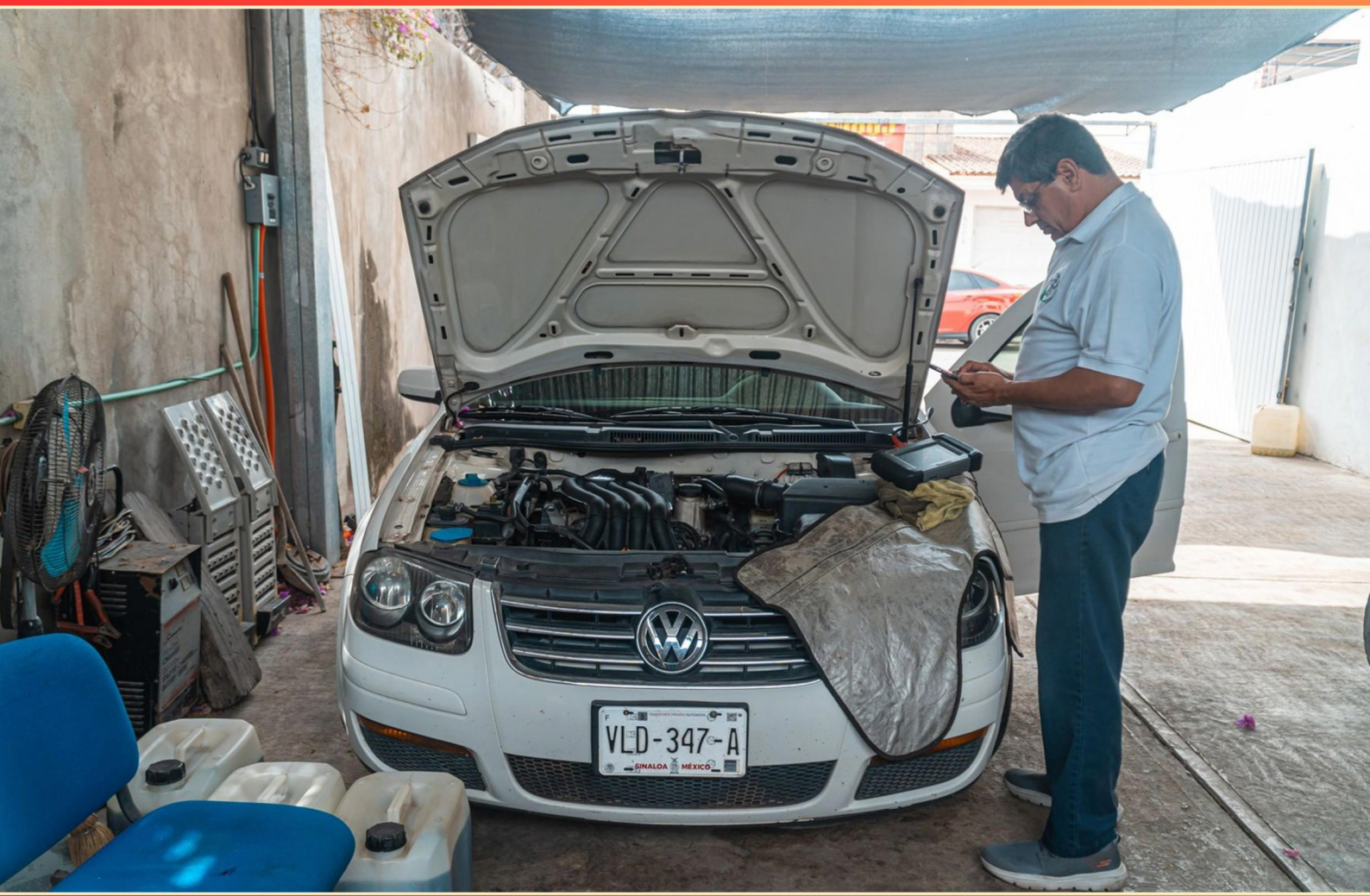
GENERAL MOTORS AUTOMOTIVE SERVICE EDUCATIONAL PROGRAM (GM ASEP) STEERING AND SUSPENSION PRACTICE TEST (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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Introduction

Preparing for a certification exam can feel overwhelming, but with the right tools, it becomes an opportunity to build confidence, sharpen your skills, and move one step closer to your goals. At Examzify, we believe that effective exam preparation isn't just about memorization, it's about understanding the material, identifying knowledge gaps, and building the test-taking strategies that lead to success.

This guide was designed to help you do exactly that.

Whether you're preparing for a licensing exam, professional certification, or entry-level qualification, this book offers structured practice to reinforce key concepts. You'll find a wide range of multiple-choice questions, each followed by clear explanations to help you understand not just the right answer, but why it's correct.

