

PRACTICE EXAM 3: ELEVATOR MECHANIC SIMULATION (160 QUESTIONS)

This practice exam contains 160 multiple-choice questions. Allow 4 hours for this double-length simulation. Select the single best answer for each question. A score of 70% or higher is recommended. The official Vermont examination contains 80 questions, allows 2 hours, and uses a 70% passing score.

1. Which functional test most directly evaluates the intended role of the traction machine brake?
 - A. The functional test should verify the ability to decelerate a descending car or counterweight beyond normal travel.
 - B. The functional test should verify the ability to protect a motor against sustained excessive current.
 - C. The functional test should verify the ability to hold the car stationary when the drive is stopped.
 - D. The functional test should verify the ability to identify pitting contamination and abnormal electrical heating.

2. After completing work on the traction machine brake, which result is most important to document?
 - A. The service record should document the ability to decelerate a descending car or counterweight beyond normal travel.
 - B. The service record should document the ability to hold the car stationary when the drive is stopped.
 - C. The service record should document the ability to protect a motor against sustained excessive current.
 - D. The service record should document the ability to identify pitting contamination and abnormal electrical heating.

3. Which functional test most directly evaluates the intended role of the motor-generator or drive unit?

- A. The functional test should verify the ability to close the hoistway gap below a landing entrance sill.
- B. The functional test should verify the ability to reduce electromagnetic interference in sensitive circuits.
- C. The functional test should verify the ability to identify contamination degradation and abnormal internal wear.
- D. The functional test should verify the ability to control electrical power delivered to the hoisting motor.

4. After completing work on the motor-generator or drive unit, which result is most important to document?

- A. The service record should document the ability to control electrical power delivered to the hoisting motor.
- B. The service record should document the ability to close the hoistway gap below a landing entrance sill.
- C. The service record should document the ability to reduce electromagnetic interference in sensitive circuits.
- D. The service record should document the ability to identify contamination degradation and abnormal internal wear.

5. Which functional test most directly evaluates the intended role of the machine-room disconnect?

- A. The functional test should verify the ability to reduce entrapment exposure below the car entrance sill.
- B. The functional test should verify the ability to provide organized removable connections between conductors.
- C. The functional test should verify the ability to reduce friction heat and premature surface damage.
- D. The functional test should verify the ability to isolate elevator power for servicing and emergencies.

6. After completing work on the machine-room disconnect, which result is most important to document?

- A. The service record should document the ability to reduce entrapment exposure below the car entrance sill.

- B. The service record should document the ability to provide organized removable connections between conductors.
- C. The service record should document the ability to isolate elevator power for servicing and emergencies.
- D. The service record should document the ability to reduce friction heat and premature surface damage.

7. Which functional test most directly evaluates the intended role of the deflector sheave?

- A. The functional test should verify the ability to limit opening of car doors outside an unlocking zone.
- B. The functional test should verify the ability to redirect suspension ropes while maintaining their alignment.
- C. The functional test should verify the ability to confirm basic operation before applying rated test load.
- D. The functional test should verify the ability to maintain suitable sliding-guide performance without contamination.

8. After completing work on the deflector sheave, which result is most important to document?

- A. The service record should document the ability to redirect suspension ropes while maintaining their alignment.
- B. The service record should document the ability to limit opening of car doors outside an unlocking zone.
- C. The service record should document the ability to confirm basic operation before applying rated test load.
- D. The service record should document the ability to maintain suitable sliding-guide performance without contamination.

9. Which functional test most directly evaluates the intended role of the gearbox oil sight glass?

- A. The functional test should verify the ability to prevent car operation unless the landing door is secured.
- B. The functional test should verify the ability to show the lubricant level without opening the gearbox.
- C. The functional test should verify the ability to evaluate operation while the car carries its rated capacity.

D. The functional test should verify the ability to identify intermittent patterns before replacing components.

10. After completing work on the gearbox oil sight glass, which result is most important to document?

A. The service record should document the ability to show the lubricant level without opening the gearbox.

B. The service record should document the ability to prevent car operation unless the landing door is secured.

C. The service record should document the ability to evaluate operation while the car carries its rated capacity.

D. The service record should document the ability to identify intermittent patterns before replacing components.

11. Which functional test most directly evaluates the intended role of the controller cabinet ventilation?

A. The functional test should verify the ability to guide the car with rolling contact against the rails.

B. The functional test should verify the ability to verify the brake can stop and hold the required load.

C. The functional test should verify the ability to remove heat that can shorten electronic component life.

D. The functional test should verify the ability to find loose terminals corrosion and heat discoloration.

12. After completing work on the controller cabinet ventilation, which result is most important to document?

A. The service record should document the ability to guide the car with rolling contact against the rails.

B. The service record should document the ability to verify the brake can stop and hold the required load.

C. The service record should document the ability to find loose terminals corrosion and heat discoloration.

D. The service record should document the ability to remove heat that can shorten electronic component life.

13. Which functional test most directly evaluates the intended role of the guide rails?

- A. The functional test should verify the ability to manage starting stopping speed and direction of oil flow.
- B. The functional test should verify the ability to confirm overspeed tripping and safety-circuit response.
- C. The functional test should verify the ability to maintain the travel path of the car and counterweight.
- D. The functional test should verify the ability to restore dependable emergency power for supported devices.

14. After completing work on the guide rails, which result is most important to document?

- A. The service record should document the ability to maintain the travel path of the car and counterweight.
- B. The service record should document the ability to manage starting stopping speed and direction of oil flow.
- C. The service record should document the ability to confirm overspeed tripping and safety-circuit response.
- D. The service record should document the ability to restore dependable emergency power for supported devices.

15. Which functional test most directly evaluates the intended role of the rail brackets?

- A. The functional test should verify the ability to limit excessive hydraulic pressure by bypassing oil.
- B. The functional test should verify the ability to secure guide rails to the building structure.
- C. The functional test should verify the ability to measure closing force to evaluate passenger protection.
- D. The functional test should verify the ability to identify glazing cracking fraying and improper tension.

16. After completing work on the rail brackets, which result is most important to document?

- A. The service record should document the ability to limit excessive hydraulic pressure by bypassing oil.
- B. The service record should document the ability to measure closing force to evaluate passenger protection.
- C. The service record should document the ability to identify glazing cracking fraying and improper tension.
- D. The service record should document the ability to secure guide rails to the building structure.

17. Which functional test most directly evaluates the intended role of the car sling?

- A. The functional test should verify the ability to support the platform and transfer loads to suspension members.
- B. The functional test should verify the ability to prevent unintended reverse oil flow from the cylinder.
- C. The functional test should verify the ability to verify landing accuracy under representative operating conditions.
- D. The functional test should verify the ability to correct persistent leakage at a hydraulic jack seal.

18. After completing work on the car sling, which result is most important to document?

- A. The service record should document the ability to prevent unintended reverse oil flow from the cylinder.
- B. The service record should document the ability to support the platform and transfer loads to suspension members.
- C. The service record should document the ability to verify landing accuracy under representative operating conditions.
- D. The service record should document the ability to correct persistent leakage at a hydraulic jack seal.

19. Which functional test most directly evaluates the intended role of the platform isolation pads?

- A. The functional test should verify the ability to convert motor torque into pressurized oil flow.
- B. The functional test should verify the ability to confirm required emergency operating sequences.
- C. The functional test should verify the ability to reduce structure-borne vibration entering the car.
- D. The functional test should verify the ability to restore proper rail contact and ride quality.

20. After completing work on the platform isolation pads, which result is most important to document?

- A. The service record should document the ability to convert motor torque into pressurized oil flow.
- B. The service record should document the ability to confirm required emergency operating sequences.
- C. The service record should document the ability to restore proper rail contact and ride quality.
- D. The service record should document the ability to reduce structure-borne vibration entering the car.

21. Which functional test most directly evaluates the intended role of the counterweight?

- A. The functional test should verify the ability to offset car and rated-load weight to reduce drive effort.
- B. The functional test should verify the ability to seal around the plunger while permitting vertical movement.
- C. The functional test should verify the ability to move and maintain spacing of the escalator steps.
- D. The functional test should verify the ability to balance suspension-rope loading within specified tolerances.

22. After completing work on the counterweight, which result is most important to document?

- A. The service record should document the ability to seal around the plunger while permitting vertical movement.
- B. The service record should document the ability to move and maintain spacing of the escalator steps.
- C. The service record should document the ability to offset car and rated-load weight to reduce drive effort.
- D. The service record should document the ability to balance suspension-rope loading within specified tolerances.

23. Which functional test most directly evaluates the intended role of the traveling cable?

- A. The functional test should verify the ability to limit downward motion after abnormal high-volume oil flow.
- B. The functional test should verify the ability to carry power and signals between the moving car and controller.
- C. The functional test should verify the ability to provide the transition where steps enter the landing.
- D. The functional test should verify the ability to control hazardous energy before maintenance exposure.

