

PRACTICE EXAM 7: A8 SIMULATION

— ENGINE PERFORMANCE

1. A vehicle has been brought in with the following findings: complaint of misfire and rough idle, worn spark plugs, weak ignition coils, contaminated air filter, vacuum leak, and DTCs related to ignition and fuel trim. The MOST appropriate action is:

- A. Address all findings: replace plugs, replace coils, replace air filter, repair vacuum leak, clear DTCs
- B. Replace only the spark plugs 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 spark plugs resolves misfire 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 engine performance 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 multiple drivability symptoms, multiple stored DTCs, marginal sensor connections, contaminated MAF sensor, worn spark plugs, and faulty oxygen sensor. The MOST appropriate action is:

- A. Replace only the MAF sensor as the most direct repair
- B. Apply compressed air to the system
- C. Replace the brake fluid as the only step
- D. Address all findings: replace MAF, replace plugs, replace O2 sensor, repair connections, clear DTCs

5. Technician A says drivability issues with multiple findings require comprehensive repair. Technician B says only the loudest symptom 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 verifying complete drivability service after multi-component repair is to:

- A. Verify all repairs, road test under varied conditions, clear DTCs, allow monitors to complete, verify operation
- B. Apply compressed air to the system
- C. Replace the engine system 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 poor fuel economy, fuel system DTCs, contaminated fuel, low fuel pressure, faulty fuel pressure regulator, and worn fuel filter. The MOST appropriate action is:

- A. Apply compressed air to the system
- B. Address all findings: address contaminated fuel, replace regulator, replace filter, verify pressure
- C. Replace only the fuel filter as the most direct repair
- D. Replace the brake fluid as the only step

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

9. The proper procedure for verifying fuel system service is to:

- A. Apply compressed air to the system
- B. Replace the fuel system as a precaution
- C. Verify all repairs, perform fuel pressure and volume tests, road test, verify operation
- D. Replace the brake fluid as the only step

10. A vehicle has been brought in with the following findings: complaint of high emissions test failure, multiple emission DTCs, faulty oxygen sensors, faulty EGR valve, faulty EVAP system, and faulty catalytic converter. The MOST appropriate action is:

- A. Apply compressed air to the system

- B. Replace only the catalytic converter as the most direct repair
- C. Replace the brake fluid as the only step
- D. Address all findings: replace O2 sensors, repair EGR, repair EVAP, replace catalyst, clear DTCs

11. The proper procedure for verifying emissions control service is to:

- A. Verify all repairs, road test, allow monitors to complete, verify proper emissions
- B. Apply compressed air to the system
- C. Replace the emission 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 engine performance issues, multiple DTCs across the engine ECM, network communication faults, and multiple sensor faults. The MOST appropriate action is:

- A. Apply compressed air to the system
- B. Verify network communication, identify common causes, perform required service, clear DTCs
- C. Replace the ECM as a precaution
- D. Replace the brake fluid as the only step

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

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

14. A vehicle has been brought in with the following findings: complaint of intermittent engine issues, scan data showing intermittent symptoms during specific conditions, marginal connections, and DTCs related to engine operation. The MOST appropriate action is:

- A. Verify the symptom under matching conditions, identify the cause, address marginal connections
- B. Apply compressed air to the system
- C. Replace the engine as a precaution
- D. Replace the brake fluid as the only step

15. The proper procedure for diagnosing intermittent engine issues is to:

- A. Apply compressed air to the system
- B. Replace the affected components as a precaution
- C. Replace the engine as a precaution
- D. Verify the symptom under matching conditions, monitor scan data, perform wiggle testing

16. A vehicle has been brought in with the following findings: complaint of multiple engine performance issues, multiple sensor inaccuracies, multiple actuator faults, and DTCs across multiple modules. The MOST appropriate action is:

- A. Apply compressed air to the system
- B. Verify each sensor, address each fault, clear DTCs, verify proper operation
- C. Replace the engine ECM as the most direct repair
- D. Replace the brake fluid as the only step

17. Technician A says engine performance 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. Technician A only
- C. Both Technician A and Technician B
- D. Neither Technician A nor Technician B

18. The proper procedure for verifying multi-domain engine performance service is to:

- A. Verify all repairs, verify sensor accuracy, verify actuator operation, clear DTCs, road test
- B. Apply compressed air to the system
- C. Replace the engine ECM as a precaution
- D. Replace the brake fluid as the only step

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

- A. Apply compressed air to the system
- B. Replace the hybrid system as a precaution
- C. Replace the engine as a precaution
- D. Verify the concern, follow manufacturer-specified procedure with PPE, perform required service

20. Technician A says hybrid engine service requires high-voltage isolation procedures. Technician B says all related findings must be addressed. Who is correct?

