

### 1: ASE A-Series | Pocket Prep

*Eight (A-series) ASE practice tests designed by ASE Master Technicians and created by certified automotive professionals who have been taking these tests for years and know what to expect. It has free ASE test prep for the ASE A1 through A8 certification exams.*

Technicians must retest every five years to retain their certification. Other Transit Bus recertification tests will be added over time. Download the Study Guide: Transit Bus Study Guide PDF - this guide contains test specifications, tasks lists, sample test questions, and training resources. To identify those Technicians who possess knowledge of the skills required to diagnose sophisticated driveability and emissions-related problems on automobiles, SUVs, and light-duty trucks. Many of the questions relate to a sample vehicle using a composite power-train control system featuring computerized engine control technology used by most manufacturers. This vehicle is described in the Composite Vehicle Type 4 Reference Booklet that is provided both before and at the time of testing. Use the link below to download and review this booklet prior to taking the L1 test. To register for the regular L1 certification test, you must have passed the Automobile Engine Performance A8 test. To register for the recertification version of the Advanced Engine Performance Specialist Test L1R , you must have previously passed the regular L1 test. The Advanced Engine Performance Specialist recertification test L1R is the same length as the regular certification test. Download the Study Guides: Advanced Engine Performance Specialist Study Guide PDF - this guide contains test specifications, tasks lists, sample test questions, and training resources. Composite Vehicle Type 4 Reference Booklet PDF - this booklet describes the composite drivetrain control system that is used with many of the questions in the L1 test. To identify those Technicians who possess knowledge of the skills necessary to diagnose sophisticated diesel engine performance problems on medium- and heavy-duty trucks. The Electronic Diesel Engine Diagnosis Specialist L2 test contains 45 questions focused on the diagnosis of general diesel engine, electronic diesel engine controls, diesel engine air induction and exhaust systems, diesel fuel systems, and specific fuel systems, including electronic unit injector EUI , pump-line-nozzle electronic PLN-E and hydraulic electronic unit injector HEUI systems. Many of the questions relate to a sample vehicle equipped with a composite diesel engine control system featuring a cross-section of electronic diesel engine control technology used by all engine manufacturers. This vehicle is described in the Medium-Heavy Composite Vehicle Type 2 Reference Booklet that is provided both before and at the time of testing. Use the link below to download and review this booklet prior to taking the L2 test. Certification Test Reference Document: This document will be available as an electronic pop-up document during the test. Use the link below to download the study guide and review this information prior to taking the L3 test. The last opportunity to take a certification or recertification P3, P9, or Engine Machinist test was the Fall testing administration. The ASE Board Of Directors carefully examined trends in the industry, as well as the numbers of test-takers required to provide enough data to ensure a quality testing product beyond Based on results of the study, the Board decided to discontinue these tests. No other ASE certification tests are affected. To improve the quality of service offered by Automobile and Medium-Heavy Truck Parts Specialists through the voluntary testing and certification of parts professionals. The ASE Board Of Directors carefully examined trends in the industry, as well as the numbers of test-takers required to provide enough data to ensure a quality testing product. To become ASE certified, Parts Specialists must pass one or more of the Parts series tests and present proof of two years of work experience specifically related to parts counter work, not hands-on automotive repair. Parts Specialists must retest every five years to retain their certification. To identify and recognize those School Bus Technicians who possess the knowledge and skills necessary to diagnose, service, and repair different subsystems of Type A, B, C, and D school buses. While several of these tests parallel the ASE Medium-Heavy Truck and Transit Bus tests, each is designed to test knowledge of systems specific to school buses.

**2: MechanixEdge ASE A1-A9 Study Guide Test Prep A1 A2 A3 A4 A5 A6 A7 A8 A9 Cars/Light Trucks**

*ASE Test Prep Series -- Automobile (A1): Automotive Engine Repair (DELMAR LEARNING'S ASE TEST PREP SERIES) Mar 1, by Thomson Delmar Learning. Paperback. \$*

