PRACTICE EXAM 7: A5 SIMULATION — BRAKES

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

A. Replace worn components, service the sticking caliper, perform proper bleeding, and verify proper braking

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

C. Replace the steering rack as a precaution

D. Replace the master cylinder as a precaution

2. Technician A says addressing only one component will resolve the pull. Technician B says all worn components 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 diagnosing a complex multi-symptom brake 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 brakes as a precaution

D. Replace the master cylinder as a precaution

4. A vehicle has been brought in with the following findings: complaint of multiple brake noises (clunk, knock, squeal), multiple worn brake components, contaminated rotors, and missing anti-squeal hardware. The MOST appropriate action is:

A. Replace only the noisy components individually

B. Replace the brakes as a precaution

C. Replace the brake fluid as the only step

D. Address all worn components, address rotor contamination, install missing hardware, perform proper service, and verify resolution

5. Technician A says brake noises 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 brake noise sources is to:

A. Identify each noise type, determine the operating conditions, isolate the source, and address each cause

B. Replace all brake components as a precaution

C. Replace the master cylinder 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 low pedal that requires pumping, brake fluid level low, visible fluid leak at a brake hose, and air in the system. The MOST appropriate action is:

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

B. Repair the leak source, refill the system, properly bleed all wheels, and verify operation

C. Replace the master cylinder as a precaution

D. Replace the brake fluid as the only step

8. The proper procedure for verifying complete brake hydraulic service 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 proper repair, perform proper bleeding, road test, and verify firm pedal with proper braking

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

A. Replace only the rotors as the most direct repair

B. Replace the brakes as a precaution

C. Address all causes: replace worn pads, address hub flange (clean or replace), replace or resurface rotors, and verify resolution

D. Replace the master cylinder as a precaution

10. Technician A says rotor pulsation can have multiple sources requiring complete diagnosis. Technician B says replacing only rotors resolves all pulsation. 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 complete brake pulsation resolution is to:

A. Verify rotor specifications, verify hub flange runout, road test under varied conditions, and verify no pulsation remains

B. Apply compressed air to the rotors

C. Replace the brakes as a precaution

D. Replace the master cylinder as a precaution

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

A. Replace only the shoes as the most direct repair

B. Replace shoes, address drums (resurface or replace), replace wheel cylinder, replace springs, adjust per specification, and verify operation

C. Replace the brakes as a precaution

D. Replace the brake fluid as the only step

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

A. Apply compressed air to the brakes

B. Replace the drums as a precaution

C. Verify proper assembly, adjust per specification, road test under varied conditions, and verify proper operation

D. Replace the brake fluid as the only step

14. A vehicle equipped with ABS has been brought in with the following findings: complaint of ABS warning light, DTCs for left front wheel speed sensor, damaged tone ring, and worn brake hose on the same side. The MOST appropriate action is:

A. Replace the failed sensor, replace the damaged tone ring, replace the worn hose, perform proper service, clear DTCs, and verify operation

B. Replace the ABS module as a precaution

C. Replace the brakes as a precaution

D. Replace the master cylinder as a precaution

15. Technician A says wheel speed sensor and tone ring failures often coexist on the same side. Technician B says addressing all related findings is required for complete repair. Who is correct?

A. Technician B only

B. Technician A only

C. Neither Technician A nor Technician B

D. Both Technician A and Technician B

16. 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 (with HCU activation if specified), 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

17. A vehicle has been brought in with the following findings: complaint of brake fluid level dropping, internal master cylinder leak verified through bench test, contaminated brake fluid, and worn brake pads. The MOST appropriate action is:

A. Replace only the master cylinder as the most direct repair

B. Replace the brakes as a precaution

C. Replace the master cylinder, flush the contaminated fluid, replace worn pads, properly bleed the system, and verify operation

D. Replace the brake fluid as the only step

18. The proper procedure for verifying complete master cylinder service is to:

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

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

19. A vehicle has been brought in with the following findings: complaint of stability control warning light, DTCs for steering angle sensor, recent steering work, and the EPS warning light is also illuminated. The MOST appropriate action is:

A. Replace the stability control module as a precaution

B. Replace the steering rack as a precaution

C. Replace the brake fluid as the only step

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

20. Technician A says steering angle sensor calibration is required after steering work. Technician B says EPS systems require calibration after related service. 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