The content in this guide is based on real-world exam objectives and aligned with the types of questions and topics commonly found on official tests. It's ideal for learners who want to:

- Practice answering questions under realistic conditions,
- Improve accuracy and speed,
- Review explanations to strengthen weak areas, and
- Approach the exam with greater confidence.

We recommend using this book not as a stand-alone study tool, but alongside other resources like flashcards, textbooks, or hands-on training. For best results, we recommend working through each question, reflecting on the explanation provided, and revisiting the topics that challenge you most.

Remember: successful test preparation isn't about getting every question right the first time, it's about learning from your mistakes and improving over time. Stay focused, trust the process, and know that every page you turn brings you closer to success.

Let's begin.

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How to Use This Guide

This guide is designed to help you study more effectively and approach your exam with confidence. Whether you're reviewing for the first time or doing a final refresh, here's how to get the most out of your Examzify study guide:

1. Start with a Diagnostic Review

Skim through the questions to get a sense of what you know and what you need to focus on. Your goal is to identify knowledge gaps early.

2. Study in Short, Focused Sessions

Break your study time into manageable blocks (e.g. 30 – 45 minutes). Review a handful of questions, reflect on the explanations.

3. Learn from the Explanations

After answering a question, always read the explanation, even if you got it right. It reinforces key points, corrects misunderstandings, and teaches subtle distinctions between similar answers.

4. Track Your Progress

Use bookmarks or notes (if reading digitally) to mark difficult questions. Revisit these regularly and track improvements over time.

5. Simulate the Real Exam

Once you're comfortable, try taking a full set of questions without pausing. Set a timer and simulate test-day conditions to build confidence and time management skills.

6. Repeat and Review

Don't just study once, repetition builds retention. Re-attempt questions after a few days and revisit explanations to reinforce learning. Pair this guide with other Examzify tools like flashcards, and digital practice tests to strengthen your preparation across formats.

There's no single right way to study, but consistent, thoughtful effort always wins. Use this guide flexibly, adapt the tips above to fit your pace and learning style. You've got this!

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Questions

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1. What symptom is often associated with worn struts?

A. Decreased fuel efficiency

B. Increased body roll during turns

C. Faded headlights

D. Unresponsive brakes

2. If engine torque is applied to the rear axle to drive a vehicle, what is this axle referred to as?

A. live axle

B. trailing axle

C. track axle

D. leaf axle

3. What can cause an unusual noise during a test drive?

A. Defective wheel bearings or stabilizer bar links

B. Defective or worn control arm bushings or ball joints

C. Worn or defective CV joints

D. All of the above

4. Regarding electric power steering (EPS) systems, which technician is correct?

A. Technician A only

B. Technician B only

C. Both technicians A and B

D. Neither technician A nor B

5. What device is made of rubber or rubber reinforced with fabric to allow for a change in angle between two shafts?

A. Flexible coupling

B. Inflator module

C. Universal joint

D. Spiral cable

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6. What types of forces does the steering linkage need to accommodate?

A. Both lateral and longitudinal forces

B. Only lateral forces

C. Only longitudinal forces

D. Vertical forces only

7. Bump steer occurs when _____.

A. when the front toe alignment is not within specifications

B. a vehicle hits a bump

C. when there is play in the steering linkage

D. the steering linkage is not level.

8. What component is connected directly to the rack to move the steering linkage in a straight line?

A. Tie rod

B. Adjuster plug

C. Pitman arm

D. Spiral cable

9. When rear-leaf springs control axle windup during acceleration, this system is referred to as what?

A. Tailing arm

B. Semi-trailing arm

C. Torque arm

D. Hotchkiss drive

10. What does the term "toe" refer to in suspension alignment?

A. The angle of the tires in relation to the centerline of the vehicle when viewed from above

B. The height of the vehicle suspension

C. The angle of the suspension components

D. The width of the tires

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Answers

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1. B
2. A
3. A
4. C
5. A
6. A
7. D
8. A
9. D
10. A

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Explanations

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1. What symptom is often associated with worn struts?

A. Decreased fuel efficiency

B. Increased body roll during turns

C. Faded headlights

D. Unresponsive brakes

Worn struts can significantly affect a vehicle's handling characteristics, particularly in how the suspension responds during cornering. When struts are worn, they lose their ability to effectively dampen the oscillations caused by road irregularities. This leads to increased body roll during turns, as the struts are unable to keep the vehicle body stable and prevent it from leaning excessively over to one side during cornering. Body roll is important for maintaining traction and control, and excessive rolling can lead to a sensation of instability and can make it increasingly difficult to safely maneuver the vehicle. Therefore, the symptom of increased body roll is closely linked to the performance of the struts, making it a clear indicator of wear and the need for potential replacement. In contrast, decreased fuel efficiency, faded headlights, and unresponsive brakes are not directly related to the condition of the struts and are attributed to different vehicle systems or components. These symptoms result from issues with engine performance, electrical components, or braking systems, respectively.

