

Automotive Technology Final Exam**Multiple Choice**

Identify the choice that best completes the statement or answers the question.

- _____ 1. Technician A says that service brakes are part of the emergency braking system of a vehicle. Technician B says that service brakes are the primary braking system on a vehicle. Who is correct?
- Technician A.
 - Technician B.
 - Both Technician A and Technician B.
 - Neither Technician A nor Technician B.
- _____ 2. Technician A says that the two types of service brakes used on vehicles are integral brakes and auxiliary brakes. Technician B says that the two types of service brakes used on vehicles are drum brakes and disc brakes. Who is correct?
- Technician A.
 - Technician B.
 - Both Technician A and Technician B.
 - Neither Technician A nor Technician B.
- _____ 3. Technician A says that brake lines are used to transfer hydraulic pressure from the service brake's master cylinder to the wheel brakes. Technician B says that brake fluid is used to transfer hydraulic pressure from the service brake's master cylinder to the wheel brakes. Who is correct?
- Technician A.
 - Technician B.
 - Both Technician A and Technician B.
 - Neither Technician A nor Technician B.
- _____ 4. Technician A says that the primary reason for brake pedal fade is vapor in the hydraulic braking system. Technician B says that the primary reason is worn brake pads or shoes. Who is correct?
- Technician A.
 - Technician B.
 - Both Technician A and Technician B.
 - Neither Technician A nor Technician B.
- _____ 5. Technician A says that you should avoid spilling DOT 3 and DOT 4 brake fluids on a vehicle's finish because it can interfere with the aerodynamics of the vehicle. Technician B says that you should avoid spilling DOT 3 and DOT 4 brake fluids on a vehicle's finish because they are strong polar solvents and can damage a vehicle's finish. Who is correct?
- Technician A.
 - Technician B.
 - Both Technician A and Technician B.
 - Neither Technician A nor Technician B.
- _____ 6. Technician A says that the major disadvantage of polyglycol-based brake fluid is its tendency to evaporate easily. Technician B says that the major disadvantage of polyglycol-based brake fluid is its tendency to compress easily. Who is correct?
- Technician A.
 - Technician B.
 - Both Technician A and Technician B.
 - Neither Technician A nor Technician B.

Automotive Technology Chapter Test Answer

William Harry Crouse, Donald L. Anglin



Automotive Technology Chapter Test Answer:

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analyze contemporary conditions in new ways drawing on and expanding the toolkits of Science and Technology Studies

South African Automotive Light Vehicle Level 1 CDX Automotive,2012-12-28 Fundamentals of Automotive Technology

Kirk VanGelder,Kirk T. VanGelder,2022-02-23 Fundamentals of Automotive Technology Principles and Practice Third Edition is a comprehensive resource that provides students with the necessary knowledge and skills to successfully master these tasks Resources in Education ,2000 **Fundamentals of Automotive Technology** Vangelder,2017-02-24 Revised edition of Fundamentals of automotive maintenance and light repair Kirk T VanGelder 2015 *Automotive Automatic Transmissions* William Harry Crouse,Donald L. Anglin,1983 Automotive Technician Training: Theory Tom Denton,2014-04-16 A blended learning approach to automotive engineering at levels one to three Produced alongside the ATT online learning resources this textbook covers all the theory and technology sections that students need to learn in order to pass levels 1 2 and 3 automotive courses It is recommended by the Institute of the Motor Industry and is also ideal for exams run by other awarding bodies Unlike the current textbooks on the market though this title takes a blended learning approach using interactive features that make learning more enjoyable as well as more effective When linked with the ATT online resources it provides a comprehensive package that includes activities video footage assessments and further reading Information and activities are set out in sequence so as to meet teacher and learner needs as well as qualification requirements Tom Denton is the leading UK automotive author with a teaching career spanning lecturer to head of automotive engineering in a large college His nine automotive textbooks published since 1995 are bestsellers and led to his authoring of the Automotive Technician Training multimedia system that is in common use in the UK USA and several other countries **Automotive Technology - Lti Edition** Jack Erjavec,1993-09 Automotive Lubricants Reference Book

Arthur J. Caines,Roger F. Haycock,John E. Hillier,2004 The automotive lubricants arena has undergone significant changes since the first edition of this book was published in 1996 Environmental concerns particularly regarding improvement of air quality have been important in recent years Reduced emissions are directly related to changes in lubricant specifications and quality and the second edition of the Automotive Lubricants Reference Book reflects the urgency of such matters by including updated and expanded detail This second edition also considers the recent phenomenon of increased consolidation within the oil and petroleum additive arenas which has resulted in fewer people for research development and implementation along with fewer competing companies After reviewing the first edition the authors have fully reviewed and updated the information to fit in with the changes in technology and markets Chapters include Introduction and Fundamentals Constituents of Modern Lubricants Crankcase Oil Testing Crankcase Oil Quality Levels and Formulations Practical Experiences with Lubricant Problems Performance Levels Classification Specification and Approval of Engine Lubricants Other Lubricants for Road Vehicles Other Specialized Oils of Interest Blending Storage Purchase and Use Safety Health and the Environment The Future

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