

CITY OF MIAMI FIRE DEPARTMENT DRIVER- ENGINEER 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. The nozzle and the eductor must be matched at what gpm to receive the right concentration of foam?
 - A. 100 gpm
 - B. 125 gpm
 - C. 150 gpm
 - D. 175 gpm
2. Before driving a vehicle with a dual air system, the air compressor must build up to a minimum of how many psi on both the primary and secondary systems?
 - A. 90 psi
 - B. 100 psi
 - C. 110 psi
 - D. 120 psi
3. NFPA 1901 drafting/priming time for 1250 GPM pumps: 30 sec.
 - A. 30 sec for 1250 GPM pumps
 - B. 20 sec for 1000 GPM pumps
 - C. 45 sec for 1500 GPM pumps
 - D. 60 sec for 2000 GPM pumps
4. The TFT eductor is rated at ____ and _____.
 - A. 150 psi and 100 gpm
 - B. 250 psi and 150 gpm
 - C. 300 psi and 100 gpm
 - D. 200 psi and 125 gpm
5. Which fuel specification is required for the engine described?
 - A. Regular diesel with no sulfur limit
 - B. Ultra Low Sulfur Diesel containing 15 ppm sulfur or less
 - C. Diesel with 50 ppm sulfur
 - D. Biodiesel blend only

- 6. AFFF foam solutions are rated for application concentrations of which range?**
- A. 1% to 3%
 - B. 6% to 9%
 - C. 3% to 6%
 - D. 0.5% to 1%
- 7. During a leak test, gauge needle movement should be**
- A. No noticeable movement is allowed
 - B. Slight movement is acceptable
 - C. The gauge must cycle continuously
 - D. The gauge must drop to zero immediately
- 8. When selecting a draft site the most important thing is?**
- A. A location that is safe for the driver
 - B. Proximity to hydrant
 - C. Availability of lighting
 - D. Wind direction
- 9. NFPA 1901 time limit for drafting or priming on 1500 GPM pumps?**
- A. 30 sec
 - B. 45 sec
 - C. 60 sec
 - D. 90 sec
- 10. The regeneration type that allows cleaning of the DPF in stationary truck operations and requires operator involvement to initiate is Parked Regeneration.**
- A. Passive Regeneration
 - B. Active Regeneration
 - C. Automatic Regeneration
 - D. Parked Regeneration

Answers

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

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Explanations

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1. The nozzle and the eductor must be matched at what gpm to receive the right concentration of foam?

- A. 100 gpm
- B. 125 gpm**
- C. 150 gpm
- D. 175 gpm

Foam proportioning relies on Venturi action to draw concentrate into the water stream, and the eductor is calibrated for a specific water flow. When the nozzle delivers the eductor's rated flow, the amount of concentrate pulled matches the intended ratio, giving the correct foam concentration. If you go above that flow, the eductor can't pull enough concentrate and the foam becomes diluted; if you go below, the mixture can become too rich or unstable. So, using a nozzle that equals the eductor's rated GPM ensures the right concentration, which is typically 125 gpm in common setups.

2. Before driving a vehicle with a dual air system, the air compressor must build up to a minimum of how many psi on both the primary and secondary systems?

- A. 90 psi
- B. 100 psi**
- C. 110 psi
- D. 120 psi

In a dual air system, two independent brake circuits power the vehicle—the primary for normal braking and the secondary for emergency/parking braking. Before moving, both circuits must reach at least 100 psi. This gives you enough stored air to maintain braking reliability and to safely release or engage the parking brakes if one circuit starts to drop pressure. Driving at lower pressures could leave you with insufficient air if there's a leak or heavy brake use, risking brake failure or inability to release the parking brakes. The required minimums are 100 psi on each circuit, not the other values listed.

3. NFPA 1901 drafting/priming time for 1250 GPM pumps: 30 sec.

- A. 30 sec for 1250 GPM pumps**
- B. 20 sec for 1000 GPM pumps
- C. 45 sec for 1500 GPM pumps
- D. 60 sec for 2000 GPM pumps

NFPA 1901 sets standardized drafting/priming times to ensure a pumper can quickly become operational when drafting from a water source. For a pump rated at 1250 GPM, the required priming time is 30 seconds. This makes 30 seconds the correct standard for this scenario, as it directly matches the pump's rated capacity. The other times correspond to different pump capacities and do not meet the NFPA requirement for a 1250 GPM unit. In practice, you prime by ensuring the suction line is filled, air is removed, and water begins flowing within that 30-second window, confirming the pump is ready.

4. The TFT eductor is rated at ____ and ____.

- A. 150 psi and 100 gpm
- B. 250 psi and 150 gpm
- C. 300 psi and 100 gpm
- D. 200 psi and 125 gpm**

Eductor performance is defined by a venturi-driven relationship between the water supply pressure and the discharge flow. The manufacturer publishes a rating that tells you what flow to expect at a given inlet pressure, so you can size pumps and hoses correctly and maintain the proper foam or entrainment mix. For the TFT eductor, the published operating point is 200 psi of inlet water pressure delivering about 125 gpm. That pairing is what the device is designed to produce under normal use, ensuring reliable entrainment and system performance. Pressure well above or below that point changes the flow and can push the eductor outside its tested/approved range, which is why other options aren't listed as the rated values. So, the correct rating to rely on is 200 psi with 125 gpm.

