

PRACTICE EXAM 7: A6 SIMULATION

— ELECTRICAL/ELECTRONIC SYSTEMS

1. A vehicle has been brought in with the following findings: complaint of multiple electrical issues, weak battery, corroded battery cables, excessive parasitic draw, and corroded grounds at multiple points. The MOST appropriate action is:

- A. Address all findings: replace battery, repair cables, identify and repair parasitic source, repair grounds, verify proper operation
- B. Replace only the battery as the most direct repair
- C. Apply compressed air to the system
- D. Replace the brake fluid as the only step

2. Technician A says addressing only the battery resolves multiple electrical 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 diagnosing a complex multi-symptom electrical 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. Apply compressed air to the system
- 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, alternator output below specification, worn drive belt, AC ripple voltage exceeding specification, and corroded alternator wiring. The MOST appropriate action is:

- A. Replace only the alternator as the most direct repair
- B. Apply compressed air to the alternator
- C. Replace the brake fluid as the only step
- D. Replace the alternator, replace the worn belt, repair the corroded wiring, verify proper charging, and verify proper operation

5. Technician A says alternator wear typically affects multiple components simultaneously. Technician B says addressing all charging system findings is required for complete repair. Who is correct?

- A. Technician B only
- B. Neither Technician A nor Technician B
- C. Both Technician A and Technician B
- D. Technician A only

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

- A. Verify proper installation, verify proper belt tension, verify charging voltage and AC ripple at varied loads, road test, and verify proper operation
- B. Apply compressed air to the system
- C. Replace the alternator 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 multiple lighting issues, multiple bulbs requiring replacement, multiple corroded connections, and contaminated headlight switch. The MOST appropriate action is:

- A. Apply compressed air to the lighting
- B. Address all findings: replace worn bulbs, repair corroded connections, address contaminated switch, verify proper operation
- C. Replace only the bulbs as the most direct repair
- D. Replace the brake fluid as the only step

8. Technician A says lighting issues can have multiple coexisting causes. Technician B says only the loudest bulb-out symptom needs to be addressed. 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

9. The proper procedure for diagnosing multiple lighting issues is to:

- A. Apply compressed air to the lighting
- B. Replace the lighting system as a precaution
- C. Identify each issue type, determine the operating conditions, isolate each cause, and address each issue
- D. Replace the brake fluid as the only step

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

- A. Apply compressed air to the system
- B. Replace the affected systems as a precaution
- C. Replace the brake fluid as the only step
- D. Identify the source of water intrusion, address the cause, repair the affected connectors, verify all systems operate properly, and verify resolution

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

- A. Verify all repairs, address the source of water intrusion, verify all systems operate properly, road test, and verify resolution
- B. Apply compressed air to the system
- C. Replace the body electrical system as a precaution
- D. Replace the brake fluid as the only step

12. A vehicle has been brought in with the following findings: complaint of multiple 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. Verify network communication, identify common causes of multiple module faults, perform required service, clear DTCs, road test, and verify resolution
- C. Replace the cluster as the most direct repair
- D. Replace the brake fluid as the only step

13. The proper procedure for verifying instrument cluster and network service is to:

- A. Apply compressed air to the system
- B. Replace the cluster as a precaution
- C. Verify network communication, verify cluster operation, clear DTCs, road test, and verify proper operation of all systems
- D. Replace the brake fluid as the only step

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

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

15. 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. Replace the brake fluid as the only step
- D. Verify all repairs, perform proper service procedures, clear DTCs, road test under varied conditions, and verify all symptoms resolved

16. A vehicle equipped with hybrid technology has been brought in with the following findings: complaint of multiple electrical issues, hybrid system warnings, and DTCs across multiple modules. The MOST appropriate action is:

- A. Apply compressed air to the system
- B. Verify the customer concern, follow manufacturer-specified diagnostic procedure with proper PPE, retrieve DTCs from all modules, perform required service, and verify proper operation
- C. Replace the hybrid system as a precaution
- D. Replace the brake fluid as the only step

