MV Transit State Pre-Trip Inspection Practice Exam (Sample)

Study Guide

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Questions

1. What should the air governor cutout pressure be during an inspection?

A. 100 - 120 PSI

B. 120 - 140 PSI

C. 140 - 160 PSI

D. 150 - 170 PSI

2. What should you do if you notice fluid leaking underneath your vehicle?

A. Ignore it if it isn’t a large puddle

B. Consult a mechanic as it may indicate a serious issue

C. Check the color to determine the type of fluid

D. Drive your vehicle until it stops leaking

3. What action should be taken to check the functioning of the parking brake valve?

A. Press the accelerator pedal

B. Release the parking brake

C. Pump down the service brake until the valve pops out

D. Monitor the fuel gauge

4. What should be confirmed about the load securement devices?

A. They must be new for each trip

B. They should be color-coded for easy identification

C. Ensure they are functional and appropriately used

D. They must match the cargo weight

5. What is an essential factor concerning vehicle lights during a pre-trip inspection?

A. They should all have the same color temperature

B. All lights should work and be unobstructed

C. They should only illuminate when the ignition is on

D. All lights should have bright bulbs installed

6. What should be verified regarding the operation of the compartment door?

- **A. The compartment door should operate smoothly and close securely**
- **B. The compartment door must be painted the correct color**
- **C. The compartment door should have a lock mechanism**
- **D. The compartment door must be removed and checked for internal components**

7. What must be verified about the turn signals during a pre-trip inspection?

- **A. That they are of the correct color**
- **B. All turn signals must be operational and visible**
- **C. They should be installed symmetrical**
- **D. They must be clean to ensure visibility**

8. What should the driver do before performing a low air pressure check?

- **A. Turn the master switch off**
- **B. Release the parking brake**
- **C. Activate the hazard lights**
- **D. Engage the engine brake**

9. What must be inspected for leaks during a pre-trip inspection?

- **A. Only coolant leaks**
- **B. Air leaks in the tires**
- **C. Leaks in fluids such as coolant, oil, and fuel**
- **D. Exhaust system leaks**

10. How should the passenger door be operated during the pre-trip inspection?

- **A. Push with the shoulder**
- **B. Manually twist knob and push it out**
- **C. Use the emergency release**
- **D. Pull the door towards you**

Answers

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

Explanations

1. What should the air governor cutout pressure be during an inspection?

A. 100 - 120 PSI

B. 120 - 140 PSI

C. 140 - 160 PSI

D. 150 - 170 PSI

During a pre-trip inspection of a vehicle's air brake system, the air governor cutout pressure is a critical parameter to monitor. The air governor is responsible for automatically controlling the pressure in the air tanks of the braking system. Ideally, during a proper inspection, the cutout pressure should be in the range of 120 to 140 PSI. This range is significant because it ensures that the air pressure is sufficient for the braking system to function efficiently, while also preventing excessive pressure that could lead to overfilling the air tanks. Having the cutout pressure set appropriately within this range helps maintain the integrity and reliability of the braking system, ensuring safety while driving. Additionally, if the cutout pressure is too low, it could result in inadequate braking performance, while a higher cutout pressure could indicate potential issues with the governor or other system components. Therefore, knowing that the correct air governor cutout pressure is between 120 and 140 PSI is essential for the safety and reliability of vehicles equipped with air brake systems.

2. What should you do if you notice fluid leaking underneath your vehicle?

A. Ignore it if it isn’t a large puddle

B. Consult a mechanic as it may indicate a serious issue

C. Check the color to determine the type of fluid

D. Drive your vehicle until it stops leaking

When you notice fluid leaking underneath your vehicle, it's essential to consult a mechanic as it may indicate a serious issue. Fluid leaks can be a sign of various mechanical problems, including issues with the engine, transmission, brakes, or cooling system. Addressing these leaks promptly is crucial because if left unchecked, they could lead to costly repairs or even dangerous driving conditions. By seeking professional help, you ensure that any underlying problems are diagnosed and addressed before they escalate. Identifying and rectifying the source of a leak early can prevent further damage to the vehicle and ensure safe and reliable operation on the road. While other options may point to certain actions that could be relevant in specific contexts (like checking fluid color), they do not prioritize the importance of professional assessment and the significance of fluid leaks in vehicle maintenance.