A valve seal is shown in the picture. Incorrect answer, please choose another answer. Technician A says the closed coil end of a valve spring should go against the cylinder head. Technician B says all valve springs use shims to control free spring height. Both A and B d. Neither A nor B Technician A is a correct. A closed coil end of a valve spring should go against the cylinder head. Technician B is wrong because all valve springs do not use shims to control assembled height. It is also wrong because it should state assembled height. This question is not like the others. For this question, look for the choice that could NOT fit the described situation. Read the entire question carefully before choosing your answer. All of the following statements are correct when adjusting valve lash on engines with overhead camshaft cylinder heads, EXCEPT: Shims may be used to make adjustments. Clearance is measured between the camshaft and follower or rocker on most engines. The follower or rocker must be on the base circle of the camshaft when measuring. The engine must be cold for all engine manufacturers You must check the specific OEM procedure for adjusting valves either hot or cold. The surface of the cylinder head has just been machined. What will have to be done to the valve train? Lengthening the push rods b. Increasing valve spring tension c. Grinding the valve stems d. Shim the head Grinding the valve stems will have to be done because the distance has been reduced between the rocker and the pushrod, so you grind the valve stem to compensate. Engine Block Diagnosis and Repair 9. A technician hears a knock or thumping at the side of the engine block that is louder when the engine is hot and goes away when the affected cylinder is shorted out. Which of the following could be the cause? Piston slap Rod bearing noise is a thumping noise or knock at the side of the engine block that is louder when the engine is hot and goes away when the affected cylinder is shorted out. A is wrong because main bearing noise is constant and cannot be shorted out. A main bearing noise is generally deeper sounding than a rod bearing. Also, a main bearing makes an evenly spaced single knock while a rod bearing generally makes a double knock. A wrist pin noise can be diagnosed by disconnecting spark plug wires one at a time. Should the noise merely diminish a bit, then probably a rod knock caused by a loose bearing. D is wrong because piston slap noise disappears once the engine is warm. Piston slap could be caused by the piston skirt deforming under stress. An engine is making a knocking sound that changes with RPM, and the noise disappears while a cylinder is being tested during the cylinder balance test. Burnt valve A bad rod bearing will make a knocking sound with changes in RPM and disappear when the cylinder is shorted out. Technician A says old antifreeze may cause corrosion build-up in the cooling system. Technician B says some original equipment manufacturers OEM recommend that the coolant be changed at specified intervals. Neither A nor B Both technicians are correct. Antifreeze or engine coolant contains corrosion inhibitor that wears out over time, so this is the reason it is recommended that the coolant be replaced and the system flushed at a service interval. The freeze protection of the coolant never changes. Bleeding the air out of the system b. Mixing tap water and distilled water c. Mixing the proper ratio of water to coolant d. Distilled water is not required in a cooling system. It is used with battery electrolyte. Lubrication and Cooling Systems Diagnosis and Repair Which of the following customer concerns could be caused by a defective ECT return spring malfunction? While the engine is in fail-safe mode and malfunction A of DTC P is detected, the engine speed will not rise more than 2, RPM and thus cause a low power complaint. The ECM controls the electric throttle actuator by regulating the throttle opening around the idle position. Technician A says the voltage required maintaining spark is referred to as the spark line and the duration of the spark line is based on total primary circuit resistance and coil voltage available. Technician B says problems with the burning called fuel propagation will show up within the spark line. Technician A is wrong because the voltage required maintaining spark is referred to as the spark line and the duration of the spark line is based on total secondary circuit resistance not primary circuit resistance and coil voltage available. A typical firing voltage for a DI system is kilovolts kv. The spark line, which indicates the amount of time current flows across the spark plug gap, should also be smooth and level. Normal current flow usually

lasts 1. Short or uneven spark lines, like high-firing voltages, indicate high secondary circuit resistance. ASE administers a series of board certification exams. Individuals can become certified as automobile and light truck technicians.

### 3: ASE Test Preparation and Practice Exams from Delmar

*The fifth edition of Delmar's Automotive Service Excellence (ASE) Test Preparation Manual for the A1 ENGINE REPAIR certification exam contains an abundance of content designed to help you successfully pass your ASE exam.*

This manual will ensure that you not only understand the task list and therefore the content your actual certification exam will be based upon, but also provides descriptions of the various types of questions on a typical ASE exam, as well as presents valuable test taking strategies enabling you to be fully prepared and confident on test day. Horebe on Apr 25, I purchased this book because i never had a A1: Engine Repair study guide. Great tool for test preparation. By S on Mar 04, Great book, full of useful information, worth the small investment. Of course you need to know your stuff regardless this is not a magic book , it will only reinforce what you know,or should know already. It will obviously not cover a full semester of Automotive engine repair class. There are six 45 question tests that will give you a good practice for the ASE test,and will also give you an idea where you are with your knowledge level. I passed the re-certification with no sweat. Good luck boys and girls. Lots of practice test By Michelle on Feb 03, This book will help you pass the test. I suggest buying the text book too. More Value - Same Price? By Js on Aug 29, Delmar has really stepped it up! This version of the study guides have enen more practice tests with all new questions. Great value and a great help to passing the test! Five Stars By Elizabeth Springer on Jul 14, My son says it is a fine book of instruction and really prepares one for the test! I bought this for my friend. This is the great book for him to study and prepare for the test. By William Almodovar on Jan 31, Great detailed information and lot of practice exercise. I was in and out of the test center in under thirty minutes with a 48 out of 50 this is a great study guide for engine repair. Good By Veronica on Aug 09, my son asked me to buy it to study for his certification, he loved the book, helped him for his test. I suppose that if you already know the terms and way the ASE thinks, then this is all you would need to get ready for the exam. I would recommend any one of the Delmar books to help anyone. By Juan Mendez on Dec 07, never imagine to pass the examn! H on Oct 24, I used this book as my primarily preparation to take an ASE test for the first time. I had already taken automotive classes at an Education Cultural Complex part of San Diego City College District , then worked in the industry as an auto mechanic for two years. There were no exact matches to questions in the book that actually showed up on the ASE exams. By using these practice tests as a guide to see where I was weak worked out pretty well. When I had problems answering questions, I would resort to my text books or other sources to beef up my knowledge. I felt that this book worked for me using that approach to prepare for the exam. I also felt that my knowledge as a mechanic increased. I passed the exam easily. It is a great tool to use in order to see where your knowledge stands. I even purchased practice exams from ASE and only one exact question showed up on the test. There is one or two like that per book. Test Preparation book not a reference or learning tool By Melissa T on Sep 25, If you are looking for a vehicle repair reference and troubleshooting book, this is not the book for you. This book is about pages, of those pages are test questions, and the last 25 are testing situations in paragraph form. It is only a test preparation book and nothing else. It was unclear from the description exactly what was covered in these books, which is why I wanted to write this review. Plenty of information, and has more than 1 practice test. Best of all, I passed the test after using this guide. Certainly helped me understand a few new things with explanations By Devin Fogg on Feb 28, Certainly helped me understand a few new things with explanations and reinforced what I already knew. Helped me pass the test By M. Johnson on Jun 14, The book is full of information. The first 50 pages are all a crash course in engine repair. The rest of the book is practice tests and test taking tips. I did not read even half of this book and felt ready to take the test. They prepare you well and they have a sample test at the end of the book to review but it really helps. I have always kept them as a reference. Book Review By Lui on May 07, This series of review books are presented with the necessary information and format to learn the material and be able to answer the questions confidently. Good book for being published in By Paul M. Cupan on Feb 28, Good book for being published in This book along with You Tube and some experience in engine repair will probably be what you need to pass. By Eric Farris on Oct 09, excited to jump into this and get the test out of the way. Add a Book Review

