

AMTRAK MAINTENANCE LEVEL 2 (AMT-2) 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 the function of a Bus Jumper?**
 - A. A cable used to transmit high voltage power between Pantographs and/or one unit of Electric equipment to another.
 - B. The pantograph's insulating pad.
 - C. A switch that disconnects the overhead line.
 - D. A monitoring device.
- 2. Which term describes a device located on top of electric equipment that collects power from the contact wire by means of a collector head assembly?**
 - A. Ground wire
 - B. Impedance Bond
 - C. Pantograph
 - D. Phase Break
- 3. What is the minimum approach distance for AMT-2 qualified employees when walking over and around energized Third Rail?**
 - A. 4 feet.
 - B. 15 ft.
 - C. 6 inches.
 - D. 3 ft.
- 4. How must the Third Rail be considered?**
 - A. Always de-energized.
 - B. Energized (Live), except when de-energized, tested de-energized, third rail warning device applied, and protection is provided by a qualified Class "A" third rail Employee.
 - C. Isolated by a switch.
 - D. Energized (Live) with no warnings.
- 5. Where are Phase Break (PB) signs or Position Light (PB) indicators located?**
 - A. Located on the first Catenary pole in advance of the Phase Break (PB) sign.
 - B. Located on the second pole after the PB sign.
 - C. On the ground near the PB sign.
 - D. Inside the locomotive cab.

- 6. How must electric equipment hauled 'dead in tow' because of a defective or damaged pantograph be prepared?**
- A. The Pantograph must be secured with no part extending above the latched down position (14'-8"). All Pantograph grounding switches will be in the OPEN position.
 - B. The Pantograph must be secured with no part extending above the latched down position (14'-8"). All Pantograph grounding switches will be in the CLOSED position.
 - C. The Pantograph should be left raised until the next inspection.
 - D. The Pantograph should be lowered and removed from service before movement.
- 7. End Approach is designed to allow smooth transition of which component?**
- A. The Pantograph
 - B. The Third Rail Shoe
 - C. The Overhead Catenary
 - D. The Rail Fastener
- 8. What is the function of a governor in an air compressor or diesel engine?**
- A. To lubricate bearings
 - B. To control system pressure or engine speed by adjusting fuel/air supply to maintain a set point
 - C. To monitor exhaust emissions
 - D. To cool the engine
- 9. The portion of the railroad equipped for electric train operation is referred to as?**
- A. Electrified Territory
 - B. Electric ROW
 - C. Pantograph Zone
 - D. Third Rail Area
- 10. What is the minimum approach distance for AMT-2 qualified employees against Transmission Wires energized or de-energized and not grounded?**
- A. 8 ft.
 - B. 3 ft.
 - C. 15 ft.
 - D. 6 inches.

Answers

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

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Explanations

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1. What is the function of a Bus Jumper?

- A. A cable used to transmit high voltage power between Pantographs and/or one unit of Electric equipment to another.
- B. The pantograph's insulating pad.
- C. A switch that disconnects the overhead line.
- D. A monitoring device.

A bus jumper is a high voltage conductor that links the traction power buses between pantographs or between units in a consists, carrying the main current from one part of the electrical system to another. This allows multiple pantographs or cars to share the same power source and keeps power flowing when connecting different sections or units. It's designed for the system's voltage and current, and must be checked for proper insulation, wear, and secure connections. The pantograph insulating pad, a switch that disconnects the overhead line, and a monitoring device are different components with separate functions.

2. Which term describes a device located on top of electric equipment that collects power from the contact wire by means of a collector head assembly?

- A. Ground wire
- B. Impedance Bond
- C. Pantograph
- D. Phase Break

Pantograph is the device mounted on the roof of electric locomotives or other electric equipment that collects power from the overhead contact wire. It uses a collector head assembly—often a carbon or metal shoe—that slides along the wire and maintains spring-loaded contact so current can flow into the traction system. This arrangement lets the train draw the electrical power it needs while maintaining a stable connection as speed and alignment change. Other components like a ground wire, impedance bond, or phase break serve different functions in the electrified system (grounding, signaling/return isolation, or phase separation) and do not collect power from the overhead wire.

3. What is the minimum approach distance for AMT-2 qualified employees when walking over and around energized Third Rail?

- A. 4 feet.
- B. 15 ft.
- C. 6 inches.
- D. 3 ft.

Working near an energized third rail requires a precise clearance to prevent electric shock or arcing. The minimum approach distance is six inches, because this small air gap reduces the chance that an arc or incidental contact could occur if a worker's body, tool, or equipment comes close to the live rail. The third rail carries high voltage traction power, and arcing can happen across surprisingly short gaps, especially under certain conditions like moisture or contamination on footwear or gear. Maintaining a six-inch clearance allows AMT-2 qualified employees to move over and around the rail safely while following established procedures for near-rail work. Distances like three feet, four feet, or fifteen feet would unnecessarily hinder operations and are not the required minimum.

4. How must the Third Rail be considered?

- A. Always de-energized.
- B. Energized (Live), except when de-energized, tested de-energized, third rail warning device applied, and protection is provided by a qualified Class "A" third rail Employee.**
- C. Isolated by a switch.
- D. Energized (Live) with no warnings.

