PRACTICE EXAM 7: A4 SIMULATION — SUSPENSION AND STEERING

1. A vehicle has been brought in with the following findings: complaint of pull to the right, worn right outer tie rod end, right front camber 0.5 degrees more positive than left, and inside-edge wear on the right front tire. The MOST appropriate action is:

A. Replace worn components, perform a four-wheel alignment, address the camber split, and verify resolution

B. Replace only the alignment as the most direct repair

C. Replace the steering rack as a precaution

D. Replace the transmission fluid as the only step

2. Technician A says addressing only the alignment angles will resolve the pull complaint without component replacement. Technician B says worn components must be replaced before alignment to ensure stable angles. 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 diagnosing a complex multi-symptom complaint is to:

A. Replace components individually as each symptom is identified

B. Verify each customer concern, identify findings systematically, address all causes, and verify resolution

C. Replace the alignment as the most direct repair

D. Replace the transmission fluid as the only step

4. A vehicle has been brought in with the following findings: complaint of clunking, knocking, and squeaking noises from the front suspension, multiple worn components visible during inspection, and worn shock absorbers. The MOST appropriate action is:

A. Replace only the noisy components individually

B. Replace the steering rack as a precaution

C. Replace the transmission fluid as the only step

D. Replace all worn components, replace the worn shocks, perform an alignment, and verify resolution

5. Technician A says noises from the front suspension can have multiple coexisting sources requiring complete diagnosis. Technician B says only the loudest noise needs to be addressed. Who is correct?

A. Technician B only

B. Neither Technician A nor Technician B

C. Technician A only

D. Both Technician A and Technician B

6. The proper procedure for diagnosing multiple suspension noises is to:

A. Identify each noise type, determine the operating conditions for each, isolate the source through testing, and inspect each suspect component

B. Replace all suspension components as a precaution

C. Replace the steering rack as a precaution

D. Replace the transmission fluid as the only step

7. A vehicle has been brought in with the following findings: complaint of vibration at highway speeds, wheel imbalance verified on three of four wheels, and worn tires showing irregular wear. The MOST appropriate action is:

A. Replace only the wheels as the most direct repair

B. Balance all wheels, replace or rotate the worn tires, perform an alignment, and verify resolution

C. Replace the steering rack as a precaution

D. Replace the transmission fluid as the only step

8. The proper procedure for verifying vibration resolution after wheel and tire service is to:

A. Apply compressed air to the wheels

B. Replace the wheels as a precaution

C. Replace the steering rack as a precaution

D. Verify wheel balance, verify tire condition, road test through the vibration speed range, and verify no vibration remains

9. A vehicle has been brought in with the following findings: complaint of EPS warning light, intermittent loss of power assist, stored DTCs for torque sensor and CAN bus communication, and recent battery replacement. The MOST appropriate action is:

A. Replace only the EPS module as the most direct repair

B. Replace the steering rack as a precaution

C. Verify EPS calibration after battery replacement, perform required relearn procedures, address any remaining DTCs, and verify proper operation

D. Replace the transmission fluid as the only step

10. Technician A says battery disconnect can cause EPS modules to lose calibration data. Technician B says a complete EPS diagnosis is required when multiple DTCs are present. 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

11. The proper procedure for verifying EPS service after multiple findings is to:

A. Verify proper installation of components, perform required calibrations, road test under varied conditions, and clear stored DTCs

B. Replace the EPS module as a precaution

C. Replace the steering rack as a precaution

D. Replace the transmission fluid as the only step

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

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

B. Address all findings: replace pads, replace hose, service caliper, verify proper braking

C. Replace the steering rack as a precaution

D. Replace the transmission fluid as the only step

13. The proper procedure for verifying brake-related pull resolution is to:

A. Replace the alignment as a precaution

B. Replace the steering rack as a precaution

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

D. Replace the transmission fluid as the only step

14. A vehicle has been brought in with the following findings: complaint of harsh ride, worn shocks at all four corners, worn strut mounts, and tire cupping wear pattern. The MOST appropriate action is:

