle has been brought in with the following findings: complaint of multiple body control module issues, BCM failure verified through testing, contamination of the connector at the BCM, and corroded ground points. The MOST appropriate action is:

A. Apply compressed air to the BCM

B. Replace only the BCM as the most direct repair

C. Replace the BCM, address the connector contamination, repair the corroded ground points, perform required programming and configuration, clear DTCs, and verify proper operation

D. Replace the brake fluid as the only step

48. The proper procedure for verifying BCM service is to:

A. Apply compressed air to the BCM

B. Replace the BCM as a precaution

C. Replace the brake fluid as the only step

D. Verify proper installation, verify successful programming, verify proper operation, clear DTCs, and verify all functions

49. A vehicle has been brought in with the following findings: complaint of multiple electrical symptoms, multiple worn components across the electrical system, and multiple service items required. The MOST appropriate action is:

A. Address all findings comprehensively: repair each component requiring service, perform proper service procedures, clear DTCs, road test, and verify all symptoms resolved

B. Replace components individually as each symptom is identified

C. Apply compressed air to the system

D. Replace the brake fluid as the only step

50. The proper procedure for verifying complete electrical service is to:

A. Apply compressed air to the system

B. Verify all repairs, perform proper service procedures, clear DTCs, road test under varied conditions, and verify all symptoms resolved

C. Replace the electrical system as a precaution

D. Replace the brake fluid as the only step

PRACTICE EXAM 4: A6 SIMULATION — ANSWER KEY, EXPLANATIONS, AND TASK REMEDIATION

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1. B — Replace the battery, clean and repair the cable connections, verify proper voltage drop, and verify proper cranking. Multiple cranking system findings each contribute to the symptom. Comprehensive repair addresses each cause; partial repair leaves issues unresolved. *ASE Task Reference: A6 Domain B — Battery and Starting System. Review subsection 6.2.*

2. D — Technician B only. Cranking issues with multiple findings require comprehensive repair. Component wear progresses together; addressing only one leaves other contributing causes unresolved. *ASE Task Reference: A6 Domain B — Battery and Starting System. Review subsection 6.2.*

3. C — Verify proper battery state, verify proper voltage drop in the cranking circuit, perform cranking test, and verify proper operation. Cranking system service verification requires comprehensive approach. Each step verifies different aspects of proper operation. *ASE Task Reference: A6 Domain B — Battery and Starting System. Review subsection 6.2.*

4. A — Replace the alternator, replace the worn drive belt, repair the corroded connections, and verify proper charging. Multiple charging system findings each contribute to the symptom. Comprehensive repair addresses each cause. *ASE Task Reference: A6 Domain C — Charging System. Review subsection 6.3.*

5. D — Verify proper installation, verify proper belt tension, verify charging voltage at varied loads, and verify proper operation. Charging system verification requires comprehensive approach including installation, belt tension, and operational verification. *ASE Task Reference: A6 Domain C — Charging System. Review subsection 6.3.*

6. B — Repair all corroded ground points, restore proper grounding, verify all systems operate properly, and verify resolution. Multiple ground integrity issues affect multiple electrical systems. Comprehensive repair restores proper electrical operation. *ASE Task Reference: A6 Domain A — General Electrical/Electronic System Diagnosis. Review subsection 6.1.*

7. D — Both Technician A and Technician B. Ground integrity affects multiple electrical systems simultaneously (correct), and addressing all corroded grounds is required for complete service (correct). Both observations describe accurate principles. *ASE Task Reference: A6 Domain A — General Electrical/Electronic System Diagnosis. Review subsection 6.1.*

8. A — Verify proper ground connections, perform voltage drop testing on critical grounds, and verify all electrical systems operate properly. Grounding service verification requires connection verification, voltage drop testing, and system operation verification. *ASE Task Reference: A6 Domain A — General Electrical/Electronic System Diagnosis. Review subsection 6.1.*

9. C — Replace the bulb, repair the marginal connection, repair the corroded ground, verify proper voltage and ground at the lamp, and verify proper operation. Multiple headlight findings each contribute to the symptom. Comprehensive repair addresses each cause. *ASE Task Reference: A6 Domain D — Lighting System. Review subsection 6.4.*

