

GENERAL MOTORS AUTOMOTIVE SERVICE EDUCATIONAL PROGRAM (GM ASEP) STEERING AND SUSPENSION PRACTICE TEST (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. What is a common cause of premature tire wear related to suspension?**
 - A. Incorrect wheel alignment
 - B. Over-inflation of tires
 - C. Poor tire rotation practices
 - D. Under-inflation of tires

- 2. What consists of two yokes with a steel crosspiece joining them together?**
 - A. Spiral cable
 - B. Tilt steering column
 - C. Flexible coupling
 - D. Universal joint

- 3. What kind of axle is typically used in high-performance rear-wheel-drive vehicles?**
 - A. Live axle
 - B. Independent axle
 - C. Composite axle
 - D. Semi-floating axle

- 4. Which part of the suspension system helps maintain alignment of the wheels?**
 - A. Control arm
 - B. Shock absorber
 - C. Tie rod
 - D. Steering knuckle

- 5. What is the first step when removing the steering wheel?**
 - A. Disconnect the airbag
 - B. Note the alignment marks
 - C. Remove the center section
 - D. Remove the lock nut

6. If setback is greater than _____, check the body, frame, and cradle for accident damage or improper alignment.
- A. 0.5 inch
 - B. 2.5 inch
 - C. 1.5 inch
 - D. 1.0 inch
7. Which tool is commonly used to measure suspension ride height?
- A. Measuring tape or ride height gauge
 - B. Torque wrench
 - C. Caliper
 - D. Leveling tool
8. What does an alignment check primarily evaluate?
- A. The angle of the wheels relative to the vehicle's body
 - B. The condition of the tire tread
 - C. The wear on the brake pads
 - D. The stiffness of the suspension components
9. How can a vehicle's alignment be affected?
- A. Improper tire pressure
 - B. Worn control arm bushings
 - C. Regular tire rotations
 - D. All of the above
10. What is the purpose of the pinch bolt in steering knuckle assemblies?
- A. To connect the lower control arm
 - B. To secure the ball joint
 - C. To hold the strut in place
 - D. To adjust the steering angle

Answers

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

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Explanations

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1. What is a common cause of premature tire wear related to suspension?

A. Incorrect wheel alignment

B. Over-inflation of tires

C. Poor tire rotation practices

D. Under-inflation of tires

Incorrect wheel alignment is indeed a common cause of premature tire wear relating to suspension. When vehicle wheels are not aligned correctly, it can lead to uneven tire contact with the road. This misalignment may cause specific tires to wear more quickly on one side than the other, leading to a shortened lifespan for the tires. The suspension system plays a crucial role in maintaining proper wheel alignment, and any issues such as worn suspension components can exacerbate alignment problems, further contributing to premature wear. In contrast, while factors like over-inflation, poor tire rotation, and under-inflation can also affect tire wear and performance, they are not directly related to suspension issues. Over-inflation tends to cause the center of the tire tread to wear faster, while under-inflation causes the edges of the tread to wear out more quickly. Similarly, lack of tire rotation may lead to uneven tire wear over time, but it doesn't directly relate to suspension mechanics or alignment. Thus, incorrect wheel alignment remains the primary concern linked to suspension-related premature tire wear.

2. What consists of two yokes with a steel crosspiece joining them together?

A. Spiral cable

B. Tilt steering column

C. Flexible coupling

D. Universal joint

The correct choice refers to a universal joint, which is a critical component of many vehicle driveshafts. A universal joint consists of two yokes connected by a crosspiece, often referred to as a cross or trunnion. This design allows for the transfer of torque and rotational motion between two shafts that are not in a straight line or that are at different angles to each other. It effectively accommodates the required movement while maintaining the connection, making it essential in steering and suspension systems as well as in driveshaft assemblies. In contrast, a spiral cable is designed for steering systems that require a flexible connection for electrical signals, but it does not consist of yokes and a crosspiece. A tilt steering column allows the steering wheel to be adjusted for comfort and positioning but is not built from yokes or crosspieces. A flexible coupling does allow for some misalignment or movement between two components, but it does not feature yokes and a crosspiece arrangement as the universal joint does.