The third rail is part of the traction power system and presents a high electrical hazard, so it must be treated as energized in normal operation. You only regard it as de-energized when you have confirmed isolation and have tested to verify there is no voltage present. When work is being done, a third rail warning device must be in place to alert others, and protection must be provided by a qualified Class a third rail employee. This combination balances safety with the need to perform maintenance, because it prevents accidental contact with live power while permitting authorized work under controlled conditions. The other approaches fail because they either assume it's always off, rely on a simple switch without the full protective process, or allow work near a live third rail with no warnings, all of which would be unsafe.

5. Where are Phase Break (PB) signs or Position Light (PB) indicators located?

- A. Located on the first Catenary pole in advance of the Phase Break (PB) sign.**
- B. Located on the second pole after the PB sign.
- C. On the ground near the PB sign.
- D. Inside the locomotive cab.

Phase Break signs and their indicators are placed to give the train crew advance warning of an approaching electrical phase change. To achieve that warning effectively, the PB signs and Position Light indicators are mounted on the first catenary pole in advance of the PB sign. This setup ensures the operator in the cab can see the cue early enough to slow down, adjust power settings, or prepare for the change before reaching the actual phase break. Placing the indicators on a later pole would reduce the available reaction distance, and putting them on the ground or inside the cab would either degrade visibility or remove the external, forward-facing cue. So the first pole before the PB sign is the standard, reliable location.

6. How must electric equipment hauled 'dead in tow' because of a defective or damaged pantograph be prepared?

- A. The Pantograph must be secured with no part extending above the latched down position (14'-8"). All Pantograph grounding switches will be in the OPEN position.
- B. The Pantograph must be secured with no part extending above the latched down position (14'-8"). All Pantograph grounding switches will be in the CLOSED position.**
- C. The Pantograph should be left raised until the next inspection.
- D. The Pantograph should be lowered and removed from service before movement.

When equipment is hauled dead in tow due to a defective or damaged pantograph, the priority is to prevent any contact with the overhead while guaranteeing electrical safety for the towed consist. Secure the pantograph so that no part extends above the latched down position, which for this setup is 14'-8". This keeps the pantograph fully lowered and stowed, eliminating the risk of it catching on structures or remaining in a raised position during movement. At the same time, close the pantograph grounding switches. Closing these switches bonds the pantograph circuit to ground, ensuring any residual energy is safely discharged and reducing the chance of stray voltages or arcing while the equipment is moved. Leaving the pantograph raised or open-grounded would create hazards, and lowering and removing from service isn't the standard required preparation for towing in this scenario.

7. End Approach is designed to allow smooth transition of which component?

- A. The Pantograph
- B. The Third Rail Shoe**
- C. The Overhead Catenary
- D. The Rail Fastener

End Approach focuses on the third rail shoe, the energy pickup that rides on the energized third rail to power the train. As a train moves toward the end of a live third-rail section, the shoe must transition without losing contact or snagging on joints or gaps. End Approach provides the right geometry and guidance so the shoe can smoothly engage or disengage, preserving continuous current collection and reducing arcing and wear. The other components—pantograph with overhead catenary and the rail fasteners—are not involved in this transition, since they relate to different energy systems or rely on fixed hardware rather than the transition of the third-rail contact.

8. What is the function of a governor in an air compressor or diesel engine?

- A. To lubricate bearings
- B. To control system pressure or engine speed by adjusting fuel/air supply to maintain a set point**
- C. To monitor exhaust emissions
- D. To cool the engine

A governor regulates the output by maintaining a target level of either engine speed or system pressure through automatic adjustment of the fuel/air supply. In a diesel engine, it senses engine speed and increases or decreases fuel delivery to keep RPM at the set point, preventing overspeed or stalls as load changes. In an air compressor, it monitors the system pressure and adjusts fuel (and thus firing rate) to hold the pressure at the desired level, starting or stopping the compressor as needed to stay within bounds. The other options describe lubrication, emissions monitoring, or cooling—functions outside the governor's control.

9. The portion of the railroad equipped for electric train operation is referred to as?

- A. Electrified Territory**
- B. Electric ROW
- C. Pantograph Zone
- D. Third Rail Area

In railroad terminology, the portion of the track that has traction power installed is called electrified territory. This term covers every method of delivering power to trains, whether through overhead wires (catenary) or a third-rail system, so it clearly marks where electric operation is possible and where special safety procedures apply. The other terms are less accurate. A third rail area only applies to lines using a third rail, not overhead systems. Pantograph zone isn't a standard designation and would imply only the equipment on the train touching the wire, not the track area as a whole. Electric ROW isn't the typical, widely used term to describe the powered portion of the railway and could carry broader or different implications. Electrified territory is the clear, inclusive phrase that fits the concept of the track ready for electric operation.

10. What is the minimum approach distance for AMT-2 qualified employees against Transmission Wires energized or de-energized and not grounded?

- A. 8 ft.**
- B. 3 ft.
- C. 15 ft.
- D. 6 inches.

When you're working near transmission wires, the main idea is to keep enough clearance to prevent an arc or electric shock if something shifts or insulation fails. For AMT-2 qualified employees with transmission wires that are energized or de-energized and not grounded, the established minimum approach distance is eight feet. That eight-foot buffer gives a practical safety margin against arcing across air gaps and possible contact, reflecting the high hazards involved with transmission-level voltages. Distances like three feet or six inches are too close for this scenario, and a distance as large as fifteen feet isn't the standard minimum for this case. If the situation involved grounding the line or using additional protective measures, the required distance could change, but for this specific condition, eight feet is the defined minimum.

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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