17. Technician A says hybrid system service requires high-voltage isolation procedures. Technician B says all related electrical service must be addressed. 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

18. The proper procedure for verifying hybrid electrical system service is to:

- A. Verify all repairs, restore the high-voltage system properly, verify proper operation of all systems, and verify resolution per the manufacturer's procedure
- B. Apply compressed air to the system
- C. Replace the hybrid system 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 intermittent electrical issues, scan tool data showing intermittent network communication, multiple marginal connections, and DTCs that occur intermittently. The MOST appropriate action is:

- A. Apply compressed air to the system
- B. Replace the affected modules as a precaution
- C. Replace the network as a precaution
- D. Verify the symptom under matching conditions, monitor scan data, inspect for marginal connections, identify the specific cause, and address accordingly

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

- A. Replace the affected modules as a precaution
- B. Verify the symptom under matching conditions, monitor scan data, inspect for marginal connections or signal issues, and identify the specific cause
- C. Apply compressed air to the system
- D. Replace the brake fluid as the only step

21. A vehicle has been brought in with the following findings: complaint of multiple electrical issues, multiple worn battery cables, corroded ground points, and starter draws excessive current. The MOST appropriate action is:

- A. Apply compressed air to the system
- B. Replace only the starter as the most direct repair
- C. Address all findings: replace worn cables, repair corroded grounds, evaluate starter for replacement (since current is excessive), verify proper operation
- D. Replace the brake fluid as the only step

22. The proper procedure for verifying cranking system service after multi-component repair is to:

- A. Apply compressed air to the system
- B. Replace the cranking system as a precaution
- C. Replace the brake fluid as the only step
- D. Verify all repairs, perform cranking test, verify voltage drop within specification, verify current draw within specification, and verify proper operation

23. A vehicle has been brought in with the following findings: complaint of multiple security system issues, security system in alarm condition, marginal sensor connections, corroded grounds, and DTCs across multiple modules. The MOST appropriate action is:

- A. Verify the customer concern, retrieve all DTCs, address security system status, repair marginal connections, repair corroded grounds, perform required service, and verify proper operation
- B. Apply compressed air to the system
- C. Replace the security system as a precaution
- D. Replace the brake fluid as the only step

24. Technician A says security system issues can have multiple coexisting causes. Technician B says addressing all related findings is required for complete repair. 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

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

- A. Apply compressed air to the system

B. Replace the security system as a precaution

C. Verify the customer concern, verify proper sensor operation, verify wiring integrity, clear DTCs, road test, and verify proper operation

D. Replace the brake fluid as the only step

26. A vehicle has been brought in with the following findings: complaint of multiple electrical issues, multiple electrical accessories not functioning, shared circuit fault, multiple corroded connections, and DTCs across multiple modules. The MOST appropriate action is:

A. Apply compressed air to the accessories

B. Replace the affected accessories as a precaution

C. Replace the brake fluid as the only step

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

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

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

B. Apply compressed air to the circuit

C. Replace the circuit 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 multiple HVAC and audio issues, multiple module faults, fault in the body control module, and DTCs across multiple modules. The MOST appropriate action is:

A. Apply compressed air to the system

B. Replace the BCM as the most direct repair

C. Verify the customer concern, retrieve DTCs from all affected modules, perform required service, clear DTCs, and verify proper operation of all systems

D. Replace the brake fluid as the only step

29. The proper procedure for verifying multi-module service is to:

A. Apply compressed air to the system

B. Verify all repairs, verify all modules communicate properly, clear DTCs, road test, and verify proper operation of all systems

C. Replace the affected modules as a precaution

D. Replace the brake fluid as the only step

30. A vehicle has been brought in with the following findings: complaint of intermittent electrical issues, customer reports the issues began after parking outdoors during heavy weather, water intrusion at multiple connectors, and DTCs across multiple modules. The MOST appropriate action is:

A. Apply compressed air to the system

B. Replace the affected systems as a precaution

C. Replace the brake fluid as the only step

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

31. The proper procedure for diagnosing weather-related electrical issues is to:

A. Apply compressed air to the system

B. Verify the customer concern, identify the cause (water intrusion, condensation, environmental contamination), address the source, perform required repairs, and verify proper operation