10. D — Verify proper installation, verify voltage and ground at the lamp, road test, and verify proper headlight operation. Headlight service verification requires comprehensive approach. Each step verifies different aspects. *ASE Task Reference: A6 Domain D — Lighting System. Review subsection 6.4.*

11. B — Replace the bulb, replace the ballast, repair the worn wiring, and verify proper operation. Multiple HID system findings each contribute to the symptom. Comprehensive repair addresses each cause. *ASE Task Reference: A6 Domain D — Lighting System. Review subsection 6.4.*

12. D — Verify proper bulb operation, verify proper ballast operation, verify wiring integrity, and verify proper operation. HID system verification requires comprehensive approach including bulb, ballast, and wiring. *ASE Task Reference: A6 Domain D — Lighting System. Review subsection 6.4.*

13. A — Replace the bulb, repair the marginal connection, repair the corroded ground, and verify proper operation. Multiple brake light findings each contribute to the symptom. Comprehensive repair addresses each cause. *ASE Task Reference: A6 Domain F — Body Electrical and Accessories. Review subsection 6.6.*

14. C — Technician A only. Brake light issues can have multiple coexisting causes because multiple components contribute to the circuit. Replacing only the bulb does not address other contributing causes. *ASE Task Reference: A6 Domain F — Body Electrical and Accessories. Review subsection 6.6.*

15. B — Verify all bulbs operate, verify switch operation, verify wiring and ground integrity, and verify proper operation when applied. Brake light service verification requires comprehensive approach. Each component contributes to potential causes. *ASE Task Reference: A6 Domain F — Body Electrical and Accessories. Review subsection 6.6.*

16. D — Verify network communication, identify common causes of multiple module faults, perform required service, and verify proper operation. Multiple cluster and network issues require systematic approach. Common causes often produce multiple module symptoms. *ASE Task Reference: A6 Domain E — Instrument Cluster, Driver Information, and Body Electrical Systems. Review subsection 6.5.*

17. A — Verify network communication, verify module operation, clear DTCs, road test, and verify proper operation of all systems. Cluster and network service verification requires comprehensive approach including network and module verification. *ASE Task Reference: A6 Domain E — Instrument Cluster, Driver Information, and Body Electrical Systems. Review subsection 6.5.*

18. C — Identify the source of water intrusion, address the cause, repair affected connectors, verify all systems operate properly. Water intrusion issues require source elimination plus repair. Without source elimination, the issues will recur. *ASE Task Reference: A6 Domain F — Body Electrical and Accessories. Review subsection 6.6.*

19. B — Verify all repairs, verify all systems operate properly, road test, and verify resolution. Body electrical service verification requires comprehensive approach including repair verification and system testing. *ASE Task Reference: A6 Domain F — Body Electrical and Accessories. Review subsection 6.6.*

20. A — Repair the marginal connections, repair the corroded connections, verify proper audio operation, and verify resolution. Multiple audio system findings each contribute to the symptom. Comprehensive repair addresses each cause. *ASE Task Reference: A6 Domain F — Body Electrical and Accessories. Review subsection 6.6.*

21. D — Verify all connections proper, verify proper audio operation, verify wiring integrity, and verify resolution. Audio system service verification requires comprehensive approach including connection and wiring verification. *ASE Task Reference: A6 Domain F — Body Electrical and Accessories. Review subsection 6.6.*

22. C — Repair the master switch wiring, repair the corroded ground, verify proper operation, and verify resolution. Multiple power window findings each contribute to the symptom. Comprehensive repair addresses each cause. *ASE Task Reference: A6 Domain F — Body Electrical and Accessories. Review subsection 6.6.*

23. B — Verify all switch positions operate, verify motor operation, verify wiring integrity, and verify proper operation from all switches. Power window service verification requires comprehensive approach including switches, motors, and wiring. *ASE Task Reference: A6 Domain F — Body Electrical and Accessories. Review subsection 6.6.*