3. What kind of axle is typically used in high-performance rear-wheel-drive vehicles?

- A. Live axle**
- B. Independent axle
- C. Composite axle
- D. Semi-floating axle

A live axle is commonly used in high-performance rear-wheel-drive vehicles because it offers several advantages that align with the demands of such applications. This type of axle connects both rear wheels directly to a single housing, which provides increased strength and durability. The design allows for better power delivery to the wheels, which is essential in high-performance settings where effective traction and handling are critical. Additionally, live axles tend to be more straightforward in design, which can lead to less weight compared to other axle types, while also being able to support greater loads. This simplicity and strength make live axles particularly suitable for sports cars and other performance-oriented vehicles where optimal power transfer and handling are prioritized. In summary, the live axle's ability to provide strength, reliability, and efficient power transfer makes it the preferred choice for high-performance rear-wheel-drive vehicles.

4. Which part of the suspension system helps maintain alignment of the wheels?

- A. Control arm
- B. Shock absorber
- C. Tie rod**
- D. Steering knuckle

The tie rod plays a crucial role in the alignment of the wheels in the suspension system. It connects the steering rack to the steering knuckle, which ultimately controls the direction of the vehicle's wheels. When the driver turns the steering wheel, the tie rods transmit the motion of the steering gear to the wheels, allowing for accurate steering response. Moreover, the tie rods also help to maintain the proper toe alignment of the wheels. Proper toe alignment is essential for even tire wear and overall vehicle stability while driving. If the tie rods are worn or damaged, they can lead to misalignment, which can cause the vehicle to handle poorly, increase tire wear, and affect safety. In contrast, other components like the control arm provides support for the suspension and helps manage wheel motion but does not directly affect wheel alignment in the same way. Shock absorbers primarily serve to dampen the oscillations of the suspension system to maintain ride comfort, while the steering knuckle connects various components, but it is the tie rod that directly supports wheel alignment and steering response. Thus, it is clear that the tie rod is the key component for maintaining the alignment of the wheels.

5. What is the first step when removing the steering wheel?

- A. Disconnect the airbag**
- B. Note the alignment marks
- C. Remove the center section
- D. Remove the lock nut

The first step when removing the steering wheel is to disconnect the airbag. This safety procedure is critical because the airbag is an explosive device designed to deploy in the event of a collision. If the airbag is still connected and accidentally deployed while working on the steering wheel, it can cause serious injury. Therefore, ensuring that the airbag is safely disconnected eliminates the risk of it deploying unexpectedly during the steering wheel removal process. After disconnecting the airbag, other steps such as noting the alignment marks, removing the center section, or removing the lock nut can be carried out with reduced risk. However, the priority is always the safety of the technician, making the disconnection of the airbag the essential first action.

6. If setback is greater than _____, check the body, frame, and cradle for accident damage or improper alignment.

- A. 0.5 inch
- B. 2.5 inch
- C. 1.5 inch
- D. 1.0 inch

The correct choice indicates that if the setback is greater than 0.5 inches, it is important to check the body, frame, and cradle for any signs of accident damage or improper alignment. This threshold is significant because a setback measurement above this point can suggest that there may be underlying issues affecting the vehicle's suspension system and overall structural integrity. Setback refers to the positioning of the wheels in relation to the body of the vehicle. An excessive setback can mean that the alignment of the suspension has been compromised, which may happen due to an accident or other forms of collision. These issues can lead to uneven tire wear, handling problems, and could affect safety while driving. Therefore, checking the body, frame, and suspension cradle helps to identify whether there has been any damage that needs to be addressed to restore proper alignment and ensure the vehicle operates safely. In assessing vehicle alignment and suspension problems, recognizing a smaller threshold like 0.5 inches as crucial for further investigation allows technicians to catch potential issues early, preventing more severe problems down the line.

