

ASE Suspension and Steering (T5) Practice Test (Sample)

Study Guide



Everything you need from our exam experts!

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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

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- 1. Which condition is least likely to contribute to chronic spring breakage?**
 - A. seized shackle bushings**
 - B. worn spring hangers**
 - C. loose kingpins**
 - D. improper U-bolt torque**

- 2. Which principle does NOT apply to leaf spring suspension repair procedures?**
 - A. Replace the entire set if a truck has run with a broken spring leaf**
 - B. Never retorque the nuts that fasten U-bolts**
 - C. Replace the entire set for a single broken leaf**
 - D. Never re-use U-bolts during repairs**

- 3. Which tire condition is likely to lead to irregular tread wear?**
 - A. Tire misalignment**
 - B. Proper inflation**
 - C. Consistent rotation**
 - D. Balanced tires**

- 4. What is the minimum acceptable tire tread depth in two adjacent grooves?**
 - A. 1/32-in.**
 - B. 2/32-in.**
 - C. 3/32-in.**
 - D. 1/16-in.**

- 5. A technician suspects a power steering issue. What should the engine state be during diagnosis?**
 - A. Engine should be off and the system drained**
 - B. Engine should be running with wheels straight**
 - C. Engine started with the steering wheel centered**
 - D. Engine must be revved while assessing leaks**

- 6. How does camber angle affect tire performance?**
- A. It controls ride height**
 - B. It influences steering wheel feedback**
 - C. It affects the contact patch and tire wear**
 - D. It determines shock absorber damping**
- 7. Which characteristic does NOT apply to air suspension?**
- A. The ride is smoother when the truck runs empty**
 - B. More often used on drive and trailer axles**
 - C. Does not provide much roll stiffness**
 - D. Has springs that usually last a long time**
- 8. What are tie rods used for in a vehicle's steering system?**
- A. To control the angle of the wheels**
 - B. To connect the steering rack to the steering knuckles, allowing for wheel movement**
 - C. To stabilize the vehicle during acceleration**
 - D. To dampen vibrations in the steering wheel**
- 9. What is the purpose of torque arms in a vehicle?**
- A. To keep the axle from twisting**
 - B. To maintain suspension height**
 - C. To provide power to the wheels**
 - D. To support the steering column**
- 10. When diagnosing a power steering leak, which technician's statement is correct?**
- A. Technician A: Wheels should be straight ahead**
 - B. Technician B: Steering wheel should be rotated stop-to-stop**
 - C. Both A and B are correct**
 - D. Neither A nor B are correct**

Answers

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

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Explanations

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1. Which condition is least likely to contribute to chronic spring breakage?

- A. seized shackle bushings**
- B. worn spring hangers**
- C. loose kingpins**
- D. improper U-bolt torque**

Chronic spring breakage is typically influenced by conditions that place excessive stress on the suspension system components. The correct answer indicates that loose kingpins are least likely to contribute to this specific problem. Kingpins are part of the steering knuckle assembly, affecting the alignment and handling of the vehicle. While loose kingpins can lead to handling issues, they do not directly impact the springs' performance or integrity as much as the other factors listed. Seized shackle bushings can create binding and uneven forces on the springs, leading to stress fractures. Worn spring hangers can misalign the springs and cause them to flex improperly, resulting in early failure. Improper U-bolt torque can allow the leaf springs to shift or twist, leading to breakage due to an insufficient secure connection. Thus, while all issues in the suspension system are important, loose kingpins are less associated with chronic spring breakage compared to the other conditions that directly affect how the springs are loaded and unloaded during operation.

2. Which principle does NOT apply to leaf spring suspension repair procedures?

- A. Replace the entire set if a truck has run with a broken spring leaf**
- B. Never retorque the nuts that fasten U-bolts**
- C. Replace the entire set for a single broken leaf**
- D. Never re-use U-bolts during repairs**

The principle that states "Never retorque the nuts that fasten U-bolts" is not applicable to leaf spring suspension repair procedures because it is common and indeed necessary to retorque U-bolts after installation or after a period of use. This is to ensure that the nuts are properly secured and that the suspension system maintains its integrity and performance. U-bolts can settle over time, and retorquing them helps prevent any loosening that may lead to suspension issues or unsafe driving conditions. In contrast, the other options reflect established practices in leaf spring repairs. When a truck has run with a broken spring leaf, it is vital to replace the entire set to maintain balanced handling and load-carrying capacity. Simply replacing a single leaf can lead to uneven performance and compromise the safety of the vehicle. Similarly, never reusing U-bolts is essential because they can undergo deformation during initial installation, and reusing them may lead to failure. Therefore, maintaining reliable and safe repairs involves adherence to these well-established principles.