A. Replace all dampers and mounts, address tire cupping, perform alignment, and verify resolution

B. Replace only the front shocks as the most direct repair

C. Replace the steering rack as a precaution

D. Replace the transmission fluid as the only step

15. The proper procedure for verifying suspension damping after replacement is to:

A. Apply compressed air to the dampers

B. Replace the dampers as a precaution

C. Replace the steering rack as a precaution

D. Bounce-test each corner to verify damping, road test through varied road surfaces, and verify proper ride quality

16. A vehicle has been brought in with the following findings: complaint of off-center steering wheel, alignment within specification, unequal toe distribution between tie rods, and recent alignment service. The MOST appropriate action is:

A. Replace the steering wheel as a precaution

B. Re-perform the alignment with the steering wheel locked at center, redistribute toe equally, retorque, and verify centering

C. Replace the steering rack as a precaution

D. Replace the transmission fluid as the only step

17. Technician A says steering wheel centering must be performed before toe adjustment. Technician B says toe adjustment automatically centers the steering wheel. Who is correct?

A. Both Technician A and Technician B

B. Technician B only

C. Technician A only

D. Neither Technician A nor Technician B

18. The proper procedure for centering the steering wheel during alignment is to:

A. Lock the steering wheel at center, adjust toe equally at each side, and verify the wheel remains centered

B. Apply compressed air to the steering

C. Replace the steering rack as a precaution

D. Replace the transmission fluid as the only step

19. A vehicle has been brought in with the following findings: complaint of TPMS warning light, recently rotated tires, and TPMS sensors verified functional. The MOST appropriate action is:

A. Replace the TPMS sensors as a precaution

B. Replace the steering rack as a precaution

C. Replace the transmission fluid as the only step

D. Perform the TPMS relearn procedure to register new sensor positions, verify all sensors communicating, and verify the warning light is off

20. The proper procedure for performing TPMS relearn after tire rotation is to:

A. Apply compressed air to the sensors

B. Perform the manufacturer-specified relearn procedure, verify all sensors communicating, and verify proper operation

C. Replace the TPMS module as a precaution

D. Replace the transmission fluid as the only step

21. A vehicle has been brought in with the following findings: complaint of intermittent vibration occurring only at specific speeds, wheel balance verified within specification, and tires showing visible defects. The MOST appropriate action is:

A. Replace only the alignment as the most direct repair

B. Replace the steering rack as a precaution

C. Replace the defective tires, balance the wheels, road test, and verify resolution

D. Replace the transmission fluid as the only step

22. The proper procedure for diagnosing intermittent vibration is to:

A. Apply compressed air to the wheels

B. Replace the tires as a precaution

C. Replace the steering rack as a precaution

D. Verify the speed range, inspect tires for defects, verify balance, inspect components, and identify the cause

23. A vehicle equipped with EPS has been brought in with the following findings: complaint of complete loss of power assist, stored DTCs for EPS motor circuit, and EPS module receiving proper power and ground. The MOST appropriate action is:

A. Verify motor resistance, verify torque sensor signal, identify the specific failed component, and perform the required repair

B. Replace the EPS module as the most direct repair

C. Replace the steering rack as a precaution

D. Replace the transmission fluid as the only step

24. The proper procedure for diagnosing complete EPS assist loss is to:

A. Replace the EPS module as the most direct repair

B. Verify power and ground, retrieve DTCs, measure motor resistance, verify torque sensor signal, and identify the specific cause

C. Replace the steering rack as a precaution

D. Replace the transmission fluid as the only step

25. A vehicle has been brought in with the following findings: complaint of wandering at highway speeds, low caster on the front, worn ball joints, and tire wear pattern indicating dynamic alignment changes. The MOST appropriate action is:

A. Replace the alignment as the most direct repair

B. Replace the steering rack as a precaution

C. Replace worn ball joints, adjust caster to specification, perform alignment, replace or rotate worn tires, and verify resolution

D. Replace the transmission fluid as the only step

26. The proper procedure for verifying alignment service after multiple component replacement is to:

A. Apply compressed air to the suspension

B. Replace the alignment as a precaution

C. Replace the steering rack as a precaution

D. Verify all components are properly installed, perform alignment, road test through varied conditions, and verify no symptoms

27. A vehicle has been brought in with the following findings: complaint of grinding noise during steering input, worn strut bearing, and worn rack bushings. The MOST appropriate action is:

A. Replace the worn strut bearing, replace the worn rack bushings, perform alignment, and verify resolution

B. Replace only the strut bearing as the most direct repair

C. Replace the steering rack as a precaution

D. Replace the transmission fluid as the only step

28. The proper procedure for verifying steering noise resolution after component replacement is to:

A. Apply compressed air to the steering system

B. Replace the steering rack as a precaution

C. Verify proper installation, road test through varied steering inputs, and verify no noise remains

D. Replace the transmission fluid as the only step

29. A vehicle has been brought in with the following findings: complaint of rear-end sag, worn rear coil springs, worn rear shock absorbers, and worn rear control arm bushings. The MOST appropriate action is:

A. Replace only the rear springs as the most direct repair

B. Address all findings: replace springs, replace shocks, replace bushings, perform alignment, and verify resolution

C. Replace the steering rack as a precaution

D. Replace the transmission fluid as the only step

30. The proper procedure for verifying rear suspension service is to:

A. Replace the rear suspension as a precaution

B. Replace the steering rack as a precaution

C. Replace the transmission fluid as the only step

D. Verify component installation, verify ride height, perform alignment, road test through varied conditions, and verify no symptoms

31. A vehicle has been brought in with the following findings: complaint of pull during straight-line driving, alignment within specification, defective tire on the right front, and unequal tire pressure across the front. The MOST appropriate action is:

A. Replace the alignment as a precaution

B. Equalize tire pressure, swap tires to verify cause, replace defective tire, road test, and verify resolution

C. Replace the steering rack as a precaution

D. Replace the transmission fluid as the only step

32. Technician A says tire pressure differences and defective tires can both cause pull, requiring systematic diagnosis. Technician B says alignment is the only cause of pull. Who is correct?

A. Technician A only

B. Technician B only

C. Both Technician A and Technician B

D. Neither Technician A nor Technician B

33. The proper procedure for diagnosing pull with multiple potential causes is to:

A. Replace the alignment as the most direct repair

B. Replace the steering rack as a precaution

C. Verify tire pressure, swap tires to identify tire-caused pull, perform alignment, address any other causes, and verify resolution

D. Replace the transmission fluid as the only step

34. A vehicle has been brought in with the following findings: complaint of vibration during braking, brake rotor runout exceeding specification, worn brake pads, and worn front wheel bearings. The MOST appropriate action is:

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

B. Replace the steering rack as a precaution

C. Replace the transmission fluid as the only step

D. Address all findings: replace or resurface rotors, replace pads, replace worn wheel bearings, road test, and verify resolution

35. The proper procedure for verifying brake service is to:

A. Apply compressed air to the brakes

B. Verify rotor runout and thickness within specification, road test under varied braking conditions, and verify no vibration

C. Replace the brakes as a precaution

D. Replace the transmission fluid as the only step

36. A vehicle has been brought in with the following findings: complaint of EPS pull during straight-line driving, alignment within specification, recent steering rack replacement, and stored DTCs for steering angle sensor. The MOST appropriate action is:

A. Perform steering angle sensor calibration, verify alignment, road test, and verify pull resolution

B. Replace the EPS module as a precaution

C. Replace the steering rack as a precaution

D. Replace the transmission fluid as the only step

37. The proper procedure for completing an EPS rack replacement is to:

A. Apply compressed air to the rack

B. Replace the EPS module as a precaution

C. Install the rack, perform required calibrations, clear DTCs, and verify proper operation

D. Replace the transmission fluid as the only step

38. A vehicle has been brought in with the following findings: complaint of intermittent EPS warning light, intermittent loss of power assist, and marginal connection at the EPS module connector. The MOST appropriate action is:

A. Replace the EPS module as a precaution

B. Replace the steering rack as a precaution

C. Repair the marginal connection at the EPS connector, verify proper connection, clear DTCs, and verify resolution

D. Replace the transmission fluid as the only step

39. The proper procedure for verifying EPS connector service is to:

A. Verify proper connection seating, clear stored DTCs, road test, and verify proper EPS operation under varied conditions

B. Apply compressed air to the connector

C. Replace the EPS module as a precaution

D. Replace the steering rack as a precaution

40. A vehicle has been brought in with the following findings: complaint of multiple suspension and steering symptoms, multiple worn components across the suspension, multiple alignment angles out of specification, and tires showing wear patterns. The MOST appropriate action is:

A. Replace components individually as each symptom is identified

B. Address all findings comprehensively: replace worn components, perform alignment, address tires, road test, and verify resolution

