Electric Vehicle Infrastructure Training Program (EVITP) 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

1. In repairing an EVSE unit, which action should occur first?

A. Disassemble EVSE

B. Lockout EVSE

C. Inspect all components for damage

D. Repair and replace

2. Which drivetrain configuration uses two sources for propulsion, allowing power to be delivered by both sources simultaneously?

A. 3-phase series drive

B. Full electric drive

C. Series hybrid drive

D. Parallel hybrid drive

3. Problems with data servers, EVSE locator networks, and billing networks are typically caused by what type of problem?

A. Contactor

B. Communication

C. Ground fault

D. Overcurrent protection

4. Which of the following is not true of EV charging networks?

A. Charging networks offer both paid memberships and free memberships with pay-as-you-go charging.

B. There are over a dozen networks across the U.S. and Canada.

C. They allow businesses a way to draw consumers to charging equipment and generate revenue via transaction processing.

D. None of the above

5. Which statement best describes charging methods for battery electric vehicles?

A. BEV only uses plug-in charging

B. BEV may use plug-in charging or wireless charging

C. BEV cannot be charged wirelessly

D. BEV uses only AC

6. A plug-in electric vehicle that runs on batteries until nearly depleted and then uses an internal combustion engine to extend the battery range is classified as what?

A. Ice

B. Bev

C. Hev

D. Phev

7. Which of the following is not a variable that determines the charging time of an EV?

A. Connector configuration

B. Max power capacity of the EV's converter

C. Size of the electrical feeder/service supplying the EVSE

D. All of the above

8. Which of the following describes the scope of the NEC?

A. It covers only residential wiring

B. It covers all electrical work from generation to household wiring

C. It provides only guidelines, not requirements

D. It excludes safety considerations

9. According to Article 625, EVSE transfers energy from which to the electric vehicle?

A. a DC power source

B. a generator

C. the premises wiring system

D. the utility

10. Commercial and fleet EVSE installations often require ? communications and ? functions.

A. networked / basic

B. networked / revenue collection

C. wireless / few

D. none of the above

Answers

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

Explanations

1. In repairing an EVSE unit, which action should occur first?

A. Disassemble EVSE

B. Lockout EVSE

C. Inspect all components for damage

D. Repair and replace

Safety when repairing an EVSE starts with isolating the energy source before touching any components. Locking out the EVSE creates a controlled condition so it cannot be energized accidentally while you work. This is crucial because EVSEs can carry high voltage and may have stored energy in capacitors, which can remain dangerous even after power appears off. By locking out, you first verify there's no live power or stored energy present, then proceed with disassembly, inspection, and any needed repairs or replacements. Trying to disassemble or inspect components without first securing energy exposes you to shock or arc flash risks, so the first action must be to apply lockout (and follow proper tagout procedures and voltage verification).

2. Which drivetrain configuration uses two sources for propulsion, allowing power to be delivered by both sources simultaneously?

A. 3-phase series drive

B. Full electric drive

C. Series hybrid drive

D. Parallel hybrid drive

Two propulsion sources powering the wheels at the same time is the hallmark of a parallel hybrid drive. In this setup, both the internal combustion engine and an electric motor have a direct path to the drivetrain, and the system can blend torque from both so power can be delivered simultaneously. This arrangement lets the vehicle use electric power for smooth, low-speed operation and also draw on the engine (and both together when needed) for greater acceleration or longer range. By contrast, a series hybrid uses the engine only to generate electricity for the wheels, so the engine doesn't directly propel the vehicle. A full electric drive relies entirely on electric propulsion with no engine power source. The term "3-phase series drive" isn't a standard configuration for two-source propulsion and wouldn't describe the same simultaneous power delivery.

3. Problems with data servers, EVSE locator networks, and billing networks are typically caused by what type of problem?

A. Contactor

B. Communication

C. Ground fault

D. Overcurrent protection

Data and network services in EV charging rely on reliable communication between the data servers, the EVSE locator networks, and the billing systems. When problems show up in these areas, the common culprit is a breakdown in communication—things like network outages, misconfigured devices, DNS or firewall blocks, or protocol incompatibilities that prevent components from talking to each other. This stops status updates, session control, and billing from functioning properly, even if the actual charging hardware is fine. Electrical issues like a faulty contactor, a ground fault, or an overcurrent protection trip affect power delivery or safety, not data exchange, so they wouldn't typically cause problems with data servers or billing networks.

4. Which of the following is not true of EV charging networks?

A. Charging networks offer both paid memberships and free memberships with pay-as-you-go charging.

B. There are over a dozen networks across the U.S. and Canada.

C. They allow businesses a way to draw consumers to charging equipment and generate revenue via transaction processing.

D. None of the above

The situation relies on understanding how EV charging networks operate in practice. Charging networks commonly offer flexible access options, including paid memberships and free memberships that still use pay-as-you-go charging. Some networks let you join at no cost but charge per use, while others offer paid memberships with additional benefits or lower per-session pricing. There are indeed many networks across the U.S. and Canada, giving drivers a variety of choices. Businesses use these networks to attract customers to their locations and to handle transaction processing for charging sessions. Since these points describe typical features of EV charging networks, there isn't a statement among them that is not true, so "None of the above" is the correct choice.