3. Which tire condition is likely to lead to irregular tread wear?

- A. Tire misalignment**
- B. Proper inflation**
- C. Consistent rotation**
- D. Balanced tires**

Tire misalignment is a significant contributor to irregular tread wear because it causes the tires to make contact with the road at incorrect angles. When tires are misaligned, different areas of the tire tread can experience uneven contact with the road surface, leading to specific patterns of wear. For example, a common effect of misalignment is that the inner or outer edges of the tire may wear down faster than the center, resulting in an uneven tread profile. In contrast, proper inflation, consistent rotation, and balanced tires all promote even wear across the tire surface. Proper inflation helps maintain the ideal contact patch with the road, while regular rotation ensures that all tires wear down at a similar rate, and balanced tires reduce vibrations and improve the ride quality, further supporting even tread wear. Therefore, misalignment is the main issue that leads to irregular tread wear.

4. What is the minimum acceptable tire tread depth in two adjacent grooves?

- A. 1/32-in.**
- B. 2/32-in.**
- C. 3/32-in.**
- D. 1/16-in.**

The minimum acceptable tire tread depth in two adjacent grooves is indeed 2/32 inches. This measurement is crucial for tire performance and safety, as tread depth directly impacts a vehicle's traction, especially on wet surfaces. Adequate tread depth allows water to be displaced, reducing the risk of hydroplaning and enhancing grip. When tires are worn down to 2/32 inches, they are considered to be at the threshold for safe operation. Below this depth, tires can struggle significantly to maintain traction, increasing the risk of accidents. The standard established by various safety organizations and regulations emphasizes the importance of maintaining at least this minimal depth to ensure safe driving conditions. In contrast, options such as 1/32 inches, which are significantly below industry recommendations, would leave the tire with insufficient tread to perform safely, particularly in adverse conditions. The other options like 3/32 inches and 1/16 inches also exceed the minimum requirement, but it is specifically at 2/32 inches that one finds the legal and safety threshold set by guidelines, making it the focus for tire maintenance and inspections.

5. A technician suspects a power steering issue. What should the engine state be during diagnosis?

- A. Engine should be off and the system drained**
- B. Engine should be running with wheels straight**
- C. Engine started with the steering wheel centered**
- D. Engine must be revved while assessing leaks**

During diagnosis of a power steering issue, having the engine running with the wheels straight is the most effective approach. This state allows the technician to evaluate the power steering system under conditions similar to normal operation, ensuring that the hydraulic pressures can be assessed accurately. When the engine is running, the power steering pump is operational, which is crucial for any diagnosis involving potential leaks, noises, or responsiveness in the steering system. Keeping the wheels straight helps to create a stable environment, allowing for a clearer assessment of the system's performance rather than introducing additional variables that could obscure the results of the diagnosis. In contrast, having the engine off or draining the system would not facilitate the observation of the system's functionality, while starting the engine with the steering wheel centered does not provide the same comprehensive evaluation as having the wheels straight. Additionally, running the engine at high RPMs while assessing leaks may lead to inaccurate symptoms or could even exacerbate potential issues, making it less desirable for effective diagnosis.

6. How does camber angle affect tire performance?

- A. It controls ride height**
- B. It influences steering wheel feedback**
- C. It affects the contact patch and tire wear**
- D. It determines shock absorber damping**

The camber angle is the tilt of the wheels relative to vertical when viewed from the front of the vehicle. Adjusting this angle has a significant impact on tire performance, particularly concerning the contact patch—the area of the tire that makes contact with the road. When the camber angle is set correctly, the contact patch can maintain consistent and optimal grip, enhancing traction during cornering. If the camber is too positive or too negative, it can lead to uneven tire wear, where one edge of the tire may wear out more quickly than the other. This uneven wear not only reduces the lifespan of the tires but also compromises vehicle stability and handling characteristics. Therefore, the relationship between camber angle and the contact patch is crucial for maintaining effective steering response and vehicle control. This concept is vital for any technician or car enthusiast looking to understand how tire alignment aspects can influence overall vehicle dynamics and performance.