24. C — Verify the customer concern, retrieve DTCs, verify component operation, identify the specific cause, perform required service, and verify proper operation. Multiple power lock findings with BCM and DTCs require systematic approach. Each step provides different diagnostic information. *ASE Task Reference: A6 Domain F — Body Electrical and Accessories. Review subsection 6.6.*

25. A — Verify all doors lock and unlock properly, verify wiring integrity, clear any DTCs, and verify proper operation. Power lock service verification requires comprehensive approach including operation, wiring, and DTC verification. *ASE Task Reference: A6 Domain F — Body Electrical and Accessories. Review subsection 6.6.*

26. D — Replace the key fob batteries, verify receiver operation, address any receiver issues, and verify proper operation. Multiple keyless entry findings each contribute to the symptom. Battery replacement and receiver verification together address the cause. *ASE Task Reference: A6 Domain F — Body Electrical and Accessories. Review subsection 6.6.*

27. B — Verify key fob operation, verify receiver operation, verify proper signal range, and verify proper operation. Keyless entry service verification requires comprehensive approach including fob, receiver, and signal range. *ASE Task Reference: A6 Domain F — Body Electrical and Accessories. Review subsection 6.6.*

28. A — Verify the customer concern, retrieve DTCs, address security system issues, verify remote start module, perform required service, and verify proper operation. Remote start with multiple findings requires comprehensive approach including security system. Modern systems integrate these functions. *ASE Task Reference: A6 Domain F — Body Electrical and Accessories. Review subsection 6.6.*

29. C — Verify the security system status, verify remote start module operation, verify proper communication, and verify proper operation. Remote start service verification requires comprehensive approach including security and module operation. *ASE Task Reference: A6 Domain F — Body Electrical and Accessories. Review subsection 6.6.*

30. D — Repair the marginal connection, repair the corroded ground, retrieve DTCs, perform required service, and verify proper operation. Multiple security system findings each contribute to the symptom. Comprehensive repair addresses each cause. *ASE Task Reference: A6 Domain F — Body Electrical and Accessories. Review subsection 6.6.*

31. B — Verify the customer concern, verify proper sensor operation, verify wiring integrity, clear DTCs, and verify proper operation. Security system service verification requires comprehensive approach including sensors, wiring, and DTCs. *ASE Task Reference: A6 Domain F — Body Electrical and Accessories. Review subsection 6.6.*

32. A — Identify the source of excessive parasitic draw, repair as needed, address any related findings, clear DTCs, and verify proper operation. Multiple electrical issues with parasitic drain require source identification and comprehensive repair. The underlying cause must be addressed. *ASE Task Reference: A6 Domain A — General Electrical/Electronic System Diagnosis. Review subsection 6.1.*

33. C — Verify parasitic current within specification, verify proper electrical operation, road test, and verify all symptoms resolved. Parasitic drain resolution verification requires current measurement, system testing, and operational verification. *ASE Task Reference: A6 Domain A — General Electrical/Electronic System Diagnosis. Review subsection 6.1.*

34. D — Replace the alternator (since multiple findings indicate multiple internal issues), verify proper installation, and verify proper charging. Multiple alternator internal findings indicate replacement

is appropriate. Brush replacement alone may not address all issues. *ASE Task Reference: A6 Domain C — Charging System. Review subsection 6.3.*

35. B — Both Technician A and Technician B. Alternator wear typically affects multiple components (correct), and addressing all findings comprehensively requires alternator replacement when multiple internal issues are present (correct). Both observations describe accurate principles. *ASE Task Reference: A6 Domain C — Charging System. Review subsection 6.3.*

36. A — Verify proper installation, verify proper belt tension, verify charging voltage and AC ripple at varied loads, and verify proper operation. Alternator service verification requires comprehensive approach including installation, tension, and operational verification. *ASE Task Reference: A6 Domain C — Charging System. Review subsection 6.3.*