24. After completing work on the traveling cable, which result is most important to document?

- A. The service record should document the ability to limit downward motion after abnormal high-volume oil flow.
- B. The service record should document the ability to provide the transition where steps enter the landing.
- C. The service record should document the ability to control hazardous energy before maintenance exposure.
- D. The service record should document the ability to carry power and signals between the moving car and controller.

25. Which functional test most directly evaluates the intended role of the terminal stopping device?

- A. The functional test should verify the ability to initiate stopping near the normal limits of travel.
- B. The functional test should verify the ability to remove excess heat from the hydraulic fluid.
- C. The functional test should verify the ability to stop the unit after qualifying skirt-area obstruction.
- D. The functional test should verify the ability to limit injury if a worker falls from an exposed elevation.

26. After completing work on the terminal stopping device, which result is most important to document?

- A. The service record should document the ability to remove excess heat from the hydraulic fluid.
- B. The service record should document the ability to stop the unit after qualifying skirt-area obstruction.
- C. The service record should document the ability to limit injury if a worker falls from an exposed elevation.
- D. The service record should document the ability to initiate stopping near the normal limits of travel.

27. Which functional test most directly evaluates the intended role of the final limit device?

- A. The functional test should verify the ability to provide a low-impedance fault-current path.
- B. The functional test should verify the ability to reduce access to the handrail return opening.
- C. The functional test should verify the ability to remove motion power if normal terminal stopping fails.
- D. The functional test should verify the ability to provide accessible stopping control at the pit entrance.

28. After completing work on the final limit device, which result is most important to document?

- A. The service record should document the ability to provide a low-impedance fault-current path.
- B. The service record should document the ability to remove motion power if normal terminal stopping fails.
- C. The service record should document the ability to reduce access to the handrail return opening.
- D. The service record should document the ability to provide accessible stopping control at the pit entrance.

29. Which functional test most directly evaluates the intended role of the pit buffer?

- A. The functional test should verify the ability to maintain electrical continuity across connected metal parts.
- B. The functional test should verify the ability to stop operation when a step is absent or displaced.
- C. The functional test should verify the ability to prevent unintended operation during car-top work.
- D. The functional test should verify the ability to decelerate a descending car or counterweight beyond normal travel.

30. After completing work on the pit buffer, which result is most important to document?

- A. The service record should document the ability to maintain electrical continuity across connected metal parts.
- B. The service record should document the ability to decelerate a descending car or counterweight beyond normal travel.
- C. The service record should document the ability to stop operation when a step is absent or displaced.
- D. The service record should document the ability to prevent unintended operation during car-top work.

31. Which functional test most directly evaluates the intended role of the fascia plate?

- A. The functional test should verify the ability to open a circuit when current exceeds safe limits.
- B. The functional test should verify the ability to detect chain failure and initiate a stop.
- C. The functional test should verify the ability to close the hoistway gap below a landing entrance sill.

D. The functional test should verify the ability to separate the public from an open landing entrance.

32. After completing work on the fascia plate, which result is most important to document?

A. The service record should document the ability to close the hoistway gap below a landing entrance sill.

B. The service record should document the ability to open a circuit when current exceeds safe limits.

C. The service record should document the ability to detect chain failure and initiate a stop.

D. The service record should document the ability to separate the public from an open landing entrance.

33. Which functional test most directly evaluates the intended role of the toe guard?

A. The functional test should verify the ability to supply the lower voltage required by control circuits.

B. The functional test should verify the ability to improve visual recognition of step boundaries.

C. The functional test should verify the ability to identify task hazards and select appropriate controls.

D. The functional test should verify the ability to reduce entrapment exposure below the car entrance sill.

34. After completing work on the toe guard, which result is most important to document?

A. The service record should document the ability to supply the lower voltage required by control circuits.

B. The service record should document the ability to reduce entrapment exposure below the car entrance sill.

C. The service record should document the ability to improve visual recognition of step boundaries.

D. The service record should document the ability to identify task hazards and select appropriate controls.

35. Which functional test most directly evaluates the intended role of the door restrictor?

A. The functional test should verify the ability to protect a motor against sustained excessive current.

- B. The functional test should verify the ability to document completed work observations and recurring conditions.
- C. The functional test should verify the ability to limit opening of car doors outside an unlocking zone.
- D. The functional test should verify the ability to reduce a rider being carried beyond the platform boundary.

36. After completing work on the door restrictor, which result is most important to document?

- A. The service record should document the ability to protect a motor against sustained excessive current.
- B. The service record should document the ability to document completed work observations and recurring conditions.
- C. The service record should document the ability to reduce a rider being carried beyond the platform boundary.
- D. The service record should document the ability to limit opening of car doors outside an unlocking zone.

37. Which functional test most directly evaluates the intended role of the interlock?

- A. The functional test should verify the ability to prevent car operation unless the landing door is secured.
- B. The functional test should verify the ability to reduce electromagnetic interference in sensitive circuits.
- C. The functional test should verify the ability to remove debris that interferes with door movement.
- D. The functional test should verify the ability to require sustained user action during permitted lift movement.

38. After completing work on the interlock, which result is most important to document?

- A. The service record should document the ability to reduce electromagnetic interference in sensitive circuits.
- B. The service record should document the ability to prevent car operation unless the landing door is secured.
- C. The service record should document the ability to remove debris that interferes with door movement.

D. The service record should document the ability to require sustained user action during permitted lift movement.

39. Which functional test most directly evaluates the intended role of the roller guides?

- A. The functional test should verify the ability to guide the car with rolling contact against the rails.
- B. The functional test should verify the ability to provide organized removable connections between conductors.
- C. The functional test should verify the ability to identify wear corrosion diameter loss and unequal tension.
- D. The functional test should verify the ability to clear the stairway when the inclined lift is not operating.

40. After completing work on the roller guides, which result is most important to document?

- A. The service record should document the ability to provide organized removable connections between conductors.
- B. The service record should document the ability to identify wear corrosion diameter loss and unequal tension.
- C. The service record should document the ability to guide the car with rolling contact against the rails.
- D. The service record should document the ability to clear the stairway when the inclined lift is not operating.

41. Which functional test most directly evaluates the intended role of the control valve?

- A. The functional test should verify the ability to confirm basic operation before applying rated test load.
- B. The functional test should verify the ability to manage starting stopping speed and direction of oil flow.
- C. The functional test should verify the ability to restore specified clearance and reliable holding performance.
- D. The functional test should verify the ability to keep operation within the limited-use low-speed application.

42. After completing work on the control valve, which result is most important to document?

- A. The service record should document the ability to confirm basic operation before applying rated test load.
- B. The service record should document the ability to restore specified clearance and reliable holding performance.
- C. The service record should document the ability to manage starting stopping speed and direction of oil flow.
- D. The service record should document the ability to keep operation within the limited-use low-speed application.

43. Which functional test most directly evaluates the intended role of the relief valve?

- A. The functional test should verify the ability to limit excessive hydraulic pressure by bypassing oil.
- B. The functional test should verify the ability to evaluate operation while the car carries its rated capacity.
- C. The functional test should verify the ability to identify pitting contamination and abnormal electrical heating.
- D. The functional test should verify the ability to preserve the equipment classification and intended building use.

44. After completing work on the relief valve, which result is most important to document?

- A. The service record should document the ability to evaluate operation while the car carries its rated capacity.
- B. The service record should document the ability to identify pitting contamination and abnormal electrical heating.
- C. The service record should document the ability to preserve the equipment classification and intended building use.
- D. The service record should document the ability to limit excessive hydraulic pressure by bypassing oil.

45. Which functional test most directly evaluates the intended role of the check valve?

- A. The functional test should verify the ability to verify the brake can stop and hold the required load.
- B. The functional test should verify the ability to identify contamination degradation and abnormal internal wear.
- C. The functional test should verify the ability to prevent unintended reverse oil flow from the cylinder.
- D. The functional test should verify the ability to identify Vermont-specific requirements applied with referenced codes.

46. After completing work on the check valve, which result is most important to document?

- A. The service record should document the ability to prevent unintended reverse oil flow from the cylinder.
- B. The service record should document the ability to verify the brake can stop and hold the required load.
- C. The service record should document the ability to identify contamination degradation and abnormal internal wear.
- D. The service record should document the ability to identify Vermont-specific requirements applied with referenced codes.

47. Which functional test most directly evaluates the intended role of the submersible pump?

- A. The functional test should verify the ability to confirm overspeed tripping and safety-circuit response.
- B. The functional test should verify the ability to reduce friction heat and premature surface damage.
- C. The functional test should verify the ability to show authorization and defined scope before regulated work begins.
- D. The functional test should verify the ability to convert motor torque into pressurized oil flow.

48. After completing work on the submersible pump, which result is most important to document?

- A. The service record should document the ability to confirm overspeed tripping and safety-circuit response.
- B. The service record should document the ability to convert motor torque into pressurized oil flow.
- C. The service record should document the ability to reduce friction heat and premature surface damage.