7. Which characteristic does NOT apply to air suspension?

- A. The ride is smoother when the truck runs empty**
- B. More often used on drive and trailer axles**
- C. Does not provide much roll stiffness**
- D. Has springs that usually last a long time**

Air suspension systems are designed to provide a flexible and adjustable ride quality, making them particularly well-suited for vehicles that need to accommodate varying loads. One key characteristic of air suspension is that it indeed does not provide much roll stiffness. Roll stiffness refers to a vehicle's resistance to leaning or tilting during cornering. Air suspension systems, while offering a smoother ride especially when unloaded, typically have a softer setup compared to traditional leaf or coil spring systems, which can result in less roll stiffness. This lower roll stiffness is beneficial for comfort, but it may also lead to more body roll during turns, which can affect vehicle handling and stability. Therefore, the characteristic of not providing much roll stiffness accurately describes one of the fundamental performance traits of air suspension systems, making it the correct answer in this context. In contrast, attributes related to the ride quality when a truck is empty or the longevity of components are more aligned with the benefits typically associated with air suspension systems.

8. What are tie rods used for in a vehicle's steering system?

- A. To control the angle of the wheels**
- B. To connect the steering rack to the steering knuckles, allowing for wheel movement**
- C. To stabilize the vehicle during acceleration**
- D. To dampen vibrations in the steering wheel**

Tie rods play a crucial role in the vehicle's steering system by connecting the steering rack to the steering knuckles. This connection is essential because it allows the wheels to respond to the driver's input through the steering wheel. When the steering wheel is turned, the motion is transmitted through the steering rack and then to the tie rods, which in turn move the steering knuckles and the wheels in the desired direction. This movement is vital for effective steering, as it translates the rotational motion of the steering wheel into lateral motion of the wheels. The design of the tie rod system also allows for the adjustment of wheel alignment, ensuring that the wheels are positioned correctly for optimal handling and tire wear. Other options, while related to vehicle dynamics, do not accurately describe the primary function of tie rods in the steering system. For instance, controlling the angle of the wheels is influenced by tie rods, but it is not their primary role. Stabilizing the vehicle during acceleration and dampening vibrations in the steering wheel are functions addressed by other components of the vehicle, such as the suspension system and steering dampers. Therefore, recognizing the specific function of tie rods in facilitating wheel movement is essential for understanding their importance in vehicle steering systems.

9. What is the purpose of torque arms in a vehicle?

- A. To keep the axle from twisting**
- B. To maintain suspension height**
- C. To provide power to the wheels**
- D. To support the steering column**

The purpose of torque arms in a vehicle is primarily to keep the axle from twisting. Torque arms are components that connect the vehicle's frame or body to the rear axle assembly. When the vehicle accelerates or decelerates, the rear axle tends to rotate due to the differential's action. The torque arm counteracts this rotational force, helping to stabilize the axle and maintain proper alignment during these dynamic conditions. By preventing axle twist, torque arms improve traction, enhance vehicle stability, and contribute to overall handling performance. This function is crucial in performance and off-road vehicles where maintaining control during acceleration and cornering is essential for safety and efficiency. Other functions, such as maintaining suspension height or providing power to the wheels, are handled by different suspension components or systems. Similarly, while the steering column requires support from other structures, it is not the purpose of torque arms.

10. When diagnosing a power steering leak, which technician's statement is correct?

- A. Technician A: Wheels should be straight ahead**
- B. Technician B: Steering wheel should be rotated stop-to-stop**
- C. Both A and B are correct**
- D. Neither A nor B are correct**

When diagnosing a power steering leak, it's important to replicate the conditions under which the steering system operates. The statement that the steering wheel should be rotated stop-to-stop is correct because this action allows the technician to examine fluid movement and any leaks that may occur under full steering load. Rotating the steering wheel to its limits engages the power steering system fully, increasing pressure in the system, which can reveal leaks that might not be evident when the wheels are straight ahead. While having the wheels straight ahead is common practice for many diagnostics, it does not necessarily create the conditions for identifying leaks effectively. The full range of motion is needed to expose issues such as worn seals, loose connections, or other wear points that may only present a leak under high-stress situations, making the second statement the more applicable choice for assessing leaks in this scenario.

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:

<https://asesuspensionandsteering-t5.examzify.com>

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

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