

ASE A5 Cheat Sheet 2026

The night-before summary, built like the exam.

45 Scored questions	1h 15m Time limit	— Passing score
\$62 Exam fee	National Institute for Aut... Governing body	— Pass rate

The numbers to remember

- Full test: 55 questions, 75 minutes, only 45 scored.
- Recertification test: 23 questions, 30 minutes.
- Certification validity: 5 years.
- Fees: \$62 per-test fee + \$34 registration fee per order.
- Renewal: \$52 annual renewal application fee (any number of certifications); 8 renewal credits extends a certification area by 1 year.
- Certification also requires full-time, hands-on work experience (or an accepted combination of training and experience) — the amount varies by test, in addition to passing.

Blueprint areas and weights

- Hydraulic system — master cylinders, lines/hoses, proportioning/metering/combination valves, brake fluid, bleeding procedures.
- Drum brakes — self-adjusters, wheel cylinders, return springs, lining wear patterns.
- Disc brakes — caliper types, slide pins/bushings, rotor thickness variation and runout, drum-in-hat parking brake designs.
- Power assist units — vacuum boosters, hydro-boost, check valves.
- ABS and electrical — wheel speed sensors, hydraulic control unit, warning lamp logic, brake light switches.

Diagnostic quick rules

- Low, sinking pedal -> suspect hydraulic (master cylinder bypass, leak, air in system), not the booster.
- Hard, high pedal with poor stopping -> suspect the power booster or its vacuum/hydraulic supply, not the hydraulic circuit.
- Pedal pulsation under braking -> rotor thickness variation is the classic disc-brake cause.
- Uneven drum lining wear -> check for a dragging wheel cylinder or a seized self-adjuster before condemning the shoes.
- ABS warning lamp on -> system typically defaults to conventional (non-ABS) braking until the fault clears; sensor signal dropout and air-gap issues are common triggers.
- Contaminated brake fluid -> moisture lowers the boiling point, which shows up as pedal fade after hard, repeated braking.

Top traps

- Technician A/B questions: read both statements fully before answering — one can be right, both can be right, or both can be wrong. Don't assume a 50/50 split.
- Absolute words like "always," "only," or "never" in a technician statement are a common signal of the wrong half of the pair.
- Don't confuse the 55-question full test with the 45 scored questions — unscored pretest items still count toward your time, just not your grade.
- Passing the test alone does not equal certification — the hands-on experience requirement is verified separately.
- Mechanical brake symptoms and electronic ABS-control symptoms get mixed together in scenario questions; identify

which layer the question is actually asking about.

Official sources

- National Institute for Automotive Service Excellence (ASE) — ASE A1-A9 Automobile & Light Truck Certification Tests:
<https://ase.com/tests/a1-a9/>
- National Institute for Automotive Service Excellence (ASE) — ASE Test Fees and Registration:
<https://ase.com/tests/register-now/>
- National Institute for Automotive Service Excellence (ASE) — ASE FAQs — Certification Requirements:
<https://ase.com/faqs/>

Free practice questions for this exam: www.everyexamprep.com/practice/exams/automotive/ase-a5