21. The proper procedure for verifying complete chassis service after multi-system work is to:

A. Apply compressed air to the chassis

B. Replace all modules as a precaution

C. Verify all required calibrations, perform each per the manufacturer's procedure, clear all DTCs, road test, and verify proper operation of all systems

D. Replace the brake fluid as the only step

22. A vehicle has been brought in with the following findings: complaint of front wheel bearing noise, worn front wheel bearing, brake noise during braking, worn brake pads, and worn rotor on the affected side. 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, replace or resurface the rotor, road test, and verify all symptoms resolved

23. The proper procedure for verifying multi-domain brake service after wheel bearing replacement is to:

A. Verify all components properly installed, perform proper service procedures, road test, and verify all symptoms resolved

B. Apply compressed air to the bearing

C. Replace the master cylinder 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 brake pedal feel changes over time, brake fluid moisture content above 3%, brake fluid showing dark color and visible debris, and rubber seals showing visible swelling in the master cylinder. The MOST appropriate action is:

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

B. Replace the master cylinder, flush the brake hydraulic system, refill with the manufacturer-specified fluid, and verify operation

C. Replace the brakes as a precaution

D. Replace the brake fluid as the only step

25. Technician A says contaminated brake fluid can damage rubber components. Technician B says complete system flush is required when contamination has occurred. 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

26. The proper procedure for verifying brake fluid contamination service 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 all damaged components are replaced, complete the flush, refill with proper fluid, perform proper bleeding, road test, and verify proper operation

27. A vehicle has been brought in with the following findings: complaint of brake judder, rotor thickness variation, surface deposits on rotors (cold judder), and high mileage on the brake fluid. The MOST appropriate action is:

A. Address all findings: replace or resurface rotors, replace pads (if needed), flush old fluid, refill with fresh fluid, and verify resolution

B. Apply compressed air to the brakes

C. Replace the master cylinder as a precaution

D. Replace the brake fluid as the only step

28. The proper procedure for verifying brake judder resolution is to:

A. Apply compressed air to the brakes

B. Replace the brakes as a precaution

C. Verify rotor specifications, verify proper braking, road test under varied conditions, and verify no judder remains

D. Replace the master cylinder as a precaution

29. A vehicle has been brought in with the following findings: complaint of intermittent ABS activation, scan data showing intermittent wheel speed sensor signal, damaged tone ring, and corrosion at the wheel speed sensor connector. The MOST appropriate action is:

A. Replace only the wheel speed sensor as the most direct repair

B. Replace the failed sensor, replace the damaged tone ring, repair the connector corrosion, clear DTCs, and verify operation

C. Replace the ABS module as a precaution

D. Replace the brake fluid as the only step

30. The proper procedure for diagnosing intermittent electronic brake symptoms is to:

A. Replace the ABS module as the most direct repair

B. Replace the brakes as a precaution

C. Replace the master cylinder as a precaution

D. Verify the symptom under matching conditions, monitor scan data, inspect for marginal connections or signal issues, and identify the specific cause

31. A vehicle has been brought in with the following findings: complaint of brake noise during the first stops after a cold start, surface rust on rotors from overnight humidity, and glazed brake pads from prior service. The MOST appropriate action is:

A. Replace only the rotors as the most direct repair

B. Address rotor surface (resurface if needed), replace glazed pads, road test, and inform the customer about normal cold-noise patterns

C. Replace the brakes as a precaution

D. Replace the brake fluid as the only step

32. The proper procedure for differentiating normal cold-noise from required service is to:

A. Verify the conditions producing the noise, inspect components, identify whether normal break-in or component issues, and address accordingly

B. Apply compressed air to the brakes

C. Replace the brakes as a precaution

D. Replace the master cylinder as a precaution

33. A vehicle equipped with electronic parking brake has been brought in for rear brake pad replacement. The technician has not used the scan tool service mode. The MOST appropriate action is:

A. Replace the parking brake as a precaution

B. Replace the brakes as a precaution

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

D. Manually retract the parking brake before pad replacement

34. The proper procedure for completing electronic parking brake service is to:

A. Apply compressed air to the parking brake

B. Replace the parking brake as a precaution

C. Replace the brake fluid as the only step

D. Verify proper installation, restore parking brake function with the scan tool, clear DTCs, road test, and verify proper operation

35. A vehicle has been brought in with the following findings: complaint of brake pedal that gradually rises during long highway drives, drum brake self-adjusters tightening as drum heat expands, and rear pad wear on disc brakes is uneven. The MOST appropriate action is:

A. Replace the brakes as a precaution

B. Inspect rear disc brake operation, address any caliper or hose issues, verify drum brake self-adjusters operate properly, and verify proper braking

C. Replace the master cylinder as a precaution

D. Replace the brake fluid as the only step

36. The proper procedure for diagnosing front-to-rear braking imbalance is to:

A. Verify front-to-rear braking balance, inspect proportioning valve or EBD operation, inspect calipers for proper operation, and identify the cause

B. Apply compressed air to the brakes

C. Replace the brakes as a precaution

D. Replace the master cylinder as a precaution

37. A vehicle has been brought in with the following findings: complaint of brake fluid leak that occurs only during braking, no external leak visible during static inspection, and pedal sinks slowly under steady pressure. The MOST likely cause is:

A. A worn power steering pulley

B. A worn ball joint

C. An internal hydraulic leak (master cylinder, caliper, or wheel cylinder) that requires bench testing or pressure testing to verify

D. Air in the clutch hydraulic system

38. The proper procedure for diagnosing internal hydraulic leaks is to:

A. Apply compressed air to the system

B. Verify the symptom under conditions producing it, inspect components for visible leakage during pressure, perform bench tests on suspect components, and identify the failed component

C. Replace the master cylinder as a precaution

D. Replace the brakes as a precaution

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

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

B. Replace components individually as each symptom is identified

C. Replace the brakes as a precaution

D. Replace the brake fluid as the only step

40. The proper procedure for verifying complete brake service after multi-domain repair is to:

A. Apply compressed air to the brakes

B. Replace the master cylinder as a precaution

C. Replace the brakes as a precaution

D. Verify all components properly installed, perform proper bleeding, clear DTCs, road test under varied conditions, and verify all symptoms resolved

41. A vehicle equipped with hybrid technology has been brought in with the following findings: complaint of inconsistent brake pedal feel, hybrid system functioning normally, and friction brake findings indicating contamination and wear. The MOST appropriate action is:

A. Replace the hybrid brake system as a precaution

B. Address the friction brake findings: replace contaminated pads, address rotor surface (resurface or replace), perform proper service, verify resolution

C. Replace the brake fluid as the only step

D. Replace the master cylinder as a precaution

42. The proper procedure for diagnosing hybrid brake feel issues is to:

A. Apply compressed air to the system

B. Replace the hybrid brake system as a precaution

C. Verify hybrid system function, inspect friction brake components, identify the source of the feel issue, and address accordingly

D. Replace the brake fluid as the only step

43. A vehicle equipped with EV technology has been brought in for brake service. The proper procedure includes:

A. Apply compressed air to the brakes

B. Replace the brakes as a precaution

C. Follow high-voltage isolation procedure, verify zero voltage, perform brake service per specification, restore high-voltage system, and verify operation

D. Replace the brake fluid as the only step

44. The proper procedure for documenting brake service findings is to:

A. Measure all relevant specifications, record findings, identify required service, provide recommendations to the customer, and document actual service performed

B. Apply compressed air to the brakes

C. Replace the brakes as a precaution

D. Replace the master cylinder as a precaution

45. A vehicle has been brought in for routine brake inspection. The technician finds the brake pads are at 3.5 mm of friction material remaining, and the manufacturer's specification for replacement is at 3 mm. The MOST appropriate action is:

A. Replace the brake pads immediately as a precaution

B. Inform the customer that the pads are within specification but approaching replacement, document the wear for the next service interval

C. Replace the brakes as a precaution

D. Apply compressed air to the brakes

PRACTICE EXAM 7: A5 SIMULATION — ANSWER KEY, EXPLANATIONS, AND TASK REMEDIATION

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1. A — Replace worn components, service the sticking caliper, perform proper bleeding, and verify proper braking. Multiple findings on one side indicate multiple causes contributing to the pull. Comprehensive repair addresses each cause; partial repair leaves issues unresolved. *ASE Task Reference: A5 Domain C — Disc Brake Diagnosis and Repair. Review subsection 5.3.*

2. D — Technician B only. Brake symptoms with multiple worn components require comprehensive repair. Component wear progresses together; addressing only one leaves other contributing causes unresolved. *ASE Task Reference: A5 Domain C — Disc Brake Diagnosis and Repair. Review subsection 5.3.*

