

CALIFORNIA BAR SMOG TECHNICIAN PRACTICE EXAM (SAMPLE)

STUDY GUIDE



**SAMPLE STUDY GUIDE
WITH LIMITED QUESTIONS**

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THE FULL VERSION STUDY GUIDE**

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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. Where would a Technician find the Fuel Pressure Regulator in a vehicle equipped with TBI?**
 - A. Behind the glove box.
 - B. In the fuel tank.
 - C. On the floor near the driver's seat.
 - D. The Fuel Pressure Regulator is located above the throttle body near the injectors.
- 2. What condition is required for Closed Loop operation?**
 - A. The O2 sensor must be sending a switching voltage
 - B. The MAP sensor must read atmospheric pressure
 - C. The MAF sensor must be warmed up
 - D. The engine must be in open loop
- 3. During the EGR test, at what engine speed should you operate to evaluate the EGR valve?**
 - A. 2000 RPM
 - B. Idle
 - C. 3000 RPM
 - D. 4000 RPM
- 4. When should the Smog Check approved fan be used?**
 - A. Always
 - B. Below 72 F
 - C. Above 72 F
 - D. Never
- 5. What is the definition of a Grey Market Vehicle in the Smog Check Program?**
 - A. A Grey Market Vehicle is a vehicle originally manufactured for sale inside the U.S.
 - B. A Grey Market Vehicle is a vehicle designed for off-road use.
 - C. A Grey Market Vehicle is a vehicle powered by alternative fuels.
 - D. A Grey Market Vehicle is a vehicle originally manufactured for sale outside of the U.S.

- 6. How should you document a catalytic converter with replacement flanges?**
- A. Enter "Fail" for tamper under Exhaust Gas Aftertreatment systems
 - B. Enter "Pass" for tamper under Exhaust Gas Aftertreatment systems
 - C. Enter "Modified" for replacement flanges
 - D. Enter "Not Applicable" for conclusions
- 7. What information is required to be provided to a customer whose vehicle failed the Smog Check Inspection?**
- A. The address and phone number of the nearest Test and Repair station only.
 - B. The address and phone number of the nearest Test and Repair station, CAP information, and a BAR list of stations in the area licensed to perform repairs.
 - C. Only CAP information.
 - D. Only the BAR list of stations in the area licensed to perform repairs.
- 8. LPFET applies to vehicles within which model year range?**
- A. 1960s to 1980s
 - B. 1980 to 1990
 - C. 1990 to 2000
 - D. 1976 through 1995
- 9. For heavy-duty vehicles, where may the BAR-97 EIS be connected according to the guidelines?**
- A. It may be connected to a vehicle located inside the building.
 - B. It shall not be used outside the station building but may be connected to a large vehicle located outside.
 - C. It may be connected to a vehicle outside but must not be used outside the building.
 - D. It cannot be used with any vehicle.
- 10. What must be done prior to running a TSI Smog inspection?**
- A. All accessories must be turned off, and the vehicle must run for at least 30 seconds in park or neutral.
 - B. The vehicle must be in drive and run for at least 60 seconds.
 - C. Test must start immediately after starting the engine with the hood closed.
 - D. Only the ignition system must be on; run for 15 seconds.

Answers

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

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Explanations

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1. Where would a Technician find the Fuel Pressure Regulator in a vehicle equipped with TBI?

- A. Behind the glove box.
- B. In the fuel tank.
- C. On the floor near the driver's seat.
- D. The Fuel Pressure Regulator is located above the throttle body near the injectors.**

In a TBI system, the fuel pressure regulator must be placed where it can directly sense the intake vacuum and control the pressure delivered to the injectors. That's why the regulator is mounted on or very near the throttle body, typically above it near the injectors. This allows the regulator to use a vacuum line to the intake manifold, so it can adjust fuel pressure as engine load and vacuum change, returning any excess fuel back to the tank to keep the rail pressure steady. Other spots like behind the glove box, in the fuel tank, or on the floor near the driver's seat aren't involved in regulating the pressure that feeds the throttle body injector, so they aren't correct for a TBI setup.

2. What condition is required for Closed Loop operation?

- A. The O2 sensor must be sending a switching voltage**
- B. The MAP sensor must read atmospheric pressure
- C. The MAF sensor must be warmed up
- D. The engine must be in open loop

Closed loop operation depends on feedback from the exhaust oxygen sensor. When the O2 sensor is heated to its operating temperature and actively switching between richer and leaner voltages, the engine control module uses that signal to continuously adjust fuel metering and keep the air-fuel ratio at the stoichiometric point. That switching signal is what signals that feedback-based control is active. If the oxygen sensor isn't switching, the ECU can't use its feedback to trim fuel, so the system would be in open loop. The MAP sensor reading atmospheric pressure or the MAF sensor simply being warmed up aren't, by themselves, the condition that defines closed loop. Open loop is the state opposite to closed loop, where no sensor feedback is used for fueling.

3. During the EGR test, at what engine speed should you operate to evaluate the EGR valve?

- A. 2000 RPM**
- B. Idle
- C. 3000 RPM
- D. 4000 RPM

The test uses a mid-range engine speed to reliably observe the EGR valve's behavior when it's commanded to open. At about 2000 RPM the engine is under enough load for the EGR system to be active and for the valve's effect on the intake and combustion to be detectable, but not so high that other variables overwhelm the reading. Idle conditions don't provide a consistent opportunity to see the valve opening because EGR flow is minimal and the system can be lazy or contradictory at low load. At very high RPM, the engine control may shift to different behavior and the test becomes less representative of normal EGR operation. So about 2000 RPM is chosen because it gives a stable, observable condition to verify that the EGR valve opens and flows correctly.