2. If engine torque is applied to the rear axle to drive a vehicle, what is this axle referred to as?

A. live axle

B. trailing axle

C. track axle

D. leaf axle

The term "live axle" refers to an axle that is not only responsible for supporting the vehicle's weight but also plays an active role in driving the wheels. When engine torque is applied to the rear axle, causing it to turn the wheels and propel the vehicle, this axle is termed a live axle. In many vehicles, especially those with rear-wheel drive, the live axle system transmits power from the engine through the driveshaft, enabling the vehicle to move. This designation is important because it distinguishes the live axle from other types of axles that may serve different functions, such as supporting the vehicle's weight without providing power to the wheels. Understanding the role of the live axle helps technicians and automotive students to grasp the mechanics of vehicle propulsion and design, providing insight into how different axle types operate under load and during driving conditions.

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3. What can cause an unusual noise during a test drive?

A. Defective wheel bearings or stabilizer bar links

B. Defective or worn control arm bushings or ball joints

C. Worn or defective CV joints

D. All of the above

An unusual noise during a test drive can stem from various issues within the steering and suspension systems, including those mentioned in the correct answer. Defective wheel bearings can produce grinding or whining sounds, particularly when turning or under load. Moreover, worn stabilizer bar links can create clunking noises, especially when driving over bumps or during cornering. Each of the other options presents valid causes for unusual noises as well. Control arm bushings and ball joints can generate clunking or squeaking sounds when they degrade. This relates to their critical role in maintaining the suspension's integrity and alignment. Worn or defective CV joints also contribute to noise complaints; they often make clicking or popping sounds when the vehicle turns, particularly during sharp turns. However, the statement that includes "All of the above" sums up that all listed components can lead to unusual noises during a test drive, indicating that a comprehensive diagnosis should consider all potential issues instead of focusing solely on one specific component. Thus, while the option chosen identifies a possible source of noise, recognizing all the options can provide a more complete understanding of potential mechanical faults contributing to such symptoms.

4. Regarding electric power steering (EPS) systems, which technician is correct?

A. Technician A only

B. Technician B only

C. Both technicians A and B

D. Neither technician A nor B

Electric power steering (EPS) systems utilize an electric motor to assist with steering, which can enhance fuel efficiency compared to traditional hydraulic systems. Both technicians can be correct if their statements complement each other regarding how EPS operates or its benefits. For instance, Technician A might be discussing the advantages of EPS, such as improved responsiveness and the ability to adjust steering effort based on speed. Meanwhile, Technician B could be highlighting how EPS systems provide greater freedom in vehicle design since they eliminate the need for hydraulic components, thus saving weight and allowing for more flexible designs. Since both perspectives are valid and together provide a more complete understanding of electric power steering systems, their statements support the conclusion that both technicians A and B are correct. Their insights reflect the various benefits and operational dynamics that EPS systems introduce to modern vehicles, enhancing overall performance and efficiency.

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5. What device is made of rubber or rubber reinforced with fabric to allow for a change in angle between two shafts?

A. Flexible coupling

B. Inflator module

C. Universal joint

D. Spiral cable

The correct response is that a flexible coupling is specifically designed to accommodate changes in angle between two shafts. These devices, made from rubber or rubber reinforced with fabric, feature a construction that enables them to absorb misalignment and reduce stress on connected components. This is crucial in applications where shafts may not be perfectly aligned due to variations in mounting or operational conditions. By allowing a range of movement, flexible couplings help protect the drivetrain from potential damage caused by rigid connections that could lead to increased wear or failure. Their material composition also provides vibration dampening, which contributes to a smoother operation and extends the lifespan of the connected shafts. In contrast, other options like an inflator module and spiral cable serve different functions, such as deploying airbags or connecting steering wheel controls respectively. A universal joint, while it also accommodates angular misalignment, primarily involves rotating shafts and is constructed differently, typically using a more rigid design that can tolerate a high level of torque but does not flex in the same way as a flexible coupling. Thus, the unique properties and applications of flexible couplings make them the appropriate choice for the described function.

6. What types of forces does the steering linkage need to accommodate?

A. Both lateral and longitudinal forces

B. Only lateral forces

C. Only longitudinal forces

D. Vertical forces only

The steering linkage is responsible for effectively translating the driver's input at the steering wheel into movement of the wheels. To perform this function, it must accommodate various types of forces generated during vehicle operation. Lateral forces occur when a vehicle is turning, as the tires exert pressure against the road surface to change direction. This requires the steering linkage to accurately respond to these side-to-side forces without compromising the stability or control of the vehicle. Longitudinal forces, on the other hand, are generated during acceleration and braking. The steering system must remain effective under these forces as well, ensuring that the connection between the steering wheel and the wheels maintains proper alignment and function regardless of the vehicle's speed or changes in momentum. Therefore, the ability of the steering linkage to function correctly under both lateral and longitudinal forces is crucial for safe and responsive vehicle handling. This comprehensive accommodation of forces ensures that drivers maintain control over the vehicle in various driving conditions.

