

DAY 2002A Limits Practice Test (Sample)

Study Guide



Everything you need from our exam experts!

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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 minimum engine oil temperature specification?**
 - A. -20 °C**
 - B. -25 °C**
 - C. -30 °C**
 - D. -15 °C**

- 2. What is the NR power-off minimum torque percentage?**
 - A. 90-110%**
 - B. 90%**
 - C. 80%**
 - D. 110% max**

- 3. What is the minimum transmission oil pressure?**
 - A. 25 psi**
 - B. 30 psi**
 - C. 35 psi**
 - D. 40 psi**

- 4. What is the ITT takeoff/max temperature range and its maximum value?**
 - A. 800-830 °C; 830 °C max**
 - B. 755-810 °C; 810 °C max**
 - C. 860-1090 °C; 1090 °C max**
 - D. 755 °C max**

- 5. What torque corresponds to NR power-on takeoff/max?**
 - A. 95%**
 - B. 90-110%**
 - C. 101-103%**
 - D. 103% max**

- 6. N2 cautionary range is**
 - A. 95%**
 - B. 95-101%**
 - C. 101-103%**
 - D. 103% max**

- 7. Which statement correctly describes engine oil temperature continuous operation?**
- A. It ranges from 10 °C to 115 °C**
 - B. It ranges from -25 °C to 0 °C**
 - C. It ranges from 0 °C to 100 °C**
 - D. It ranges from 20 °C to 120 °C**
- 8. What is the maximum ITT start transient temperature?**
- A. 980-1090 °C (2 sec)**
 - B. 870 °C**
 - C. 860 °C (5 sec)**
 - D. 1090 °C max**
- 9. Engine oil temperature transient is specified as 127 °C (5 min) with N1 at which approximate value?**
- A. 125 °C (5 min with N1 at 60±1%)**
 - B. 126 °C (5 min with N1 at 62±1%)**
 - C. 127 °C (5 min with N1 at 61±1%)**
 - D. 128 °C (5 min with N1 at 63±1%)**
- 10. What is the minimum transmission oil temperature?**
- A. -20 °C**
 - B. -25 °C**
 - C. -30 °C**
 - D. -15 °C**

Answers

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

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Explanations

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1. What is the minimum engine oil temperature specification?

- A. -20 °C
- B. -25 °C**
- C. -30 °C
- D. -15 °C

The minimum engine oil temperature is the lowest temperature at which the oil is considered able to provide proper lubrication and be pumped reliably. If the oil is colder than this limit, its viscosity is too high, its flow is too slow, and the lubricating film on bearings and other parts may not be established quickly enough during startup or high-load conditions, increasing wear risk. In this context, -25 °C is the threshold. Temperatures at or above this value are within the allowed range, while colder values (for example, -30 °C) would be outside the specification. Warmer values like -20 °C or -15 °C are acceptable as well, but they do not define the minimum limit.

2. What is the NR power-off minimum torque percentage?

- A. 90-110%
- B. 90%**
- C. 80%
- D. 110% max

When evaluating NR during a power-off test, you're looking for the lowest acceptable torque relative to the rated torque. The specification sets this floor at 90% of the rated torque, meaning the torque should not dip below 90% during the test. This provides enough margin to ensure the system remains in a valid operating range and the measurements stay reliable. The other options either describe a range or a maximum value, or propose a level (80%) that's below the required minimum, so they don't represent the needed lower bound. Therefore, 90% is the correct minimum torque percentage.

3. What is the minimum transmission oil pressure?

- A. 25 psi
- B. 30 psi**
- C. 35 psi
- D. 40 psi

Maintaining enough hydraulic pressure in the transmission is essential to reliably operate the valve body and the clutch packs that engage gears. If oil pressure dips below the required level, the clutches may not fully engage, shifts can be soft or missed, and the transmission can overheat or wear prematurely. In typical automatic transmissions, the minimum acceptable oil pressure to ensure those actuators function properly is 30 psi. That's why 30 psi is the correct minimum. A value like 25 psi would be too low to meet the requirement, while higher pressures such as 35 or 40 psi satisfy the minimum but are not the minimum themselves.

4. What is the ITT takeoff/max temperature range and its maximum value?

- A. 800-830 °C; 830 °C max
- B. 755-810 °C; 810 °C max**
- C. 860-1090 °C; 1090 °C max
- D. 755 °C max

The concept here is the engine's turbine inlet temperature (ITT) envelope during takeoff and the absolute limit you must not exceed. ITT measures how hot the turbine inlet air is, and both thrust and engine health depend on staying within safe temperatures. For takeoff, there's a specified window that gives enough thrust while protecting the turbine blades from overheating. In this case, the approved takeoff range is 755 to 810 °C, with 810 °C being the maximum permissible ITT. That means you can operate anywhere up to 810 °C during takeoff, but you must not exceed that value, and staying within the lower end (around 755 °C) helps ensure adequate thrust margins. The other options either push the limit higher than allowed, omit the range, or present a max that doesn't fit the takeoff envelope, which is why they aren't correct.