7. Which tool is commonly used to measure suspension ride height?

- A. Measuring tape or ride height gauge
- B. Torque wrench
- C. Caliper
- D. Leveling tool

A measuring tape or ride height gauge is the most commonly used tool for measuring suspension ride height because it provides an accurate and straightforward method to determine the distance between the ground and a specific point on the vehicle, often the wheel arch or the frame. This measurement is critical for ensuring that the vehicle is at the proper height for optimal handling, comfort, and alignment characteristics. Using this tool allows technicians to evaluate the suspension's functionality and identify any potential issues such as sagging springs or improper installation. Ride height measurement is a standard procedure in suspension service and repair, as it plays a significant role in vehicle dynamics and safety. While other tools, such as a torque wrench, caliper, or leveling tool, have specific uses in automotive service, they do not directly measure ride height. A torque wrench is utilized for tightening bolts to a specified torque, a caliper is primarily for measuring dimensions of components, and a leveling tool is used for achieving balance or levelness but not specifically for ride height measurement.

8. What does an alignment check primarily evaluate?

- A. The angle of the wheels relative to the vehicle's body**
- B. The condition of the tire tread
- C. The wear on the brake pads
- D. The stiffness of the suspension components

An alignment check primarily evaluates the angle of the wheels relative to the vehicle's body. This is crucial because proper wheel alignment ensures that all four wheels are positioned correctly in relation to each other and the road. When the angles—such as camber, caster, and toe—are within manufacturer specifications, it promotes even tire wear, enhances vehicle handling, and improves fuel efficiency. Misalignment can lead to excessive tire wear and adversely affect the vehicle's steering response, making it essential to routinely check alignment, especially after suspension work or if the vehicle exhibits handling issues. While other aspects, such as the tread condition of the tires, the wear on brake pads, and the stiffness of suspension components, are important for overall vehicle maintenance and safety, they are not the primary focus during an alignment check. Instead, the alignment check directly assesses the geometric positioning of the wheels, which is fundamental for optimal vehicle performance.

9. How can a vehicle's alignment be affected?

- A. Improper tire pressure
- B. Worn control arm bushings**
- C. Regular tire rotations
- D. All of the above

A vehicle's alignment can be significantly affected by various factors, and one of the primary ones is worn control arm bushings. Control arm bushings serve as the pivot point for the control arms and help maintain proper geometry of the suspension system. When these bushings are worn or damaged, they can allow excessive movement or misalignment of the suspension components, leading to an improper alignment of the wheels. This misalignment can result in uneven tire wear, adversely affect the vehicle's handling, and potentially cause safety issues while driving. While other factors, such as improper tire pressure, can influence tire performance and wear, they do not directly cause an alignment issue. Regular tire rotations are a maintenance practice designed to promote even tire wear and do not influence alignment directly; however, neglecting alignment may lead to reduced effectiveness of this practice. Therefore, worn control arm bushings stand out as a direct cause of alignment problems.

10. What is the purpose of the pinch bolt in steering knuckle assemblies?

- A. To connect the lower control arm
- B. To secure the ball joint**
- C. To hold the strut in place
- D. To adjust the steering angle

The purpose of the pinch bolt in steering knuckle assemblies is to secure the ball joint. In many suspension designs, particularly MacPherson strut systems, the pinch bolt is used to clamp the ball joint into the steering knuckle, ensuring a tight and secure connection. This is critical for maintaining proper alignment and function of the vehicle's steering and suspension system. A properly secured ball joint allows for controlled movement and avoids any excess play that could lead to premature wear or failure of the suspension components. The other options do not accurately describe the role of the pinch bolt; it does not connect the lower control arm directly, hold the strut in place, or adjust the steering angle. Each of those functions is served by different components in the vehicle's suspension and steering system, underscoring the specific and vital role of the pinch bolt in maintaining the integrity of the ball joint connection.

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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