Theme: 9. Power train

Points	K	No	Question, answers	Graphic images
2		9/1.	**Which of the items listed below are components of the power train (transmission):** the clutch and the transmission box the cardan drive the differential and axle shafts the steering mechanisms of the motor vehicle	
2		9/2.	**The clutch is a component of:** the steering mechanisms of the motor vehicle the power train (transmission) of the motor vehicle the vehicle chassis the suspension of the vehicle	
2		9/3.	**The function of the clutch is:** to engage the internal combustion engine to the cardan drive to engage the engine to the transmission and to disengage the engine from the transmission for a short period of time to engage the components of the transmission to the chassis	
2		9/4.	**When the engine is running and the clutch is engaged, the clutch is actuated by:** the vehicle starter the flywheel of the internal combustion engine by the vehicle generator	
2		9/5.	**When the clutch pedal is pressed:** the clutch is disengaged and the power train is uncoupled the clutch is disengaged and the power train is coupled the clutch is engaged	
2		9/6.	**When the clutch pedal is released:** the clutch is engaged and the power train is uncoupled the clutch is disengaged and the power train is uncoupled the clutch is engaged and the power train is coupled	
2		9/7.	**The transmission box is a component (unit) of:** the steering mechanisms of the vehicle the power train (transmission) of the vehicle the vehicle chassis the steering system	
2		9/8.	**The function of the transmission box is:** to change the transferred torque only to couple the internal combustion engine to the transmission to secure the turning of the front wheels	
2		9/9.	**When the engine is running and the clutch is engaged, the transmission box is directly driven by:** the crank shaft of the internal combustion engine the cardan drive the clutch	

2		9/10.	**The gear ratio of the transmission box is determined by:** the total number of gears of the transmission box the number of direct gears a neutral position, 1 (one), is added to the total number of gears of the transmission box	
2		9/11.	**The cardan drive is a component of:** the steering mechanisms of the vehicle the power train (the transmission) of the vehicle the transmission box the steering system	
2		9/12.	**The function of the cardan drive is:** to transfer torque from the clutch to the main transmission to transfer torque from the transmission box to the main transmission at a variable angle and varying distance between them to transfer torque from the transmission box to the wheels	
2		9/13.	**The differential is a component of:** the main transmission the power train (transmission) of the vehicle the steering mechanisms of the vehicle	
2		9/14.	**The function of the differential is:** to distribute the speed of rotation between the driving wheels depending on the specific driving conditions (driving in a turn) to change the direction of torque transfer at an angle of 90 degrees from the cardan drive to the driving wheels to amplify the torque transferred by the cardan drive to the driving wheels by changing of its direction and transferring it at an angle of 90 degrees	
2		9/15.	**The differential may be located:** in the vehicle suspension in the casing of the driving axle in the casing of the transmission box	
2		9/16.	**The function of the main transmission is:** only to reduce the torque transferred from the cardan drive to the driving wheels by changing its direction only to change the direction of the torque transferred from the cardan drive to the driving wheels to amplify the torque transferred from the cardan drive to the driving wheels by changing its direction	
2		9/17.	**The axle shafts are components of:** the wheels of the vehicle the power train (the transmission) of the vehicle the steering axle of the vehicle the vehicle suspension	
2		9/18.	**The function of the axle shafts is:** only to transfer torque from the main transmission to the driving wheels to transfer torque from the differential to the driving wheels and vice versa	

2		9/19.	**The clutch is engaged by:** smoothly releasing the clutch pedal smoothly pressing the clutch pedal abruptly releasing the clutch pedal abruptly pressing the clutch pedal	
2		9/20.	**The clutch is disengaged by:** smoothly pressing the clutch pedal quickly releasing the clutch pedal moderately quick pressing the clutch pedal to the end	
2		9/21.	**Wearing out of the friction plate of the clutch is detected by:** the abrupt increase of the vehicle speed when first gear is engaged no change in the speed of the vehicle when the revolutions of the engine are abruptly increased the abrupt increase of the vehicle speed when direct gear is engaged	
2		9/22.	**Wearing out of the friction plate of the clutch:** causes the increase of the free play of the clutch pedal does not affect the free play of the clutch pedal results in decreasing the free play of the clutch pedal	
2		9/23.	**The "sliding" of the clutch plates is an indication of:** large free play of the clutch pedal small free play of the clutch pedal normal free play of the clutch pedal	
2		9/24.	**The free play of the clutch pedal is adjusted:** every day twice a year, during the seasonal technical maintenance whenever necessary	Correct – incorrect
2		9/25.	**Checking the level of fluid in the clutch tank is a compulsory operation:** for all clutch types only for truck clutches for hydraulically actuated clutches	
2		9/26.	**When the level of the fluid in the hydraulic cylinder tank of a hydraulically actuated clutch is reduced:** water is added the same type of fluid is added ethyl alcohol may be added any kind of technical-purpose fluid may be added	
2		9/27.	**When changing the fluid of a hydraulically actuated clutch:** the components of the hydraulic mechanism are washed with water the components of the hydraulic mechanism are washed with ethyl alcohol	

2		9/28.	**The daily technical maintenance of a hydraulically actuated clutch requires:** grease lubrication inspection for leaks adding fluid when necessary adjustment	
2		9/29.	**The emergence of a metallic scratching noise and increased temperature of the transmission box may be caused by:** Wearing out of the gear wheels of the transmission box Wearing out of the ball sockets of the gear lever no oil or the use of oil with inappropriate quality	
2		9/30.	**Worn out or deformed gaskets of the transmission box may cause:** arbitrary disengagement of gears arbitrary engagement of the transmission box gears oil leak from the transmission box	
2		9/31.	**The type of oil in the transmission box and the period of oil change is determined by:** the driver, depending on road conditions the driver, depending on weather conditions the vehicle manufacturer	
2		9/32.	**When the level of the oil in the transmission box is reduced:** add oil of the type used in the engine replace the oil add the same type of oil	
2		9/33.	**The oil in the transmission box is changed:** while the engine is running, the clutch engaged and with a neutral position of the gear lever while the engine is running and with the clutch disengaged while the engine is off	
2		9/34.	**The type of oil in the casing of the steering axle and the period of oil change is determined by:** the driver, depending on weather conditions the vehicle manufacturer the driver, depending on road conditions	
2		9/35.	**The quantity of oil in the casing of the steering axle must be:** sufficient to fill the whole capacity of the casing not less than one litre up to the level of the control plug	
2		9/36.	**The oil in the steering axle casing is changed:** immediately before departure of the vehicle immediately after the vehicle is stopped according to the assessment and free time of the driver	