

OCFA AUTO EXTRICATION PRACTICE TEST (SAMPLE)

STUDY GUIDE



**SAMPLE STUDY GUIDE
WITH LIMITED QUESTIONS**

**VISIT US ONLINE FOR
THE FULL VERSION STUDY GUIDE**

<https://ocfaautoextrication.examzify.com>



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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 are the two types of seatbelt pre-tensioners?**
 - A. Manual and Automatic
 - B. Electric and Mechanical
 - C. Hydraulic and Electric
 - D. Pneumatic and Mechanical

- 2. When is a patient considered ready for transport after extrication?**
 - A. When patient is stabilized, immobilized, and ready for transfer to medical personnel
 - B. When extrication is complete
 - C. When airbags have deployed
 - D. When the vehicle is cooled

- 3. Which term describes the horizontal member along the top edge of a vehicle's window frame?**
 - A. Hinge side
 - B. Roof rail
 - C. Nader side
 - D. Fender/truss

- 4. Which statement best describes the powders used in airbags?**
 - A. To color the fabric.
 - B. To perfume the interior.
 - C. Lubrication.
 - D. To reinforce the fabric.

- 5. What is the intended outcome of gaining control of a vehicle's power system?**
 - A. The power should be secured and power down
 - B. The engine should start
 - C. Airbags should deploy
 - D. Vehicle should be towed

- 6. Deployment temperatures during airbag operation can reach up to approximately?**
- A. Deployment temperatures are always below 1000°F
 - B. Deployment temperatures can reach up to 1500°F
 - C. Deployment temperatures can reach up to 1000°F
 - D. Deployment temperatures can reach up to 2100°F
- 7. What is the purpose of a preplan and preincident briefing in auto extrication?**
- A. To assign blame after incidents
 - B. To train family members of the victims
 - C. To plan the vehicle's color scheme
 - D. Align teams on objectives, roles, resources, and safety considerations before starting
- 8. What activates a mechanical seatbelt pre-tensioner?**
- A. Pyrotechnic device
 - B. Hydraulic pump
 - C. Electric motor
 - D. Manual crank
- 9. Where is Advanced High Strength Steel located on a vehicle?**
- A. Bumper only
 - B. Major load bearing areas
 - C. Doors only
 - D. Underbody panels
- 10. What does the abbreviation EPG stand for in automotive glass types?**
- A. Enhanced Protective Glass (EPG)
 - B. Enhanced Polyglass Glass
 - C. Engineered Protective Glass
 - D. External Protective Glass

Answers

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

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Explanations

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1. What are the two types of seatbelt pre-tensioners?

- A. Manual and Automatic
- B. Electric and Mechanical**
- C. Hydraulic and Electric
- D. Pneumatic and Mechanical

The concept being tested is how seatbelt pretensioners are activated. There are two main families based on how they tighten the belt: electric and mechanical. Electric pretensioners use an electric actuator or motor to pull the belt tight in a crash, while mechanical pretensioners rely on a mechanical linkage or spring-driven mechanism that tightens the belt when a crash signal is received. Both serve to remove slack in the belt to keep the occupant in a safer position, though they differ in their power source and actuation method. In this context, those are the two commonly recognized categories, which is why the best answer is electric and mechanical.

2. When is a patient considered ready for transport after extrication?

- A. When patient is stabilized, immobilized, and ready for transfer to medical personnel**
- B. When extrication is complete
- C. When airbags have deployed
- D. When the vehicle is cooled

The key idea is that transport readiness after extrication relies on patient condition and packaging, not on the scene status or vehicle conditions. A patient is considered ready for transport when they are stabilized and immobilized and are prepared for transfer to medical personnel. This means airway, breathing, and circulation are being managed and threat to life addressed, and the patient is secured on a backboard or other immobilization device with a cervical collar as needed. The team can then hand off the patient to EMS or hospital staff with the patient already immobilized and ready for transfer. Things like extrication being finished or the vehicle cooling down don't determine transport readiness, and deploying airbags doesn't indicate the patient is ready for transport. The important factor is that the patient has been stabilized, immobilized, and is packaged for safe transport and care.

3. Which term describes the horizontal member along the top edge of a vehicle's window frame?

- A. Hinge side
- B. Roof rail**
- C. Nader side
- D. Fender/truss

The horizontal member along the top edge of a vehicle's window frame is the roof rail. It runs along the top of the window opening, forming part of the roof-line structure and helping define the window opening. This term is distinct from hinge side, which is the edge of the door where the hinges are attached, and from Nader side, which is the edge opposite the hinge side. Fender/truss isn't used to describe this window-edge component.

4. Which statement best describes the powders used in airbags?

- A. To color the fabric.
- B. To perfume the interior.
- C. Lubrication.
- D. To reinforce the fabric.

Powders inside airbags serve as a dry lubricant between the fabric layers as the bag deploys. This coating reduces friction and prevents the fabric from sticking, snagging, or tearing as it unfurls and inflates rapidly. By easing the movement of the material, the bag can deploy smoothly and fill properly to cushion occupants. The other ideas—coloring the fabric, perfuming the interior, or reinforcing the fabric—do not impact deployment, whereas the powder's main role is to facilitate a smooth, reliable expansion.