D. The service record should document the ability to show authorization and defined scope before regulated work begins.

49. Which functional test most directly evaluates the intended role of the jack packing?

A. The functional test should verify the ability to seal around the plunger while permitting vertical movement.

B. The functional test should verify the ability to measure closing force to evaluate passenger protection.

C. The functional test should verify the ability to maintain suitable sliding-guide performance without contamination.

D. The functional test should verify the ability to confirm qualified personnel are authorized for regulated work.

50. After completing work on the jack packing, which result is most important to document?

A. The service record should document the ability to measure closing force to evaluate passenger protection.

B. The service record should document the ability to maintain suitable sliding-guide performance without contamination.

C. The service record should document the ability to confirm qualified personnel are authorized for regulated work.

D. The service record should document the ability to seal around the plunger while permitting vertical movement.

51. Which functional test most directly evaluates the intended role of the rupture valve?

A. The functional test should verify the ability to verify landing accuracy under representative operating conditions.

B. The functional test should verify the ability to identify intermittent patterns before replacing components.

C. The functional test should verify the ability to limit downward motion after abnormal high-volume oil flow.

D. The functional test should verify the ability to document the authority having jurisdiction's acceptance findings.

52. After completing work on the rupture valve, which result is most important to document?

A. The service record should document the ability to verify landing accuracy under representative operating conditions.

B. The service record should document the ability to limit downward motion after abnormal high-volume oil flow.

C. The service record should document the ability to identify intermittent patterns before replacing components.

D. The service record should document the ability to document the authority having jurisdiction's acceptance findings.

53. Which functional test most directly evaluates the intended role of the oil cooler?

A. The functional test should verify the ability to remove excess heat from the hydraulic fluid.

B. The functional test should verify the ability to confirm required emergency operating sequences.

C. The functional test should verify the ability to find loose terminals corrosion and heat discoloration.

D. The functional test should verify the ability to establish which adopted edition governs the installation.

54. After completing work on the oil cooler, which result is most important to document?

A. The service record should document the ability to confirm required emergency operating sequences.

B. The service record should document the ability to find loose terminals corrosion and heat discoloration.

C. The service record should document the ability to establish which adopted edition governs the installation.

D. The service record should document the ability to remove excess heat from the hydraulic fluid.

55. Which functional test most directly evaluates the intended role of the equipment grounding conductor?

- A. The functional test should verify the ability to move and maintain spacing of the escalator steps.
- B. The functional test should verify the ability to provide a low-impedance fault-current path.
- C. The functional test should verify the ability to restore dependable emergency power for supported devices.
- D. The functional test should verify the ability to identify deficiencies that must be resolved before acceptance.

56. After completing work on the equipment grounding conductor, which result is most important to document?

- A. The service record should document the ability to move and maintain spacing of the escalator steps.
- B. The service record should document the ability to restore dependable emergency power for supported devices.
- C. The service record should document the ability to provide a low-impedance fault-current path.
- D. The service record should document the ability to identify deficiencies that must be resolved before acceptance.

57. Which functional test most directly evaluates the intended role of the bonding jumper?

- A. The functional test should verify the ability to maintain electrical continuity across connected metal parts.
- B. The functional test should verify the ability to provide the transition where steps enter the landing.
- C. The functional test should verify the ability to identify glazing cracking fraying and improper tension.
- D. The functional test should verify the ability to hold the car stationary when the drive is stopped.

58. After completing work on the bonding jumper, which result is most important to document?

- A. The service record should document the ability to provide the transition where steps enter the landing.
- B. The service record should document the ability to maintain electrical continuity across connected metal parts.
- C. The service record should document the ability to identify glazing cracking fraying and improper tension.

D. The service record should document the ability to hold the car stationary when the drive is stopped.

59. Which functional test most directly evaluates the intended role of the overcurrent protective device?

A. The functional test should verify the ability to stop the unit after qualifying skirt-area obstruction.

B. The functional test should verify the ability to correct persistent leakage at a hydraulic jack seal.

C. The functional test should verify the ability to control electrical power delivered to the hoisting motor.

D. The functional test should verify the ability to open a circuit when current exceeds safe limits.

60. After completing work on the overcurrent protective device, which result is most important to document?

A. The service record should document the ability to stop the unit after qualifying skirt-area obstruction.

B. The service record should document the ability to correct persistent leakage at a hydraulic jack seal.

C. The service record should document the ability to open a circuit when current exceeds safe limits.

D. The service record should document the ability to control electrical power delivered to the hoisting motor.

61. Which functional test most directly evaluates the intended role of the control transformer?

A. The functional test should verify the ability to supply the lower voltage required by control circuits.

B. The functional test should verify the ability to reduce access to the handrail return opening.

C. The functional test should verify the ability to restore proper rail contact and ride quality.

D. The functional test should verify the ability to isolate elevator power for servicing and emergencies.

62. After completing work on the control transformer, which result is most important to document?

A. The service record should document the ability to reduce access to the handrail return opening.

B. The service record should document the ability to restore proper rail contact and ride quality.

- C. The service record should document the ability to isolate elevator power for servicing and emergencies.
- D. The service record should document the ability to supply the lower voltage required by control circuits.

63. Which functional test most directly evaluates the intended role of the motor overload device?

- A. The functional test should verify the ability to stop operation when a step is absent or displaced.
- B. The functional test should verify the ability to protect a motor against sustained excessive current.
- C. The functional test should verify the ability to balance suspension-rope loading within specified tolerances.
- D. The functional test should verify the ability to redirect suspension ropes while maintaining their alignment.

64. After completing work on the motor overload device, which result is most important to document?

- A. The service record should document the ability to stop operation when a step is absent or displaced.
- B. The service record should document the ability to balance suspension-rope loading within specified tolerances.
- C. The service record should document the ability to protect a motor against sustained excessive current.
- D. The service record should document the ability to redirect suspension ropes while maintaining their alignment.

65. Which functional test most directly evaluates the intended role of the shielded signal cable?

- A. The functional test should verify the ability to detect chain failure and initiate a stop.
- B. The functional test should verify the ability to control hazardous energy before maintenance exposure.
- C. The functional test should verify the ability to reduce electromagnetic interference in sensitive circuits.
- D. The functional test should verify the ability to show the lubricant level without opening the gearbox.

66. After completing work on the shielded signal cable, which result is most important to document?

- A. The service record should document the ability to detect chain failure and initiate a stop.
- B. The service record should document the ability to control hazardous energy before maintenance exposure.
- C. The service record should document the ability to show the lubricant level without opening the gearbox.
- D. The service record should document the ability to reduce electromagnetic interference in sensitive circuits.

67. Which functional test most directly evaluates the intended role of the terminal block?

- A. The functional test should verify the ability to improve visual recognition of step boundaries.
- B. The functional test should verify the ability to provide organized removable connections between conductors.
- C. The functional test should verify the ability to limit injury if a worker falls from an exposed elevation.
- D. The functional test should verify the ability to remove heat that can shorten electronic component life.

68. After completing work on the terminal block, which result is most important to document?

- A. The service record should document the ability to provide organized removable connections between conductors.
- B. The service record should document the ability to improve visual recognition of step boundaries.
- C. The service record should document the ability to limit injury if a worker falls from an exposed elevation.
- D. The service record should document the ability to remove heat that can shorten electronic component life.

69. Which functional test most directly evaluates the intended role of the no-load test run?

- A. The functional test should verify the ability to document completed work observations and recurring conditions.
- B. The functional test should verify the ability to provide accessible stopping control at the pit entrance.
- C. The functional test should verify the ability to confirm basic operation before applying rated test load.
- D. The functional test should verify the ability to maintain the travel path of the car and counterweight.

70. After completing work on the no-load test run, which result is most important to document?

- A. The service record should document the ability to confirm basic operation before applying rated test load.
- B. The service record should document the ability to document completed work observations and recurring conditions.
- C. The service record should document the ability to provide accessible stopping control at the pit entrance.
- D. The service record should document the ability to maintain the travel path of the car and counterweight.

71. Which functional test most directly evaluates the intended role of the rated-load test?

- A. The functional test should verify the ability to remove debris that interferes with door movement.
- B. The functional test should verify the ability to prevent unintended operation during car-top work.
- C. The functional test should verify the ability to secure guide rails to the building structure.
- D. The functional test should verify the ability to evaluate operation while the car carries its rated capacity.

72. After completing work on the rated-load test, which result is most important to document?

- A. The service record should document the ability to remove debris that interferes with door movement.
- B. The service record should document the ability to evaluate operation while the car carries its rated capacity.
- C. The service record should document the ability to prevent unintended operation during car-top work.
- D. The service record should document the ability to secure guide rails to the building structure.

73. Which functional test most directly evaluates the intended role of the brake test?

- A. The functional test should verify the ability to identify wear corrosion diameter loss and unequal tension.
- B. The functional test should verify the ability to verify the brake can stop and hold the required load.
- C. The functional test should verify the ability to separate the public from an open landing entrance.
- D. The functional test should verify the ability to support the platform and transfer loads to suspension members.