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

4. D — Address all worn components, address rotor contamination, install missing hardware, perform proper service, and verify resolution. Multiple noise sources with multiple causes each contribute to symptoms. Comprehensive repair addresses each cause. *ASE Task Reference: A5 Domain C — Disc Brake Diagnosis and Repair. Review subsection 5.3.*

5. C — Technician A only. Brake noises can have multiple coexisting sources because component wear progresses together. Addressing only the loudest noise leaves other contributing causes unresolved. *ASE Task Reference: A5 Domain C — Disc Brake Diagnosis and Repair. Review subsection 5.3.*

6. A — Identify each noise type, determine the operating conditions, isolate the source, and address each cause. Multiple noise diagnosis requires individual identification and source isolation. Each noise gets independent treatment. *ASE Task Reference: A5 Domain C — Disc Brake Diagnosis and Repair. Review subsection 5.3.*

7. B — Repair the leak source, refill the system, properly bleed all wheels, and verify operation. Multiple findings (leak, low fluid, air) all indicate the leak as the underlying cause. Comprehensive repair addresses each consequence; partial repair leaves issues unresolved. *ASE Task Reference: A5 Domain A — Hydraulic, Power Assist, and Parking Brake Systems. Review subsection 5.1.*

8. D — Verify proper repair, perform proper bleeding, road test, and verify firm pedal with proper braking. Brake hydraulic service verification requires comprehensive approach. Each step confirms a different aspect of proper service. *ASE Task Reference: A5 Domain A — Hydraulic, Power Assist, and Parking Brake Systems. Review subsection 5.1.*

9. C — Address all causes: replace worn pads, address hub flange (clean or replace), replace or resurface rotors, and verify resolution. Multiple sources of pulsation each contribute to the symptom. Comprehensive repair addresses each cause. *ASE Task Reference: A5 Domain C — Disc Brake Diagnosis and Repair. Review subsection 5.3.*

10. D — Technician A only. Rotor pulsation can have multiple sources including thickness variation, runout, hub flange runout, and other geometry issues. Replacing only rotors does not address other contributing causes. *ASE Task Reference: A5 Domain C — Disc Brake Diagnosis and Repair. Review subsection 5.3.*

11. A — Verify rotor specifications, verify hub flange runout, road test under varied conditions, and verify no pulsation remains. Pulsation resolution verification requires comprehensive approach. Each measurement and test verifies different aspects. *ASE Task Reference: A5 Domain C — Disc Brake Diagnosis and Repair. Review subsection 5.3.*

12. B — Replace shoes, address drums (resurface or replace), replace wheel cylinder, replace springs, adjust per specification, and verify operation. Multiple drum brake findings each contribute to symptoms. Comprehensive replacement of all worn hardware ensures proper service. *ASE Task Reference: A5 Domain B — Drum Brake Diagnosis and Repair. Review subsection 5.2.*

13. C — Verify proper assembly, adjust per specification, road test under varied conditions, and verify proper operation. 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.*

14. A — Replace the failed sensor, replace the damaged tone ring, replace the worn hose, perform proper service, clear DTCs, and verify operation. Multiple findings on one side require comprehensive repair. Each component contributes to potential symptoms. *ASE Task Reference: A5 Domain E — Electronic Brake, Traction, and Stability Control Systems. Review subsection 5.5.*

15. D — Both Technician A and Technician B. Wheel speed sensor and tone ring failures often coexist on the same side because both can be damaged by the same event. Addressing all related findings is required for complete repair. *ASE Task Reference: A5 Domain E — Electronic Brake, Traction, and Stability Control Systems. Review subsection 5.5.*

16. B — Verify proper installation, perform proper bleeding (with HCU activation if specified), 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.

17. C — Replace the master cylinder, flush the contaminated fluid, replace worn pads, properly bleed the system, and verify operation. Multiple findings each contribute to symptoms. Comprehensive repair addresses each cause; partial repair leaves issues unresolved. *ASE Task Reference: A5 Domain A — Hydraulic, Power Assist, and Parking Brake Systems. Review subsection 5.1.*

18. A — Bench bleed before installation, install, perform proper system bleeding, road test, and verify firm pedal with proper operation. Master cylinder service verification 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.*

