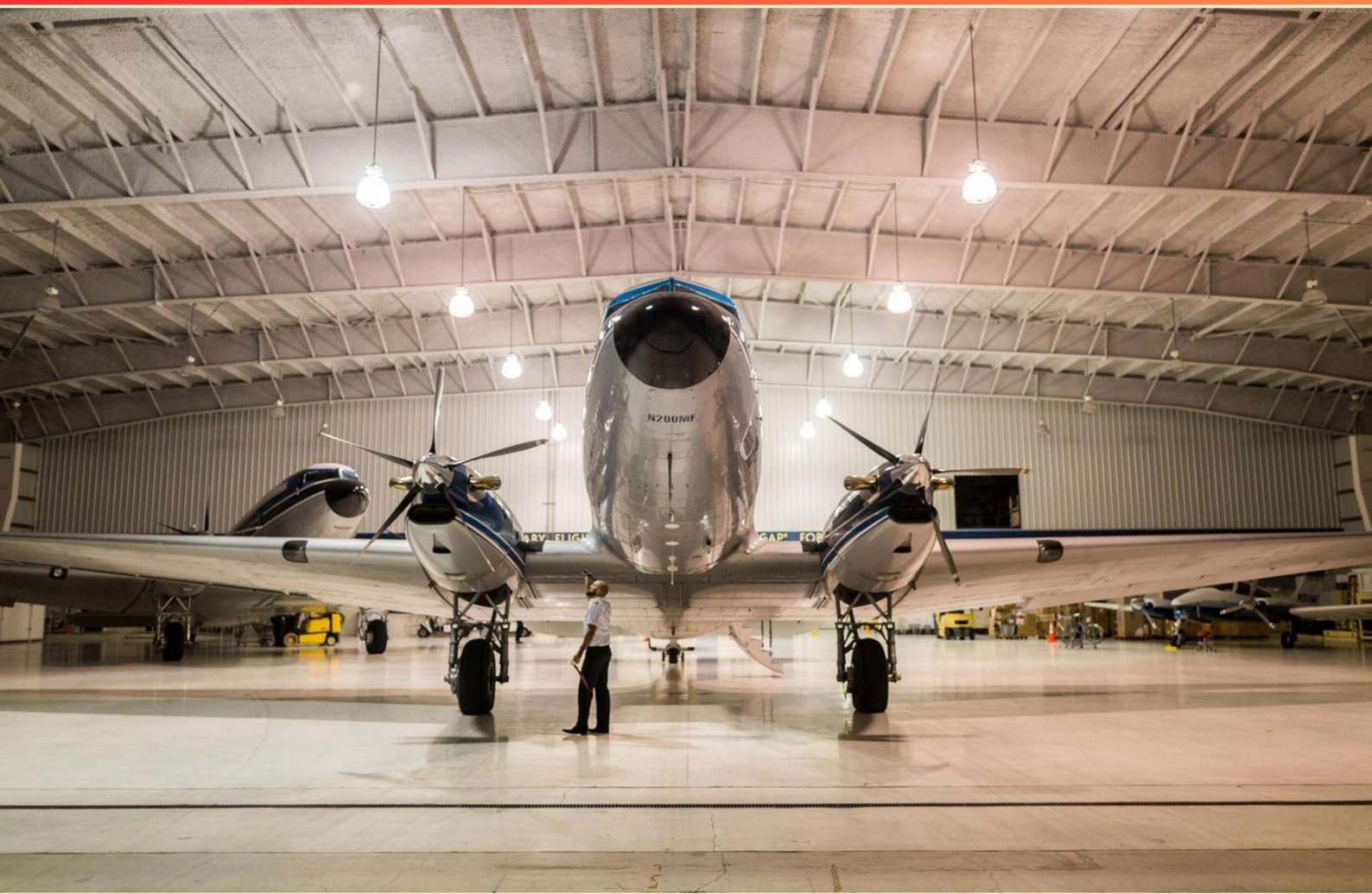


AVIATION MAINTENANCE TECHNICIAN, SECOND CLASS (AMT2) SWE PRACTICE EXAM (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

VISIT US ONLINE FOR
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. A tubed tire at 160 psi requires slippage marks?**
 - A. No
 - B. Yes, because it has a tube
 - C. Yes, only if pressure is 150 or less
 - D. No, tubes do not matter

- 2. What is the size of the clear heat shrinkable tubing used with the label near engine hoses?**
 - A. 1-1/4 inch
 - B. 2 inch
 - C. 3 inch
 - D. 2-1/2 inch

- 3. ATF3 lead generator T3 is connected to which connector code?**
 - A. X5017A6C
 - B. X5017A6B
 - C. X5020A6B
 - D. X5013A7B

- 4. If the unit requires additional refrigerant, what will you observe in the sight glass?**
 - A. Steady flow
 - B. No change
 - C. Bubbles will be present
 - D. Vapor lock

- 5. How is cabin pressure controlled at altitude?**
 - A. The pilot manually controls the cabin altitude via a dial.
 - B. Cabin pressure is maintained by ballast only with no automatic control.
 - C. Outflow valve is controlled manually.
 - D. The pressure controller automatically monitors cabin pressure and controls the outflow valve to maintain the desired cabin altitude.