5. What is the intended outcome of gaining control of a vehicle's power system?

- A. The power should be secured and power down
- B. The engine should start
- C. Airbags should deploy
- D. Vehicle should be towed

When you gain control of a vehicle's power system, the priority is to remove all energy sources so responders can work safely. Securing the power and powering down cuts off electrical energy that could cause shocks, arcing, or unexpected actuation of components while you're cutting or lifting, and it helps prevent accidental airbag deployment during the extrication. Starting the engine would re-energize systems and create hazards, and airbags deploying is a risk tied to energized circuits—things you want to avoid while you're removing occupants. Towing is a task that comes later and isn't the immediate safety objective of de-energizing. The goal is a safe, energy-free environment to perform the rescue.

6. Deployment temperatures during airbag operation can reach up to approximately?

- A. Deployment temperatures are always below 1000°F
- B. Deployment temperatures can reach up to 1500°F
- C. Deployment temperatures can reach up to 1000°F
- D. Deployment temperatures can reach up to 2100°F

Airbag deployment involves a chemical reaction inside the inflator that generates hot gases, quickly filling the bag. That rapid reaction creates extremely high temperatures, with the heat concentrated near the inflator where the gas is produced. The highest temperatures can reach around 2100°F, which is why this value is given as the approximate deployment temperature maximum. The other options underestimate the heat generated during deployment, since design and testing account for temperatures up to about 2100°F to ensure the system can quickly inflate without damage to the bag or inflator. Keep in mind that the surface of the bag and surrounding areas will feel cooler as the gas expands and cools, but the peak temperatures near the inflator can approach that 2100°F mark.

7. What is the purpose of a preplan and preincident briefing in auto extrication?

- A. To assign blame after incidents
- B. To train family members of the victims
- C. To plan the vehicle's color scheme
- D. Align teams on objectives, roles, resources, and safety considerations before starting**

Planning ahead and briefing before an auto extrication brings the team together to agree on what needs to be done, who will do it, what tools are available, and how safety will be protected. A preplan gathers key details about the vehicle, scene, potential hazards, access points, and stabilization needs, so everyone knows the likely steps and priorities. The preincident briefing then quickly communicates these details to all responders, assigns roles (such as incident command, safety officer, extrication lead, patient care), reviews the sequence of actions, and outlines communication and resource needs. This alignment helps the team operate smoothly, make faster, safer decisions, and prevent confusion once operations begin. The other options miss the purpose entirely: blaming after incidents, training family members, or planning the vehicle's color scheme isn't relevant to rescue operations.

8. What activates a mechanical seatbelt pre-tensioner?

- A. Pyrotechnic device**
- B. Hydraulic pump
- C. Electric motor
- D. Manual crank

When a crash happens, pulling the belt tight as quickly as possible is crucial to keep the occupant against the seat and reduce movement. In many mechanical seatbelt pretensioners, activation comes from a pyrotechnic device. A crash sensor detects rapid deceleration and ignites a small explosive charge, which drives a mechanism to yank in the belt and remove slack in milliseconds. This rapid, forceful action is what tightens the belt right as the impact occurs. Hydraulic pumps, electric motors, and manual cranks are not the typical triggers for a crash-activated pretensioner in this context. After deployment, the pretensioner is a one-time use system and the seatbelt retracts and then locks, requiring replacement of components.

9. Where is Advanced High Strength Steel located on a vehicle?

- A. Bumper only
- B. Major load bearing areas**
- C. Doors only
- D. Underbody panels

Advanced High Strength Steel is used where the structure must carry crash loads and keep the occupant safety cage intact. That means it's placed in the vehicle's major load bearing areas—the structural elements that form the frame and pillars, rails, and other components that transfer impact forces during a crash. These areas need high strength to resist deformation and protect occupants, so AHSS is used there. Bumpers are primarily for energy absorption and protecting the car from low- to moderate-speed impacts, not for carrying the main crash loads, so they don't rely on AHSS as much. Doors are reinforced for side impact protection, but the key load paths are the pillars and frame members, not the doors themselves. Underbody panels protect the underside and aren't the main load-bearing structure either. So the best answer is major load bearing areas.

10. What does the abbreviation EPG stand for in automotive glass types?

A. Enhanced Protective Glass (EPG)

B. Enhanced Polyglass Glass

C. Engineered Protective Glass

D. External Protective Glass

In automotive glass terminology, acronyms on product specs signal upgraded features. EPG stands for Enhanced Protective Glass, which implies the glass includes protective enhancements beyond standard glass, such as improved resistance to impacts, scratches, or UV exposure. This is why it is the best fit for the acronym, as it directly reflects an added level of protection compared to ordinary glass. The other phrases don't align with established automotive glass naming conventions, so they aren't recognized expansions of EPG. You'll sometimes see EPG noted in manufacturer specifications or warranty documents to indicate this enhanced protection level on certain windshields or windows.

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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://ocfaautoextrication.examzify.com>

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

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