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

21. The proper procedure for verifying hybrid engine performance service is to:

- A. Apply compressed air to the system
- B. Replace the hybrid engine system as a precaution
- C. Verify all repairs, restore the high-voltage system properly, verify proper operation per manufacturer
- D. Replace the brake fluid as the only step

22. A vehicle has been brought in with the following findings: complaint of engine performance issues only at extreme temperatures, marginal sensor performance, multiple worn components, and DTCs related to engine operation. The MOST appropriate action is:

- A. Apply compressed air to the system
- B. Replace the engine as a precaution
- C. Replace the brake fluid as the only step
- D. Address all findings: address marginal sensors, replace worn components, verify operation under conditions

23. The proper procedure for verifying extreme-temperature engine service is to:

- A. Verify all repairs, verify proper operation under extreme conditions, road test, verify performance
- B. Apply compressed air to the system
- C. Replace the engine 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 engine knock, knock sensor DTCs, advanced timing condition, lean fuel mixture, and worn spark plugs. The MOST appropriate action is:

- A. Apply compressed air to the system

- B. Address all findings: address timing issue, address fuel mixture, replace plugs, verify resolution
- C. Replace only the knock sensor as the most direct repair
- D. Replace the brake fluid as the only step

25. The proper procedure for verifying knock service is to:

- A. Apply compressed air to the system
- B. Replace the engine as a precaution
- C. Verify all repairs, monitor knock sensor activity, road test, 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 engine performance issues, multiple worn components, DTCs across the system, oil contamination, and air filter restriction. The MOST appropriate action is:

- A. Apply compressed air to the system
- B. Replace the engine as a precaution
- C. Replace the brake fluid as the only step
- D. Address all findings: address worn components, address oil, replace filter, clear DTCs, verify

27. The proper procedure for verifying multi-component engine service is to:

- A. Verify all repairs, perform proper service procedures, road test, clear DTCs, verify operation
- B. Apply compressed air to the system
- C. Replace the engine 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 engine performance issues following a battery replacement, multiple modules requiring relearn, DTCs in multiple modules, and engine not operating properly. The MOST appropriate action is:

- A. Apply compressed air to the system
- B. Replace the engine ECM as a precaution
- C. Identify required relearn procedures, perform each manufacturer-specified procedure, verify operation
- D. Replace the brake fluid as the only step

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

- A. Apply compressed air to the system
- B. Verify all relearn procedures completed, verify all engine functions, clear DTCs, road test, verify operation
- C. Replace the engine ECM 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 engine performance issues following a software update, multiple module faults, DTCs across multiple modules, and engine not operating properly. The MOST appropriate action is:

- 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 the update was completed, contact the manufacturer, perform recommended service, verify operation

31. The proper procedure for verifying post-update engine performance service is to:

- A. Apply compressed air to the system
- B. Verify all repairs, verify successful update or rollback, verify all engine functions, clear DTCs, road test
- C. Replace the affected modules 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 engine performance issues following a fuel fill-up, fuel quality issues identified, multiple worn components, and DTCs related to engine operation. The MOST appropriate action is:

- A. Address all findings: address contaminated fuel, replace worn components, clear DTCs, verify operation
- B. Apply compressed air to the system
- C. Replace the fuel system as a precaution
- D. Replace the brake fluid as the only step

33. The proper procedure for verifying fuel quality service is to:

- A. Apply compressed air to the system
- B. Replace the fuel system as a precaution
- C. Verify all repairs, verify proper fuel quality, verify proper engine operation, clear DTCs
- D. Replace the brake fluid as the only step

34. A vehicle has been brought in with the following findings: complaint of multiple engine performance issues that occur only at certain ambient temperatures, scan data showing temperature-related symptoms, multiple worn components, 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. Verify the symptom under matching temperature conditions, identify the cause, address all findings

35. The proper procedure for verifying temperature-related engine service is to:

- A. Apply compressed air to the system
- B. Verify all repairs, verify proper operation in matching conditions, clear DTCs, verify operation
- C. Replace the affected systems as a precaution
- D. Replace the brake fluid as the only step

