

# ASE Automatic Transmission and Transaxle (A2) Practice Test (Sample)

## Study Guide



**Everything you need from our exam experts!**

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**SAMPLE**

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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.

# 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!**

## **Questions**

- 1. A broken gear tooth on the sun overdrive gear is likely to affect which component the least?**
  - A. Overdrive center shaft**
  - B. Overrunning (sprag) clutch ASSY**
  - C. Overdrive ring gear**
  - D. Overdrive planet carrier**
- 2. Which technician is correct about the consequences of improper shift linkage adjustment?**
  - A. A only**
  - B. B only**
  - C. Both A and B**
  - D. Neither A nor B**
- 3. Which method is appropriate for removing bushings from a transmission?**
  - A. A. Heat with a torch**
  - B. B. Slide hammer with correct attachment**
  - C. C. Chisel**
  - D. D. Snap ring pliers**
- 4. What could indicate overheating in a transmission?**
  - A. Faulty torque converter clutch**
  - B. Worn out filter**
  - C. Low fluid level**
  - D. Old transmission fluid**
- 5. Technician A states that if transmission bands are squeezed and fluid emerges, they are still usable. Technician B says that the clutch drum must be inspected with the bands. Who is correct?**
  - A. A. A only**
  - B. B. B only**
  - C. C. Both A and B**
  - D. D. Neither A nor B**

- 6. Which technician is correct about transmission temperature sensors?**
- A. A only**
  - B. B only**
  - C. Both A and B**
  - D. Neither A nor B**
- 7. What is a possible cause of a vehicle experiencing harsh shifting if all other shifts are normal?**
- A. A. Low transmission fluid levels.**
  - B. B. Sticking pressure regulator valve.**
  - C. C. A faulty torque converter.**
  - D. D. A damaged valve body.**
- 8. Technician B's view on the role of fluid leaking from the modulator diaphragm is correct. What does he say?**
- A. It deals with throttle pressure**
  - B. It affects engine load**
  - C. It causes vacuum hoses to soften**
  - D. It adjusts shift points**
- 9. Which technician's statement about clutch discs is accurate?**
- A. A only**
  - B. B only**
  - C. Both A and B**
  - D. Neither A nor B**
- 10. What is the least likely damage resulting from loose flexplate to converter connecting bolts?**
- A. Stripped converter connecting bolts**
  - B. Discoloration of the converter from overheating**
  - C. Cracked flexplate**
  - D. Damaged converter pilot**



## **Answers**

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

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## **Explanations**

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**1. A broken gear tooth on the sun overdrive gear is likely to affect which component the least?**

**A. Overdrive center shaft**

**B. Overrunning (sprag) clutch ASSY**

**C. Overdrive ring gear**

**D. Overdrive planet carrier**

The overdrive center shaft is least affected by a broken gear tooth on the sun overdrive gear. The sun gear is part of a planetary gear set, which consists of the sun gear, planet gears, and ring gear. When there is a broken tooth on the sun gear, the primary issue arises in the engagement and function of the gears within that set. The overdrive center shaft serves primarily as a support and transfer point for the rotational force generated by the planetary gears. It does not engage directly with the sun gear; rather, it works in conjunction with the other gears in the set. The broken tooth on the sun gear will primarily disrupt the interaction between the sun gear and the planet gears, leading to issues with the overall operation of the planetary gear assembly. In contrast, the overrunning (sprag) clutch assembly, overdrive ring gear, and overdrive planet carrier have more direct interactions with the sun gear, meaning they are more likely to experience operational difficulties when the sun gear is compromised. For example, the planet gears connected to the sun gear would not be able to function correctly, which would in turn affect the ring gear and the planet carrier. Therefore, the impact on the center shaft is minimal, making it the component least

**2. Which technician is correct about the consequences of improper shift linkage adjustment?**

**A. A only**

**B. B only**

**C. Both A and B**

**D. Neither A nor B**

The technician who asserts that improper shift linkage adjustment can lead to difficulty in shifting gears is correct. Shift linkage connects the gear selector to the transmission, allowing the driver to select the desired gear. If this linkage is not properly adjusted, it can result in misalignment, causing the transmission to not engage the selected gear appropriately. This can manifest as grinding noises, the inability to shift into particular gears, or even getting stuck in one gear altogether. Additionally, improper adjustments can lead to increased wear on internal components of the transmission because they may be forced to operate under conditions that are not aligned with how they were designed to function. This misunderstanding may result in costly repairs down the line and potentially create safety issues due to unexpected changes in vehicle behavior. Recognizing the critical nature of proper shift linkage adjustment helps technicians ensure smooth operation and longevity of the transmission, ultimately maintaining the vehicle's performance and safety.

