

FIT PHASE 1 PRACTICE EXAM (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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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. How will an engineer eliminate the Yellow Banner over speed warning?**
 - A. Ignore the warning
 - B. Increase train speed
 - C. Reduce train speed to its maximum authorized speed
 - D. Apply emergency braking
- 2. Which safety features can cause a penalty brake application?**
 - A. PTC, Crew Alertness Device, Locomotive Over Speed Device
 - B. PTC only
 - C. Crew Alertness Device only
 - D. Locomotive Over Speed Device only
- 3. Where would you typically find the Emergency Fuel Cut-Off button, Isolation Switch, and Headlight control switch?**
 - A. control panel
 - B. in the cab near the engineer's seat
 - C. on the roof
 - D. in the engine compartment
- 4. What two things are accomplished by moving the automatic brake to the release position?**
 - A. Train brake release and the system recharges
 - B. Train brakes apply and system recharges
 - C. System recharges only
 - D. Train brakes release only
- 5. In snowy conditions, as you approach a location where air brakes will be required, how should you handle the brakes?**
 - A. Make a brake pipe reduction sufficiently in advance
 - B. Release all brakes completely
 - C. Apply emergency brake immediately
 - D. Do nothing until the requirement is present

- 6. When securing an unattended locomotive consist, how should the automatic brake be left on the lead controlling locomotive?**
- A. If engine is running, leave a 20 psi brake pipe reduction after charging; if engine is shut down, place automatic brake pipe handle in full service position
 - B. Always leave at full service position
 - C. Always leave with a 20 psi reduction regardless of engine state
 - D. Always leave with brake pipe released
- 7. Which of the following best describes a normal gradient in braking terminology?**
- A. A gradient that exists when the system is partially charged
 - B. The gradient that exists when the system is fully charged
 - C. A gradient caused by an uneven track incline
 - D. A gradient that applies only during wheel slip
- 8. Previously tested cars in a train are rearranged to comply with hazardous material placement restrictions. Is an Application and Release test required before proceeding?**
- A. Yes
 - B. No
 - C. Only if new cars were added
 - D. Only if the rearrangement affects braking
- 9. A low speed yard, local, or transfer movement on level or light grade is required to have a lead controlling locomotive equipped with dynamic brakes.**
- A. True
 - B. False
 - C. Only when operating above 25 mph
 - D. It depends on railroad policy
- 10. When testing an HEU and EOT and a verbal notification is made that the test was successfully performed, where must the notification be recorded?**
- A. Air Brake Test form
 - B. Engine Journal
 - C. Maintenance Portal
 - D. Crew member's notebook

Answers

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

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Explanations

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1. How will an engineer eliminate the Yellow Banner over speed warning?

- A. Ignore the warning
- B. Increase train speed
- C. Reduce train speed to its maximum authorized speed**
- D. Apply emergency braking

Yellow Banner over speed warning shows you are exceeding the speed limit for the current track segment. To eliminate it, you need to slow down to the maximum authorized speed for that segment and stay at or below that limit. Once your speed is within the allowed range, the warning clears and normal operation can resume, keeping you and passengers safe and compliant with the timetable and track conditions. Ignoring the warning or speeding up only makes the situation worse and can lead to unsafe conditions or penalties. Emergency braking is a drastic action meant for imminent danger, not the standard way to clear a speed warning.

2. Which safety features can cause a penalty brake application?

- A. PTC, Crew Alertness Device, Locomotive Over Speed Device**
- B. PTC only
- C. Crew Alertness Device only
- D. Locomotive Over Speed Device only

Penalty brake applications are automatic brake events used to enforce safety when a control or alert mechanism detects noncompliance or a dangerous condition. Positive Train Control enforces speed and movement restrictions; if the train operates outside its permitted authority or safeties are violated, PTC can automatically apply the brakes to stop or slow the train. The Crew Alertness Device is focused on ensuring the engineer remains attentive; if an alert is not acknowledged within the required time, the system will initiate a brake application to prevent unsafe operation. The Locomotive Over Speed Device continuously monitors speed against the allowable limit; if overspeed is detected, it will trigger braking to bring the train back under control. Since each of these features can trigger a brake when safety conditions aren't met, all three can cause a penalty brake application.

3. Where would you typically find the Emergency Fuel Cut-Off button, Isolation Switch, and Headlight control switch?

- A. control panel**
- B. in the cab near the engineer's seat
- C. on the roof
- D. in the engine compartment

The main idea is that critical safety and operation controls are placed where the operator can reach them quickly and reliably. The Emergency Fuel Cut-Off button, the Isolation Switch, and the Headlight control switch are all centralized on the control panel inside the cab so the engineer can act without moving away from the controls. This arrangement lets you rapidly shut off fuel in an emergency, isolate electrical or traction circuits when needed, and adjust lighting for visibility, all from a single, clearly organized interface. Placing them on the control panel in the cab keeps these actions fast and safe, rather than having controls scattered around the engine compartment or on the roof.

