

VEHICLE RESCUE AND EXTRICATION PRACTICE TEST (SAMPLE)

STUDY GUIDE



**SAMPLE STUDY GUIDE
WITH LIMITED QUESTIONS**

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THE FULL VERSION STUDY GUIDE**

<https://vehiclerecueextrication.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. Which bag type has a maximum air pressure of 15 psi?**
 - A. Low-pressure bags
 - B. Medium-pressure bags
 - C. High-pressure bags
 - D. Multi-cell high-pressure bags

- 2. How is a single-tiered system defined?**
 - A. One agency responding with a fire apparatus staffed with firefighter/paramedics
 - B. All agencies respond to a single incident commander
 - C. Only EMS responds without fire apparatus
 - D. Two agencies with separate apparatus

- 3. What is the standard for respiratory protection equipment for tactical operations?**
 - A. NFPA 1986
 - B. NFPA 1981
 - C. NFPA 1996
 - D. NFPA 1982

- 4. What is disentanglement?**
 - A. The cutting of a vehicle away from trapped or injured patients
 - B. The removal of trapped patients from vehicle or machinery
 - C. The stabilization of a vehicle at a crash scene
 - D. The safe containment of hazards at a scene

- 5. The force exerted on an object by gravity is called what?**
 - A. Weight
 - B. Mass
 - C. Density
 - D. Volume

6. Which statement about body over frame construction is true?

- A. It resembles a ladder with two parallel rails joined by cross members
- B. It has no separate door structure
- C. It uses tubing welded into a truss-like configuration
- D. It is a monocoque design

7. What is the critical design feature of an airbag?

- A. Inflates slowly over several seconds
- B. Requires manual release to deploy
- C. Provides ability to fill up bag instantaneously
- D. Needs oxygen from the environment to inflate

8. Parallel drive system

- A. Uses only the vehicle's internal combustion engine to drive the wheels.
- B. Uses the vehicle's ICE or electric motor to power the transmission to provide propulsion.
- C. Uses separate propulsion motors for each axle
- D. Is independent of the drivetrain

9. True or False: A Task Force is defined as a group of up to five single resources of any type.

- A. False
- B. True
- C. Not Applicable
- D. Not Sure

10. What is kinetic energy?

- A. Energy of motion
- B. Stored energy
- C. Thermal energy
- D. Energy due to position

Answers

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

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Explanations

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1. Which bag type has a maximum air pressure of 15 psi?

- A. Low-pressure bags
- B. Medium-pressure bags**
- C. High-pressure bags
- D. Multi-cell high-pressure bags

The essential idea is that air bags are categorized by how much pressure they're designed to reach. Medium pressure bags are rated to a maximum of about 15 psi, which is why they're the correct choice for a bag whose limit is 15 psi. Low pressure bags stay well below that (typically just a few psi), while high pressure and multi cell high pressure bags are designed for much higher pressures (often well over 15 psi). So the bag type whose maximum is 15 psi is the medium pressure bag, making it the best fit for that rating.

2. How is a single-tiered system defined?

- A. One agency responding with a fire apparatus staffed with firefighter/paramedics**
- B. All agencies respond to a single incident commander
- C. Only EMS responds without fire apparatus
- D. Two agencies with separate apparatus

A single-tiered system means one agency takes the lead and provides the initial response with a fire apparatus that is staffed by firefighter-paramedics. This setup delivers both fire suppression capabilities and advanced medical care from a single, integrated unit, on a single dispatch, without waiting for additional agencies or separate ambulances to arrive. It streamlines command and resource use, so on-scene care begins quickly and the incident is managed by one organization. This differs from scenarios where multiple agencies are involved or where EMS arrives separately from fire resources, which describes multi-agency or multi-tier responses rather than a single, unified unit.

3. What is the standard for respiratory protection equipment for tactical operations?

- A. NFPA 1986**
- B. NFPA 1981
- C. NFPA 1996
- D. NFPA 1982

The main idea tested here is identifying the standard that is specifically written for respiratory protection in the tactical operations environment. The appropriate standard is the one that directly addresses respiratory protection devices used during tactical operations, setting the requirements for what equipment is permitted, how it must perform, and how it should be maintained and integrated with other protective gear. This ensures responders can rely on their respirators in close-quarters, potentially hazardous settings while still maintaining mobility and communication with their team. The other standards focus on different contexts, such as general emergency services respiratory systems or other PPE areas, and do not provide the targeted guidance for tactical operations.