36. A vehicle has been brought in with the following findings: complaint of multiple engine performance issues that occur only when the vehicle is in motion, scan data showing motion-related symptoms, marginal connections, and DTCs across multiple modules. The MOST appropriate action is:

- A. Verify the symptom during motion, perform wiggle testing during operation, address marginal connections
- B. Apply compressed air to the system
- C. Replace the affected components as a precaution
- D. Replace the brake fluid as the only step

37. The proper procedure for verifying motion-related engine service is to:

- A. Apply compressed air to the system

- B. Replace the affected components as a precaution
- C. Verify all repairs, verify proper operation during motion, road test, verify resolution
- D. Replace the brake fluid as the only step

38. A vehicle has been brought in with the following findings: complaint of multiple engine performance issues, multiple worn components across the engine system, multiple service items required across general engine diagnosis, computerized engine controls, ignition system, fuel/air/exhaust, and emissions control domains. The MOST appropriate action is:

- A. Apply compressed air to the system
- B. Address all findings comprehensively: repair each component requiring service, perform proper service procedures
- C. Replace the engine system as a precaution
- D. Replace the brake fluid as the only step

39. The proper procedure for verifying complete engine performance service after multi-domain repair is to:

- A. Verify all repairs, perform proper service procedures, clear DTCs, road test under varied conditions, verify all symptoms resolved
- B. Apply compressed air to the system
- C. Replace the engine system as a precaution
- D. Replace the brake fluid as the only step

40. A vehicle has been brought in with the following findings: complaint of multiple engine performance issues that occur only after extended driving, scan data showing heat-related symptoms, multiple worn components, and DTCs related to engine operation. 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. Verify the symptom under matching heat conditions, identify the cause, address all findings, perform service

41. The proper procedure for verifying heat-related engine service is to:

A. Apply compressed air to the system

B. Verify all repairs, verify proper operation under matching heat conditions, road test, verify performance

C. Replace the affected systems as a precaution

D. Replace the brake fluid as the only step

42. A vehicle has been brought in with the following findings: complaint of engine performance issues that affect both engine and transmission operation, multiple DTCs in both modules, common cause findings, and reduced overall performance. The MOST appropriate action is:

A. Apply compressed air to the system

B. Replace the engine and transmission as a precaution

C. Identify the common cause, address findings systematically, perform required service, verify operation

D. Replace the brake fluid as the only step

43. The proper procedure for verifying engine and transmission integration service is to:

A. Apply compressed air to the system

B. Replace the engine and transmission as a precaution

C. Verify all repairs, verify both systems operate properly, clear DTCs, road test, verify resolution

D. Replace the brake fluid as the only step

44. A vehicle has been brought in with the following findings: complaint of engine performance issues that affect emissions test results, multiple emission DTCs, faulty emission components, and reduced emission control efficiency. The MOST appropriate action is:

- A. Address all findings: replace emission components, address engine performance, perform required service, allow monitor completion
- B. Apply compressed air to the system
- C. Replace the emission system as a precaution
- D. Replace the brake fluid as the only step

45. The proper procedure for verifying emissions test service is to:

- A. Apply compressed air to the system
- B. Verify all repairs, road test through proper drive cycle, allow all monitors to complete, verify emission control efficiency
- C. Replace the emission system as a precaution
- D. Replace the brake fluid as the only step

46. A vehicle has been brought in with the following findings: complaint of multiple engine performance issues with multiple DTCs, multiple coexisting findings, and the symptom complex spanning all five A8 domains. The MOST appropriate action is:

- A. Apply compressed air to the system
- B. Replace components individually as each symptom is identified
- C. Replace the engine as a precaution
- D. Address all findings comprehensively across all domains: perform proper service, clear DTCs, road test, verify

47. The proper procedure for verifying complete A8-domain engine performance service is to:

- A. Apply compressed air to the system
- B. Replace the engine as a precaution
- C. Verify all repairs, perform proper service procedures, clear DTCs, road test under varied conditions, verify all symptoms resolved
- D. Replace the brake fluid as the only step

48. A vehicle has been brought in for routine engine performance inspection. The technician finds multiple components past the manufacturer's typical service interval and showing signs of wear. The MOST appropriate action is:

- A. Apply compressed air to the components
- B. Replace all worn components as a precaution
- C. Replace the brake fluid as the only step
- D. Inform the customer of all findings, document the wear pattern, provide recommendations based on interval and use

49. The proper procedure for documenting engine performance inspection findings is to:

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

50. The proper procedure for recommending engine performance service is to:

A. Apply compressed air to the system

B. Test relevant components, verify performance and condition, evaluate against the manufacturer's interval, provide recommendations

C. Replace the engine system as a precaution

D. Replace the brake fluid as the only step

PRACTICE EXAM 7: A8 SIMULATION

— ANSWER KEY, EXPLANATIONS, AND TASK REMEDIATION

1. A — Address all findings: replace plugs, replace coils, replace air filter, repair vacuum leak, clear DTCs. Multiple engine performance findings each contribute to the symptoms. Comprehensive repair addresses each cause; partial repair leaves issues unresolved. *ASE Task Reference: A8 Domain A — General Engine Diagnosis. Review subsection 8.1.*
2. D — Technician B only. Engine performance issues with multiple findings require comprehensive repair. Component wear progresses together; addressing only one leaves other contributing causes unresolved. *ASE Task Reference: A8 Domain A — General Engine Diagnosis. Review subsection 8.1.*
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: A8 Domain A — General Engine Diagnosis. Review subsection 8.1.*
4. D — Address all findings: replace MAF, replace plugs, replace O2 sensor, repair connections, clear DTCs. Multiple drivability findings each contribute to symptoms. Comprehensive repair addresses each cause. *ASE Task Reference: A8 Domain B — Computerized Engine Controls. Review subsection 8.2.*
5. C — Technician A only. Drivability issues with multiple findings require comprehensive repair. Addressing only the loudest symptom leaves other contributing causes unresolved. *ASE Task Reference: A8 Domain B — Computerized Engine Controls. Review subsection 8.2.*
6. A — Verify all repairs, road test under varied conditions, clear DTCs, allow monitors to complete, verify operation. Drivability service verification requires comprehensive approach including monitor completion. *ASE Task Reference: A8 Domain B — Computerized Engine Controls. Review subsection 8.2.*
7. B — Address all findings: address contaminated fuel, replace regulator, replace filter, verify pressure. Multiple fuel system findings each contribute to symptoms. Comprehensive repair addresses each cause. *ASE Task Reference: A8 Domain D — Fuel, Air Induction, and Exhaust. Review subsection 8.4.*

8. D — Both Technician A and Technician B. Fuel 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: A8 Domain D — Fuel, Air Induction, and Exhaust. Review subsection 8.4.*
9. C — Verify all repairs, perform fuel pressure and volume tests, road test, verify operation. Fuel system service verification requires comprehensive approach including both pressure and volume testing. *ASE Task Reference: A8 Domain D — Fuel, Air Induction, and Exhaust. Review subsection 8.4.*
10. D — Address all findings: replace O2 sensors, repair EGR, repair EVAP, replace catalyst, clear DTCs. Multiple emission findings each contribute to test failure. Comprehensive repair addresses each cause. *ASE Task Reference: A8 Domain E — Emissions Control Systems. Review subsection 8.5.*
11. A — Verify all repairs, road test, allow monitors to complete, verify proper emissions. Emissions service verification requires monitor completion. Each monitor must be ready for emissions testing. *ASE Task Reference: A8 Domain E — Emissions Control Systems. Review subsection 8.5.*
12. B — Verify network communication, identify common causes, perform required service, clear DTCs. Multiple ECM and network issues require systematic approach addressing common causes. *ASE Task Reference: A8 Domain B — Computerized Engine Controls. Review subsection 8.2.*
13. C — Verify network communication, verify ECM operation, clear DTCs, road test, verify proper operation. ECM and network service verification requires comprehensive approach. *ASE Task Reference: A8 Domain B — Computerized Engine Controls. Review subsection 8.2.*
14. A — Verify the symptom under matching conditions, identify the cause, address marginal connections. Intermittent engine diagnosis requires symptom-matching conditions. *ASE Task Reference: A8 Domain A — General Engine Diagnosis. Review subsection 8.1.*
15. D — Verify the symptom under matching conditions, monitor scan data, perform wiggle testing. Intermittent diagnosis requires comprehensive systematic approach. *ASE Task Reference: A8 Domain A — General Engine Diagnosis. Review subsection 8.1.*
16. B — Verify each sensor, address each fault, clear DTCs, verify proper operation. Multiple engine performance findings each contribute to symptoms. Each sensor and actuator must be verified. *ASE Task Reference: A8 Domain B — Computerized Engine Controls. Review subsection 8.2.*
17. C — Both Technician A and Technician B. Engine performance 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: A8 Domain B — Computerized Engine Controls. Review subsection 8.2.*