C. Replace the steering rack as a precaution

D. Replace the transmission fluid as the only step

PRACTICE EXAM 7: A4 SIMULATION — ANSWER KEY, EXPLANATIONS, AND TASK REMEDIATION

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1. A — Replace worn components, perform a four-wheel alignment, address the camber split, and verify resolution. Multiple findings indicating multiple causes require comprehensive repair. Worn tie rod end, camber split, and tire wear are interrelated; addressing each cause produces the complete repair. *ASE Task Reference: A4 Domain C — Wheel Alignment Diagnosis. Review subsection 4.3.*

2. D — Technician B only. Worn components must be replaced before alignment because component wear allows alignment angles to vary during operation. Without component replacement, alignment angles will drift and the symptoms will return. *ASE Task Reference: A4 Domain B — Suspension Systems Diagnosis and Repair. Review subsection 4.2.*

3. B — Verify each customer concern, identify findings systematically, address all causes, and verify resolution. Complex multi-symptom diagnosis requires systematic approach. Each step builds on the previous to identify and address all causes. *ASE Task Reference: A4 Domain A — Steering Systems Diagnosis and Repair. Review subsection 4.1.*

4. D — Replace all worn components, replace the worn shocks, perform an alignment, and verify resolution. Multiple noises with multiple worn components indicate widespread wear. Addressing only individual components leaves other contributing causes unresolved. *ASE Task Reference: A4 Domain B — Suspension Systems Diagnosis and Repair. Review subsection 4.2.*

5. C — Technician A only. Front suspension noises can have multiple coexisting sources because component wear typically progresses together. Complete diagnosis identifies all contributing components rather than addressing only the loudest noise. *ASE Task Reference: A4 Domain B — Suspension Systems Diagnosis and Repair. Review subsection 4.2.*

6. A — Identify each noise type, determine the operating conditions for each, isolate the source through testing, and inspect each suspect component. Multiple noise diagnosis requires individual identification, condition analysis, source isolation, and component inspection. Each noise gets independent treatment. *ASE Task Reference: A4 Domain B — Suspension Systems Diagnosis and Repair. Review subsection 4.2.*

7. B — Balance all wheels, replace or rotate the worn tires, perform an alignment, and verify resolution. Wheel imbalance on three of four wheels combined with worn tires indicates multiple

causes. Both balance and tire issues must be addressed for complete repair. *ASE Task Reference: A4 Domain D — Wheel and Tire Diagnosis. Review subsection 4.4.*

8. D — Verify wheel balance, verify tire condition, road test through the vibration speed range, and verify no vibration remains. Vibration verification after wheel and tire service requires balance verification, tire verification, road test through the symptom speed range, and operational verification. *ASE Task Reference: A4 Domain D — Wheel and Tire Diagnosis. Review subsection 4.4.*

9. C — Verify EPS calibration after battery replacement, perform required relearn procedures, address any remaining DTCs, and verify proper operation. Battery replacement combined with multiple EPS DTCs indicates calibration loss. The required relearn procedures restore proper operation. *ASE Task Reference: A4 Domain A — Steering Systems Diagnosis and Repair. Review subsection 4.1.*

10. D — Both Technician A and Technician B. Battery disconnect can cause EPS calibration loss (correct), and multiple EPS DTCs require complete diagnosis (correct). Both observations describe accurate diagnostic principles. *ASE Task Reference: A4 Domain A — Steering Systems Diagnosis and Repair. Review subsection 4.1.*

11. A — Verify proper installation of components, perform required calibrations, road test under varied conditions, and clear stored DTCs. EPS service verification requires comprehensive approach including installation, calibration, road test, and DTC clearing. Each step is required for proper post-service operation. *ASE Task Reference: A4 Domain A — Steering Systems Diagnosis and Repair. Review subsection 4.1.*

12. B — Address all findings: replace pads, replace hose, service caliper, verify proper braking. Multiple brake-related findings each contribute to the pull symptom. Comprehensive repair addresses each cause; partial repair leaves issues. *ASE Task Reference: A4 Domain B — Suspension Systems Diagnosis and Repair. Review subsection 4.2.*

13. C — 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: A4 Domain B — Suspension Systems Diagnosis and Repair. Review subsection 4.2.*

14. A — Replace all dampers and mounts, address tire cupping, perform alignment, and verify resolution. Worn dampers at all four corners and worn mounts cause tire cupping. Comprehensive repair addresses the source (dampers/mounts) and the resulting tire damage. *ASE Task Reference: A4 Domain B — Suspension Systems Diagnosis and Repair. Review subsection 4.2.*

15. D — Bounce-test each corner to verify damping, road test through varied road surfaces, and verify proper ride quality. Suspension damping verification requires bounce test, road test through varied surfaces, and ride quality verification. Each method confirms a different aspect of damping. *ASE*

Task Reference: A4 Domain B — Suspension Systems Diagnosis and Repair. Review subsection 4.2.