74. After completing work on the brake test, which result is most important to document?

- A. The service record should document the ability to identify wear corrosion diameter loss and unequal tension.
- B. The service record should document the ability to separate the public from an open landing entrance.
- C. The service record should document the ability to support the platform and transfer loads to suspension members.
- D. The service record should document the ability to verify the brake can stop and hold the required load.

75. Which functional test most directly evaluates the intended role of the governor test?

- A. The functional test should verify the ability to confirm overspeed tripping and safety-circuit response.
- B. The functional test should verify the ability to restore specified clearance and reliable holding performance.
- C. The functional test should verify the ability to identify task hazards and select appropriate controls.
- D. The functional test should verify the ability to reduce structure-borne vibration entering the car.

76. After completing work on the governor test, which result is most important to document?

- A. The service record should document the ability to restore specified clearance and reliable holding performance.

- B. The service record should document the ability to identify task hazards and select appropriate controls.
- C. The service record should document the ability to confirm overspeed tripping and safety-circuit response.
- D. The service record should document the ability to reduce structure-borne vibration entering the car.

77. Which functional test most directly evaluates the intended role of the door-force test?

- A. The functional test should verify the ability to measure closing force to evaluate passenger protection.
- B. The functional test should verify the ability to identify pitting contamination and abnormal electrical heating.
- C. The functional test should verify the ability to reduce a rider being carried beyond the platform boundary.
- D. The functional test should verify the ability to offset car and rated-load weight to reduce drive effort.

78. After completing work on the door-force test, which result is most important to document?

- A. The service record should document the ability to identify pitting contamination and abnormal electrical heating.
- B. The service record should document the ability to reduce a rider being carried beyond the platform boundary.
- C. The service record should document the ability to measure closing force to evaluate passenger protection.
- D. The service record should document the ability to offset car and rated-load weight to reduce drive effort.

79. Which functional test most directly evaluates the intended role of the leveling test?

- A. The functional test should verify the ability to identify contamination degradation and abnormal internal wear.
- B. The functional test should verify the ability to verify landing accuracy under representative operating conditions.

- C. The functional test should verify the ability to require sustained user action during permitted lift movement.
- D. The functional test should verify the ability to carry power and signals between the moving car and controller.

80. After completing work on the leveling test, which result is most important to document?

- A. The service record should document the ability to identify contamination degradation and abnormal internal wear.
- B. The service record should document the ability to require sustained user action during permitted lift movement.
- C. The service record should document the ability to carry power and signals between the moving car and controller.
- D. The service record should document the ability to verify landing accuracy under representative operating conditions.

81. Which functional test most directly evaluates the intended role of the fire-service test?

- A. The functional test should verify the ability to reduce friction heat and premature surface damage.
- B. The functional test should verify the ability to clear the stairway when the inclined lift is not operating.
- C. The functional test should verify the ability to confirm required emergency operating sequences.
- D. The functional test should verify the ability to initiate stopping near the normal limits of travel.

82. After completing work on the fire-service test, which result is most important to document?

- A. The service record should document the ability to reduce friction heat and premature surface damage.
- B. The service record should document the ability to confirm required emergency operating sequences.
- C. The service record should document the ability to clear the stairway when the inclined lift is not operating.
- D. The service record should document the ability to initiate stopping near the normal limits of travel.

83. Which functional test most directly evaluates the intended role of the step chain?

- A. The functional test should verify the ability to maintain suitable sliding-guide performance without contamination.
- B. The functional test should verify the ability to keep operation within the limited-use low-speed application.
- C. The functional test should verify the ability to remove motion power if normal terminal stopping fails.
- D. The functional test should verify the ability to move and maintain spacing of the escalator steps.

84. After completing work on the step chain, which result is most important to document?

- A. The service record should document the ability to move and maintain spacing of the escalator steps.
- B. The service record should document the ability to maintain suitable sliding-guide performance without contamination.
- C. The service record should document the ability to keep operation within the limited-use low-speed application.
- D. The service record should document the ability to remove motion power if normal terminal stopping fails.

85. Which functional test most directly evaluates the intended role of the comb plate?

- A. The functional test should verify the ability to identify intermittent patterns before replacing components.
- B. The functional test should verify the ability to preserve the equipment classification and intended building use.
- C. The functional test should verify the ability to decelerate a descending car or counterweight beyond normal travel.
- D. The functional test should verify the ability to provide the transition where steps enter the landing.

86. After completing work on the comb plate, which result is most important to document?

- A. The service record should document the ability to provide the transition where steps enter the landing.
- B. The service record should document the ability to identify intermittent patterns before replacing components.
- C. The service record should document the ability to preserve the equipment classification and intended building use.
- D. The service record should document the ability to decelerate a descending car or counterweight beyond normal travel.

87. Which functional test most directly evaluates the intended role of the skirt switch?

- A. The functional test should verify the ability to find loose terminals corrosion and heat discoloration.
- B. The functional test should verify the ability to identify Vermont-specific requirements applied with referenced codes.
- C. The functional test should verify the ability to stop the unit after qualifying skirt-area obstruction.
- D. The functional test should verify the ability to close the hoistway gap below a landing entrance sill.

88. After completing work on the skirt switch, which result is most important to document?

- A. The service record should document the ability to find loose terminals corrosion and heat discoloration.
- B. The service record should document the ability to stop the unit after qualifying skirt-area obstruction.
- C. The service record should document the ability to identify Vermont-specific requirements applied with referenced codes.
- D. The service record should document the ability to close the hoistway gap below a landing entrance sill.

89. Which functional test most directly evaluates the intended role of the handrail entry guard?

- A. The functional test should verify the ability to reduce access to the handrail return opening.
- B. The functional test should verify the ability to restore dependable emergency power for supported devices.

- C. The functional test should verify the ability to show authorization and defined scope before regulated work begins.
- D. The functional test should verify the ability to reduce entrapment exposure below the car entrance sill.

90. After completing work on the handrail entry guard, which result is most important to document?

- A. The service record should document the ability to restore dependable emergency power for supported devices.
- B. The service record should document the ability to show authorization and defined scope before regulated work begins.
- C. The service record should document the ability to reduce entrapment exposure below the car entrance sill.
- D. The service record should document the ability to reduce access to the handrail return opening.

91. Which functional test most directly evaluates the intended role of the missing-step device?

- A. The functional test should verify the ability to identify glazing cracking fraying and improper tension.
- B. The functional test should verify the ability to stop operation when a step is absent or displaced.
- C. The functional test should verify the ability to confirm qualified personnel are authorized for regulated work.
- D. The functional test should verify the ability to limit opening of car doors outside an unlocking zone.

92. After completing work on the missing-step device, which result is most important to document?

- A. The service record should document the ability to identify glazing cracking fraying and improper tension.
- B. The service record should document the ability to confirm qualified personnel are authorized for regulated work.
- C. The service record should document the ability to stop operation when a step is absent or displaced.
- D. The service record should document the ability to limit opening of car doors outside an unlocking zone.

93. Which functional test most directly evaluates the intended role of the broken-chain device?

- A. The functional test should verify the ability to correct persistent leakage at a hydraulic jack seal.
- B. The functional test should verify the ability to document the authority having jurisdiction's acceptance findings.
- C. The functional test should verify the ability to prevent car operation unless the landing door is secured.
- D. The functional test should verify the ability to detect chain failure and initiate a stop.

94. After completing work on the broken-chain device, which result is most important to document?

- A. The service record should document the ability to correct persistent leakage at a hydraulic jack seal.
- B. The service record should document the ability to detect chain failure and initiate a stop.
- C. The service record should document the ability to document the authority having jurisdiction's acceptance findings.
- D. The service record should document the ability to prevent car operation unless the landing door is secured.

95. Which functional test most directly evaluates the intended role of the step demarcation?

- A. The functional test should verify the ability to restore proper rail contact and ride quality.
- B. The functional test should verify the ability to establish which adopted edition governs the installation.
- C. The functional test should verify the ability to improve visual recognition of step boundaries.
- D. The functional test should verify the ability to guide the car with rolling contact against the rails.

96. After completing work on the step demarcation, which result is most important to document?

- A. The service record should document the ability to improve visual recognition of step boundaries.
- B. The service record should document the ability to restore proper rail contact and ride quality.
- C. The service record should document the ability to establish which adopted edition governs the installation.

D. The service record should document the ability to guide the car with rolling contact against the rails.

97. Which functional test most directly evaluates the intended role of the preventive maintenance log?

A. The functional test should verify the ability to document completed work observations and recurring conditions.

B. The functional test should verify the ability to balance suspension-rope loading within specified tolerances.

C. The functional test should verify the ability to identify deficiencies that must be resolved before acceptance.

D. The functional test should verify the ability to manage starting stopping speed and direction of oil flow.

98. After completing work on the preventive maintenance log, which result is most important to document?

A. The service record should document the ability to balance suspension-rope loading within specified tolerances.

B. The service record should document the ability to identify deficiencies that must be resolved before acceptance.

C. The service record should document the ability to document completed work observations and recurring conditions.

D. The service record should document the ability to manage starting stopping speed and direction of oil flow.

99. Which functional test most directly evaluates the intended role of the door-track cleaning?

A. The functional test should verify the ability to control hazardous energy before maintenance exposure.

B. The functional test should verify the ability to remove debris that interferes with door movement.

C. The functional test should verify the ability to hold the car stationary when the drive is stopped.

D. The functional test should verify the ability to limit excessive hydraulic pressure by bypassing oil.

100. After completing work on the door-track cleaning, which result is most important to document?

- A. The service record should document the ability to control hazardous energy before maintenance exposure.
- B. The service record should document the ability to hold the car stationary when the drive is stopped.
- C. The service record should document the ability to limit excessive hydraulic pressure by bypassing oil.
- D. The service record should document the ability to remove debris that interferes with door movement.