C. Replace the affected systems 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, multiple worn components across the electrical system, intermittent symptoms across multiple systems, and multiple service items required across general electrical, battery/starting, charging, lighting, instrument cluster, and body electrical domains. 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. Apply compressed air to the system

C. Replace components individually as each symptom is identified

D. Replace the brake fluid as the only step

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

A. Apply compressed air to the system

B. Replace the electrical system as a precaution

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

D. Replace the brake fluid as the only step

34. A vehicle equipped with EV technology has been brought in with the following findings: complaint of multiple electrical issues, high-voltage system warnings, DTCs across multiple modules, and reduced electric range. The MOST appropriate action is:

A. Apply compressed air to the system

B. Replace the high-voltage system as a precaution

C. Replace the brake fluid as the only step

D. Follow the manufacturer-specified isolation procedure, retrieve DTCs from all modules, perform required service, restore the high-voltage system, and verify proper operation

35. Technician A says EV electrical service requires high-voltage isolation procedures. Technician B says all related findings must be addressed for complete 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

36. The proper procedure for verifying EV electrical system service is to:

- A. Verify all repairs, restore the high-voltage system properly, verify proper operation of all systems, and verify resolution per the manufacturer's procedure
- B. Apply compressed air to the system
- C. Replace the EV system 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 intermittent electrical issues only at certain ambient temperatures, scan data showing intermittent symptoms during cold conditions, marginal connections affected by thermal expansion, and worn ground points. The MOST likely cause is:

- A. Apply compressed air to the system
- B. Replace the affected systems as a precaution
- C. Temperature-sensitive electrical issues from marginal connections affected by thermal expansion or contraction
- D. Replace the brake fluid as the only step

38. The proper procedure for addressing temperature-related electrical issues is to:

- A. Apply compressed air to the system

B. Verify the symptom under matching temperature conditions, identify the specific cause, address all related findings, and verify proper operation under the conditions producing the symptom

C. Replace the affected systems 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 parasitic drain issues, multiple modules consuming current when the ignition is off, marginal connections, and DTCs across multiple modules. The MOST appropriate action is:

A. Identify the specific source of excessive parasitic draw, repair as needed, address related findings, clear DTCs, and verify draw within specification

B. Apply compressed air to the system

C. Replace the affected modules as a precaution

D. Replace the brake fluid as the only step

40. The proper procedure for verifying parasitic drain service is to:

A. Apply compressed air to the system

B. Replace the affected modules as a precaution

C. Replace the brake fluid as the only step

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

41. A vehicle has been brought in with the following findings: complaint of multiple electrical issues following a battery replacement, multiple modules requiring relearn, DTCs across multiple modules, and stored DTCs related to battery replacement. The MOST appropriate action is:

A. Apply compressed air to the system

B. Identify all modules requiring relearn, perform each manufacturer-specified procedure, clear DTCs, and verify proper operation of all affected systems

- C. Replace the affected modules as a precaution
- D. Replace the brake fluid as the only step

42. The proper procedure for verifying post-battery-replacement service is to:

- A. Apply compressed air to the system
- B. Replace the affected modules as a precaution
- C. Verify all relearn procedures completed, verify all systems operate properly, clear DTCs, road test, and verify proper operation
- D. Replace the brake fluid as the only step

43. A vehicle has been brought in with the following findings: complaint of multiple electrical issues following an over-the-air (OTA) software update, scan data showing the update completed successfully but symptoms began after the update, and stored DTCs in multiple modules. The MOST appropriate action is:

- A. Apply compressed air to the system
- B. Replace the affected modules as a precaution
- C. Verify the update was completed successfully, contact the manufacturer for the appropriate response (rollback, additional update, or specific procedure), perform the recommended service, and verify proper operation
- D. Replace the brake fluid as the only step

44. The proper procedure for verifying post-update service is to:

- A. Verify all repairs, verify successful update or rollback, verify all systems operate properly, clear DTCs, road test, 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