4. What is disentanglement?

- A. The cutting of a vehicle away from trapped or injured patients**
- B. The removal of trapped patients from vehicle or machinery
- C. The stabilization of a vehicle at a crash scene
- D. The safe containment of hazards at a scene

Disentanglement is the phase of vehicle rescue focused on freeing a trapped person who is entangled in the vehicle's structure. The goal is to create space and remove the person from the vehicle by cutting away or separating parts of the vehicle that are pinning or constraining them, doing so in a way that minimizes further injury. This step follows scene safety and stabilization and is specifically about freeing the patient from the vehicle, not simply moving them out or addressing other hazards. Tools like cutters, spreaders, or saws are used to release the patient rather than to lift or transport them. So, the action described is cutting the vehicle away from trapped or injured patients. Removing trapped patients is a broader extrication task, stabilization is about preventing movement of the vehicle, and containment of hazards is about scene safety and hazard control.

5. The force exerted on an object by gravity is called what?

- A. Weight**
- B. Mass
- C. Density
- D. Volume

Weight is the gravitational force acting on an object's mass. It's the force you must counter or support when lifting or stabilizing a vehicle. The relationship is $F_g = m \times g$, where m is mass and g is the local acceleration due to gravity. On Earth, g is about 9.81 m/s^2 , so a 100 kg object weighs roughly 980 Newtons . Mass stays the same regardless of location, but weight changes with gravity. Density and volume are not forces—they describe how much matter there is per space (density) and how much space the object takes up (volume). In rescue scenarios, understanding weight helps you plan lifting, cribbing, and stabilization because it tells you the actual downward force devices must manage.

6. Which statement about body over frame construction is true?

- A. It resembles a ladder with two parallel rails joined by cross members**
- B. It has no separate door structure
- C. It uses tubing welded into a truss-like configuration
- D. It is a monocoque design

Body over frame construction uses a separate rigid frame under the vehicle with the body mounted on top. The defining feature is a ladder-like frame: two long parallel rails connected by cross members, creating a strong backbone that the body sits on. This arrangement is what distinguishes body-on-frame from other designs where the structure is built into the body itself (unibody) or uses a tubular/truss framing. In BOF, the doors and other body components are part of the body and not integrated into the frame, so describing the frame as the ladder-like backbone is the best way to capture how this construction is put together.

7. What is the critical design feature of an airbag?

- A. Inflates slowly over several seconds
- B. Requires manual release to deploy
- C. Provides ability to fill up bag instantaneously**
- D. Needs oxygen from the environment to inflate

Airbags are designed to protect occupants in the split second of a crash, so the essential feature is the ability to fill the bag almost instantaneously. When a crash is detected, a gas inflator rapidly releases gas into the airbag, causing it to inflate in a fraction of a second. This quick fill creates a protective cushion between the occupant and interior surfaces, reducing injury. Airbags do not rely on ambient oxygen to inflate; they are self-contained systems that generate or store gas inside the bag, so environmental air isn't a factor. The other ideas—inflating slowly, requiring manual release, or needing atmospheric oxygen—don't provide protection quickly enough or at all in a collision.

8. Parallel drive system

- A. Uses only the vehicle's internal combustion engine to drive the wheels.
- B. Uses the vehicle's ICE or electric motor to power the transmission to provide propulsion.**
- C. Uses separate propulsion motors for each axle
- D. Is independent of the drivetrain

The key idea is that in a parallel drive system, propulsion can come from either power source and both are connected to the drivetrain to turn the wheels through the transmission. This means the transmission can be driven directly by the internal combustion engine or by the electric motor, and in many designs both can contribute at the same time. Saying that propulsion is provided by the ICE or electric motor to power the transmission correctly captures this setup: the drivetrain is shared between the two sources, rather than being isolated to one or driving each axle separately. The other descriptions don't fit because they imply propulsion is limited to the engine only, or they describe a setup with separate motors for each axle or no direct link to the drivetrain, which aren't defining features of a parallel drive system.

9. True or False: A Task Force is defined as a group of up to five single resources of any type.

- A. False
- B. True**
- C. Not Applicable
- D. Not Sure

In incident command system terms, a Task Force is a group of resources under a single supervisor assembled to accomplish a specific objective. It can include different types of resources and is kept small enough to be easily coordinated, typically up to five resources. This means a Task Force can be a mix of different resource types, counted as individual units, and managed under one leader. That's why the statement fits: a Task Force is defined as a group of up to five single resources of any type. Note the distinction from a Strike Team, which is five identical resources working together under one supervisor.

10. What is kinetic energy?

A. Energy of motion

B. Stored energy

C. Thermal energy

D. Energy due to position

Kinetic energy is the energy an object has because it is moving. It depends on how heavy the object is and how fast it's going, with faster motion boosting the energy more (the energy increases with the square of speed). The standard expression is $KE = \frac{1}{2} m v^2$, where m is mass and v is velocity. This makes "energy of motion" the best description. Stored energy refers to energy waiting to be released (like potential energy), energy due to position is a form of potential energy, and thermal energy relates to the random microscopic motion inside a substance. A moving vehicle has kinetic energy, which is why, in rescue scenarios, controlling motion and deceleration is crucial.

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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://vehiclerescueextrication.examzify.com>

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

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