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### 4: ASE Certification Training HQ | Guides - ASE Certification Training HQ

*ASE A1 Engine Repair Practice Exam Kit with questions and fully explained answers. Choose "Test Mode" to see answers after your test is scored. Choose "Study Mode" to show answers as you go.*

Answer A is wrong. The micrometers reading is not 6. Answer B is wrong. Answer C is wrong. The micrometers reading is not 5. Answer D is correct. The micrometers reading is 6. A technician is checking for piston ring groove clearance. The proper technique includes. The old ring and a feeler gauge. The new ring and a feeler gauge. Only a feeler gauge. No feeler gauge is required. Technician B is correct. Answer B is correct. Clean the pistons in a cold tank and then clean the grooves with a ring groove cleaner before measuring. Answer D is wrong. A cylinder power balance test is being performed on a vehicle with sequential fuel injection. Technician A says this could be the result of a restriction in the fuel injector. Technician B says this could be caused by leaking secondary insulation. Both A and B D. Neither A or B 3. Both technicians are correct. Answer C is correct. A turbocharger wastegate is sticking. Technician A says a stuck open wastegate will result in overboost. Technician B says a stuck closed wastegate will result in an underboost condition. Neither A or B 4. Neither technician is correct. A stuck closed wastegate produces overboost. Overboost results in detonation from the excessive cylinder pressure. Technician B says intercoolers are used on turbochargers to keep the oil cool. Neither A or B 5. Superchargers use an intercooler to keep the air charge cool. Turbochargers also use an intercooler to keep the air charge cool. You are searching for the answer that is false. This type of question should be read carefully. This changes the normal flow, because with this question the correct answer is the answer that is most likely correct.

### 5: ASE Certification Practice Tests – Learn how to pass

*ASE initiated this Test Series with the support of the U.S. Department of Transportation and the American Public Transportation Association (APTA). While several of these tests parallel the ASE Medium-Heavy Truck and School Bus tests, each is designed to test knowledge of systems specific to transit buses.*

### 6: How to Obtain an A1 ASE Study Guide and Practice Test | YourMechanic Advice

*A 60 question ASE A1 Practice Test with illustrated answers for greater clarity and better understanding. Also an ASE A1 Practice Quiz designed to reinforce the material studied in this Free ASE A1 Engine Repair Study Guide.*

### 7: ASE certification practice tests | FREE samples – ASE Test Prep

*Access the digital version of our ASE test prep series with a digital ASE study guide by logging in from anywhere. ASE Practice Test Our ASE practice tests are perfect for challenging techs with questions covering the testing topics for each ASE certification exam, with ASE style test questions.*

### 8: www.enganchecubano.com Practice Tests

*ASE A-Series Exam Guide. The ASE A-Series exams are also known as Automobile & Light Truck Certification Tests (A1 - A9). The purpose of the certification is to identify and recognize Automobile and Light Truck Technicians who can demonstrate knowledge of the skills necessary to diagnose, service, and repair cars, SUVs, and light-duty trucks.*

### 9: ASE Test Prep - Bergwall On Demand: Online Database of Instructional Videos For The Vocations

*Free ASE Test Questions A1-A8 Are you looking to ace the Automotive Service Excellence (ASE) A1-A8 tests on your way to becoming an ASE certified Master Mechanic? If so, try out these free ASE test questions to build your knowledge*

*and prepare for the exams.*

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