101. Which functional test most directly evaluates the intended role of the rope inspection?

- A. The functional test should verify the ability to limit injury if a worker falls from an exposed elevation.
- B. The functional test should verify the ability to control electrical power delivered to the hoisting motor.
- C. The functional test should verify the ability to prevent unintended reverse oil flow from the cylinder.
- D. The functional test should verify the ability to identify wear corrosion diameter loss and unequal tension.

102. After completing work on the rope inspection, which result is most important to document?

- A. The service record should document the ability to limit injury if a worker falls from an exposed elevation.
- B. The service record should document the ability to control electrical power delivered to the hoisting motor.
- C. The service record should document the ability to identify wear corrosion diameter loss and unequal tension.
- D. The service record should document the ability to prevent unintended reverse oil flow from the cylinder.

103. Which functional test most directly evaluates the intended role of the brake adjustment?

- A. The functional test should verify the ability to provide accessible stopping control at the pit entrance.

- B. The functional test should verify the ability to restore specified clearance and reliable holding performance.
- C. The functional test should verify the ability to isolate elevator power for servicing and emergencies.
- D. The functional test should verify the ability to convert motor torque into pressurized oil flow.

104. After completing work on the brake adjustment, which result is most important to document?

- A. The service record should document the ability to restore specified clearance and reliable holding performance.
- B. The service record should document the ability to provide accessible stopping control at the pit entrance.
- C. The service record should document the ability to isolate elevator power for servicing and emergencies.
- D. The service record should document the ability to convert motor torque into pressurized oil flow.

105. Which functional test most directly evaluates the intended role of the contact inspection?

- A. The functional test should verify the ability to prevent unintended operation during car-top work.
- B. The functional test should verify the ability to redirect suspension ropes while maintaining their alignment.
- C. The functional test should verify the ability to seal around the plunger while permitting vertical movement.
- D. The functional test should verify the ability to identify pitting contamination and abnormal electrical heating.

106. After completing work on the contact inspection, which result is most important to document?

- A. The service record should document the ability to prevent unintended operation during car-top work.
- B. The service record should document the ability to identify pitting contamination and abnormal electrical heating.
- C. The service record should document the ability to redirect suspension ropes while maintaining their alignment.

D. The service record should document the ability to seal around the plunger while permitting vertical movement.

107. Which functional test most directly evaluates the intended role of the oil analysis?

- A. The functional test should verify the ability to identify contamination degradation and abnormal internal wear.
- B. The functional test should verify the ability to separate the public from an open landing entrance.
- C. The functional test should verify the ability to show the lubricant level without opening the gearbox.
- D. The functional test should verify the ability to limit downward motion after abnormal high-volume oil flow.

108. After completing work on the oil analysis, which result is most important to document?

- A. The service record should document the ability to separate the public from an open landing entrance.
- B. The service record should document the ability to show the lubricant level without opening the gearbox.
- C. The service record should document the ability to identify contamination degradation and abnormal internal wear.
- D. The service record should document the ability to limit downward motion after abnormal high-volume oil flow.

109. Which functional test most directly evaluates the intended role of the bearing lubrication?

- A. The functional test should verify the ability to identify task hazards and select appropriate controls.
- B. The functional test should verify the ability to remove heat that can shorten electronic component life.
- C. The functional test should verify the ability to reduce friction heat and premature surface damage.
- D. The functional test should verify the ability to remove excess heat from the hydraulic fluid.

110. After completing work on the bearing lubrication, which result is most important to document?

- A. The service record should document the ability to identify task hazards and select appropriate controls.
- B. The service record should document the ability to remove heat that can shorten electronic component life.
- C. The service record should document the ability to remove excess heat from the hydraulic fluid.
- D. The service record should document the ability to reduce friction heat and premature surface damage.

111. Which functional test most directly evaluates the intended role of the rail lubrication control?

- A. The functional test should verify the ability to maintain suitable sliding-guide performance without contamination.
- B. The functional test should verify the ability to reduce a rider being carried beyond the platform boundary.
- C. The functional test should verify the ability to maintain the travel path of the car and counterweight.
- D. The functional test should verify the ability to provide a low-impedance fault-current path.

112. After completing work on the rail lubrication control, which result is most important to document?

- A. The service record should document the ability to reduce a rider being carried beyond the platform boundary.
- B. The service record should document the ability to maintain suitable sliding-guide performance without contamination.
- C. The service record should document the ability to maintain the travel path of the car and counterweight.
- D. The service record should document the ability to provide a low-impedance fault-current path.

113. Which functional test most directly evaluates the intended role of the fault-history review?

- A. The functional test should verify the ability to require sustained user action during permitted lift movement.
- B. The functional test should verify the ability to secure guide rails to the building structure.
- C. The functional test should verify the ability to maintain electrical continuity across connected metal parts.

D. The functional test should verify the ability to identify intermittent patterns before replacing components.

114. After completing work on the fault-history review, which result is most important to document?

A. The service record should document the ability to require sustained user action during permitted lift movement.

B. The service record should document the ability to identify intermittent patterns before replacing components.

C. The service record should document the ability to secure guide rails to the building structure.

D. The service record should document the ability to maintain electrical continuity across connected metal parts.

115. Which functional test most directly evaluates the intended role of the connector inspection?

A. The functional test should verify the ability to find loose terminals corrosion and heat discoloration.

B. The functional test should verify the ability to clear the stairway when the inclined lift is not operating.

C. The functional test should verify the ability to support the platform and transfer loads to suspension members.

D. The functional test should verify the ability to open a circuit when current exceeds safe limits.

116. After completing work on the connector inspection, which result is most important to document?

A. The service record should document the ability to clear the stairway when the inclined lift is not operating.

B. The service record should document the ability to support the platform and transfer loads to suspension members.

C. The service record should document the ability to find loose terminals corrosion and heat discoloration.

D. The service record should document the ability to open a circuit when current exceeds safe limits.

117. Which functional test most directly evaluates the intended role of the battery replacement?

- A. The functional test should verify the ability to keep operation within the limited-use low-speed application.
- B. The functional test should verify the ability to restore dependable emergency power for supported devices.
- C. The functional test should verify the ability to reduce structure-borne vibration entering the car.
- D. The functional test should verify the ability to supply the lower voltage required by control circuits.

118. After completing work on the battery replacement, which result is most important to document?

- A. The service record should document the ability to keep operation within the limited-use low-speed application.
- B. The service record should document the ability to reduce structure-borne vibration entering the car.
- C. The service record should document the ability to supply the lower voltage required by control circuits.
- D. The service record should document the ability to restore dependable emergency power for supported devices.

119. Which functional test most directly evaluates the intended role of the door-operator belt inspection?

- A. The functional test should verify the ability to preserve the equipment classification and intended building use.
- B. The functional test should verify the ability to offset car and rated-load weight to reduce drive effort.
- C. The functional test should verify the ability to identify glazing cracking fraying and improper tension.
- D. The functional test should verify the ability to protect a motor against sustained excessive current.

120. After completing work on the door-operator belt inspection, which result is most important to document?

- A. The service record should document the ability to identify glazing cracking fraying and improper tension.
- B. The service record should document the ability to preserve the equipment classification and intended building use.

- C. The service record should document the ability to offset car and rated-load weight to reduce drive effort.
- D. The service record should document the ability to protect a motor against sustained excessive current.

121. Which functional test most directly evaluates the intended role of the packing replacement?

- A. The functional test should verify the ability to identify Vermont-specific requirements applied with referenced codes.
- B. The functional test should verify the ability to carry power and signals between the moving car and controller.
- C. The functional test should verify the ability to correct persistent leakage at a hydraulic jack seal.
- D. The functional test should verify the ability to reduce electromagnetic interference in sensitive circuits.

122. After completing work on the packing replacement, which result is most important to document?

- A. The service record should document the ability to identify Vermont-specific requirements applied with referenced codes.
- B. The service record should document the ability to correct persistent leakage at a hydraulic jack seal.
- C. The service record should document the ability to carry power and signals between the moving car and controller.
- D. The service record should document the ability to reduce electromagnetic interference in sensitive circuits.

123. Which functional test most directly evaluates the intended role of the roller-guide adjustment?

- A. The functional test should verify the ability to restore proper rail contact and ride quality.
- B. The functional test should verify the ability to show authorization and defined scope before regulated work begins.
- C. The functional test should verify the ability to initiate stopping near the normal limits of travel.
- D. The functional test should verify the ability to provide organized removable connections between conductors.