5. Which fuel specification is required for the engine described?

- A. Regular diesel with no sulfur limit
- B. Ultra Low Sulfur Diesel containing 15 ppm sulfur or less**
- C. Diesel with 50 ppm sulfur
- D. Biodiesel blend only

Modern diesel engines, especially those with exhaust aftertreatment like a diesel particulate filter and SCR, require fuel with very low sulfur to protect the emission control system. Sulfur poisons catalysts and increases ash and sulfur dioxide in the exhaust, which can hinder regeneration and performance. Keeping sulfur at 15 ppm or less ensures the aftertreatment works effectively, maintains emissions compliance, and avoids damage to fuel-system components. Regular diesel with no sulfur limit or higher sulfur levels (like 50 ppm) would degrade the emissions system, and a biodiesel-only specification is unnecessarily restrictive and not required for this engine. That's why ultra low sulfur diesel containing 15 ppm sulfur or less is the correct fuel specification.

6. AFFF foam solutions are rated for application concentrations of which range?

- A. 1% to 3%
- B. 6% to 9%
- C. 3% to 6%**
- D. 0.5% to 1%

AFFF foam performance depends on using the concentrate at the right dilution with water. The finished foam solution needs a certain amount of concentrate to form the film on hydrocarbon fuels and to create a stable foam blanket that both suppresses vapors and cools the fuel. The common rated application range for many AFFF products is 3% to 6%. At about 3%, the solution reliably forms the protective film and provides effective vapor suppression. Increasing to around 6% enhances the film and cooling for tougher fires or larger spills. Using much less than 3% often fails to produce a consistent film, while using more than 6% isn't typically necessary for standard AFFF products and can waste concentrate or introduce other operational issues. So, the recommended and typical application concentrations fall in the 3% to 6% range.

7. During a leak test, gauge needle movement should be

- A. No noticeable movement is allowed
- B. Slight movement is acceptable
- C. The gauge must cycle continuously
- D. The gauge must drop to zero immediately

The main idea is that a leak test checks if the system holds pressure without losing it. When the system is properly sealed and pressurized, the gauge should show no noticeable change—the needle should remain essentially still for the duration of the test. Any movement means pressure is escaping somewhere—at a fitting, gasket, valve packing, or another component—so you'd need to find and fix the leak before declaring the test done. Allowing slight movement would mask leaks and undermine safety, while a continuously cycling gauge or a drop to zero immediately indicate problems with the test setup or a catastrophic failure, not a valid leak test result. So, no noticeable movement is the correct standard.

8. When selecting a draft site the most important thing is?

- A. A location that is safe for the driver
- B. Proximity to hydrant
- C. Availability of lighting
- D. Wind direction

Safety and stability for the operator and the apparatus are the top priorities when selecting a draft site. A safe location means level, firm ground with no soft spots or holes that could let the vehicle or suction hose shift, and no hazards like overhead lines or nearby traffic that could endanger personnel. This allows the driver to confidently access the water source, lay out and connect the suction hose, and monitor the pump setup without unnecessary risk. Other considerations such as how close the source is, lighting for night operations, or wind can affect efficiency, but they don't outweigh the need to start the operation in a safe, secure spot. If the site isn't safe, the process should not proceed until hazards are addressed, because safety is what makes the drafting task reliably achievable.

9. NFPA 1901 time limit for drafting or priming on 1500 GPM pumps?

- A. 30 sec
- B. 45 sec
- C. 60 sec
- D. 90 sec

NFPA 1901 sets a concrete time limit for getting water to the pump when drafting or re-priming a 1500 GPM apparatus. You must establish prime and start delivering water within 45 seconds of beginning the drafting or priming process. This keeps water flowing quickly, which reduces the chance of losing prime due to air leaks, cavitation, or delays that can overheat or stress the pump. In practice, this means you should prepare the rig and the drafting setup so that, once you initiate the priming or drafting action, the pump achieves suction and flow within that 45-second window. Times longer than this are not acceptable under the standard, while shorter times aren't the specified requirement—45 seconds is the guideline you're expected to meet.

10. The regeneration type that allows cleaning of the DPF in stationary truck operations and requires operator involvement to initiate is Parked Regeneration.

- A. Passive Regeneration
- B. Active Regeneration
- C. Automatic Regeneration
- D. Parked Regeneration**

The event being described is a parked regeneration. In this mode, cleaning the Diesel Particulate Filter is planned and conducted while the truck is stationary, giving the operator control over when to start the cycle. This allows the exhaust to be heated to a high, sustained temperature safely and without the variables of driving, which helps burn off more soot effectively. The operator initiates this process—typically by selecting parked regen on the vehicle's system—so it's specifically designed for use during stationary operations, such as in a depot or shop setting. By contrast, passive regeneration happens automatically during normal driving when exhaust temperatures are high enough to burn off soot, with no operator input. Active (or automatic) regeneration typically occurs during operation as well, driven by the engine control system to raise the exhaust temperature, often without requiring the vehicle to be parked. Parked regeneration is the option that uniquely relies on the vehicle being stationary and on the operator initiating the process.

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://miamifiredeptdriverengr.examzify.com>

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

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