16. B — Re-perform the alignment with the steering wheel locked at center, redistribute toe equally, retorque, and verify centering. Off-center steering wheel after alignment with proper specifications indicates the wheel was not properly centered during the procedure. Re-performing with proper centering corrects the issue. *ASE Task Reference: A4 Domain C — Wheel Alignment Diagnosis. Review subsection 4.3.*

17. C — Technician A only. Steering wheel centering must be performed before toe adjustment. Toe adjustment does not automatically center the wheel; the wheel must be locked at center first to ensure proper centering. *ASE Task Reference: A4 Domain C — Wheel Alignment Diagnosis. Review subsection 4.3.*

18. A — Lock the steering wheel at center, adjust toe equally at each side, and verify the wheel remains centered. Steering wheel centering during alignment requires locking the wheel, equal toe adjustment at each side, and post-adjustment verification. Each step ensures proper centering. *ASE Task Reference: A4 Domain C — Wheel Alignment Diagnosis. Review subsection 4.3.*

19. D — Perform the TPMS relearn procedure to register new sensor positions, verify all sensors communicating, and verify the warning light is off. Tire rotation changes sensor positions. Relearn procedure registers the new positions; without it, the system shows a warning even with functional sensors. *ASE Task Reference: A4 Domain D — Wheel and Tire Diagnosis. Review subsection 4.4.*

20. B — Perform the manufacturer-specified relearn procedure, verify all sensors communicating, and verify proper operation. TPMS relearn requires the manufacturer's procedure. Verification of communication and operation confirms successful relearn. *ASE Task Reference: A4 Domain D — Wheel and Tire Diagnosis. Review subsection 4.4.*

21. C — Replace the defective tires, balance the wheels, road test, and verify resolution. Defective tires cause vibration even with proper balance. Replacement, balance, road test, and verification together address the issue. *ASE Task Reference: A4 Domain D — Wheel and Tire Diagnosis. Review subsection 4.4.*

22. D — Verify the speed range, inspect tires for defects, verify balance, inspect components, and identify the cause. Intermittent vibration diagnosis requires speed range verification, tire inspection, balance verification, and component inspection. Each step addresses different potential causes. *ASE Task Reference: A4 Domain D — Wheel and Tire Diagnosis. Review subsection 4.4.*

23. A — Verify motor resistance, verify torque sensor signal, identify the specific failed component, and perform the required repair. EPS assist loss with proper power and ground requires diagnosis of the assist-generating chain. Motor and torque sensor verification together identify the specific cause. *ASE Task Reference: A4 Domain A — Steering Systems Diagnosis and Repair. Review subsection 4.1.*

24. B — Verify power and ground, retrieve DTCs, measure motor resistance, verify torque sensor signal, and identify the specific cause. Complete EPS assist loss diagnosis requires comprehensive systematic approach. Each step provides different diagnostic information. *ASE Task Reference: A4 Domain A — Steering Systems Diagnosis and Repair. Review subsection 4.1.*

25. C — Replace worn ball joints, adjust caster to specification, perform alignment, replace or rotate worn tires, and verify resolution. Wandering with multiple causes (worn joints, low caster, dynamic alignment) requires comprehensive repair. Each cause contributes to the symptom. *ASE Task Reference: A4 Domain C — Wheel Alignment Diagnosis. Review subsection 4.3.*

26. D — Verify all components are properly installed, perform alignment, road test through varied conditions, and verify no symptoms. Multi-component replacement verification requires installation verification, alignment, road test, and operational verification. Each step confirms proper service. *ASE Task Reference: A4 Domain B — Suspension Systems Diagnosis and Repair. Review subsection 4.2.*

27. A — Replace the worn strut bearing, replace the worn rack bushings, perform alignment, and verify resolution. Multiple worn components produce the grinding noise during steering. Both must be replaced; alignment ensures proper geometry after replacement. *ASE Task Reference: A4 Domain A — Steering Systems Diagnosis and Repair. Review subsection 4.1.*