4. What two things are accomplished by moving the automatic brake to the release position?

- A. Train brake release and the system recharges**
- B. Train brakes apply and system recharges
- C. System recharges only
- D. Train brakes release only

Moving the automatic brake to the release position accomplishes two things: the train brakes are released, and the system recharges. When you release, the brake cylinders vent and the brake pipe pressure is restored, allowing the brakes to come off. At the same time, the air system recharges—the compressors refill the reservoirs and bring the brake pipe back up to running pressure—so the system is ready for the next braking event.

5. In snowy conditions, as you approach a location where air brakes will be required, how should you handle the brakes?

- A. Make a brake pipe reduction sufficiently in advance**
- B. Release all brakes completely
- C. Apply emergency brake immediately
- D. Do nothing until the requirement is present

In air brake systems, braking is produced by reducing brake pipe pressure. Reducing that pressure enough in advance causes the brakes to apply gradually, giving you a controlled, progressive deceleration. In snowy conditions, starting a brake pipe reduction well before you reach the point where brakes are required helps you slow smoothly, avoid sudden grabs or wheel lock, and maintain traction as you approach the needed stop or slowing point. Releasing all brakes, slamming on an emergency brake, or waiting until the last moment would increase the risk of skidding or losing control.

6. When securing an unattended locomotive consist, how should the automatic brake be left on the lead controlling locomotive?

- A. If engine is running, leave a 20 psi brake pipe reduction after charging; if engine is shut down, place automatic brake pipe handle in full service position**
- B. Always leave at full service position
- C. Always leave with a 20 psi reduction regardless of engine state
- D. Always leave with brake pipe released

Securing an unattended locomotive consist relies on using the automatic brake to hold the units in place, and the correct approach depends on whether the lead locomotive is still supplying air. If the engine on the lead locomotive is running, you leave a light brake application by maintaining a 20 psi brake pipe reduction after the system has charged. This keeps the brakes applied enough to prevent movement while the locomotive is still powered and the air system is pressurized. If the engine is shut down, there's no charging of the brake pipe, so you place the automatic brake pipe handle in the full service position to ensure the brakes stay applied on the lead and trailing units despite the lack of power and supply. Other options don't provide a reliable securement under those conditions: leaving it always in full service isn't appropriate when power is still available, and leaving a fixed 20 psi reduction regardless of engine state can either release or fail to secure properly.

7. Which of the following best describes a normal gradient in braking terminology?

- A. A gradient that exists when the system is partially charged
- B. The gradient that exists when the system is fully charged**
- C. A gradient caused by an uneven track incline
- D. A gradient that applies only during wheel slip

The idea behind normal gradient is the standard braking response you get when the system is delivering its designed pressure—i.e., when the system is fully charged. With full charge, the brake lines are pressurized to the intended level, giving a consistent, predictable increase in braking force as you apply the pedal. If the system is only partially charged, pressure is reduced, so the gradient is weaker and braking feels different from normal. A gradient caused by an uneven track incline or one that only occurs during wheel slip relates to road conditions or special control states, not the regular, fully charged braking operation. So the gradient that exists when the system is fully charged best describes a normal gradient.

8. Previously tested cars in a train are rearranged to comply with hazardous material placement restrictions. Is an Application and Release test required before proceeding?

- A. Yes**
- B. No
- C. Only if new cars were added
- D. Only if the rearrangement affects braking

Bringing changes to the order of cars carrying hazardous materials can alter how those materials are legally and safely placed in the train. Because placement restrictions depend on the train's current makeup, any rearrangement must be rechecked and formally released before moving. The Application and Release check provides the verification that the new arrangement still meets all rules for separation, labeling, and documentation, and that the train is safe to proceed. This requirement applies even if no new cars were added and is not limited to braking considerations.

9. A low speed yard, local, or transfer movement on level or light grade is required to have a lead controlling locomotive equipped with dynamic brakes.

- A. True
- B. False**
- C. Only when operating above 25 mph
- D. It depends on railroad policy

Dynamic braking is a method that uses the locomotive's traction motors as generators to slow the train, and it's most valuable for controlling speed on grades or during long descents. For a low speed yard, local, or transfer movement on level or light grade, speeds are very small and the braking needs are brief. The air brake system, along with the locomotive's standard braking, is typically enough to manage these moves without needing to rely on dynamic braking. So there isn't a general requirement that the lead locomotive must be equipped with dynamic brakes for this type of movement.

10. When testing an HEU and EOT and a verbal notification is made that the test was successfully performed, where must the notification be recorded?

A. Air Brake Test form

B. Engine Journal

C. Maintenance Portal

D. Crew member's notebook

The main idea here is keeping an official, auditable record of braking-system checks. When the HEU and EOT test is completed and you're told the test was successful, that verbal confirmation must be recorded on the Air Brake Test form. This form is the formal log for brake-related tests, capturing who performed the test, when, and the outcome, so inspectors and maintenance can verify the train's braking readiness. The Engine Journal is for engine-specific events, not for recording brake test results. The Maintenance Portal is used for broader maintenance tasks rather than official test documentation. The crew member's notebook is a personal log and isn't considered an official, shareable record for compliance or inspection purposes.

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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://fitphase1.examzify.com>

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

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