124. After completing work on the roller-guide adjustment, which result is most important to document?

- A. The service record should document the ability to show authorization and defined scope before regulated work begins.
- B. The service record should document the ability to initiate stopping near the normal limits of travel.
- C. The service record should document the ability to provide organized removable connections between conductors.
- D. The service record should document the ability to restore proper rail contact and ride quality.

125. Which functional test most directly evaluates the intended role of the rope equalization?

- A. The functional test should verify the ability to confirm qualified personnel are authorized for regulated work.
- B. The functional test should verify the ability to remove motion power if normal terminal stopping fails.
- C. The functional test should verify the ability to confirm basic operation before applying rated test load.
- D. The functional test should verify the ability to balance suspension-rope loading within specified tolerances.

126. After completing work on the rope equalization, which result is most important to document?

- A. The service record should document the ability to confirm qualified personnel are authorized for regulated work.
- B. The service record should document the ability to remove motion power if normal terminal stopping fails.
- C. The service record should document the ability to balance suspension-rope loading within specified tolerances.
- D. The service record should document the ability to confirm basic operation before applying rated test load.

127. Which functional test most directly evaluates the intended role of the lockout/tagout?

- A. The functional test should verify the ability to document the authority having jurisdiction's acceptance findings.
- B. The functional test should verify the ability to control hazardous energy before maintenance exposure.
- C. The functional test should verify the ability to decelerate a descending car or counterweight beyond normal travel.
- D. The functional test should verify the ability to evaluate operation while the car carries its rated capacity.

128. After completing work on the lockout/tagout, which result is most important to document?

- A. The service record should document the ability to control hazardous energy before maintenance exposure.
- B. The service record should document the ability to document the authority having jurisdiction's acceptance findings.
- C. The service record should document the ability to decelerate a descending car or counterweight beyond normal travel.
- D. The service record should document the ability to evaluate operation while the car carries its rated capacity.

129. Which functional test most directly evaluates the intended role of the fall-arrest system?

- A. The functional test should verify the ability to establish which adopted edition governs the installation.
- B. The functional test should verify the ability to close the hoistway gap below a landing entrance sill.
- C. The functional test should verify the ability to verify the brake can stop and hold the required load.
- D. The functional test should verify the ability to limit injury if a worker falls from an exposed elevation.

130. After completing work on the fall-arrest system, which result is most important to document?

- A. The service record should document the ability to limit injury if a worker falls from an exposed elevation.

- B. The service record should document the ability to establish which adopted edition governs the installation.
- C. The service record should document the ability to close the hoistway gap below a landing entrance sill.
- D. The service record should document the ability to verify the brake can stop and hold the required load.

131. Which functional test most directly evaluates the intended role of the pit access switch?

- A. The functional test should verify the ability to identify deficiencies that must be resolved before acceptance.
- B. The functional test should verify the ability to reduce entrapment exposure below the car entrance sill.
- C. The functional test should verify the ability to provide accessible stopping control at the pit entrance.
- D. The functional test should verify the ability to confirm overspeed tripping and safety-circuit response.

132. After completing work on the pit access switch, which result is most important to document?

- A. The service record should document the ability to identify deficiencies that must be resolved before acceptance.
- B. The service record should document the ability to provide accessible stopping control at the pit entrance.
- C. The service record should document the ability to reduce entrapment exposure below the car entrance sill.
- D. The service record should document the ability to confirm overspeed tripping and safety-circuit response.

133. Which functional test most directly evaluates the intended role of the car-top stop switch?

- A. The functional test should verify the ability to prevent unintended operation during car-top work.
- B. The functional test should verify the ability to hold the car stationary when the drive is stopped.
- C. The functional test should verify the ability to limit opening of car doors outside an unlocking zone.
- D. The functional test should verify the ability to measure closing force to evaluate passenger protection.

134. After completing work on the car-top stop switch, which result is most important to document?

- A. The service record should document the ability to hold the car stationary when the drive is stopped.
- B. The service record should document the ability to limit opening of car doors outside an unlocking zone.
- C. The service record should document the ability to measure closing force to evaluate passenger protection.
- D. The service record should document the ability to prevent unintended operation during car-top work.

135. Which functional test most directly evaluates the intended role of the barricade?

- A. The functional test should verify the ability to control electrical power delivered to the hoisting motor.
- B. The functional test should verify the ability to separate the public from an open landing entrance.
- C. The functional test should verify the ability to prevent car operation unless the landing door is secured.
- D. The functional test should verify the ability to verify landing accuracy under representative operating conditions.

136. After completing work on the barricade, which result is most important to document?

- A. The service record should document the ability to control electrical power delivered to the hoisting motor.
- B. The service record should document the ability to prevent car operation unless the landing door is secured.
- C. The service record should document the ability to separate the public from an open landing entrance.
- D. The service record should document the ability to verify landing accuracy under representative operating conditions.

137. Which functional test most directly evaluates the intended role of the job hazard assessment?

- A. The functional test should verify the ability to isolate elevator power for servicing and emergencies.

- B. The functional test should verify the ability to identify task hazards and select appropriate controls.
- C. The functional test should verify the ability to guide the car with rolling contact against the rails.
- D. The functional test should verify the ability to confirm required emergency operating sequences.

138. After completing work on the job hazard assessment, which result is most important to document?

- A. The service record should document the ability to identify task hazards and select appropriate controls.
- B. The service record should document the ability to isolate elevator power for servicing and emergencies.
- C. The service record should document the ability to guide the car with rolling contact against the rails.
- D. The service record should document the ability to confirm required emergency operating sequences.

139. Which functional test most directly evaluates the intended role of the platform-lift edge protection?

- A. The functional test should verify the ability to redirect suspension ropes while maintaining their alignment.
- B. The functional test should verify the ability to manage starting stopping speed and direction of oil flow.
- C. The functional test should verify the ability to move and maintain spacing of the escalator steps.
- D. The functional test should verify the ability to reduce a rider being carried beyond the platform boundary.

140. After completing work on the platform-lift edge protection, which result is most important to document?

- A. The service record should document the ability to redirect suspension ropes while maintaining their alignment.
- B. The service record should document the ability to manage starting stopping speed and direction of oil flow.
- C. The service record should document the ability to reduce a rider being carried beyond the platform boundary.
- D. The service record should document the ability to move and maintain spacing of the escalator steps.

141. Which functional test most directly evaluates the intended role of the constant-pressure control?

- A. The functional test should verify the ability to show the lubricant level without opening the gearbox.
- B. The functional test should verify the ability to limit excessive hydraulic pressure by bypassing oil.
- C. The functional test should verify the ability to provide the transition where steps enter the landing.
- D. The functional test should verify the ability to require sustained user action during permitted lift movement.

142. After completing work on the constant-pressure control, which result is most important to document?

- A. The service record should document the ability to require sustained user action during permitted lift movement.
- B. The service record should document the ability to show the lubricant level without opening the gearbox.
- C. The service record should document the ability to limit excessive hydraulic pressure by bypassing oil.
- D. The service record should document the ability to provide the transition where steps enter the landing.

143. Which functional test most directly evaluates the intended role of the folding platform?

- A. The functional test should verify the ability to remove heat that can shorten electronic component life.
- B. The functional test should verify the ability to clear the stairway when the inclined lift is not operating.
- C. The functional test should verify the ability to prevent unintended reverse oil flow from the cylinder.
- D. The functional test should verify the ability to stop the unit after qualifying skirt-area obstruction.

144. After completing work on the folding platform, which result is most important to document?

- A. The service record should document the ability to remove heat that can shorten electronic component life.

- B. The service record should document the ability to prevent unintended reverse oil flow from the cylinder.
- C. The service record should document the ability to clear the stairway when the inclined lift is not operating.
- D. The service record should document the ability to stop the unit after qualifying skirt-area obstruction.

145. Which functional test most directly evaluates the intended role of the LULA rated-speed limitation?

- A. The functional test should verify the ability to keep operation within the limited-use low-speed application.
- B. The functional test should verify the ability to maintain the travel path of the car and counterweight.
- C. The functional test should verify the ability to convert motor torque into pressurized oil flow.
- D. The functional test should verify the ability to reduce access to the handrail return opening.

146. After completing work on the LULA rated-speed limitation, which result is most important to document?

- A. The service record should document the ability to maintain the travel path of the car and counterweight.
- B. The service record should document the ability to keep operation within the limited-use low-speed application.
- C. The service record should document the ability to convert motor torque into pressurized oil flow.
- D. The service record should document the ability to reduce access to the handrail return opening.

147. Which functional test most directly evaluates the intended role of the LULA platform-size limitation?

- A. The functional test should verify the ability to secure guide rails to the building structure.
- B. The functional test should verify the ability to seal around the plunger while permitting vertical movement.
- C. The functional test should verify the ability to stop operation when a step is absent or displaced.
- D. The functional test should verify the ability to preserve the equipment classification and intended building use.