45. A vehicle has been brought in with the following findings: complaint of multiple electrical and ADAS issues, multiple sensor calibrations needed after recent service, DTCs across multiple modules, and ADAS system warnings. The MOST appropriate action is:

A. Apply compressed air to the system

B. Identify all required calibrations, perform each per the manufacturer's procedure, clear DTCs, road test, and verify proper operation

C. Replace the ADAS system as a precaution

D. Replace the brake fluid as the only step

46. The proper procedure for verifying ADAS system service is to:

A. Apply compressed air to the system

B. Replace the ADAS system as a precaution

C. Replace the brake fluid as the only step

D. Verify all calibrations, verify all sensor signals, clear DTCs, road test under varied conditions, and verify proper operation

47. A vehicle has been brought in for routine inspection. The technician finds connectors with visible signs of high resistance damage (discoloration, melting, corrosion), and the affected connectors are in critical electrical paths. The MOST appropriate action is:

A. Apply compressed air to the connectors

B. Replace the connectors as a precaution

C. Identify the cause of the high resistance, address the underlying cause, repair the connectors, address any related circuit issues, and verify proper operation

D. Replace the brake fluid as the only step

48. The proper procedure for documenting electrical inspection findings is to:

- A. Apply compressed air to the components
- B. Replace the components as a precaution
- C. Replace the brake fluid as the only step
- D. Inspect all relevant components, measure relevant specifications, record findings, identify required service, document actual service performed, and provide recommendations to the customer

49. A vehicle has been brought in for routine electrical inspection. The technician finds the battery is at 4 years of service and within specification but past typical warranty. The MOST appropriate action is:

- A. Inform the customer that the battery is operating within specification but past typical service life, document for the next service interval, and provide recommendations based on the customer's expected use pattern
- B. Apply compressed air to the battery
- C. Replace the battery as a precaution
- D. Replace the brake fluid as the only step

50. The proper procedure for recommending electrical service is to:

- A. Apply compressed air to the components
- B. Test relevant components, verify state and capacity, evaluate against the manufacturer's interval, and provide recommendations based on test results, service interval, and the customer's expected use
- C. Replace the components as a precaution
- D. Replace the brake fluid as the only step

PRACTICE EXAM 7: A6 SIMULATION

— ANSWER KEY, EXPLANATIONS, AND TASK REMEDIATION

1. A — Address all findings: replace battery, repair cables, identify and repair parasitic source, repair grounds, verify proper operation. Multiple electrical findings each contribute to the symptoms. 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. Multiple electrical 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. 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: A6 Domain A — General Electrical/Electronic System Diagnosis. Review subsection 6.1.*
4. D — Replace the alternator, replace the worn belt, repair the corroded wiring, verify proper charging, and verify proper operation. Multiple charging system findings each contribute to the symptoms. Comprehensive repair addresses each cause. *ASE Task Reference: A6 Domain C — Charging System. Review subsection 6.3.*
5. C — Both Technician A and Technician B. Alternator wear typically affects multiple components simultaneously (correct), and addressing all charging system findings is required for complete repair (correct). Both observations describe accurate principles. *ASE Task Reference: A6 Domain C — Charging System. Review subsection 6.3.*
6. A — Verify proper installation, verify proper belt tension, verify charging voltage and AC ripple at varied loads, road test, and verify proper operation. Charging system service verification requires comprehensive approach. Each step verifies different aspects. *ASE Task Reference: A6 Domain C — Charging System. Review subsection 6.3.*
7. B — Address all findings: replace worn bulbs, repair corroded connections, address contaminated switch, verify proper operation. 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.*