19. D — Perform steering angle sensor calibration and EPS calibration per manufacturer procedure, clear DTCs, and verify operation. Multiple calibrations are required after multi-system service. Each affected sensor needs the manufacturer's specific procedure. *ASE Task Reference: A5 Domain E — Electronic Brake, Traction, and Stability Control Systems. Review subsection 5.5.*

20. B — Both Technician A and Technician B. Steering angle sensor calibration is required after steering work (correct), and EPS systems require calibration after related service (correct). Both observations describe accurate principles. *ASE Task Reference: A5 Domain E — Electronic Brake, Traction, and Stability Control Systems. Review subsection 5.5.*

21. C — Verify all required calibrations, perform each per the manufacturer's procedure, clear all DTCs, road test, and verify proper operation of all systems. Multi-system chassis service verification requires comprehensive approach including calibrations, DTC clearing, road test, and verification. *ASE Task Reference: A5 Domain E — Electronic Brake, Traction, and Stability Control Systems. Review subsection 5.5.*

22. D — Replace the wheel bearing, replace the worn pads, replace or resurface the rotor, road test, and verify all symptoms resolved. Multiple findings producing coexisting symptoms each require comprehensive repair. Each component contributes to the symptoms. *ASE Task Reference: A5 Domain D — Wheel Bearing Diagnosis and Repair. Review subsection 5.4.*

23. A — Verify all components properly installed, perform proper service procedures, road test, and verify all symptoms resolved. Multi-domain brake service verification requires comprehensive approach. Each component must be properly addressed. *ASE Task Reference: A5 Domain D — Wheel Bearing Diagnosis and Repair. Review subsection 5.4.*

24. B — Replace the master cylinder, flush the brake hydraulic system, refill with the manufacturer-specified fluid, and verify operation. Damaged rubber components from contamination require replacement. Complete flush and refill with proper fluid is required. *ASE Task Reference: A5 Domain F — Brake Tools, Fluids, and Service Specifications. Review subsection 5.6.*

25. C — Both Technician A and Technician B. Contaminated brake fluid can damage rubber components (correct), and complete system flush is required when contamination has occurred (correct). Both observations describe accurate principles. *ASE Task Reference: A5 Domain F — Brake Tools, Fluids, and Service Specifications. Review subsection 5.6.*

26. D — Verify all damaged components are replaced, complete the flush, refill with proper fluid, perform proper bleeding, road test, and verify proper operation. Brake fluid contamination service verification requires comprehensive approach. Each step addresses different aspects of the repair. *ASE Task Reference: A5 Domain F — Brake Tools, Fluids, and Service Specifications. Review subsection 5.6.*

27. A — Address all findings: replace or resurface rotors, replace pads (if needed), flush old fluid, refill with fresh fluid, and verify resolution. Multiple judder causes each contribute to the symptom. Comprehensive repair addresses each cause; partial repair leaves issues. *ASE Task Reference: A5 Domain C — Disc Brake Diagnosis and Repair. Review subsection 5.3.*

28. C — Verify rotor specifications, verify proper braking, road test under varied conditions, and verify no judder remains. Brake judder resolution verification requires comprehensive approach including measurements and operational testing. *ASE Task Reference: A5 Domain C — Disc Brake Diagnosis and Repair. Review subsection 5.3.*

29. B — Replace the failed sensor, replace the damaged tone ring, repair the connector corrosion, clear DTCs, and verify operation. Multiple electronic brake findings each contribute to the symptom. Comprehensive repair addresses each cause. *ASE Task Reference: A5 Domain E — Electronic Brake, Traction, and Stability Control Systems. Review subsection 5.5.*

30. D — Verify the symptom under matching conditions, monitor scan data, inspect for marginal connections or signal issues, and identify the specific cause. Intermittent electronic brake diagnosis requires symptom-matching conditions and careful evaluation. Marginal connections and signal issues are common. *ASE Task Reference: A5 Domain E — Electronic Brake, Traction, and Stability Control Systems. Review subsection 5.5.*

31. B — Address rotor surface (resurface if needed), replace glazed pads, road test, and inform the customer about normal cold-noise patterns. Cold-noise from multiple causes requires comprehensive repair plus customer education. Each cause is addressed; customer information helps with future expectations. *ASE Task Reference: A5 Domain C — Disc Brake Diagnosis and Repair. Review subsection 5.3.*

32. A — Verify the conditions producing the noise, inspect components, identify whether normal break-in or component issues, and address accordingly. Cold-noise diagnosis requires understanding of normal versus abnormal patterns. Component inspection identifies issues requiring service. *ASE Task Reference: A5 Domain C — Disc Brake Diagnosis and Repair. Review subsection 5.3.*