18. A — Verify all repairs, verify sensor accuracy, verify actuator operation, clear DTCs, road test. Multi-domain engine performance service verification requires comprehensive approach. *ASE Task Reference: A8 Domain B — Computerized Engine Controls. Review subsection 8.2.*
19. D — Verify the concern, follow manufacturer-specified procedure with PPE, perform required service. Hybrid engine service requires PPE, manufacturer specifications, and systematic approach. *ASE Task Reference: A8 Domain A — General Engine Diagnosis. Review subsection 8.1.*
20. B — Both Technician A and Technician B. Hybrid engine service requires high-voltage isolation procedures (correct), and all related findings must be addressed (correct). Both observations describe accurate principles. *ASE Task Reference: A8 Domain A — General Engine Diagnosis. Review subsection 8.1.*
21. C — Verify all repairs, restore the high-voltage system properly, verify proper operation per manufacturer. Hybrid engine service verification requires comprehensive approach. *ASE Task Reference: A8 Domain A — General Engine Diagnosis. Review subsection 8.1.*
22. D — Address all findings: address marginal sensors, replace worn components, verify operation under conditions. Multiple extreme-temperature engine findings each contribute to symptoms. *ASE Task Reference: A8 Domain A — General Engine Diagnosis. Review subsection 8.1.*
23. A — Verify all repairs, verify proper operation under extreme conditions, road test, verify performance. Extreme-temperature engine service verification requires verification under extreme conditions. *ASE Task Reference: A8 Domain A — General Engine Diagnosis. Review subsection 8.1.*
24. B — Address all findings: address timing issue, address fuel mixture, replace plugs, verify resolution. Multiple knock-related findings each contribute to symptoms. *ASE Task Reference: A8 Domain A — General Engine Diagnosis. Review subsection 8.1.*
25. C — Verify all repairs, monitor knock sensor activity, road test, verify proper operation. Knock service verification requires monitoring knock sensor activity. *ASE Task Reference: A8 Domain A — General Engine Diagnosis. Review subsection 8.1.*
26. D — Address all findings: address worn components, address oil, replace filter, clear DTCs, verify. Multiple engine findings each contribute to symptoms. *ASE Task Reference: A8 Domain A — General Engine Diagnosis. Review subsection 8.1.*
27. A — Verify all repairs, perform proper service procedures, road test, clear DTCs, verify operation. Multi-component engine service verification requires comprehensive approach. *ASE Task Reference: A8 Domain A — General Engine Diagnosis. Review subsection 8.1.*

28. C — Identify required relearn procedures, perform each manufacturer-specified procedure, verify operation. Multiple engine findings after battery replacement require relearn procedures. *ASE Task Reference: A8 Domain B — Computerized Engine Controls. Review subsection 8.2.*
29. B — Verify all relearn procedures completed, verify all engine functions, clear DTCs, road test, verify operation. Post-battery-replacement engine service verification requires comprehensive approach. *ASE Task Reference: A8 Domain B — Computerized Engine Controls. Review subsection 8.2.*
30. D — Verify the update was completed, contact the manufacturer, perform recommended service, verify operation. Post-update engine issues require manufacturer guidance. *ASE Task Reference: A8 Domain B — Computerized Engine Controls. Review subsection 8.2.*
31. B — Verify all repairs, verify successful update or rollback, verify all engine functions, clear DTCs, road test. Post-update engine service verification requires comprehensive approach. *ASE Task Reference: A8 Domain B — Computerized Engine Controls. Review subsection 8.2.*
32. A — Address all findings: address contaminated fuel, replace worn components, clear DTCs, verify operation. Fuel quality issues with multiple findings require comprehensive approach. *ASE Task Reference: A8 Domain D — Fuel, Air Induction, and Exhaust. Review subsection 8.4.*
33. C — Verify all repairs, verify proper fuel quality, verify proper engine operation, clear DTCs. Fuel quality service verification requires comprehensive approach. *ASE Task Reference: A8 Domain D — Fuel, Air Induction, and Exhaust. Review subsection 8.4.*
34. D — Verify the symptom under matching temperature conditions, identify the cause, address all findings. Temperature-related engine diagnosis requires symptom-matching conditions. *ASE Task Reference: A8 Domain A — General Engine Diagnosis. Review subsection 8.1.*
35. B — Verify all repairs, verify proper operation in matching conditions, clear DTCs, verify operation. Temperature-related engine service verification requires verification under matching conditions. *ASE Task Reference: A8 Domain A — General Engine Diagnosis. Review subsection 8.1.*
36. A — Verify the symptom during motion, perform wiggle testing during operation, address marginal connections. Motion-related engine diagnosis requires testing during motion. *ASE Task Reference: A8 Domain A — General Engine Diagnosis. Review subsection 8.1.*
37. C — Verify all repairs, verify proper operation during motion, road test, verify resolution. Motion-related engine service verification requires testing during motion. *ASE Task Reference: A8 Domain A — General Engine Diagnosis. Review subsection 8.1.*
38. B — Address all findings comprehensively: repair each component requiring service, perform proper service procedures. Multi-domain engine performance findings require comprehensive