5. What torque corresponds to NR power-on takeoff/max?

- A. 95%
- B. 90-110%
- C. 101-103%
- D. 103% max**

NR is the rotor speed, expressed as a percentage of its allowable limit. For power-on takeoff or maximum performance, you push the engine to its highest permissible torque to achieve the most rotor power without overspeeding. In this system, the maximum torque setting used for that mode is 103% max, giving the peak available power to drive the rotor during takeoff. The other options don't represent the upper limit: 95% is below the max needed for takeoff, a broad range like 90-110% isn't a specific maximum, and including lower values (like 101-103%) isn't the absolute max torque.

6. N2 cautionary range is

- A. 95%
- B. 95-101%**
- C. 101-103%
- D. 103% max

The idea is to keep the nitrogen content within a small window around pure nitrogen so the system stays inert while allowing for normal measurement variation. A cautionary range of 95% to 101% provides a lower bound that prevents too much oxygen from slipping in, and an upper bound that accounts for slight over-readings or calibration drift. In practice, you want the nitrogen concentration to stay well above any level where oxygen could compromise the inerting, but you also acknowledge that instruments aren't perfect, so a tiny over-read is acceptable. The other options either miss the full safe band or imply unrealistic bounds, so they don't fit as well.

7. Which statement correctly describes engine oil temperature continuous operation?

- A. It ranges from 10 °C to 115 °C**
- B. It ranges from -25 °C to 0 °C**
- C. It ranges from 0 °C to 100 °C**
- D. It ranges from 20 °C to 120 °C**

Engine oil must stay within a temperature window that keeps lubrication reliable during normal, continuous operation. If oil is too cold, it's thick and doesn't flow well, so it doesn't form a proper lubricating film during startup and under load. If it's too hot, it becomes too thin and the protective film can break down, leading to increased wear and faster degradation of additives. The range of 10 °C to 115 °C is set to keep the oil's viscosity in a safe, effective zone for sustained operation. Ranges that sit much colder would risk poor flow at startup, and ranges that go above about 115 °C would push the oil past its protective limits for continuous use. That's why 10 °C to 115 °C is the best description of continuous operation.

8. What is the maximum ITT start transient temperature?

- A. 980-1090 °C (2 sec)**
- B. 870 °C**
- C. 860 °C (5 sec)**
- D. 1090 °C max**

The question tests recognizing the upper limit for the ITT start transient temperature. The start transient is the moment the transient heating begins, and the specification sets a single ceiling value, not a range or a duration. That ceiling is 1090 °C, stated as a maximum, meaning temperatures must not exceed 1090 °C at the start. The other options imply a range or tie the temperature to a duration, which does not match the stated limit. So the maximum allowed start transient temperature is 1090 °C.

9. Engine oil temperature transient is specified as 127 °C (5 min) with N1 at which approximate value?

- A. 125 °C (5 min with N1 at 60±1%)**
- B. 126 °C (5 min with N1 at 62±1%)**
- C. 127 °C (5 min with N1 at 61±1%)**
- D. 128 °C (5 min with N1 at 63±1%)**

Engine oil temperature in this transient test is driven by engine speed, N1. The target of 127 °C after 5 minutes corresponds to a specific N1 value. The calibration data show that to reach 127 °C in 5 minutes you set N1 to about 61%, with a tolerance of ±1%. If you use 60%, you get around 125 °C, and at 63% you're around 128 °C. So the value that matches the 127 °C target is N1 roughly 61% (61 ± 1%).

10. What is the minimum transmission oil temperature?

- A. -20 °C
- B. -25 °C**
- C. -30 °C
- D. -15 °C

In cold conditions, transmission oil must still flow enough to lubricate gears and bearings. There is a lower limit where oil viscosity becomes so high that circulation is hindered, leading to excessive wear or damage. The specification sets this threshold at -25 °C, meaning temperatures at or above this value are considered acceptable for starting and running the transmission. Therefore, -25 °C is the minimum transmission oil temperature. Temperatures colder than that, like -30 °C, would be below the limit and not acceptable; temperatures such as -20 °C or -15 °C are warmer than the minimum, so they are within the allowable range but do not represent the minimum.

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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://day2002alimits.examzify.com>

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

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