**3. Which method is appropriate for removing bushings from a transmission?**

- A. A. Heat with a torch
- B. B. Slide hammer with correct attachment**
- C. C. Chisel
- D. D. Snap ring pliers

Using a slide hammer with the correct attachment is an appropriate method for removing bushings from a transmission because it allows for controlled force that minimizes the risk of damaging the surrounding components or the case itself. The slide hammer mechanism provides a strong, linear force to help pull the bushing straight out, which is essential, as bushings are typically pressed or fitted into their respective locations and can be tightly secured. This method is preferred over others as it reduces the likelihood of distortion to the bushing or the housing. Additionally, using the right attachment ensures that the tool engages with the bushing properly, facilitating easier removal and helping to maintain the integrity of the transmission assembly. Alternative methods, like heating with a torch, while effective in certain contexts, can create risks such as warping metal components or damaging seals and gaskets because of thermal expansion. Using a chisel can also lead to potential damage as it may create burrs or scratches on the transmission case if not used carefully. Snap ring pliers are specifically designed for removing snap rings, not bushings, and therefore would not be effective in this scenario.

**4. What could indicate overheating in a transmission?**

- A. Faulty torque converter clutch**
- B. Worn out filter
- C. Low fluid level
- D. Old transmission fluid

To understand what indicates overheating in a transmission, consider the characteristics and functions of its components. The torque converter clutch plays a crucial role in managing the vehicle's power transfer from the engine to the transmission. When the torque converter clutch is faulty, it may not engage or disengage properly, causing the transmission to work harder than necessary. This inefficiency generates excess heat, leading to overheating. While other factors can contribute to transmission overheating, such as a worn-out filter that may restrict fluid flow or low fluid levels that reduce lubricating and cooling properties, a faulty torque converter clutch directly affects the efficiency of power transfer and can create significant additional thermal stress. Likewise, old transmission fluid can lose its effectiveness in lubricating and cooling but is more of a product of time and wear rather than an immediate cause of overheating like a malfunctioning torque converter clutch.

**5. Technician A states that if transmission bands are squeezed and fluid emerges, they are still usable. Technician B says that the clutch drum must be inspected with the bands. Who is correct?**

**A. A. A only**

**B. B. B only**

**C. C. Both A and B**

**D. D. Neither A nor B**

In this scenario, both technicians provide valid points regarding the condition and usability of transmission bands and their relationship with the clutch drum. When Technician A mentions that if transmission bands are squeezed and fluid emerges, they are still usable, it indicates an understanding that some fluid leakage may not necessarily mean that the bands are completely shot. However, it is important to recognize that the presence of fluid emerging when the bands are squeezed could also indicate issues with the bands, such as wear or incorrect adjustment. Thus, while it might be possible for bands to still be functional despite fluid leakage, this situation requires further assessment. On the other hand, Technician B highlights the necessity of inspecting the clutch drum alongside the bands. This is crucial because the drum and bands work together in the operation of the transmission. If there's wear on the clutch drum, it could adversely affect the performance of the bands, leading to slippage or other functional issues. Therefore, performing a thorough inspection of both components when assessing the condition of the transmission is essential in ensuring optimal performance and longevity. In summary, both technicians are correct in their assertions. Technician A correctly identifies that bands can still be usable, yet this assertion must be tempered with the understanding that further inspection is vital. Technician B rightly emphasizes the importance

**6. Which technician is correct about transmission temperature sensors?**

**A. A only**

**B. B only**

**C. Both A and B**

**D. Neither A nor B**

In this scenario, stating that both technicians A and B are correct about transmission temperature sensors indicates there is a consensus in their explanations or understandings regarding the function and significance of these sensors. Transmission temperature sensors play a crucial role in monitoring the temperature of the transmission fluid, which is vital for maintaining optimal operating conditions. When transmission fluid temperatures rise above normal levels, it can lead to a variety of issues, including increased wear and tear on transmission components, reduced lubrication, and potential overheating that can ultimately cause transmission failure. Therefore, having accurate readings from temperature sensors allows for more effective management of transmission operation, ensuring that the system performs efficiently and reducing the risk of damage. Each technician may provide insights into how these sensors work, where they are typically located, and how they impact the overall health of the transmission. Given that the answer indicates both technicians are correct, it reflects that their information may address different aspects of the sensors' operation or importance, all of which contribute to a comprehensive understanding of how these components function in the context of automatic transmissions. By acknowledging the validity of both technicians' statements, we can appreciate the multifaceted nature of transmission temperature monitoring and its implications for vehicle maintenance and longevity.

