BRAKE TEST

Multiple Choice

1. On the static test, we can lose
   A. 2 psi per min
   B. 3 psi per min.
   C. 4 psi per min

2. On a bus equipped with dual air brakes the low air warning must activate before
   A. 55 psi
   B. 70 psi
   C. 60 psi

3. The primary indication that you have reached cut in pressure is
   A. a minimum of 85 psi
   B. a change in the sound of the engine
   C. the air pressure starts to build and the air needles start to increase

4. When doing the static test on an air brake system, the driver is checking for air leaks from the
   A. air tanks, air lines, and diaphragms
   B. air tanks, air lines, air governor
   C. air tanks, air lines, one way check values

5. When checking the cut out pressure, you are checking to see if the
   A. air governor turns off the compressor’s supply of air to the tanks
   B. air gauges are working correctly
   C. air compressor is re-supplying the air

6. The cut in pressure shall not be below
   A. 55 psi
   B. 75 psi
   C. 85 psi

7. On a bus with a dual air system the emergency brake button pops out
   A. around 30 psi
   B. not required, no set limit
   C. between 20 - 45 psi

8. The primary indication that you have reached cut out pressure is
   A. maximum 130
   B. the change in the engine noise
   C. the air pressure stops building and the air needles stop moving

9. When doing the applied test on an air brake system, the parking brake must be
   A. set
   B. released
   C. A or B, it does not matter
10. In a modulated air brake system, when using the modulated handle for emergency stopping you should
   A. apply it quickly and lock it in, to stop the bus as soon as possible.
   B. apply it gradually and lock it in, to stop the bus as soon as possible
   C. apply and release it gradually as necessary to bring the bus to a
      smooth stop, and lock it in only when the bus is stopped

11. As long as it is at a rate of no more than 3 psi per 1 min, a bus may lose 6 psi in 2 mins. during the
    A. static test
    B. applied test
    C. none of the above

12. On a hydraulic brake system, when depressing the foot pedal to check the power assistance, and the foot
    pedal drops lower when the engine is started indicates that the
    A. power assist is working
    B. power assist is not working
    C. brakes are defective - DO NOT USE THE BUS

13. In a bus equipped with a hydraulic assist hydraulic brake system, the primary power brake assist will
    usually comes from the
    A. engine
    B. air compressor
    C. power steering pump

14. On a hydraulic brake system with a vacuum assist, the vacuum is supplied from
    A. the engine
    B. the vacuum booster
    C. the brake cylinders

15. The maximum travel allowable on a hydraulic brake pedal is
    A. 40%
    B. 50%
    C. 60%

16. If the power assist fail on a hydraulic brake system
    A. you will NOT be able to stop the bus
    B. YOU must set the parking brake immediately
    C. your service brakes will still work, using extra leg power

17. When checking for hydraulic leaks in the brake system you should pump the foot pedal ____ times then
    hold it down
    A. 2 - 3
    B. 5 - 10
    C. 10 -20

18. When checking for hydraulic leaks and you have pumped the foot pedal and you are now holding the
    pedal down, you should hold it for
    A. 1 min
    B. 2 mins
    C. a little while
19. When checking for hydraulic leaks, you have pumped the foot pedal and you are now holding down the pedal, and the foot pedal drop, this indicates that the
A. power assist is working  
B. power assist is not working  
C. the brake are defective - DO NOT USE THE BUS

20. When driving a bus with hydraulic assist hydraulic brakes and the primary power assist fails, your back-up power assist is
A. the engine  
B. an electric motor  
C. extra leg power

21. With the Hydraulic assist brake system, when the engine and key are off and the brake pedal is depressed, the red brake light and a buzzer comes on this indicates
A. the parking brake is on  
B. there is low brake pressure  
C. the back-up power assist is working

22. When doing a static test on a type 1 bus with a vacuum assist brakes, the maximum vacuum loss allowable is
A. 3 inches per 1 min  
B. 2 inches per 1 min  
C. 2 psi per 1 min

23. On type 1 buses equipped with vacuum brakes, the low vacuum warning device must activate continually at or below
A. 8 inches  
B. 10 inches  
C. 15 inches

24. ALL buses must make 2 stops prior to leaving the yard, when making the 2 stops the stops should be made
A. 1 stop with the service brake and 1 stop with the emergency brake  
B. 2 stops with the service brakes only  
C. 2 stops with the emergency brakes only

25. If your brakes fail any portion of the brake check out you should
A. discontinue use  
B. drive it to a repair facility  
C. do the check again to make sure