3. What action should be taken to check the functioning of the parking brake valve?

A. Press the accelerator pedal

B. Release the parking brake

C. Pump down the service brake until the valve pops out

D. Monitor the fuel gauge

To assess the functioning of the parking brake valve, the correct action involves pumping down the service brake until the valve pops out. This process is crucial because it allows the operator to verify that the parking brake valve is engaging and disengaging properly. When the service brake is pumped down, it creates a situation where the brake pressure is lowered, prompting the valve to respond. If the valve operates as intended, it will extend and indicate that the parking brake system is functioning correctly. In contrast, other options do not serve the purpose of checking the parking brake valve. Pressing the accelerator pedal does not evaluate any brake system component; rather, it only increases engine speed without providing information on the brake system's integrity. Releasing the parking brake does not assess the valve's functionality either; it simply disengages the brake without providing any feedback on the valve's operation. Monitoring the fuel gauge, while important for vehicle operation, is unrelated to the assessment of the braking system. Therefore, only pumping down the service brake to observe the valve's response directly tests the parking brake valve's effectiveness.

4. What should be confirmed about the load securement devices?

A. They must be new for each trip

B. They should be color-coded for easy identification

C. Ensure they are functional and appropriately used

D. They must match the cargo weight

The emphasis on confirming that load securement devices are functional and appropriately used is crucial for safety during transport. Properly functioning devices ensure that cargo remains secure and stable while the vehicle is in motion, significantly reducing the risk of accidents caused by shifting loads. This includes checking that the devices, such as straps, chains, or tie-downs, are not frayed, damaged, or defective. Appropriate usage refers to the correct application of these devices according to the type of cargo and load, ensuring that they are effectively preventing any movement. Newness or color-coding of devices might be beneficial in some scenarios but does not guarantee load security, while matching devices to cargo weight is essential, yet it is only part of the overall assessment of securement. The primary focus should always be on the functionality and correct usage of these devices, as this directly impacts safety on the road.

5. What is an essential factor concerning vehicle lights during a pre-trip inspection?

A. They should all have the same color temperature

B. All lights should work and be unobstructed

C. They should only illuminate when the ignition is on

D. All lights should have bright bulbs installed

During a pre-trip inspection, ensuring that all lights work and are unobstructed is critical for safety and legal compliance. Functional lights are essential for visibility and signaling intentions to other drivers, which can greatly reduce the risk of accidents on the road. Having unobstructed lights also means that there is no debris or obstructions that would hinder their brightness or effectiveness. Ensuring this during the inspection confirms that the vehicle is ready for safe operation and meets regulatory standards. While options about color temperature or bulb brightness may have their merits in specific contexts, they do not directly address the fundamental necessity of having fully operational lights during your journey. Additionally, the requirement for lights to function only when the ignition is on does not apply universally across all vehicle types, as some lights, like emergency flashers, must work regardless of the ignition status.

6. What should be verified regarding the operation of the compartment door?

A. The compartment door should operate smoothly and close securely

B. The compartment door must be painted the correct color

C. The compartment door should have a lock mechanism

D. The compartment door must be removed and checked for internal components

The proper operation of the compartment door is crucial for the safety and functionality of a vehicle. It is important that the compartment door operates smoothly to ensure that it can be opened and closed easily without hindrance. Additionally, it must close securely to prevent any accidental openings while the vehicle is in motion, which could lead to dangerous situations such as cargo falling out, loss of equipment, or even injury to passengers. Ensuring that the compartment door has these operational characteristics directly impacts both the safety of the vehicle and the integrity of its contents. A door that does not close securely can expose the compartment to weather elements or allow improper access, which could result in theft or loss of equipment. While other considerations like color, locking mechanisms, and checking internal components may have their own importance in different contexts, they do not directly impact the basic functional requirement of the compartment door's operation in terms of safety and usability. Therefore, verifying that the compartment door operates smoothly and closes securely is the primary concern during a pre-trip inspection.