6. What are the purposes of torque links?

- A. TORQUE LINKS KEEP THE LANDING GEAR POINTED IN A STRAIGHT-AHEAD DIRECTION; ONE LINK CONNECTS TO SHOCK STRUT CYLINDER, WHILE THE OTHER CONNECTS TO THE PISTON.
- B. They dampen vibrations.
- C. They connect to the wheel hub directly.
- D. They provide electrical grounding.

7. On collet-equipped jacks, during rising, how far should the collet be kept from the lift tube cylinder?

- A. Two threads from the lift tube cylinder
- B. Four threads from the lift tube cylinder
- C. Flush with the cylinder
- D. Beyond one thread from the cylinder

8. Who can suspend ACMS?

- A. The Chief Engineer
- B. The Commanding Officer, ARSC
- C. Flight Operations Manager
- D. Maintenance Supervisor

9. What condition in an engine sling cable warrants replacement due to wear?

- A. Fracture
- B. Abrasive wear causing diameter reduction of 1/3 or more
- C. Corrosion
- D. Kinking

10. Normal transactions under what amount do not require the simplified acquisition manual?

- A. under \$1000
- B. under \$2500
- C. under \$5000
- D. under \$1500

Answers

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

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Explanations

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1. A tubed tire at 160 psi requires slippage marks?

- A. No
- B. Yes, because it has a tube**
- C. Yes, only if pressure is 150 or less
- D. No, tubes do not matter

Slippage marks are used to detect movement of the inner tube inside a tubed tire. When a tire has a tube, the tube can slip or rotate relative to the tire and rim under pressure, which can lead to improper seating or pinch flats. Marking the tire and tube lets you see any subsequent slip during service. This requirement applies because a tube is present, not because of a specific pressure value. Therefore, a tubed tire at 160 psi should have slippage marks. Tubeless tires don't have an inner tube, so this check isn't needed for them.

2. What is the size of the clear heat shrinkable tubing used with the label near engine hoses?

- A. 1-1/4 inch
- B. 2 inch
- C. 3 inch
- D. 2-1/2 inch**

The size is chosen to give enough coverage for the label while still fitting snugly around the hose after shrinking. When labeling hoses in an engine area, you want a clear tube big enough to fit over the hose and the label and then shrink down to a secure, readable wrap. A 2-1/2 inch final recovered diameter provides that balance for typical engine hoses: large enough to cover the label and a section of hose, yet small enough to shrink tightly and stay in place. Smaller sizes wouldn't fully cover the label, and a much larger size would not form a tight, secure wrap. The result is a protected, legible label that can withstand heat and fluids in the engine bay.

3. ATF3 lead generator T3 is connected to which connector code?

- A. X5017A6C
- B. X5017A6B**
- C. X5020A6B
- D. X5013A7B

Understanding how to read connector codes on the wiring diagram is essential for tracing circuits and verifying installations. For the ATF3 lead generator T3, the diagram shows its lead wires terminating at a specific connector. The code X5017A6B identifies the exact connector and harness variant used for that circuit in this configuration. The X prefix denotes a connector, the numeric portion pinpoints the particular unit, and the suffix A6B indicates the harness variant and position used here. Because the T3 circuit in the diagram routes to X5017A6B, that code is the correct match for this installation. The other codes refer to different connectors or harness variants and would not align with T3's wiring and pinout in this setup. To verify on the actual schematic, locate the ATF3/T3 symbol, follow the wiring to the connector legend, and confirm that the connection shown is X5017A6B.

4. If the unit requires additional refrigerant, what will you observe in the sight glass?

- A. Steady flow
- B. No change
- C. Bubbles will be present**
- D. Vapor lock

When refrigerant is needed, the sight glass will show bubbles. This happens because the pressure drop through the metering device causes some of the liquid refrigerant to flash into vapor as it passes the sight glass. In a properly charged system, the sight glass generally looks clear with a steady flow of liquid and little to no bubbling. Vapor lock isn't the typical observation here; it would imply a blockage or obstruction due to vapor buildup, not just undercharge.

