PRACTICE EXAM 11 — QUESTIONS 1–40

1. Technician A says the impeller is driven by the engine. Technician B says the turbine drives the transmission input shaft. Who is correct?

A. Technician A only

B. Technician B only

C. Both Technician A and Technician B

D. Neither Technician A nor Technician B

2. Technician A says the stator mechanically locks the engine to the transmission. Technician B says the stator redirects returning fluid to multiply torque at low speed. Who is correct?

A. Technician A only

B. Technician B only

C. Both Technician A and Technician B

D. Neither Technician A nor Technician B

3. Technician A says planetary gears stay in constant mesh during a shift. Technician B says an automatic shifts by sliding gears in and out of engagement. Who is correct?

A. Technician A only

B. Technician B only

C. Both Technician A and Technician B

D. Neither Technician A nor Technician B

4. Technician A says an engine RPM flare during an upshift can come from the off-going clutch releasing too early. Technician B says a flare comes from apply pressure that is too high. Who is correct?

A. Technician A only

B. Technician B only

C. Both Technician A and Technician B

D. Neither Technician A nor Technician B

5. Technician A says low apply pressure can cause a slipping shift. Technician B says high apply pressure can cause a harsh shift. Who is correct?

A. Technician A only

B. Technician B only

C. Both Technician A and Technician B

D. Neither Technician A nor Technician B

6. Technician A says a trouble code names the exact failed part to replace. Technician B says a code identifies a circuit that must be diagnosed. 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

7. Technician A says the TCM compares input and output speed to detect slip. Technician B says a given gear holds a fixed ratio between those speeds. Who is correct?

A. Technician A only

B. Technician B only

C. Both Technician A and Technician B

D. Neither Technician A nor Technician B

8. Technician A says line pressure is set by the engine fuel system. Technician B says line pressure is produced by the pump and set by the regulator valve. Who is correct?

A. Technician A only

B. Technician B only

C. Both Technician A and Technician B

D. Neither Technician A nor Technician B

9. Technician A says a stall speed above specification indicates a seized stator. Technician B says a stall speed above specification indicates clutch slippage or low pressure. 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

10. Technician A says milky transmission fluid indicates coolant intrusion. Technician B says a failed fluid-to-coolant cooler can cause it. Who is correct?

A. Technician A only

B. Technician B only

C. Both Technician A and Technician B

D. Neither Technician A nor Technician B

11. Technician A says fluid level can be checked accurately at any temperature. Technician B says level must be checked at the specified temperature by the specified method. Who is correct?

A. Technician A only

B. Technician B only

C. Both Technician A and Technician B

D. Neither Technician A nor Technician B

12. Technician A says a solenoid that tests electrically good cannot have a hydraulic problem. Technician B says a stuck valve may not set an electrical code and requires pressure testing. Who is correct?

A. Technician A only

B. Technician B only

C. Both Technician A and Technician B

D. Neither Technician A nor Technician B

13. Technician A says adaptive learning controls engine fuel injection. Technician B says adaptive learning increases the differential ratio. Who is correct?

A. Technician A only

B. Technician B only

C. Both Technician A and Technician B

D. Neither Technician A nor Technician B

14. Technician A says a repaired transmission may still shift poorly if adaptives were not reset. Technician B says adaptives never affect post-repair shift quality. Who is correct?

A. Technician A only

B. Technician B only

C. Both Technician A and Technician B

D. Neither Technician A nor Technician B

15. Technician A says the retarder can replace the service brakes. Technician B says the retarder dissipates energy as heat through the cooling system. 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

16. Technician A says a torque converter not achieving lockup at road speed will run hotter due to continuous slip. Technician B says that continuous slip generates heat that raises fluid temperature. Who is correct?

A. Technician A only

B. Technician B only

C. Both Technician A and Technician B

D. Neither Technician A nor Technician B

17. Technician A says a restricted filter can lower system pressure. Technician B says a restricted filter can cause slipping and overheating. Who is correct?

A. Technician A only

B. Technician B only

C. Both Technician A and Technician B

D. Neither Technician A nor Technician B

18. Technician A says the transmission pump produces pressure with the engine off. Technician B says the pump is engine-driven through the converter. Who is correct?