28. C — Verify proper installation, road test through varied steering inputs, and verify no noise remains. Steering noise resolution verification requires installation verification, road test under varied steering conditions, and operational verification. *ASE Task Reference: A4 Domain A — Steering Systems Diagnosis and Repair. Review subsection 4.1.*

29. B — Address all findings: replace springs, replace shocks, replace bushings, perform alignment, and verify resolution. Multiple rear suspension findings require comprehensive replacement. Each component contributes to the rear-end sag and related symptoms. *ASE Task Reference: A4 Domain B — Suspension Systems Diagnosis and Repair. Review subsection 4.2.*

30. D — Verify component installation, verify ride height, perform alignment, road test through varied conditions, and verify no symptoms. Rear suspension service verification requires comprehensive approach including installation, ride height, alignment, road test, and operational verification. *ASE Task Reference: A4 Domain B — Suspension Systems Diagnosis and Repair. Review subsection 4.2.*

31. B — Equalize tire pressure, swap tires to verify cause, replace defective tire, road test, and verify resolution. Multiple potential pull causes require systematic isolation. Pressure equalization, swap test, defective tire replacement, and verification together resolve the pull. *ASE Task Reference: A4 Domain D — Wheel and Tire Diagnosis. Review subsection 4.4.*

32. A — Technician A only. Tire pressure differences and defective tires can both cause pull, requiring systematic diagnosis. Alignment is one of multiple potential causes; treating alignment as the only

cause produces incomplete diagnosis. *ASE Task Reference: A4 Domain D — Wheel and Tire Diagnosis. Review subsection 4.4.*

33. C — Verify tire pressure, swap tires to identify tire-caused pull, perform alignment, address any other causes, and verify resolution. Pull diagnosis with multiple potential causes requires systematic isolation. Each cause must be tested for and addressed if found. *ASE Task Reference: A4 Domain D — Wheel and Tire Diagnosis. Review subsection 4.4.*

34. D — Address all findings: replace or resurface rotors, replace pads, replace worn wheel bearings, road test, and verify resolution. Multiple brake- and bearing-related findings each contribute to the vibration. Comprehensive repair addresses each cause. *ASE Task Reference: A4 Domain B — Suspension Systems Diagnosis and Repair. Review subsection 4.2.*

35. B — Verify rotor runout and thickness within specification, road test under varied braking conditions, and verify no vibration. Brake service verification requires post-service measurement, road test, and operational verification. Each step confirms proper repair. *ASE Task Reference: A4 Domain B — Suspension Systems Diagnosis and Repair. Review subsection 4.2.*

36. A — Perform steering angle sensor calibration, verify alignment, road test, and verify pull resolution. EPS pull after rack replacement with steering angle sensor DTC indicates calibration is needed. Calibration, alignment verification, and road test together resolve the issue. *ASE Task Reference: A4 Domain A — Steering Systems Diagnosis and Repair. Review subsection 4.1.*

37. C — Install the rack, perform required calibrations, clear DTCs, and verify proper operation. EPS rack replacement requires installation, calibration, DTC clearing, and operational verification. Each step is required for proper post-service operation. *ASE Task Reference: A4 Domain A — Steering Systems Diagnosis and Repair. Review subsection 4.1.*

38. C — Repair the marginal connection at the EPS connector, verify proper connection, clear DTCs, and verify resolution. Marginal connection causing intermittent symptoms requires connection repair. Verification, DTC clearing, and resolution confirmation complete the repair. *ASE Task Reference: A4 Domain A — Steering Systems Diagnosis and Repair. Review subsection 4.1.*

39. A — Verify proper connection seating, clear stored DTCs, road test, and verify proper EPS operation under varied conditions. EPS connector service verification requires connection verification, DTC clearing, road test, and operational verification under varied conditions. Each step addresses different aspects of the repair. *ASE Task Reference: A4 Domain A — Steering Systems Diagnosis and Repair. Review subsection 4.1.*

40. B — Address all findings comprehensively: replace worn components, perform alignment, address tires, road test, and verify resolution. Multiple findings across multiple domains require comprehensive approach. Each component, alignment angle, and tire issue contributes to the symptoms; partial repair leaves issues. *ASE Task Reference: A4 Domain A — Steering Systems Diagnosis and Repair. Review subsection 4.1.*