33. C — Use the scan tool service mode to retract the parking brake actuator, replace pads, restore parking brake function, and verify operation. Electronic parking brake service requires scan tool service mode. Manual retraction can damage the actuator. *ASE Task Reference: A5 Domain A — Hydraulic, Power Assist, and Parking Brake Systems. Review subsection 5.1.*

34. D — Verify proper installation, restore parking brake function with the scan tool, clear DTCs, road test, and verify proper operation. Electronic parking brake service verification requires comprehensive approach including scan tool integration. Each step ensures proper post-service operation. *ASE Task Reference: A5 Domain A — Hydraulic, Power Assist, and Parking Brake Systems. Review subsection 5.1.*

35. B — Inspect rear disc brake operation, address any caliper or hose issues, verify drum brake self-adjusters operate properly, and verify proper braking. Mixed brake symptoms require inspection of all affected components. Each contributes to potential causes. *ASE Task Reference: A5 Domain B — Drum Brake Diagnosis and Repair. Review subsection 5.2.*

36. A — Verify front-to-rear braking balance, inspect proportioning valve or EBD operation, inspect calipers for proper operation, and identify the cause. Front-to-rear balance diagnosis requires comprehensive inspection. Each system component contributes to potential causes. *ASE Task Reference: A5 Domain A — Hydraulic, Power Assist, and Parking Brake Systems. Review subsection 5.1.*

37. C — An internal hydraulic leak (master cylinder, caliper, or wheel cylinder) that requires bench testing or pressure testing to verify. Internal leaks lose fluid only under pressure, with no external visibility. Bench or pressure testing is required to verify the failure. *ASE Task Reference: A5 Domain A — Hydraulic, Power Assist, and Parking Brake Systems. Review subsection 5.1.*

38. B — Verify the symptom under conditions producing it, inspect components for visible leakage during pressure, perform bench tests on suspect components, and identify the failed component. Internal leak diagnosis requires symptom verification, pressure testing, and component testing. Each step provides different diagnostic information. *ASE Task Reference: A5 Domain A — Hydraulic, Power Assist, and Parking Brake Systems. Review subsection 5.1.*

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

40. D — Verify all components properly installed, perform proper bleeding, clear DTCs, road test under varied conditions, and verify all symptoms resolved. Multi-domain service verification requires comprehensive approach. Each step verifies a different aspect of proper service. *ASE Task Reference: A5 Domain A — Hydraulic, Power Assist, and Parking Brake Systems. Review subsection 5.1.*

41. B — Address the friction brake findings: replace contaminated pads, address rotor surface (resurface or replace), perform proper service, verify resolution. With normal hybrid system function, the issue localizes to friction brakes. Addressing the friction brake findings resolves the symptom. *ASE Task Reference: A5 Domain E — Electronic Brake, Traction, and Stability Control Systems. Review subsection 5.5.*

42. C — Verify hybrid system function, inspect friction brake components, identify the source of the feel issue, and address accordingly. Hybrid brake feel diagnosis requires evaluation of both systems. The issue may be in either; isolation identifies the specific cause. *ASE Task Reference: A5 Domain E — Electronic Brake, Traction, and Stability Control Systems. Review subsection 5.5.*

43. C — Follow high-voltage isolation procedure, verify zero voltage, perform brake service per specification, restore high-voltage system, and verify operation. EV brake service requires high-voltage safety procedures throughout. Each step is critical for technician safety and proper service. *ASE Task Reference: A5 Domain E — Electronic Brake, Traction, and Stability Control Systems. Review subsection 5.5.*

44. A — Measure all relevant specifications, record findings, identify required service, provide recommendations to the customer, and document actual service performed. Brake service documentation requires comprehensive measurements, recording, recommendations, and service documentation. Each step provides accountability. *ASE Task Reference: A5 Domain F — Brake Tools, Fluids, and Service Specifications. Review subsection 5.6.*

45. B — Inform the customer that the pads are within specification but approaching replacement, document the wear for the next service interval. Pads at 3.5 mm with 3 mm minimum are within specification. Customer information and documentation support proper service planning without immediate replacement. *ASE Task Reference: A5 Domain F — Brake Tools, Fluids, and Service Specifications. Review subsection 5.6.*