5. Which statement best describes charging methods for battery electric vehicles?

A. BEV only uses plug-in charging

B. BEV may use plug-in charging or wireless charging

C. BEV cannot be charged wirelessly

D. BEV uses only AC

Charging methods for battery electric vehicles include both plug-in and wireless options. BEVs typically charge by plugging in to an AC or DC charging source through a charging inlet, with Level 1 and Level 2 AC charging common for home and public use, and DC fast charging providing high power through a direct connection. Wireless charging, using inductive power transfer, is a real option in many markets and can charge a vehicle without a physical plug, though it may be less common and sometimes slower at comparable power levels. This combination of possibilities means BEVs may use either plug-in charging or wireless charging, depending on the equipment available and the charging scenario. The other statements are too restrictive or inaccurate because BEVs can be charged via wired connections (AC or DC) and, in certain setups, via wireless methods.

6. A plug-in electric vehicle that runs on batteries until nearly depleted and then uses an internal combustion engine to extend the battery range is classified as what?

A. Ice

B. Bev

C. Hev

D. Phev

The key idea is how the vehicle uses electricity and an engine. If it runs on its battery from being plugged in and can be charged from the grid, but also has an internal combustion engine that kicks in to extend the driving range after the battery is nearly depleted, that setup is a plug-in hybrid electric vehicle. It's not a BEV because there is an internal combustion engine used as a range extender, and it's not an HEV because the ability to be charged from an external source and the larger battery capacity separate it from non-plug-in hybrids.

7. Which of the following is not a variable that determines the charging time of an EV?

A. Connector configuration

B. Max power capacity of the EV's converter

C. Size of the electrical feeder/service supplying the EVSE

D. All of the above

Charging time is determined by the power actually delivered to the vehicle, which can be limited by several real-world factors. The connector configuration sets how much current can be safely delivered through the plug and how the vehicle and charger negotiate power. Different connector types and charging standards support different maximum levels, so this can speed up or slow down charging. The vehicle's own onboard converter (onboard charger) has a maximum input power it can accept; even with a powerful station, the car can only take as much as its charger allows, so a smaller converter will limit charging rate and extend time. The size of the electrical feeder or service feeding the EVSE matters because the supply must support the chosen charging current without excessive voltage drop or tripping breakers; a undersized service can cap the achievable charging power. Because all three factors can limit the actual charging rate, they are all variables that influence charging time. The notion that only one of them is a variable isn't aligned with how charging power is actually delivered.

8. Which of the following describes the scope of the NEC?

A. It covers only residential wiring

B. It covers all electrical work from generation to household wiring

C. It provides only guidelines, not requirements

D. It excludes safety considerations

The NEC is a comprehensive safety code for electrical installations that governs the entire path of electrical systems, from generation and transmission to distribution and use in buildings. It sets mandatory requirements for how electrical systems are installed, including conductors, wiring methods, overcurrent protection, equipment, and safety practices, to protect people and property. Because its scope covers electrical work involved in bringing power from generation sources to the point of use in structures, it includes more than just residential wiring and applies across commercial, industrial, and utility-related installations as well. It isn't merely guidelines—its provisions are enforceable where adopted by authorities having jurisdiction. Excluding safety, or limiting to residential wiring, would ignore the broader intent and applicability of the NEC.

9. According to Article 625, EVSE transfers energy from which to the electric vehicle?

A. a DC power source

B. a generator

C. the premises wiring system

D. the utility

Energy is transferred through the EVSE from the building's electrical system to the electric vehicle. In NEC Article 625, the EVSE is defined as equipment that transfers energy between the premises wiring system and the vehicle, meaning the energy you're charging with flows from the electrical wiring inside the building through the EVSE and then to the car via the charging connector. The utility and the overall power supply provide the energy, but the transfer path described by the code is specifically from the premises wiring system to the vehicle. Options like a DC power source or a generator describe internal sources and aren't the defined path for EVSE energy transfer in this context.

10. Commercial and fleet EVSE installations often require ? communications and ? functions.

A. networked / basic

B. networked / revenue collection

C. wireless / few

D. none of the above

Commercial and fleet EVSE setups typically need networked communications to connect each charging station to a management system. That connectivity enables remote monitoring, authentication, load sharing, firmware updates, and overall control of the charging network. The same network supports revenue collection functions, meaning metering and billing for each charging session, as well as proper energy accounting and cost allocation for the fleet or customers. Without networked communication, you'd lose the ability to verify usage, charge appropriately, and manage the system centrally. While wireless options exist, the requirement centers on having a networked connection to support both ongoing communications and billing capabilities.

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://evitp.examzify.com

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