148. After completing work on the LULA platform-size limitation, which result is most important to document?

- A. The service record should document the ability to secure guide rails to the building structure.
- B. The service record should document the ability to seal around the plunger while permitting vertical movement.
- C. The service record should document the ability to preserve the equipment classification and intended building use.
- D. The service record should document the ability to stop operation when a step is absent or displaced.

149. Which functional test most directly evaluates the intended role of the state-adopted elevator rules?

- A. The functional test should verify the ability to identify Vermont-specific requirements applied with referenced codes.
- B. The functional test should verify the ability to support the platform and transfer loads to suspension members.
- C. The functional test should verify the ability to limit downward motion after abnormal high-volume oil flow.
- D. The functional test should verify the ability to detect chain failure and initiate a stop.

150. After completing work on the state-adopted elevator rules, which result is most important to document?

- A. The service record should document the ability to support the platform and transfer loads to suspension members.
- B. The service record should document the ability to limit downward motion after abnormal high-volume oil flow.
- C. The service record should document the ability to identify Vermont-specific requirements applied with referenced codes.
- D. The service record should document the ability to detect chain failure and initiate a stop.

151. Which functional test most directly evaluates the intended role of the permit documentation?

- A. The functional test should verify the ability to reduce structure-borne vibration entering the car.
- B. The functional test should verify the ability to show authorization and defined scope before regulated work begins.
- C. The functional test should verify the ability to remove excess heat from the hydraulic fluid.
- D. The functional test should verify the ability to improve visual recognition of step boundaries.

152. After completing work on the permit documentation, which result is most important to document?

- A. The service record should document the ability to reduce structure-borne vibration entering the car.
- B. The service record should document the ability to remove excess heat from the hydraulic fluid.
- C. The service record should document the ability to improve visual recognition of step boundaries.
- D. The service record should document the ability to show authorization and defined scope before regulated work begins.

153. Which functional test most directly evaluates the intended role of the license verification?

- A. The functional test should verify the ability to offset car and rated-load weight to reduce drive effort.
- B. The functional test should verify the ability to provide a low-impedance fault-current path.
- C. The functional test should verify the ability to confirm qualified personnel are authorized for regulated work.
- D. The functional test should verify the ability to document completed work observations and recurring conditions.

154. After completing work on the license verification, which result is most important to document?

- A. The service record should document the ability to offset car and rated-load weight to reduce drive effort.
- B. The service record should document the ability to confirm qualified personnel are authorized for regulated work.
- C. The service record should document the ability to provide a low-impedance fault-current path.
- D. The service record should document the ability to document completed work observations and recurring conditions.

155. Which functional test most directly evaluates the intended role of the inspection record?

- A. The functional test should verify the ability to carry power and signals between the moving car and controller.
- B. The functional test should verify the ability to maintain electrical continuity across connected metal parts.
- C. The functional test should verify the ability to remove debris that interferes with door movement.
- D. The functional test should verify the ability to document the authority having jurisdiction's acceptance findings.

156. After completing work on the inspection record, which result is most important to document?

- A. The service record should document the ability to document the authority having jurisdiction's acceptance findings.
- B. The service record should document the ability to carry power and signals between the moving car and controller.
- C. The service record should document the ability to maintain electrical continuity across connected metal parts.
- D. The service record should document the ability to remove debris that interferes with door movement.

157. Which functional test most directly evaluates the intended role of the code-edition confirmation?

- A. The functional test should verify the ability to establish which adopted edition governs the installation.
- B. The functional test should verify the ability to initiate stopping near the normal limits of travel.
- C. The functional test should verify the ability to open a circuit when current exceeds safe limits.
- D. The functional test should verify the ability to identify wear corrosion diameter loss and unequal tension.

158. After completing work on the code-edition confirmation, which result is most important to document?

- A. The service record should document the ability to initiate stopping near the normal limits of travel.
- B. The service record should document the ability to open a circuit when current exceeds safe limits.
- C. The service record should document the ability to establish which adopted edition governs the installation.
- D. The service record should document the ability to identify wear corrosion diameter loss and unequal tension.

159. Which functional test most directly evaluates the intended role of the correction notice?

- A. The functional test should verify the ability to remove motion power if normal terminal stopping fails.
- B. The functional test should verify the ability to supply the lower voltage required by control circuits.
- C. The functional test should verify the ability to restore specified clearance and reliable holding performance.
- D. The functional test should verify the ability to identify deficiencies that must be resolved before acceptance.

160. After completing work on the correction notice, which result is most important to document?

- A. The service record should document the ability to remove motion power if normal terminal stopping fails.
- B. The service record should document the ability to identify deficiencies that must be resolved before acceptance.
- C. The service record should document the ability to supply the lower voltage required by control circuits.
- D. The service record should document the ability to restore specified clearance and reliable holding performance.

Practice Exam 3: Answer Key and Explanations

1. C — A functional test of the traction machine brake should verify the ability to hold the car stationary when the drive is stopped. This is its role in the machine room area. The other options describe unrelated

functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

2. B — The service record for the traction machine brake should document the ability to hold the car stationary when the drive is stopped. This is its role in the machine room area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

3. D — A functional test of the motor-generator or drive unit should verify the ability to control electrical power delivered to the hoisting motor. This is its role in the machine room area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

4. A — The service record for the motor-generator or drive unit should document the ability to control electrical power delivered to the hoisting motor. This is its role in the machine room area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

5. D — A functional test of the machine-room disconnect should verify the ability to isolate elevator power for servicing and emergencies. This is its role in the machine room area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

6. C — The service record for the machine-room disconnect should document the ability to isolate elevator power for servicing and emergencies. This is its role in the machine room area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

7. B — A functional test of the deflector sheave should verify the ability to redirect suspension ropes while maintaining their alignment. This is its role in the machine room area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

8. A — The service record for the deflector sheave should document the ability to redirect suspension ropes while maintaining their alignment. This is its role in the machine room area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

9. B — A functional test of the gearbox oil sight glass should verify the ability to show the lubricant level without opening the gearbox. This is its role in the machine room area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

10. A — The service record for the gearbox oil sight glass should document the ability to show the lubricant level without opening the gearbox. This is its role in the machine room area. The other options

describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

11. C — A functional test of the controller cabinet ventilation should verify the ability to remove heat that can shorten electronic component life. This is its role in the machine room area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

12. D — The service record for the controller cabinet ventilation should document the ability to remove heat that can shorten electronic component life. This is its role in the machine room area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

13. C — A functional test of the guide rails should verify the ability to maintain the travel path of the car and counterweight. This is its role in the hoistway equipment, cars and platforms area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

14. A — The service record for the guide rails should document the ability to maintain the travel path of the car and counterweight. This is its role in the hoistway equipment, cars and platforms area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

15. B — A functional test of the rail brackets should verify the ability to secure guide rails to the building structure. This is its role in the hoistway equipment, cars and platforms area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

16. D — The service record for the rail brackets should document the ability to secure guide rails to the building structure. This is its role in the hoistway equipment, cars and platforms area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

17. A — A functional test of the car sling should verify the ability to support the platform and transfer loads to suspension members. This is its role in the hoistway equipment, cars and platforms area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

18. B — The service record for the car sling should document the ability to support the platform and transfer loads to suspension members. This is its role in the hoistway equipment, cars and platforms area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

19. C — A functional test of the platform isolation pads should verify the ability to reduce structure-borne vibration entering the car. This is its role in the hoistway equipment, cars and platforms area. The other

options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

20. D — The service record for the platform isolation pads should document the ability to reduce structure-borne vibration entering the car. This is its role in the hoistway equipment, cars and platforms area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

21. A — A functional test of the counterweight should verify the ability to offset car and rated-load weight to reduce drive effort. This is its role in the hoistway equipment, cars and platforms area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

22. C — The service record for the counterweight should document the ability to offset car and rated-load weight to reduce drive effort. This is its role in the hoistway equipment, cars and platforms area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

23. B — A functional test of the traveling cable should verify the ability to carry power and signals between the moving car and controller. This is its role in the hoistway equipment, cars and platforms area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

24. D — The service record for the traveling cable should document the ability to carry power and signals between the moving car and controller. This is its role in the hoistway equipment, cars and platforms area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

25. A — A functional test of the terminal stopping device should verify the ability to initiate stopping near the normal limits of travel. This is its role in the hoistway equipment, cars and platforms area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

26. D — The service record for the terminal stopping device should document the ability to initiate stopping near the normal limits of travel. This is its role in the hoistway equipment, cars and platforms area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

27. C — A functional test of the final limit device should verify the ability to remove motion power if normal terminal stopping fails. This is its role in the hoistway equipment, cars and platforms area. The

other options describe unrelated functions. Confusing these roles can cause misdiagnosis work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

28. B — The service record for the final limit device should document the ability to remove motion power if normal terminal stopping fails. This is its role in the hoistway equipment, cars and platforms area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

