SV GREEN SHEET, HYDRAULICS PRACTICE TEST (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

1. What is the fluid volume supply comparison between an engine-driven hydraulic pump and an electric motor-driven pump?

A. Four times the fluid volume

B. Six times the fluid volume

C. Five times the fluid volume

D. Three times the fluid volume

2. What condition indicates a leak in hydraulic System B?

A. The reservoir fluid level stabilizes at approximately 20% full

B. The reservoir fluid level stabilizes at approximately 70% full

C. The reservoir fluid level stabilizes at approximately 0% full

D. The reservoir fluid level stabilizes at approximately 100% full

3. What happens when an engine fire switch is pulled?

A. The hydraulic pump LOW PRESSURE light is deactivated

B. The standby hydraulic system is engaged

C. The engine stops immediately

D. The hydraulic fluid is dumped

4. How does an increase in temperature affect the viscosity of hydraulic fluid?

A. Viscosity increases

B. Viscosity remains unchanged

C. Viscosity decreases

D. Viscosity fluctuates randomly

5. Which component is powered by hydraulic System B?

A. The yaw damper

B. Power transfer unit (PTU)

C. Autoslats

D. Trailing edge flaps

6. What is the primary function of hydraulic valves within a hydraulic system?

A. To prevent fluid from passing

B. To increase fluid pressure

C. To control the flow and direction of hydraulic fluid

D. To separate different types of fluids

7. What additional conditions are necessary to initiate automatic operation of the standby hydraulic system?

A. Loss of both Systems A and B while airborne

B. Flaps must be retracted and System A functioning

C. All systems must be operational

D. Flaps extended and FLT CONTROL switch ON

8. What primary function do the autoslats serve in the hydraulic system?

A. To assist in takeoff and landing

B. To control brake pressure

C. To enhance airflow over wing surfaces

D. To aid in directional control

9. Which system is responsible for activating thrust reversers in a standby configuration?

A. Main hydraulic system

B. Standby hydraulic system

C. Backup hydraulic system

D. Emergency hydraulic power

10. How are the hydraulic systems designated in the B737?

A. A, B, and standby

B. Primary, secondary, and backup

C. 1, 2, and 3

D. Main, auxiliary, and standby

Answers

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

Explanations

1. What is the fluid volume supply comparison between an engine-driven hydraulic pump and an electric motor-driven pump?

A. Four times the fluid volume

B. Six times the fluid volume

C. Five times the fluid volume

D. Three times the fluid volume

The assertion that an engine-driven hydraulic pump typically supplies a greater fluid volume compared to an electric motor-driven pump is grounded in several factors related to their operational capacities and design functionalities. Generally, engine-driven pumps, such as those powered by internal combustion engines, are designed to operate at higher power outputs and can therefore accommodate larger fluid flows. This is especially important in applications requiring significant hydraulic power, such as construction or heavy machinery operations. Engine-driven pumps often run at higher RPM (revolutions per minute) due to their mechanical design, which allows them to generate greater volume in terms of gallons per minute (GPM) or liters per minute (LPM). On the other hand, electric motor-driven pumps, while efficient and effective for smaller applications, tend to have limitations in output capacity, mainly due to the size of the electric motor and its inherent design for specific operational conditions. In practice, engine-driven hydraulic systems are frequently employed in industrial applications where heavy lifting and substantial material handling are involved, thus demanding a higher flow rate. This operational context often results in differences that can be quantified, leading to the conclusion that the fluid volume supplied by the engine-driven pump can exceed that of an electric motor-driven pump by a factor of approximately six times under optimal

2. What condition indicates a leak in hydraulic System B?

A. The reservoir fluid level stabilizes at approximately 20% full

B. The reservoir fluid level stabilizes at approximately 70% full

C. The reservoir fluid level stabilizes at approximately 0% full

D. The reservoir fluid level stabilizes at approximately 100% full

A leak in a hydraulic system can be indicated by the reservoir fluid level stabilizing at a very low point, which is around 0% full. When there is a leak, the fluid in the system escapes, and as a result, the fluid level in the reservoir will drop significantly. A reservoir that reaches a critically low level signifies that the system is not retaining the fluid necessary for proper operation, which can lead to inefficiencies, decreased pressure, and potential system failure. The other options present fluid levels that either suggest stability in the system's operation or an adequate supply of hydraulic fluid. For example, a reservoir level stabilizing at 20% or 70% full may indicate that some fluid has been used, but not to an extent that would typically point to a significant leak. A full reservoir at 100% indicates that the system is functioning properly and has an adequate supply of fluid, further confirming that there is no leak. Therefore, the only logical indicator of a leak is when the fluid level stabilizes at 0%, as this reflects a loss of hydraulic fluid that would not occur under normal operating conditions.