7. What must be verified about the turn signals during a pre-trip inspection?

A. That they are of the correct color

B. All turn signals must be operational and visible

C. They should be installed symmetrical

D. They must be clean to ensure visibility

During a pre-trip inspection, it is essential to verify that all turn signals are operational and visible. This is crucial for safety on the road, as functioning turn signals are vital for communicating a vehicle's intended direction to other drivers. If a turn signal is not operational, it can lead to miscommunication, increasing the risk of accidents. Additionally, the visibility of the turn signals ensures that other road users can clearly see the indicators, which is especially important in various weather conditions or at night. While other factors like color, symmetry, and cleanliness are relevant for overall vehicle safety and maintenance, the primary concern during the pre-trip inspection focuses on the operational status of the turn signals and their visibility. This helps ensure that the vehicle adheres to safety regulations and operates effectively in traffic conditions.

8. What should the driver do before performing a low air pressure check?

A. Turn the master switch off

B. Release the parking brake

C. Activate the hazard lights

D. Engage the engine brake

Before performing a low air pressure check, it is essential for the driver to release the parking brake. This step is crucial because the parking brake engages the vehicle's braking system, which can affect the air pressure readings. Without releasing the parking brake, the vehicle remains immobilized, and air pressure might not be able to flow or equalize properly throughout the system. This process ensures that the driver can accurately assess whether the air pressure is at an acceptable level for safe operation of the vehicle. While turning the master switch off, activating hazard lights, and engaging the engine brake might be part of other pre-trip procedures or safety measures, they do not directly relate to the accurate assessment of low air pressure in this context. Engaging in these actions would not provide the necessary conditions for a proper low air pressure check, making them less relevant in this specific scenario.

9. What must be inspected for leaks during a pre-trip inspection?

A. Only coolant leaks

B. Air leaks in the tires

C. Leaks in fluids such as coolant, oil, and fuel

D. Exhaust system leaks

During a pre-trip inspection, it is essential to check for leaks in various fluids, including coolant, oil, and fuel. This inspection is crucial because leaks can indicate mechanical issues that may compromise vehicle safety and performance. For instance, coolant leaks can lead to overheating of the engine, oil leaks can result in engine wear or failure, and fuel leaks pose fire hazards. Identifying these leaks during a pre-trip inspection allows for the timely resolution of potential problems, ensuring that the vehicle operates reliably and safely during transit. Addressing these fluid leaks not only enhances the longevity of the vehicle but also contributes to overall safety for operators and passengers.

10. How should the passenger door be operated during the pre-trip inspection?

A. Push with the shoulder

B. Manually twist knob and push it out

C. Use the emergency release

D. Pull the door towards you

The proper operation of the passenger door during a pre-trip inspection is to manually twist the knob and push it out. This method ensures that the operator can assess the functionality of the door mechanism effectively. By manually twisting the knob, the operator checks for ease of operation and confirms that the locking mechanism is functioning as intended. Pushing the door out allows for a physical inspection of the door's alignment and any potential obstructions, ensuring it opens fully and correctly, which is crucial for passenger safety. Using the shoulder to push the door is not a reliable method because it doesn't allow for a thorough check of the door's operation or condition. Using the emergency release is reserved for situations where the normal operation of the door fails, rather than during a routine inspection. Pulling the door towards you is also not the standard procedure, as it may not sufficiently assess the door's locking and alignment status. Therefore, manually twisting the knob and pushing out the door is the most appropriate method during a pre-trip inspection.