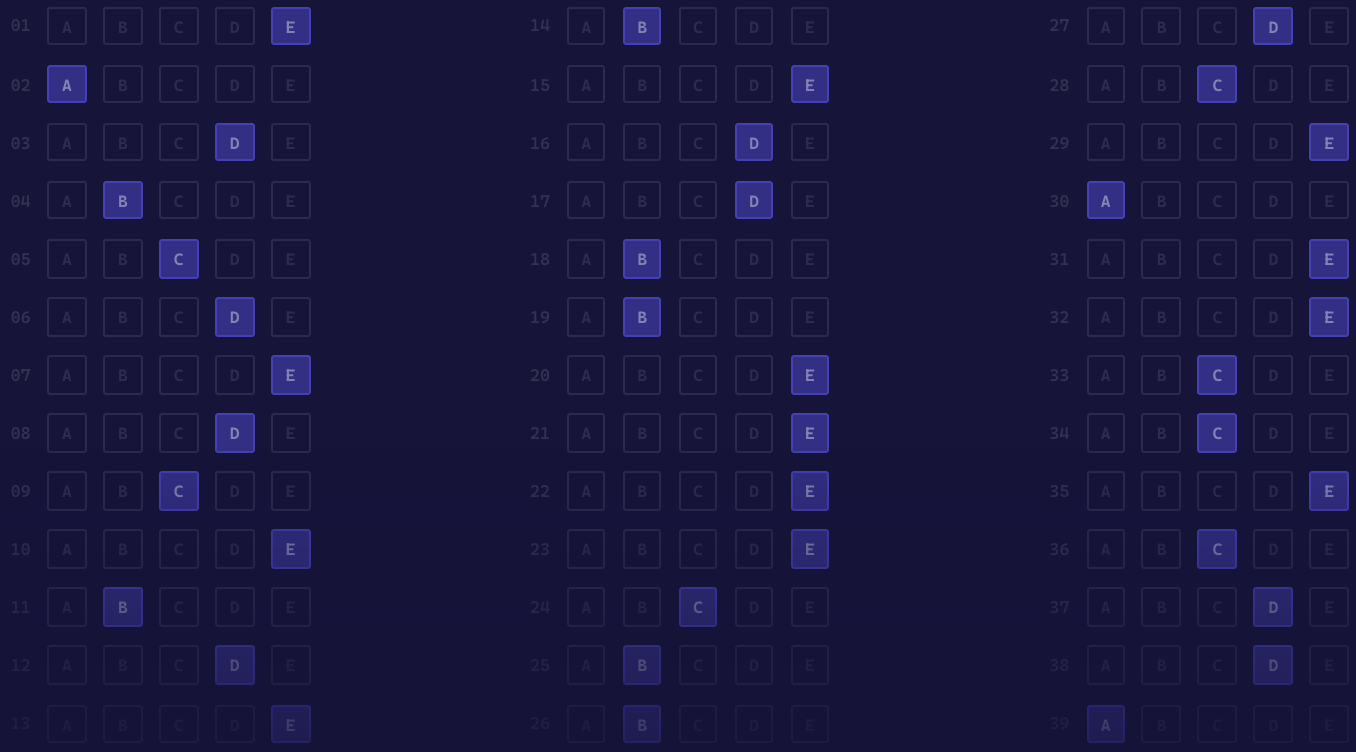
MOMETRIX
SMARTER PREP. BETTER RESULTS.



PRACTICE QUESTIONS

CA BUREAU OF AUTOMOTIVE REPAIR

SBFGKG9J

CA Vehicle Safety Systems Technician Examination

EDITION	QUESTIONS	FORMAT
Demo	9	Limited Edition PDF

WEB www.mometrix.net

SUPPORT support@mometrix.net

Before you begin

What this is

9 practice questions for CA BUREAU OF AUTOMOTIVE REPAIR `SBFGKG9J`, each with its answer key and an explanation. Answer a question before you read its key — the explanation is worth more once you have committed.

If something looks wrong

Send us three things and we will check it:

- the exam code, `SBFGKG9J`
- the question number
- the email address on your order

Write to **support@mometrix.net**. We reply within one business day.

mometrix.net

QUESTION 1 SINGLE CHOICE

Before performing any diagnostic work on a vehicle's airbag system (SRS), what is the FIRST action a Vehicle Safety Systems Technician must take according to standard safety procedures?

A Disconnect the airbag module from the wiring harness

B Disable the airbag system by removing the airbag fuse and disconnecting the battery negative cable for the specified wait time

C Scan the airbag control module for diagnostic trouble codes

D Remove the steering wheel to access the airbag assembly

ANSWER B

WHY The correct first step when working on an SRS is to disable the system by removing the airbag fuse (where applicable) and disconnecting the battery negative cable, then waiting the manufacturer-specified discharge time before any component is removed. This prevents accidental airbag deployment, which can cause serious injury. Disconnecting the airbag module harness first, scanning for codes, or removing the steering wheel all require the system to already be de-energized.

mometrix.net

QUESTION 2 SINGLE CHOICE

A vehicle's ABS warning lamp remains illuminated while the brake system warning lamp is OFF. Which condition is the most likely cause?

A Low brake fluid level in the master cylinder reservoir

B A fault isolated to the ABS only (wheel-speed sensor, tone ring, or ABS modulator/control module circuit)

C Severely worn brake pads requiring replacement

D A failure in the hydraulic brake system's primary or secondary circuit

ANSWER B

WHY When the ABS warning lamp is on but the red brake system warning lamp is OFF, the base hydraulic brake system is functioning within normal parameters, and the fault is isolated to the ABS itself — typically a wheel-speed sensor, tone ring, wiring, or the ABS modulator/ECU. A low fluid level or a primary/secondary hydraulic circuit failure would illuminate the red brake warning lamp, and worn pads do not by themselves illuminate either warning lamp on most systems.