37. C — Replace the headlight switch, replace the worn bulbs, repair the corroded connections, verify proper operation, and verify resolution. Multiple lighting findings each contribute to the symptoms. Comprehensive repair addresses each cause. *ASE Task Reference: A6 Domain D — Lighting System. Review subsection 6.4.*

38. B — Verify all bulbs operate, verify switch operation, verify wiring integrity, and verify proper operation in all modes. Lighting service verification requires comprehensive approach. Each component contributes to potential issues. *ASE Task Reference: A6 Domain D — Lighting System. Review subsection 6.4.*

39. A — Verify the shared component, identify the specific cause, repair affected connections, clear DTCs, and verify proper operation of all accessories. Shared circuit issues require identification of the shared component and comprehensive repair. *ASE Task Reference: A6 Domain A — General Electrical/Electronic System Diagnosis. Review subsection 6.1.*

40. D — Verify proper operation of all affected accessories, verify the shared component, clear DTCs, and verify resolution. Shared circuit service verification requires comprehensive approach. Each accessory must be verified. *ASE Task Reference: A6 Domain A — General Electrical/Electronic System Diagnosis. Review subsection 6.1.*

41. B — Address all findings: repair all affected grounds, repair the rodent damage, address the source of damage, verify all systems operate properly. Multiple electrical issues with rodent damage require comprehensive repair plus source elimination. *ASE Task Reference: A6 Domain A — General Electrical/Electronic System Diagnosis. Review subsection 6.1.*

42. C — Verify all repairs, verify all systems operate properly, road test, and verify resolution. Multi-domain electrical service verification requires comprehensive approach including system operation and road test. *ASE Task Reference: A6 Domain A — General Electrical/Electronic System Diagnosis. Review subsection 6.1.*

43. C — Repair the marginal connection, repair the corroded grounds, repair the worn connections, and verify proper operation in varied conditions. Weather-related electrical issues with multiple

findings require comprehensive repair. Each cause must be addressed. *ASE Task Reference: A6 Domain A — General Electrical/Electronic System Diagnosis. Review subsection 6.1.*

44. A — Verify all repairs, verify proper operation in expected conditions, road test if possible under similar conditions, and verify resolution. Weather-related electrical service verification requires verification under expected conditions. *ASE Task Reference: A6 Domain A — General Electrical/Electronic System Diagnosis. Review subsection 6.1.*

45. D — Verify network communication, identify the specific cause, repair affected components, clear DTCs, and verify proper operation. Audio and infotainment issues with network faults require systematic approach. Network communication is the foundation of multi-module operation. *ASE Task Reference: A6 Domain F — Body Electrical and Accessories. Review subsection 6.6.*

46. B — Verify network communication, verify all components operate, clear DTCs, and verify proper operation of all features. Audio and infotainment service verification requires comprehensive approach including network and component verification. *ASE Task Reference: A6 Domain F — Body Electrical and Accessories. Review subsection 6.6.*

47. C — Replace the BCM, address the connector contamination, repair the corroded ground points, perform required programming and configuration, clear DTCs, and verify proper operation. BCM replacement with multiple findings requires comprehensive approach including all related issues. *ASE Task Reference: A6 Domain F — Body Electrical and Accessories. Review subsection 6.6.*

48. D — Verify proper installation, verify successful programming, verify proper operation, clear DTCs, and verify all functions. BCM service verification requires comprehensive approach including programming, operation, and DTC verification. *ASE Task Reference: A6 Domain F — Body Electrical and Accessories. Review subsection 6.6.*

49. A — Address all findings comprehensively: repair each component requiring service, perform proper service procedures, clear DTCs, road test, and verify all symptoms resolved. Multiple electrical findings across multiple domains require comprehensive approach. *ASE Task Reference: A6 Domain A — General Electrical/Electronic System Diagnosis. Review subsection 6.1.*

50. B — Verify all repairs, perform proper service procedures, clear DTCs, road test under varied conditions, and verify all symptoms resolved. Complete electrical service verification requires comprehensive approach. Each step verifies different aspects of proper service. *ASE Task Reference: A6 Domain A — General Electrical/Electronic System Diagnosis. Review subsection 6.1.*