approach. *ASE Task Reference: A8 Domain A — General Engine Diagnosis. Review subsection 8.1.*

39. A — Verify all repairs, perform proper service procedures, clear DTCs, road test under varied conditions, verify all symptoms resolved. Multi-domain engine performance service verification requires comprehensive approach. *ASE Task Reference: A8 Domain A — General Engine Diagnosis. Review subsection 8.1.*
40. D — Verify the symptom under matching heat conditions, identify the cause, address all findings, perform service. Heat-related engine diagnosis requires matching conditions. *ASE Task Reference: A8 Domain A — General Engine Diagnosis. Review subsection 8.1.*
41. B — Verify all repairs, verify proper operation under matching heat conditions, road test, verify performance. Heat-related engine service verification requires testing under heat conditions. *ASE Task Reference: A8 Domain A — General Engine Diagnosis. Review subsection 8.1.*
42. C — Identify the common cause, address findings systematically, perform required service, verify operation. Engine and transmission integration findings often share common root causes. *ASE Task Reference: A8 Domain B — Computerized Engine Controls. Review subsection 8.2.*
43. C — Verify all repairs, verify both systems operate properly, clear DTCs, road test, verify resolution. Engine and transmission integration service verification requires verification of both systems. *ASE Task Reference: A8 Domain B — Computerized Engine Controls. Review subsection 8.2.*
44. A — Address all findings: replace emission components, address engine performance, perform required service, allow monitor completion. Emissions test failure with multiple findings requires comprehensive approach. *ASE Task Reference: A8 Domain E — Emissions Control Systems. Review subsection 8.5.*
45. B — Verify all repairs, road test through proper drive cycle, allow all monitors to complete, verify emission control efficiency. Emissions test service verification requires comprehensive approach including monitor completion. *ASE Task Reference: A8 Domain E — Emissions Control Systems. Review subsection 8.5.*
46. D — Address all findings comprehensively across all domains: perform proper service, clear DTCs, road test, verify. Multi-domain engine performance findings require comprehensive approach. *ASE Task Reference: A8 Domain A — General Engine Diagnosis. Review subsection 8.1.*
47. C — Verify all repairs, perform proper service procedures, clear DTCs, road test under varied conditions, verify all symptoms resolved. Multi-domain engine performance service verification requires comprehensive approach. *ASE Task Reference: A8 Domain A — General Engine Diagnosis. Review subsection 8.1.*

48. D — Inform the customer of all findings, document the wear pattern, provide recommendations based on interval and use. Engine inspection recommendations support proper service planning. *ASE Task Reference: A8 Domain A — General Engine Diagnosis. Review subsection 8.1.*
49. A — Inspect all relevant components, measure relevant specifications, record findings, identify required service, document service performed, provide recommendations. Engine inspection documentation requires comprehensive recording. *ASE Task Reference: A8 Domain A — General Engine Diagnosis. Review subsection 8.1.*
50. B — Test relevant components, verify performance and condition, evaluate against the manufacturer's interval, provide recommendations. Engine performance service recommendations require comprehensive evaluation. *ASE Task Reference: A8 Domain A — General Engine Diagnosis. Review subsection 8.1.*