8. D — Technician A only. Lighting issues can have multiple coexisting causes because multiple components contribute to the circuits. Addressing only the loudest symptom leaves other contributing causes unresolved. *ASE Task Reference: A6 Domain D — Lighting System. Review subsection 6.4.*
9. C — Identify each issue type, determine the operating conditions, isolate each cause, and address each issue. Multiple lighting issue diagnosis requires individual identification and source isolation. *ASE Task Reference: A6 Domain D — Lighting System. Review subsection 6.4.*
10. D — Identify the source of water intrusion, address the cause, repair the affected connectors, verify all systems operate properly, and verify resolution. Multiple body electrical issues with water intrusion require source elimination plus comprehensive repair. *ASE Task Reference: A6 Domain F — Body Electrical and Accessories. Review subsection 6.6.*
11. A — Verify all repairs, address the source of water intrusion, verify all systems operate properly, road test, and verify resolution. Body electrical service after water damage requires comprehensive verification including source confirmation. *ASE Task Reference: A6 Domain F — Body Electrical and Accessories. Review subsection 6.6.*
12. B — Verify network communication, identify common causes of multiple module faults, perform required service, clear DTCs, road test, and verify resolution. Multiple cluster and network issues require systematic approach addressing common causes. *ASE Task Reference: A6 Domain E — Instrument Cluster, Driver Information, and Body Electrical Systems. Review subsection 6.5.*
13. C — Verify network communication, verify cluster operation, clear DTCs, road test, and verify proper operation of all systems. Cluster and network service verification requires comprehensive approach. *ASE Task Reference: A6 Domain E — Instrument Cluster, Driver Information, and Body Electrical Systems. Review subsection 6.5.*
14. A — Address all findings: repair all affected grounds, repair the rodent damage, address the source of damage, verify all systems operate properly, and verify resolution. 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.*
15. D — Verify all repairs, perform proper service procedures, clear DTCs, road test under varied conditions, and verify all symptoms resolved. Multi-domain electrical service verification requires comprehensive approach. *ASE Task Reference: A6 Domain A — General Electrical/Electronic System Diagnosis. Review subsection 6.1.*
16. B — Verify the customer concern, follow manufacturer-specified diagnostic procedure with proper PPE, retrieve DTCs from all modules, perform required service, and verify proper operation. Hybrid electrical service requires PPE, manufacturer specifications, and systematic approach. *ASE Task Reference: A6 Domain B — Battery and Starting System. Review subsection 6.2.*

17. C — Both Technician A and Technician B. Hybrid system service requires high-voltage isolation procedures (correct), and all related electrical service must be addressed (correct). Both observations describe accurate principles. *ASE Task Reference: A6 Domain B — Battery and Starting System. Review subsection 6.2.*
18. A — Verify all repairs, restore the high-voltage system properly, verify proper operation of all systems, and verify resolution per the manufacturer's procedure. Hybrid electrical service verification requires comprehensive approach. *ASE Task Reference: A6 Domain B — Battery and Starting System. Review subsection 6.2.*
19. D — Verify the symptom under matching conditions, monitor scan data, inspect for marginal connections, identify the specific cause, and address accordingly. Intermittent electronic diagnosis requires symptom-matching and physical testing. *ASE Task Reference: A6 Domain A — General Electrical/Electronic System Diagnosis. Review subsection 6.1.*
20. B — Verify the symptom under matching conditions, monitor scan data, inspect for marginal connections or signal issues, and identify the specific cause. Intermittent electronic diagnosis requires comprehensive systematic approach. *ASE Task Reference: A6 Domain A — General Electrical/Electronic System Diagnosis. Review subsection 6.1.*
21. C — Address all findings: replace worn cables, repair corroded grounds, evaluate starter for replacement (since current is excessive), verify proper operation. Multiple cranking system findings each contribute to the symptoms. Comprehensive repair addresses each cause. *ASE Task Reference: A6 Domain B — Battery and Starting System. Review subsection 6.2.*
22. D — Verify all repairs, perform cranking test, verify voltage drop within specification, verify current draw within specification, and verify proper operation. Cranking system service verification requires comprehensive approach. *ASE Task Reference: A6 Domain B — Battery and Starting System. Review subsection 6.2.*
23. A — Verify the customer concern, retrieve all DTCs, address security system status, repair marginal connections, repair corroded grounds, perform required service, and verify proper operation. Multiple security system findings each contribute to the symptoms. *ASE Task Reference: A6 Domain F — Body Electrical and Accessories. Review subsection 6.6.*
24. B — Both Technician A and Technician B. Security system issues can have multiple coexisting causes (correct), and addressing all related findings is required for complete repair (correct). Both observations describe accurate principles. *ASE Task Reference: A6 Domain F — Body Electrical and Accessories. Review subsection 6.6.*
25. C — Verify the customer concern, verify proper sensor operation, verify wiring integrity, clear DTCs, road test, and verify proper operation. Security system service verification requires comprehensive approach. *ASE Task Reference: A6 Domain F — Body Electrical and Accessories. Review subsection 6.6.*