QUESTION 3 MULTIPLE CHOICE

Which of the following conditions will typically illuminate the airbag/SRS warning lamp and set a DTC? (Choose two.)

A An open or shorted squib circuit in a front airbag inflator

B Normal periodic self-test cycles of the SRS control module

C A fault in the seat belt pretensioner circuit

D Routine oil-change service interval

ANSWER A · C

WHY The SRS lamp is illuminated and a DTC is stored when the control module detects an actual electrical fault such as an open or shorted squib (inflator) circuit or a seat belt pretensioner circuit fault. Normal self-test cycles do not illuminate the warning lamp or set a DTC, and an oil-change service interval has no connection to the SRS.

mometrix.net

QUESTION 4 SINGLE CHOICE

Which component is the primary input that the Electric Power Steering (EPS) control module uses to determine how much steering assist to provide?

A Engine coolant temperature sensor

B Steering torque sensor (and typically steering shaft rotation/position sensor)

C Wheel-speed sensors only

D Ambient light sensor

ANSWER B

WHY The EPS control module uses a steering torque sensor (often paired with a steering angle/position sensor) as the primary input to determine how much assist the electric motor should apply. Engine coolant temperature, ambient light, and wheel-speed sensors are not the primary inputs for steering assist calculations — wheel speed may be a secondary input on some systems, but torque remains the key signal.

QUESTION 5 SINGLE CHOICE

When using a scan tool to retrieve SRS/ABS diagnostic trouble codes (DTCs), why is it important to record BOTH the active (current) DTCs and any stored/history DTCs?

A History DTCs are the only ones that can be cleared; current DTCs cannot

B Current DTCs indicate the present fault, while history/stored DTCs can reveal intermittent faults, recent repair activity, and patterns leading up to the present failure

C History DTCs automatically fix the present fault

D Scan tools will not display current DTCs unless history is cleared first

ANSWER B

WHY Both code types provide useful information: current DTCs point to the fault presently keeping the warning lamp on, while history/stored DTCs can identify intermittent problems (loose connector, marginal sensor), reveal whether a component has been recently replaced, and show patterns useful for root-cause diagnosis. The other statements are factually incorrect — history DTCs can be cleared, they do not repair anything, and scan tools display current DTCs without requiring history to be cleared.

mometrix.net

QUESTION 6 SINGLE CHOICE

During a hard cornering maneuver, the Electronic Stability Control (ESC) system applies the brake to the inside wheel and/or reduces engine power. What is the primary purpose of this intervention?

A To prevent the brake pads from overheating

B To help the driver maintain directional control by counteracting an impending skid (understeer or oversteer)

C To improve fuel economy during cornering

D To charge the ABS hydraulic accumulator

ANSWER B

WHY ESC uses steering angle, yaw rate, lateral acceleration, and wheel-speed inputs to detect when the vehicle is not following the driver's intended path. By selectively braking individual wheels and/or reducing engine torque, ESC generates a correcting yaw moment that helps the driver maintain directional control and prevents an impending skid. Heat management, fuel economy, and accumulator charging are not the purpose of an active ESC intervention.

mometrix.net

QUESTION 7 MULTIPLE CHOICE

Which of the following tasks are typically required AFTER a collision or windshield replacement on a vehicle equipped with advanced driver assistance systems (ADAS)? (Choose two.)

A **Perform a static or dynamic calibration of the affected forward-facing camera and/or radar sensor**

B Inflate all four tires to maximum sidewall pressure

C **Conduct a pre-scan and post-scan to verify no related DTCs are present**

D Disconnect the battery for 24 hours before any other work begins

ANSWER **A · C**

WHY After windshield replacement or collision repairs, ADAS components such as the forward-facing camera and radar must be calibrated (statically in a shop with targets, or dynamically via a road test per OEM procedure), and a pre-scan/post-scan workflow is required to confirm the systems are functional and no DTCs remain. Inflating tires to maximum sidewall pressure is unsafe and unrelated, and disconnecting the battery for 24 hours is not a standard post-repair procedure.

QUESTION 8 SINGLE CHOICE

A direct-type Tire Pressure Monitoring System (TPMS) uses which type of sensor inside each wheel to report tire pressure?

A A piezoelectric vibration sensor only

B **A battery-powered pressure (and typically temperature) sensor with a radio-frequency transmitter**

C An optical tread-depth sensor

D An ABS wheel-speed sensor shared with the brake system

ANSWER **B**

WHY Direct TPMS uses a wheel-mounted sensor module that contains a pressure transducer (and usually a temperature sensor), a microcontroller, a radio-frequency transmitter, and a battery. Indirect TPMS, in contrast, infers underinflation from ABS wheel-speed sensor data and does not use a pressure sensor. Piezoelectric vibration sensors and optical tread-depth sensors are not TPMS components.

mometrix.net

QUESTION 9 SINGLE CHOICE

After a vehicle has been involved in a frontal collision in which the airbags deployed, which of the following components must typically be replaced?

A Only the deployed airbag modules

B Deployed airbag modules, seat belt pretensioners (if activated), the SRS control module (if it has deployed/latched), and any crash-related sensors and wiring as specified by the OEM

C Only the airbag fuses

D Only the steering wheel and instrument panel trim

ANSWER B

WHY Following airbag deployment, OEM repair procedures generally require replacement of the deployed airbag module(s), any activated seat belt pretensioners, the SRS control module if it has fired (it typically locks out after deployment and must be replaced), and crash sensors / wiring per the OEM. Simply replacing fuses or trim pieces, or only replacing the airbags, leaves a non-functional restraint system and is unsafe.

mometrix.net