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7. Bump steer occurs when _____.

A. when the front toe alignment is not within specifications

B. a vehicle hits a bump

C. when there is play in the steering linkage

D. the steering linkage is not level.

Bump steer occurs when the steering linkage is not level, which causes the vehicle's wheels to change direction unexpectedly when the suspension is compressed, such as when hitting a bump. In a properly aligned steering system, the toe angle—how the front wheels align with each other—remains consistent, even as the suspension moves up and down. However, if the steering linkage isn't level, the angles can change during suspension travel, leading to unintended steering inputs. This results in the driver feeling a tug on the steering wheel as the vehicle's wheels shift in response to road imperfections, which is exactly what bump steer is characterized by. Understanding this concept is crucial for diagnosing and correcting steering and suspension issues.

8. What component is connected directly to the rack to move the steering linkage in a straight line?

A. Tie rod

B. Adjuster plug

C. Pitman arm

D. Spiral cable

The tie rod is the component that is directly connected to the rack in a steering system, and it plays a critical role in translating the movement of the steering wheel into linear motion to the wheels. When a driver turns the steering wheel, the steering rack moves laterally. The tie rods connect to the ends of the rack, allowing this movement to be transferred to the steering linkage, consequently causing the wheels to turn either left or right. In the context of steering systems, the tie rod's design ensures that it effectively conveys the steering input without introducing play or excessive deflection. This direct connection is vital for maintaining precise steering control and ensuring the vehicle responds accurately to the driver's intentions. The tie rod, therefore, is key in maintaining the alignment and proper functioning of the steering system. Other components mentioned, like the adjuster plug, pitman arm, and spiral cable, serve different roles in the steering mechanism. The adjuster plug is typically involved in adjustments rather than direct movement. The pitman arm connects the steering gearbox to the tie rods but does not move the steering linkage in a straight line itself. The spiral cable relates to aspects of steering column functionality, particularly in linking controls, but does not play a part in the direct movement of the steering

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9. When rear-leaf springs control axle windup during acceleration, this system is referred to as what?

A. Tailing arm

B. Semi-trailing arm

C. Torque arm

D. Hotchkiss drive

The correct choice refers to a system known as the Hotchkiss drive, which incorporates traditional leaf spring designs that control axle movement during acceleration. In this type of system, the leaf springs are positioned longitudinally and are secured to the axle at one end while the other end is attached to the vehicle's frame. When the vehicle accelerates, the torque generated by the engine causes the axle to attempt to rotate around its connection to the leaf springs. The design of the Hotchkiss drive effectively resists this rotational movement – commonly referred to as axle windup – allowing the vehicle to maintain better traction and stability. This is particularly important in rear-wheel drive applications, where managing forces transmitted through the suspension is crucial for performance. Other systems listed, such as the trailing arm and semi-trailing arm, have different configurations and functions, primarily focused on lateral location stability rather than managing axle windup. The torque arm is designed to limit the axle's rotation, but it works more in conjunction with other types of suspensions rather than being the primary method of addressing axle windup in a leaf spring setup. Therefore, in the context of controlling axle windup specifically in a rear-leaf spring configuration, the Hotchkiss drive is the most accurate description.

10. What does the term "toe" refer to in suspension alignment?

A. The angle of the tires in relation to the centerline of the vehicle when viewed from above

B. The height of the vehicle suspension

C. The angle of the suspension components

D. The width of the tires

The term "toe" in suspension alignment specifically refers to the angle of the tires in relation to the centerline of the vehicle when viewed from above. When the front of the tires points inward toward the centerline of the vehicle, it is referred to as "toe-in." Conversely, if the front of the tires points outward, it is termed "toe-out." Proper toe alignment is crucial because it affects tire wear and handling characteristics. If the toe is not adjusted correctly, it can lead to uneven tire wear or poor vehicle handling, impacting overall safety and performance. Understanding toe helps in diagnosing and correcting issues related to steering stability and tire longevity, making it a vital part of suspension alignment. Each of the other choices encompasses different aspects of vehicle alignment but does not specifically connect to the term "toe" as defined in suspension alignment.

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Next Steps

Congratulations on reaching the final section of this guide. You've taken a meaningful step toward passing your certification exam and advancing your career.

As you continue preparing, remember that consistent practice, review, and self-reflection are key to success. Make time to revisit difficult topics, simulate exam conditions, and track your progress along the way.

If you need help, have suggestions, or want to share feedback, we'd love to hear from you. Reach out to our team at hello@examzify.com.

Or visit your dedicated course page for more study tools and resources:

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We wish you the very best on your exam journey. You've got this!

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