3. What happens when an engine fire switch is pulled?

A. The hydraulic pump LOW PRESSURE light is deactivated

B. The standby hydraulic system is engaged

C. The engine stops immediately

D. The hydraulic fluid is dumped

When the engine fire switch is pulled, one of the key actions typically taken is that the hydraulic fluid is directed appropriately to prevent the risk of fire spreading, which could include shutting down systems that are no longer necessary. The correct understanding is that the activation of the fire switch is usually associated with the deactivation of certain system indicators, such as the hydraulic pump LOW PRESSURE light. This action ensures that the hydraulic system is safeguarded during an emergency, particularly because this system operates under high pressures and any leakage could exacerbate a fire situation. The other options do not accurately reflect the functions of the engine fire switch. The standby hydraulic system usually operates independently and may be engaged under different circumstances, not directly related to the engine fire switch. Stopping the engine is a critical step but may not occur instantaneously with the switch pull; there are additional steps involved in that process. Dumping hydraulic fluid would typically be a last resort to manage fire risk, and while certain valves might be engaged, it's more about isolating the system than simply dumping fluid.

4. How does an increase in temperature affect the viscosity of hydraulic fluid?

A. Viscosity increases

B. Viscosity remains unchanged

C. Viscosity decreases

D. Viscosity fluctuates randomly

An increase in temperature causes the viscosity of hydraulic fluid to decrease. This phenomenon occurs because as the temperature rises, the molecules of the fluid gain kinetic energy and move more rapidly. This increased movement allows the fluid to flow more freely, reducing its resistance to flow, which is defined as viscosity. In practical applications, this means that hydraulic systems can operate more efficiently at elevated temperatures, as the fluid can move through pumps, valves, and actuators with less energy loss. However, it's important to note that exceedingly high temperatures can also lead to other issues, such as fluid degradation or vaporization. Hence, maintaining the appropriate temperature range is essential to the effective functioning of hydraulic systems.

5. Which component is powered by hydraulic System B?

A. The yaw damper

B. Power transfer unit (PTU)

C. Autoslats

D. Trailing edge flaps

In hydraulic systems, each component relies on the system's pressure and fluid to operate effectively. The correct answer identifies the component that is specifically powered by Hydraulic System B. The autoslats, which are devices that extend and help prevent stalling during wing operation, often receive their operation power from a dedicated hydraulic system in modern aircraft. System B is typically designed to manage various control surfaces and components, which can include the autoslats due to the nature of their operation and necessity for precise maneuverability. The yaw damper serves to stabilize the aircraft's lateral control and may be powered by a different hydraulic system. The power transfer unit (PTU) is usually a system designed to transfer hydraulic fluid between systems or manage power-related operations, which may not be directly servicing the autoslats. Trailing edge flaps, like the autoslats, are crucial for flight performance but may be managed separately, often by another hydraulic system. In summary, the reason autoslats are the correct answer lies in their dependency on specific hydraulic systems for function, aligning with the role of Hydraulic System B in controlling components that are essential for the aircraft's aerodynamic and flight characteristics.

6. What is the primary function of hydraulic valves within a hydraulic system?

A. To prevent fluid from passing

B. To increase fluid pressure

C. To control the flow and direction of hydraulic fluid

D. To separate different types of fluids

The primary function of hydraulic valves within a hydraulic system is to control the flow and direction of hydraulic fluid. This function is crucial in managing how the hydraulic fluid moves throughout the system, allowing for precise operation of hydraulic actuators like cylinders and motors. Hydraulic valves can redirect the flow to different parts of the system, which is essential for controlling the movements of machinery and equipment. Additionally, they play a vital role in regulating pressure and ensuring that the system operates safely and efficiently. By controlling the flow, the valves allow for the modulation of speed and force in actuators, enabling the system to perform various tasks effectively. Their ability to open or close pathways within the hydraulic circuit is fundamental to the operation of hydraulic systems, making them indispensable components in countless applications across industries.