26. D — Verify the shared component, identify the specific cause, repair affected connections, clear DTCs, and verify proper operation of all accessories. Multiple shared circuit findings each contribute to symptoms. *ASE Task Reference: A6 Domain A — General Electrical/Electronic System Diagnosis. Review subsection 6.1.*
27. A — Verify proper operation of all affected accessories, verify the shared component, clear DTCs, road test, and verify resolution. Shared circuit service verification requires comprehensive approach. *ASE Task Reference: A6 Domain A — General Electrical/Electronic System Diagnosis. Review subsection 6.1.*
28. C — Verify the customer concern, retrieve DTCs from all affected modules, perform required service, clear DTCs, and verify proper operation of all systems. Multi-module diagnosis requires DTC retrieval and systematic approach. *ASE Task Reference: A6 Domain F — Body Electrical and Accessories. Review subsection 6.6.*
29. B — Verify all repairs, verify all modules communicate properly, clear DTCs, road test, and verify proper operation of all systems. Multi-module service verification requires comprehensive approach. *ASE Task Reference: A6 Domain F — Body Electrical and Accessories. Review subsection 6.6.*
30. D — Identify the source of water intrusion, address the cause, repair affected connectors, verify all systems operate properly, and verify resolution. Weather-related multi-module issues require source elimination plus comprehensive repair. *ASE Task Reference: A6 Domain A — General Electrical/Electronic System Diagnosis. Review subsection 6.1.*
31. B — Verify the customer concern, identify the cause (water intrusion, condensation, environmental contamination), address the source, perform required repairs, and verify proper operation. Weather-related electrical diagnosis requires source identification and comprehensive repair. *ASE Task Reference: A6 Domain A — General Electrical/Electronic System Diagnosis. Review subsection 6.1.*
32. A — Address all findings comprehensively: repair each component requiring service, perform proper service procedures, clear DTCs, road test, and verify all symptoms resolved. Multi-domain electrical service requires comprehensive approach. *ASE Task Reference: A6 Domain A — General Electrical/Electronic System Diagnosis. Review subsection 6.1.*
33. C — Verify all repairs, perform proper service procedures, clear DTCs, road test under varied conditions, and verify all symptoms resolved. Multi-domain service verification requires comprehensive approach. *ASE Task Reference: A6 Domain A — General Electrical/Electronic System Diagnosis. Review subsection 6.1.*
34. D — Follow the manufacturer-specified isolation procedure, retrieve DTCs from all modules, perform required service, restore the high-voltage system, and verify proper operation. EV

electrical service requires comprehensive safety and service approach. *ASE Task Reference: A6 Domain B — Battery and Starting System. Review subsection 6.2.*