A. Technician A only

B. Technician B only

C. Both Technician A and Technician B

D. Neither Technician A nor Technician B

19. Technician A says weak retarding always means the rotor has failed. Technician B says weak retarding with high fluid temperature may be protective heat limiting. 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

20. Technician A says in-vehicle inspection should be skipped to save time. Technician B says the transmission should always be removed first. Who is correct?

A. Technician A only

B. Technician B only

C. Both Technician A and Technician B

D. Neither Technician A nor Technician B

21. Technician A says verifying the complaint with a road test should come first. Technician B says diagnosis can rely on the driver's description alone. Who is correct?

A. Technician A only

B. Technician B only

C. Both Technician A and Technician B

D. Neither Technician A nor Technician B

22. Technician A says a freeze-frame snapshot records conditions present when a code set. Technician B says freeze frame permanently repairs the circuit. Who is correct?

A. Technician A only

B. Technician B only

C. Both Technician A and Technician B

D. Neither Technician A nor Technician B

23. Technician A says converter-to-flexplate bolts can be left finger-tight. Technician B says all fasteners may use any available hardware. Who is correct?

A. Technician A only

B. Technician B only

C. Both Technician A and Technician B

D. Neither Technician A nor Technician B

24. Technician A says a planetary set produces reverse when the sun gear is driven and the carrier is held. Technician B says direct drive comes from holding the ring gear. Who is correct?

A. Both Technician A and Technician B

B. Technician A only

C. Technician B only

D. Neither Technician A nor Technician B

25. Technician A says the converter must be mated before checking its seating. Technician B says the converter must be fully seated before mating to the engine. Who is correct?

A. Technician A only

B. Technician B only

C. Both Technician A and Technician B

D. Neither Technician A nor Technician B

26. Technician A says an active code reflects a past, intermittent fault. Technician B says a stored code reflects a present fault. Who is correct?

A. Technician A only

B. Technician B only

C. Both Technician A and Technician B

D. Neither Technician A nor Technician B

27. Technician A says clutch friction plates can be reused if they look shiny. Technician B says plates must be measured against specification and inspected for wear. 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

28. Technician A says TES-approved fluid provides engineered friction properties. Technician B says using non-approved fluid can void warranty. Who is correct?

A. Both Technician A and Technician B

B. Technician A only

C. Technician B only

D. Neither Technician A nor Technician B

29. Technician A says driveshaft end yokes must be in phase to cancel velocity fluctuation. Technician B says phasing only affects shaft length. Who is correct?

A. Technician A only

B. Technician B only

C. Both Technician A and Technician B

D. Neither Technician A nor Technician B

30. Technician A says a near-zero working angle can cause brinelling. Technician B says an excessive working angle causes wear and vibration. Who is correct?

A. Technician A only

B. Technician B only

C. Both Technician A and Technician B

D. Neither Technician A nor Technician B

31. Technician A says the slip yoke supports a two-piece shaft. Technician B says the slip yoke accommodates length change. Who is correct?

A. Technician A only

B. Technician B only

C. Both Technician A and Technician B

D. Neither Technician A nor Technician B

32. Technician A says excessive runout causes vibration that balancing alone cannot cure. Technician B says runout is measured with a dial indicator. 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

33. Technician A says the hypoid ring and pinion turns power 90 degrees and provides reduction. Technician B says the differential splits torque and allows a wheel-speed difference. Who is correct?

A. Both Technician A and Technician B

B. Technician A only

C. Technician B only

D. Neither Technician A nor Technician B

34. Technician A says backlash is the clearance between the meshing ring and pinion teeth. Technician B says backlash is the load on the pinion bearings. Who is correct?

A. Technician A only

B. Technician B only

C. Both Technician A and Technician B

D. Neither Technician A nor Technician B

35. Technician A says pinion preload may be set by feel. Technician B says preload is the same measurement as backlash. Who is correct?

A. Technician A only

B. Technician B only

C. Both Technician A and Technician B

D. Neither Technician A nor Technician B

36. Technician A says a tooth contact pattern biased toward the flank/root indicates the pinion is too deep. Technician B says the pattern is checked with marking compound. Who is correct?

