

92F MILITARY OCCUPATIONAL SPECIALTY (MOS) TRAINING TEST 1 PRACTICE (SAMPLE) STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

VISIT US ONLINE FOR
THE FULL VERSION STUDY GUIDE

<https://92fmostraining1.examzify.com>



Copyright © 2026 by Examzify - A Kaluba Technologies Inc. product.

ALL RIGHTS RESERVED.

No part of this book may be reproduced or transferred in any form or by any means, graphic, electronic, or mechanical, including photocopying, recording, web distribution, taping, or by any information storage retrieval system, without the written permission of the author.

Notice: Examzify makes every reasonable effort to obtain accurate, complete, and timely information about this product from reliable sources.

SAMPLE

Table of Contents

Copyright	1
Table of Contents	2
Introduction	3
How to Use This Guide	4
Questions	5
Answers	8
Explanations	10
Next Steps	15

SAMPLE

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

SAMPLE

1. How many classes of fire are there?

- A. Two
- B. Three
- C. Five
- D. Four

2. What is the purpose of a water separator in a fuel system?

- A. It removes free water from fuel to prevent water-related damage to equipment.
- B. It adds water to fuel for cooling.
- C. It filters out only dirt and debris and leaves water.
- D. It measures fuel density.

3. How often should the fuel filter be changed?

- A. Every 36 months
- B. Every 12 months
- C. Every 6 months
- D. Every 24 months

4. Why is API gravity important when handling petroleum products?

- A. They measure viscosity at ambient temperature.
- B. It helps identify product density and quality, affecting storage, separation, and performance.
- C. It determines color.
- D. It indicates octane rating.

5. Why is bonding and grounding essential during fueling operations?

- A. To improve fuel flow rate
- B. To prevent static electricity buildup that could ignite flammable fuels
- C. To measure fuel temperature
- D. To connect to power supply

- 6. A 5k tanker gauge reading of which range is BAD?**
- A. 0-15
 - B. 15 & above
 - C. 15-30
 - D. 30-60
- 7. What is the term for the measure of pressure expressed as the height, in feet, of a column of fuel?**
- A. Feet of head
 - B. PSI
 - C. Bar
 - D. Pascal
- 8. Which statement about Class A fires is true?**
- A. They involve flammable liquids
 - B. They involve electrical fires
 - C. They involve combustible materials such as wood and paper
 - D. They involve combustible metals
- 9. During a fuel transfer, what should be monitored?**
- A. Fuel color and odor.
 - B. Ambient temperature.
 - C. Pressure and flow during transfer.
 - D. Volume rate only.
- 10. Which GPM rating uses 18 filters and 18 canisters?**
- A. 50-GPM
 - B. 100-GPM
 - C. 350-GPM
 - D. 600-GPM FS

Answers

SAMPLE

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

SAMPLE

Explanations

SAMPLE

1. How many classes of fire are there?

- A. Two
- B. Three
- C. Five
- D. Four**

Fire classifications help us choose the right method and extinguisher for different hazards. In this training, there are four primary classes: ordinary combustibles (like wood and paper), flammable liquids, electrical fires, and certain reactive metals. That four-category framework is why the correct answer is four. Some curricula add a fifth class for cooking oils (K), but in this context the standard count used is four.

2. What is the purpose of a water separator in a fuel system?

- A. It removes free water from fuel to prevent water-related damage to equipment.**
- B. It adds water to fuel for cooling.
- C. It filters out only dirt and debris and leaves water.
- D. It measures fuel density.

The main purpose of a water separator in a fuel system is to remove free water from the fuel to prevent water-related damage to equipment. Water in fuel can cause corrosion inside fuel lines and components, rust on fittings and pumps, and can promote microbial growth in diesel, which clogs filters and fuel passages. Water droplets can also cause icing or poor combustion in some systems, leading to reduced performance or failure. A water separator typically uses filtration and coalescing action to capture and collect the water, letting it separate from the fuel so it can be drained away via a bottom valve or sensor. This keeps the fuel entering the engine or equipment dry and protects critical parts like pumps, filters, and injectors. While some filters also remove dirt, the key function here is removing water. It does not add water for cooling, it does not primarily remove only dirt while leaving water, and it does not measure fuel density.

3. How often should the fuel filter be changed?

- A. Every 36 months**
- B. Every 12 months
- C. Every 6 months
- D. Every 24 months

Fuel filters keep contaminants from entering the fuel system, protecting pumps and injectors. The replacement interval is set by the equipment's maintenance schedule and manufacturer specs, not by a fixed mileage alone. For this context, the standard preventive maintenance interval for changing the fuel filter is every 36 months, assuming normal operating conditions and fuel quality. Following this interval helps prevent fuel flow issues and injector damage that could arise from a degraded filter. If you're operating in extreme conditions, using poor-quality fuel, or notice symptoms like hard starting or loss of power, inspection or earlier replacement may be warranted, but 36 months is the established schedule.

4. Why is API gravity important when handling petroleum products?

- A. They measure viscosity at ambient temperature.
- B. It helps identify product density and quality, affecting storage, separation, and performance.**
- C. It determines color.
- D. It indicates octane rating.