35. B — Both Technician A and Technician B. EV electrical service requires high-voltage isolation procedures (correct), and all related findings must be addressed (correct). Both observations describe accurate principles. *ASE Task Reference: A6 Domain B — Battery and Starting System. Review subsection 6.2.*
36. A — Verify all repairs, restore the high-voltage system properly, verify proper operation of all systems, and verify resolution per the manufacturer's procedure. EV electrical service verification requires comprehensive approach. *ASE Task Reference: A6 Domain B — Battery and Starting System. Review subsection 6.2.*
37. C — Temperature-sensitive electrical issues from marginal connections affected by thermal expansion or contraction. Temperature-related electrical issues are the diagnostic signature of marginal connections affected by thermal changes. *ASE Task Reference: A6 Domain A — General Electrical/Electronic System Diagnosis. Review subsection 6.1.*
38. B — Verify the symptom under matching temperature conditions, identify the specific cause, address all related findings, and verify proper operation under the conditions producing the symptom. Temperature-related diagnosis requires symptom-matching conditions. *ASE Task Reference: A6 Domain A — General Electrical/Electronic System Diagnosis. Review subsection 6.1.*
39. A — Identify the specific source of excessive parasitic draw, repair as needed, address related findings, clear DTCs, and verify draw within specification. Multiple parasitic findings require systematic approach. The underlying cause must be identified. *ASE Task Reference: A6 Domain A — General Electrical/Electronic System Diagnosis. Review subsection 6.1.*
40. D — Verify parasitic current within specification, verify all repairs, verify proper electrical operation, road test, and verify all symptoms resolved. Parasitic drain service verification requires comprehensive approach. *ASE Task Reference: A6 Domain A — General Electrical/Electronic System Diagnosis. Review subsection 6.1.*
41. B — Identify all modules requiring relearn, perform each manufacturer-specified procedure, clear DTCs, and verify proper operation of all affected systems. Battery replacement disturbs multiple module calibrations. Each must be addressed. *ASE Task Reference: A6 Domain A — General Electrical/Electronic System Diagnosis. Review subsection 6.1.*
42. C — Verify all relearn procedures completed, verify all systems operate properly, clear DTCs, road test, and verify proper operation. Post-battery-replacement service verification requires comprehensive approach. *ASE Task Reference: A6 Domain A — General Electrical/Electronic System Diagnosis. Review subsection 6.1.*

43. C — Verify the update was completed successfully, contact the manufacturer for the appropriate response (rollback, additional update, or specific procedure), perform the recommended service, and verify proper operation. Post-update electrical issues require manufacturer guidance. *ASE Task Reference: A6 Domain F — Body Electrical and Accessories. Review subsection 6.6.*
44. A — Verify all repairs, verify successful update or rollback, verify all systems operate properly, clear DTCs, road test, and verify proper operation. Post-update service verification requires comprehensive approach. *ASE Task Reference: A6 Domain F — Body Electrical and Accessories. Review subsection 6.6.*
45. B — Identify all required calibrations, perform each per the manufacturer's procedure, clear DTCs, road test, and verify proper operation. ADAS service requires comprehensive calibration approach. *ASE Task Reference: A6 Domain F — Body Electrical and Accessories. Review subsection 6.6.*
46. D — Verify all calibrations, verify all sensor signals, clear DTCs, road test under varied conditions, and verify proper operation. ADAS service verification requires comprehensive approach. *ASE Task Reference: A6 Domain F — Body Electrical and Accessories. Review subsection 6.6.*
47. C — Identify the cause of the high resistance, address the underlying cause, repair the connectors, address any related circuit issues, and verify proper operation. Heat damage at connectors indicates underlying issues that must be addressed. *ASE Task Reference: A6 Domain A — General Electrical/Electronic System Diagnosis. Review subsection 6.1.*
48. D — Inspect all relevant components, measure relevant specifications, record findings, identify required service, document actual service performed, and provide recommendations to the customer. Electrical inspection documentation requires comprehensive recording. *ASE Task Reference: A6 Domain A — General Electrical/Electronic System Diagnosis. Review subsection 6.1.*
49. A — Inform the customer that the battery is operating within specification but past typical service life, document for the next service interval, and provide recommendations based on the customer's expected use pattern. Battery within specification past warranty supports proper service planning. *ASE Task Reference: A6 Domain B — Battery and Starting System. Review subsection 6.2.*
50. B — Test relevant components, verify state and capacity, evaluate against the manufacturer's interval, and provide recommendations based on test results, service interval, and the customer's expected use. Electrical service recommendations require comprehensive evaluation. *ASE Task Reference: A6 Domain A — General Electrical/Electronic System Diagnosis. Review subsection 6.1.*