4. When should the Smog Check approved fan be used?

- A. Always
- B. Below 72 F
- C. Above 72 F**
- D. Never

The test checks when you should use the Smog Check approved fan to ensure the engine can be cooled properly during the test. It is used only when the ambient temperature is above 72°F, because hotter conditions make it harder for the cooling system to maintain stable engine temperature and prevent heat soak, which could skew emissions readings. In cooler weather, natural cooling is usually sufficient, so the fan isn't needed; using it then could alter readings, and never using it in hot weather would risk overheating and invalid results.

5. What is the definition of a Grey Market Vehicle in the Smog Check Program?

- A. A Grey Market Vehicle is a vehicle originally manufactured for sale inside the U.S.
- B. A Grey Market Vehicle is a vehicle designed for off-road use.
- C. A Grey Market Vehicle is a vehicle powered by alternative fuels.
- D. A Grey Market Vehicle is a vehicle originally manufactured for sale outside of the U.S.**

In the Smog Check Program, a Grey Market Vehicle is one that was originally manufactured for sale outside of the United States. This matters because those cars were not designed to meet U.S. (and California) emission standards, so they often lack the required emissions equipment or calibration. As a result, they may need modifications or a special exemption to pass smog certification, or in some cases may not be eligible for standard certification at all. The other descriptions describe off-road use, alternative fuels, or U.S.-market origins, which do not define a grey market vehicle.

6. How should you document a catalytic converter with replacement flanges?

- A. Enter "Fail" for tamper under Exhaust Gas Aftertreatment systems**
- B. Enter "Pass" for tamper under Exhaust Gas Aftertreatment systems
- C. Enter "Modified" for replacement flanges
- D. Enter "Not Applicable" for conclusions

Tampering with the exhaust aftertreatment system is the issue here. Replacing the catalytic converter with replacement flanges changes the OEM exhaust path and can bypass or compromise the catalyst's function, which is considered tampering. The correct way to document this is to log a fail under the exhaust gas aftertreatment tamper category. A Pass would misrepresent the situation, and using Modified isn't the recognized codification for this scenario. Not Applicable would ignore the tampering evidence.

7. What information is required to be provided to a customer whose vehicle failed the Smog Check Inspection?

- A. The address and phone number of the nearest Test and Repair station only.
- B. The address and phone number of the nearest Test and Repair station, CAP information, and a BAR list of stations in the area licensed to perform repairs.**
- C. Only CAP information.
- D. Only the BAR list of stations in the area licensed to perform repairs.

After a failed Smog Check, a customer needs clear, actionable resources to move forward. The best information includes three pieces: the address and phone number of the nearest Test and Repair station so they know exactly where to go next; CAP information to guide them on consumer assistance options and the next steps; and a BAR list of area stations licensed to perform repairs so they can choose a legitimate, properly authorized shop. Together, these provide immediate location details, official guidance, and a verified list of eligible repair facilities. Providing only one or two of these leaves gaps, such as not knowing where to go, lacking consumer assistance details, or lacking a verified list of licensed repair shops.

8. LPFET applies to vehicles within which model year range?

- A. 1960s to 1980s
- B. 1980 to 1990
- C. 1990 to 2000
- D. 1976 through 1995**

LPFET is an older evaporative emissions testing protocol used in California's BAR Smog program for vehicles built during a specific time window. It applies to vehicles produced from 1976 through 1995, a period when the evaporative system and related fuel-vapor tests followed that particular method. After 1995, newer testing approaches (and later OBD-based standards) replaced LPFET, so vehicles from 1996 and later aren't evaluated under this test. Vehicles from the 1960s or early 1980s outside that 1976–1995 window don't fall under LPFET, which is why the 1976–1995 range is the correct scope.

9. For heavy-duty vehicles, where may the BAR-97 EIS be connected according to the guidelines?

- A. It may be connected to a vehicle located inside the building.
- B. It shall not be used outside the station building but may be connected to a large vehicle located outside.**
- C. It may be connected to a vehicle outside but must not be used outside the building.
- D. It cannot be used with any vehicle.

The key idea is that the BAR-97 EIS stays inside the station during use, but it can be connected to a heavy-duty vehicle that is located outside. This arrangement keeps the equipment protected and tested in a controlled indoor environment while still allowing the vehicle, which may be outside for exhaust testing, to be hooked up to the EIS. Therefore, the guideline is that it cannot be used outside the station building, but it may be connected to a large vehicle located outside. The other options don't fit because they imply either using the equipment outside or prohibiting any connection to a vehicle, which isn't how the procedure is designed.

10. What must be done prior to running a TSI Smog inspection?

- A. All accessories must be turned off, and the vehicle must run for at least 30 seconds in park or neutral.**
- B. The vehicle must be in drive and run for at least 60 seconds.
- C. Test must start immediately after starting the engine with the hood closed.
- D. Only the ignition system must be on; run for 15 seconds.

Before a TSI Smog inspection, the engine needs a short warm-up with no electrical load so the readings are stable and accurate. With the car in Park or Neutral and the parking brake set, run the engine for at least 30 seconds with all accessories off (no A/C, radio, lights, etc.). This lets the engine reach proper operating temperature and lets the exhaust and sensor readings settle to normal conditions. If you skip this and start the test right away or have accessories on, the readings can be off because the engine isn't stabilized yet. Being in Drive or trying to test while the engine is still cold or under load would also skew results, which is why Park/Neutral with a 30-second idle is required.

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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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