5. How is cabin pressure controlled at altitude?

- A. The pilot manually controls the cabin altitude via a dial.
- B. Cabin pressure is maintained by ballast only with no automatic control.
- C. Outflow valve is controlled manually.
- D. The pressure controller automatically monitors cabin pressure and controls the outflow valve to maintain the desired cabin altitude.**

Maintaining cabin pressure at altitude is done with an automatic feedback loop. The crew selects a desired cabin altitude, and sensors monitor the actual cabin pressure. The pressure controller compares the sensed pressure to the setpoint and automatically commands the outflow valve to open or close. If cabin pressure is too high, the valve opens more to vent air; if too low, the valve closes to retain air. This automatic regulation keeps the cabin at the chosen altitude while also managing the rate of pressurization and protecting against overpressure with relief valves as a safety backup.

6. What are the purposes of torque links?

- A. TORQUE LINKS KEEP THE LANDING GEAR POINTED IN A STRAIGHT-AHEAD DIRECTION; ONE LINK CONNECTS TO SHOCK STRUT CYLINDER, WHILE THE OTHER CONNECTS TO THE PISTON.**
- B. They dampen vibrations.
- C. They connect to the wheel hub directly.
- D. They provide electrical grounding.

Torque links serve to keep the landing gear aligned and prevent the oleo strut from twisting as the gear moves. They're a two-link, hinge-in-the-middle arrangement that connect the shock strut cylinder to the piston rod, forming a scissor action. This setup ensures the wheel stays pointed straight ahead during extension and retraction, and it helps maintain the correct geometry so that the wheel doesn't yaw or scrub as the gear cycles. They also provide a simple visual indication of full extension when the links appear in line. Damping vibrations isn't their primary job; that's handled by the shock absorber itself. They don't connect directly to the wheel hub, and they don't provide electrical grounding.

7. On collet-equipped jacks, during rising, how far should the collet be kept from the lift tube cylinder?

- A. Two threads from the lift tube cylinder**
- B. Four threads from the lift tube cylinder
- C. Flush with the cylinder
- D. Beyond one thread from the cylinder

The collet should be kept a small clearance from the lift tube cylinder during rising—specifically about two threads worth of distance. This gives a safety margin so the collet doesn't contact or bind on the cylinder's threaded area as the jack extends, protecting the threads from wear or damage and ensuring smooth, reliable operation. If it's too close (flush or within one thread), the moving parts can rub or bind, leading to wear or binding under load. If it's set farther away (for example, four threads), you risk reduced engagement accuracy and potential instability in the load path. Two threads provides the proper balance of clearance and engagement for safe operation.

8. Who can suspend ACMS?

- A. The Chief Engineer
- B. The Commanding Officer, ARSC**
- C. Flight Operations Manager
- D. Maintenance Supervisor

The ability to suspend the Aircraft Condition Monitoring System (ACMS) rests with the Commanding Officer, ARSC. This is because ACMS suspension is a high-level, safety-related decision that directly affects flight operations and aircraft readiness, and the CO has the formal authority and responsibility to make such overriding operational decisions. The other roles—Chief Engineer, Flight Operations Manager, and Maintenance Supervisor—handle maintenance, safety protocols, and scheduling, but they do not have the authority to unilaterally suspend ACMS.

9. What condition in an engine sling cable warrants replacement due to wear?

- A. Fracture
- B. Abrasive wear causing diameter reduction of 1/3 or more**
- C. Corrosion
- D. Kinking

A sling cable is considered worn when abrasive wear has reduced its diameter by about one-third. This level of wear means a substantial loss of cross-sectional area, which directly lowers the cable's strength and increases the risk of failure under load. Measuring the diameter at several points along the cable and replacing it if any section shows a one-third reduction ensures the sling can safely carry the intended weight. Other conditions—fracture, corrosion, or kinking—indicate damage rather than wear and also require replacement, but the specified wear criterion is the 1/3 diameter reduction due to abrasive wear.

10. Normal transactions under what amount do not require the simplified acquisition manual?

- A. under \$1000
- B. under \$2500**
- C. under \$5000
- D. under \$1500

This question tests how procurement procedures change with dollar amount. The Simplified Acquisition Manual is meant for small buys to speed things up; below a certain micro-purchase threshold, those formal procedures aren't required. The threshold here is two thousand five hundred dollars. So normal transactions under \$2,500 can be handled with informal methods—quick quotes, price reasonableness checks, and often a government purchasing card—without having to follow the Simplified Acquisition Manual. If you go above that amount, you'd switch to the more formal purchase procedures and documentation. The other dollar amounts would either require SAM or more formal competition, not avoid it.

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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://amt2swe.examzify.com>

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

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