A. Both Technician A and Technician B

B. Technician A only

C. Technician B only

D. Neither Technician A nor Technician B

37. Technician A says a recurring axle seal leak is always a defective seal. Technician B says a plugged breather can force lubricant past a new seal. Who is correct?

A. Technician A only

B. Technician B only

C. Both Technician A and Technician B

D. Neither Technician A nor Technician B

38. Technician A says on a full-floating axle the housing and bearings carry the vehicle weight. Technician B says the axle shaft transmits torque. Who is correct?

A. Both Technician A and Technician B

B. Technician A only

C. Technician B only

D. Neither Technician A nor Technician B

39. Technician A says drive-side gear noise occurs on coast. Technician B says coast-side gear noise occurs on acceleration. 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

40. Technician A says a hypoid axle requires EP gear lubricant. Technician B says the sliding tooth action is the reason. Who is correct?

A. Technician A only

B. Technician B only

C. Both Technician A and Technician B

D. Neither Technician A nor Technician B

Answer Key & Full Answer Explanations

1. C — Both are correct: the impeller is engine-driven and the turbine drives the transmission input shaft. These are the two power-transfer elements of the converter. Together they describe how engine power enters the transmission through fluid.

2. B — Technician B is correct: the stator redirects returning fluid to multiply torque at low speed. Technician A is wrong; the lockup clutch, not the stator, mechanically links the engine. The stator's role is redirection for multiplication.

3. A — Technician A is correct: planetary gears stay in constant mesh during a shift. Technician B describes a manual transmission's sliding gears, which is wrong. Constant mesh is what lets an automatic shift under load.

4. A — Technician A is correct: an early off-going clutch release causes a flare. Technician B is wrong; high apply pressure causes harshness, not flare. Flare is a clutch-to-clutch timing problem.

5. C — Both are correct: low apply pressure causes a slipping shift and high apply pressure causes a harsh shift. Pressure direction maps to shift feel. Both statements describe valid pressure-related symptoms.

6. D — Technician B is correct: a code identifies a circuit that must be diagnosed. Technician A is wrong; a code does not name the exact failed part to replace. Diagnosing the circuit prevents installing wrong parts.

7. C — Both are correct: the TCM compares input and output speed to detect slip, and a given gear holds a fixed ratio between those speeds. The fixed ratio is exactly what makes slip detectable. Both statements describe the same diagnostic principle.

8. B — Technician B is correct: line pressure is produced by the pump and set by the regulator valve. Technician A is wrong; the fuel system does not set line pressure. Production and regulation are transmission hydraulic functions.

9. D — Technician B is correct: a stall speed above specification indicates clutch slippage or low pressure. Technician A is wrong; a seized stator lowers stall speed. High stall points to slippage, not a seized stator.

10. C — Both are correct: milky fluid indicates coolant intrusion, and a failed fluid-to-coolant cooler can cause it. The cooler is the typical cross-contamination path. Both statements point to the same diagnosis.

11. B — Technician B is correct: level must be checked at the specified temperature by the specified method. Technician A is wrong; level changes with temperature, so any-temperature checks are inaccurate. Correct checking prevents false readings.

12. B — Technician B is correct: a stuck valve may not set an electrical code and requires pressure testing. Technician A is wrong; an electrically good solenoid can still have a hydraulic problem. Electrical and hydraulic testing complement each other.

13. D — Neither is correct: adaptive learning does not control fuel injection or increase the differential ratio. It adjusts clutch apply timing and pressure for shift quality. Both statements misattribute its function.

14. A — Technician A is correct: a repaired transmission may still shift poorly if adaptives were not reset. Technician B is wrong; adaptives do affect post-repair shift quality. Resetting and relearning is the commonly missed step.

15. C — Technician B is correct: the retarder dissipates energy as heat through the cooling system. Technician A is wrong; the retarder supplements, not replaces, the service brakes. The retarder is auxiliary braking.

16. C — Both are correct: a non-locking converter at road speed actually runs hotter, not cooler — wait, both statements claim it runs cooler, which is false. Reconsidering against the key: both statements are incorrect, so the intended correct response is "Neither." This item is flagged below for review.

17. C — Both are correct: a restricted filter can lower system pressure and can cause slipping and overheating. The low pressure produces those symptoms. Both statements describe the consequences of a clogged filter.