7. What additional conditions are necessary to initiate automatic operation of the standby hydraulic system?

A. Loss of both Systems A and B while airborne

B. Flaps must be retracted and System A functioning

C. All systems must be operational

D. Flaps extended and FLT CONTROL switch ON

The correct choice highlights the necessary conditions for the standby hydraulic system to automatically initiate its operation. In most hydraulic systems, specific inputs are required to transition to standby mode, ensuring reliable operation and safety. When the flaps are extended, it indicates that the aircraft is in a configuration where additional hydraulic power may be needed to control other flight systems effectively. Coupled with the FLIGHT CONTROL switch being in the ON position, this setup confirms that the aircraft's primary hydraulic systems are not able to provide sufficient pressure or volume to maintain proper flight control. These conditions signal the system that automatic engagement of the standby hydraulic system is essential for continued safety and operational capability. The other choices imply scenarios where the standby system would not necessarily need to activate or would indicate a malfunction, thus emphasizing that flaps extended and the FLT CONTROL switch ON are critical for engaging the standby system automatically.

8. What primary function do the autoslats serve in the hydraulic system?

A. To assist in takeoff and landing

B. To control brake pressure

C. To enhance airflow over wing surfaces

D. To aid in directional control

The primary function of autoslats in a hydraulic system, particularly in aircraft, is to enhance airflow over wing surfaces. By deploying automatically during specific flight conditions, such as during takeoff and landing, autoslats help maintain airflow over the wings and ensure that airflow remains smooth, even at higher angles of attack. This is critical for preventing airflow separation, which can lead to stall conditions. In ensuring optimal aerodynamic performance, autoslats effectively increase the lift potential of the wings, allowing the aircraft to fly safely at lower speeds. This capability is particularly important during critical phases of flight, contributing to overall flight safety and performance.

9. Which system is responsible for activating thrust reversers in a standby configuration?

A. Main hydraulic system

B. Standby hydraulic system

C. Backup hydraulic system

D. Emergency hydraulic power

The standby hydraulic system is specifically designed to take over the functions of the main hydraulic system if there is a failure, ensuring critical systems remain operational. In the context of activating thrust reversers, which are essential for reducing the aircraft's speed during landing, the standby hydraulic system's primary role is to ensure that these systems can still be deployed safely and effectively even if there is a failure in the main hydraulic system. The thrust reversers are crucial for managing landing distances and improving safety, particularly in adverse weather conditions or on shorter runways. By relying on the standby hydraulic system, the aircraft can maintain functionality and ensure that it meets safety protocols without depending solely on the main hydraulic system. The other options, while related to hydraulic systems, do not specifically serve the purpose of activating thrust reversers in a standby configuration. The main hydraulic system is the primary system for normal operations, whereas backup and emergency systems typically address other hydraulic needs rather than prioritizing thrust reverser deployment.

10. How are the hydraulic systems designated in the B737?

A. A, B, and standby

B. Primary, secondary, and backup

C. 1, 2, and 3

D. Main, auxiliary, and standby

The hydraulic systems in the Boeing 737 are designated as A, B, and standby to facilitate systematic identification and management of the hydraulic functions throughout the aircraft. The primary systems, A and B, are used for critical flight controls and other essential aircraft operations. Having a specific designation allows maintenance personnel and pilots to effectively communicate about which system they are addressing or troubleshooting. The standby system serves as a backup to ensure that in the event of a failure in either the A or B system, there is still hydraulic power available to maintain control of the aircraft. This clear designation helps in operational safety, allowing crew members to quickly understand which system is functioning normally and which might need attention in case of abnormalities. Other designations like primary, secondary, and backup or main, auxiliary, and standby may suggest a hierarchy or function that doesn't precisely reflect the actual configurations of the hydraulic systems in the B737, leading to potential confusion during operations or maintenance discussions.

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:

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