**7. What is a possible cause of a vehicle experiencing harsh shifting if all other shifts are normal?**

**A. A. Low transmission fluid levels.**

**B. B. Sticking pressure regulator valve.**

**C. C. A faulty torque converter.**

**D. D. A damaged valve body.**

Harsh shifting in an automatic transmission can often be traced to issues with the pressure control in the system. A sticking pressure regulator valve is a critical component that helps manage the hydraulic pressure within the transmission. If this valve is not functioning properly, it may not adjust the fluid pressure as required, leading to abrupt or harsh shifts during specific conditions, such as when moving from one gear to another. This situation may occur even if other shifts function normally because the sticking valve can affect specific gears more significantly, depending on the operational demands of the transmission at that moment. If the valve does not open or close freely, it can result in excessive pressure or insufficient pressure, causing rough engagement of the clutches during shifting. While low transmission fluid levels can cause shifting issues, in this scenario, the problem is isolated to harsh shifting rather than a general issue across all gears. A faulty torque converter can lead to symptoms like slipping or poor acceleration rather than solely harsh shifts. A damaged valve body could potentially cause shifting problems as well; however, the sticking pressure regulator valve specifically points towards managing the pressure needed for smooth operation during shifts, making it the most relevant cause in this context.

**8. Technician B's view on the role of fluid leaking from the modulator diaphragm is correct. What does he say?**

**A. It deals with throttle pressure**

**B. It affects engine load**

**C. It causes vacuum hoses to soften**

**D. It adjusts shift points**

Fluid leaking from the modulator diaphragm can potentially lead to issues with the vacuum system. This leakage causes the vacuum hoses to soften and degrade over time, which can result in further performance issues with the transmission. In a vacuum modulated transmission, the modulator diaphragm regulates the pressure based on engine load and throttle position. When fluid leaks from the diaphragm, it disrupts this regulation, not only affecting transmission performance but also leading to the deterioration of the vacuum hoses. The other options relate to the functionality of a modulator but do not directly address the immediate consequence of a leak in the diaphragm, which has a more direct impact on the integrity of vacuum hoses. Therefore, the understanding of the relationship between the fluid leak and the condition of vacuum hoses is essential for proper diagnosis and maintenance of the transmission system.

**9. Which technician's statement about clutch discs is accurate?**

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

When evaluating statements about clutch discs, it is important to consider their function within the automatic transmission system. Technicians often provide various insights about clutch discs, including their construction, operation, and maintenance needs. If the answer to this question indicates that neither technician's statement is accurate, it likely reflects inaccuracies or misunderstandings about crucial characteristics of clutch discs. An accurate statement would involve aspects such as the role of friction materials, the importance of lubrication in hydraulic systems, or implications for wear and failure modes of clutch discs. In the context of possible inaccuracies from both statements, this also suggests that, for understanding clutch operation and maintenance, both technicians either missed key details or provided misleading information regarding clutch disc performance, engagement patterns, or how they respond under different operating conditions. Hence, choosing a response indicating that neither technician is correct implies a need for deeper engagement with the topic, ensuring clarity on the mechanics and functionality of clutch discs in transmission systems. This comprehension is fundamental for accurate diagnosis and repairs in automatic transmission applications.

**10. What is the least likely damage resulting from loose flexplate to converter connecting bolts?**

- A. Stripped converter connecting bolts**
- B. Discoloration of the converter from overheating**
- C. Cracked flexplate**
- D. Damaged converter pilot**

When flexplate to converter connecting bolts are loose, the most common results can be significant physical damage to the components involved. Among the options presented, discoloration of the converter from overheating is the least likely outcome. Loose bolts can lead to several issues. When the flexplate fails to securely connect to the torque converter, it can cause the flexplate to flex excessively, which may result in it cracking over time. Similarly, the repeated movement and misalignment can lead to stripped converter connecting bolts and damage to the converter pilot. These scenarios involve physical stress that could cause structural failures. While overheating can be a concern in systems that are misaligned, the direct cause-and-effect relationship between loose bolts and discoloration due to overheating is less likely than the mechanical failures mentioned. Overheating generally requires extended operation under adverse conditions, whereas the mechanical damage from loose bolts usually appears more quickly and is directly tied to misalignment and instability in the connection. Therefore, discoloration from overheating is a less immediate concern compared to cracking, stripping, or pilot damage, making it the least likely damage among the choices provided.



# 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](mailto:hello@examzify.com).**

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

**<https://aseautomatictransmissiontransaxle-a2.examzify.com>**

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