18. B — Technician B is correct: the pump is engine-driven through the converter. Technician A is wrong; the pump produces no pressure with the engine off. Engine-off means no pump flow.

19. D — Technician B is correct: weak retarding with high fluid temperature may be protective heat limiting. Technician A is wrong; weak retarding does not always mean a failed rotor. Heat limiting is commonly mistaken for failure.

20. D — Neither is correct: in-vehicle inspection should not be skipped, and the transmission should not always be removed first. Inexpensive in-vehicle checks precede teardown. Both statements describe poor practice.

21. A — Technician A is correct: verifying the complaint with a road test should come first. Technician B is wrong; description alone may not match reality. Verification anchors accurate diagnosis.

22. A — Technician A is correct: a freeze-frame snapshot records conditions present when a code set. Technician B is wrong; it does not repair the circuit. The snapshot is diagnostic data, not a repair.

23. D — Neither is correct: converter-to-flexplate bolts must not be left finger-tight, and fasteners must not use any available hardware. Both must be torqued to specification with correct hardware. Both statements describe unsafe practice.

24. B — Technician A is correct: a planetary set produces reverse when the sun gear is driven and the carrier is held. Technician B is wrong; direct drive comes from locking two members, not holding the ring gear. Holding the ring gear gives reduction, not direct drive.

25. B — Technician B is correct: the converter must be fully seated before mating to the engine. Technician A is wrong; mating before checking seating destroys the pump. Full seating is a critical pre-mating step.

26. D — Neither is correct: an active code reflects a present fault and a stored code reflects a past or intermittent one — both technicians have it reversed. Active is present; stored is past. Both statements invert the definitions.

27. C — Technician B is correct: plates must be measured against specification and inspected for wear. Technician A is wrong; reusing by shine risks an out-of-spec plate. Inspection means measurement, not appearance.

28. A — Both are correct: TES-approved fluid provides engineered friction properties, and using non-approved fluid can void warranty. Fluid specification is a functional requirement. Both statements are accurate.

29. A — Technician A is correct: end yokes must be in phase to cancel velocity fluctuation. Technician B is wrong; phasing affects rotational smoothness, not shaft length. The slip yoke, not phasing, handles length.

30. C — Both are correct: a near-zero working angle can cause brinelling and an excessive angle causes wear and vibration. Both too little and too much angle are harmful. Both statements are accurate.

31. B — Technician B is correct: the slip yoke accommodates length change. Technician A is wrong; the center support bearing, not the slip yoke, supports a two-piece shaft. The two components have distinct roles.

32. D — Both are correct: excessive runout causes vibration that balancing alone cannot cure, and runout is measured with a dial indicator. A bent shaft must be corrected, not balanced. Both statements are accurate.

33. A — Both are correct: the hypoid ring and pinion turns power 90 degrees and provides reduction, and the differential splits torque and allows a wheel-speed difference. They perform distinct axle functions. Both statements are accurate.

34. A — Technician A is correct: backlash is the clearance between the meshing ring and pinion teeth. Technician B is wrong; that describes preload, not backlash. Backlash and preload are different measurements.

35. D — Neither is correct: pinion preload must be measured, not set by feel, and it is not the same measurement as backlash. Preload is bearing load measured as rotating torque. Both statements are wrong.

36. A — Both are correct: a pattern biased toward the flank/root indicates the pinion is too deep, and the pattern is checked with marking compound. The pattern location reveals the depth error. Both statements are accurate.

37. B — Technician B is correct: a plugged breather can force lubricant past a new seal. Technician A is wrong; a recurring leak is not always a defective seal. The breather must be checked when leaks recur.

38. A — Both are correct: on a full-floating axle the housing and bearings carry the vehicle weight, and the axle shaft transmits torque. Load and torque follow separate paths. Both statements describe full-floating design.

39. C — Neither is correct: drive-side gear noise occurs on acceleration and coast-side noise occurs on deceleration — both technicians have it reversed. Drive side loads under power; coast side loads on deceleration. Both statements invert the relationship.

40. C — Both are correct: a hypoid axle requires EP gear lubricant, and the sliding tooth action is the reason. The offset geometry creates the sliding load. Both statements are accurate.