API gravity measures how dense a petroleum liquid is relative to water. A higher API gravity means the product is lighter; a lower API gravity means it's heavier. This density information helps identify what the product is and, to some extent, its quality, because density correlates with the type of fraction and its processing characteristics. Storage and handling rely on density differences: tanks, layering, and space requirements depend on how light or heavy the product is, and density also influences how water and sediments separate from oil. In separation operations, the density contrast between oil and water drives the efficiency of gravity separation and the design of decanting processes. For performance, density affects flow properties and pumping requirements, since heavier liquids generally demand more energy to move and may behave differently in tanks and pipelines. This isn't a measure of viscosity, color, or octane rating—the latter are separate properties and uses. API gravity specifically helps you gauge density-related behavior and its impact on storage, separation, and handling performance.

5. Why is bonding and grounding essential during fueling operations?

- A. To improve fuel flow rate
- B. To prevent static electricity buildup that could ignite flammable fuels**
- C. To measure fuel temperature
- D. To connect to power supply

Bonding and grounding during fueling operations are focused on preventing static electricity from becoming a hazard. As fuel moves through hoses and fittings, friction and movement can build up a static charge on the vehicles, tanks, and equipment. If there's a potential difference between these metal parts and the earth, a discharge can occur, and in an environment with flammable vapors, that discharge could ignite the fuel mixture. Bonding provides a continuous electrical connection between all metallic parts involved, while grounding drains any accumulated charge to the earth, keeping everyone and the equipment at the same electrical potential. This safety measure is not about changing fuel flow, measuring temperature, or supplying power; it specifically reduces ignition risk from static electricity.

6. A 5k tanker gauge reading of which range is BAD?

- A. 0-15
- B. 15 & above**
- C. 15-30
- D. 30-60

Gauge readings show how much load is safely on board. For this 5k tanker, the safe loading window is from zero up to fifteen. Once the reading reaches fifteen or higher, it signals the load has exceeded the safe limit, creating safety and handling risks. Therefore, any reading at or above fifteen is BAD. The other ranges either stay within the safe zone or only cover parts of the unsafe zone, but the threshold for BAD starts at fifteen and includes all higher readings.

7. What is the term for the measure of pressure expressed as the height, in feet, of a column of fuel?

A. Feet of head

B. PSI

C. Bar

D. Pascal

Pressure expressed as the height of a column of fuel is called feet of head. In fluids, pressure can be described by the height of a fluid column needed to exert that pressure, which ties into $P = \rho g h$. Expressing pressure as head shows how tall a column of the same fuel would have to be to produce the same pressure. This head concept is common in fuel and hydraulic systems. The other terms—PSI, Bar, and Pascal—are direct units of pressure per area, not a height of a fluid column.

8. Which statement about Class A fires is true?

A. They involve flammable liquids

B. They involve electrical fires

C. They involve combustible materials such as wood and paper

D. They involve combustible metals

The key idea is how fires are categorized by the type of fuel. Class A fires involve ordinary combustibles—materials that burn and typically leave ash. That includes wood, paper, cloth, and cardboard. So the statement that they involve combustible materials such as wood and paper is the correct one because it directly identifies the common fuels in this class. Flammable liquids are associated with Class B fires, electrical fires with Class C, and certain metals with Class D. The reasoning is that each class is defined by the fuel source and its burning characteristics, which guides how the fire should be extinguished. For Class A, cooling with water is effective to reduce the temperature of the solid fuel and stop the flame.

9. During a fuel transfer, what should be monitored?

A. Fuel color and odor.

B. Ambient temperature.

C. Pressure and flow during transfer.

D. Volume rate only.

Monitoring pressure and flow during a fuel transfer is essential because it gives real-time insight into how the system is performing and whether it remains within safe operating limits. Pressure readings help you detect overpressure that could stress hoses, fittings, or tanks, and they can reveal blockages, restrictions, or leaks before a spill or a hazardous release occurs. Flow measurements confirm that the transfer is proceeding at the intended rate and can reveal problems such as a kinked line, a failing pump, or a developing leak that might not be obvious from volume alone. Color and odor might indicate contamination, but they aren't reliable indicators for safe transfer conditions in real time. Ambient temperature isn't as critical to immediate safety during the transfer, and watching only volume rate can miss pressure spikes or flow irregularities. So, monitoring both pressure and flow provides the most complete safety and operational picture during fuel transfer.

10. Which GPM rating uses 18 filters and 18 canisters?

- A. 50-GPM
- B. 100-GPM
- C. 350-GPM**
- D. 600-GPM FS

Understanding how filtration capacity ties to hardware helps here. The 350-GPM FS configuration is built with a specific stack of 18 filter elements housed in 18 canisters. That exact arrangement is what lets it meet the 350-GPM flow while keeping filtration performance consistent. The smaller flow rates are achieved with fewer filters and canisters, so they don't use the same 18/18 setup, and a much higher rate would require more elements or a different design. So the rating that uses 18 filters and 18 canisters is the 350-GPM FS.

SAMPLE

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:

<https://92fmostraining1.examzify.com>

We wish you the very best on your exam journey. You've got this!

SAMPLE