29. D — A functional test of the pit buffer should verify the ability to decelerate a descending car or counterweight beyond normal travel. This is its role in the hoistway equipment, cars and platforms area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

30. B — The service record for the pit buffer should document the ability to decelerate a descending car or counterweight beyond normal travel. This is its role in the hoistway equipment, cars and platforms area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

31. C — A functional test of the fascia plate should verify the ability to close the hoistway gap below a landing entrance sill. This is its role in the hoistway equipment, cars and platforms area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

32. A — The service record for the fascia plate should document the ability to close the hoistway gap below a landing entrance sill. This is its role in the hoistway equipment, cars and platforms area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

33. D — A functional test of the toe guard should verify the ability to reduce entrapment exposure below the car entrance sill. This is its role in the hoistway equipment, cars and platforms area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

34. B — The service record for the toe guard should document the ability to reduce entrapment exposure below the car entrance sill. This is its role in the hoistway equipment, cars and platforms area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

35. C — A functional test of the door restrictor should verify the ability to limit opening of car doors outside an unlocking zone. This is its role in the hoistway equipment, cars and platforms area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

- 36. D** — The service record for the door restrictor should document the ability to limit opening of car doors outside an unlocking zone. This is its role in the hoistway equipment, cars and platforms area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.
- 37. A** — A functional test of the interlock should verify the ability to prevent car operation unless the landing door is secured. This is its role in the hoistway equipment, cars and platforms area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.
- 38. B** — The service record for the interlock should document the ability to prevent car operation unless the landing door is secured. This is its role in the hoistway equipment, cars and platforms area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.
- 39. A** — A functional test of the roller guides should verify the ability to guide the car with rolling contact against the rails. This is its role in the hoistway equipment, cars and platforms area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.
- 40. C** — The service record for the roller guides should document the ability to guide the car with rolling contact against the rails. This is its role in the hoistway equipment, cars and platforms area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.
- 41. B** — A functional test of the control valve should verify the ability to manage starting stopping speed and direction of oil flow. This is its role in the hydraulics area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.
- 42. C** — The service record for the control valve should document the ability to manage starting stopping speed and direction of oil flow. This is its role in the hydraulics area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.
- 43. A** — A functional test of the relief valve should verify the ability to limit excessive hydraulic pressure by bypassing oil. This is its role in the hydraulics area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.
- 44. D** — The service record for the relief valve should document the ability to limit excessive hydraulic pressure by bypassing oil. This is its role in the hydraulics area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

- 45. C** — A functional test of the check valve should verify the ability to prevent unintended reverse oil flow from the cylinder. This is its role in the hydraulics area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.
- 46. A** — The service record for the check valve should document the ability to prevent unintended reverse oil flow from the cylinder. This is its role in the hydraulics area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.
- 47. D** — A functional test of the submersible pump should verify the ability to convert motor torque into pressurized oil flow. This is its role in the hydraulics area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.
- 48. B** — The service record for the submersible pump should document the ability to convert motor torque into pressurized oil flow. This is its role in the hydraulics area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.
- 49. A** — A functional test of the jack packing should verify the ability to seal around the plunger while permitting vertical movement. This is its role in the hydraulics area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.
- 50. D** — The service record for the jack packing should document the ability to seal around the plunger while permitting vertical movement. This is its role in the hydraulics area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.
- 51. C** — A functional test of the rupture valve should verify the ability to limit downward motion after abnormal high-volume oil flow. This is its role in the hydraulics area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.
- 52. B** — The service record for the rupture valve should document the ability to limit downward motion after abnormal high-volume oil flow. This is its role in the hydraulics area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.
- 53. A** — A functional test of the oil cooler should verify the ability to remove excess heat from the hydraulic fluid. This is its role in the hydraulics area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

54. D — The service record for the oil cooler should document the ability to remove excess heat from the hydraulic fluid. This is its role in the hydraulics area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

55. B — A functional test of the equipment grounding conductor should verify the ability to provide a low-impedance fault-current path. This is its role in the electrical materials and installation area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

56. C — The service record for the equipment grounding conductor should document the ability to provide a low-impedance fault-current path. This is its role in the electrical materials and installation area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

57. A — A functional test of the bonding jumper should verify the ability to maintain electrical continuity across connected metal parts. This is its role in the electrical materials and installation area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

58. B — The service record for the bonding jumper should document the ability to maintain electrical continuity across connected metal parts. This is its role in the electrical materials and installation area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

59. D — A functional test of the overcurrent protective device should verify the ability to open a circuit when current exceeds safe limits. This is its role in the electrical materials and installation area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

60. C — The service record for the overcurrent protective device should document the ability to open a circuit when current exceeds safe limits. This is its role in the electrical materials and installation area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

61. A — A functional test of the control transformer should verify the ability to supply the lower voltage required by control circuits. This is its role in the electrical materials and installation area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

62. D — The service record for the control transformer should document the ability to supply the lower voltage required by control circuits. This is its role in the electrical materials and installation area. The

other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

63. B — A functional test of the motor overload device should verify the ability to protect a motor against sustained excessive current. This is its role in the electrical materials and installation area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

64. C — The service record for the motor overload device should document the ability to protect a motor against sustained excessive current. This is its role in the electrical materials and installation area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

65. C — A functional test of the shielded signal cable should verify the ability to reduce electromagnetic interference in sensitive circuits. This is its role in the electrical materials and installation area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

66. D — The service record for the shielded signal cable should document the ability to reduce electromagnetic interference in sensitive circuits. This is its role in the electrical materials and installation area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

67. B — A functional test of the terminal block should verify the ability to provide organized removable connections between conductors. This is its role in the electrical materials and installation area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

68. A — The service record for the terminal block should document the ability to provide organized removable connections between conductors. This is its role in the electrical materials and installation area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

69. C — A functional test of the no-load test run should verify the ability to confirm basic operation before applying rated test load. This is its role in the testing area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

70. A — The service record for the no-load test run should document the ability to confirm basic operation before applying rated test load. This is its role in the testing area. The other options describe unrelated

functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

71. D — A functional test of the rated-load test should verify the ability to evaluate operation while the car carries its rated capacity. This is its role in the testing area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

72. B — The service record for the rated-load test should document the ability to evaluate operation while the car carries its rated capacity. This is its role in the testing area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

73. B — A functional test of the brake test should verify the ability to verify the brake can stop and hold the required load. This is its role in the testing area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

74. D — The service record for the brake test should document the ability to verify the brake can stop and hold the required load. This is its role in the testing area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

75. A — A functional test of the governor test should verify the ability to confirm overspeed tripping and safety-circuit response. This is its role in the testing area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

76. C — The service record for the governor test should document the ability to confirm overspeed tripping and safety-circuit response. This is its role in the testing area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

77. A — A functional test of the door-force test should verify the ability to measure closing force to evaluate passenger protection. This is its role in the testing area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

78. C — The service record for the door-force test should document the ability to measure closing force to evaluate passenger protection. This is its role in the testing area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

79. B — A functional test of the leveling test should verify the ability to verify landing accuracy under representative operating conditions. This is its role in the testing area. The other options describe unrelated

functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

80. D — The service record for the leveling test should document the ability to verify landing accuracy under representative operating conditions. This is its role in the testing area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

81. C — A functional test of the fire-service test should verify the ability to confirm required emergency operating sequences. This is its role in the testing area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

82. B — The service record for the fire-service test should document the ability to confirm required emergency operating sequences. This is its role in the testing area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

83. D — A functional test of the step chain should verify the ability to move and maintain spacing of the escalator steps. This is its role in the escalators area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

84. A — The service record for the step chain should document the ability to move and maintain spacing of the escalator steps. This is its role in the escalators area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

85. D — A functional test of the comb plate should verify the ability to provide the transition where steps enter the landing. This is its role in the escalators area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

86. A — The service record for the comb plate should document the ability to provide the transition where steps enter the landing. This is its role in the escalators area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

87. C — A functional test of the skirt switch should verify the ability to stop the unit after qualifying skirt-area obstruction. This is its role in the escalators area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

88. B — The service record for the skirt switch should document the ability to stop the unit after qualifying skirt-area obstruction. This is its role in the escalators area. The other options describe unrelated functions.

Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

89. A — A functional test of the handrail entry guard should verify the ability to reduce access to the handrail return opening. This is its role in the escalators area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

90. D — The service record for the handrail entry guard should document the ability to reduce access to the handrail return opening. This is its role in the escalators area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

91. B — A functional test of the missing-step device should verify the ability to stop operation when a step is absent or displaced. This is its role in the escalators area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

92. C — The service record for the missing-step device should document the ability to stop operation when a step is absent or displaced. This is its role in the escalators area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

93. D — A functional test of the broken-chain device should verify the ability to detect chain failure and initiate a stop. This is its role in the escalators area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

94. B — The service record for the broken-chain device should document the ability to detect chain failure and initiate a stop. This is its role in the escalators area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

95. C — A functional test of the step demarcation should verify the ability to improve visual recognition of step boundaries. This is its role in the escalators area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

96. A — The service record for the step demarcation should document the ability to improve visual recognition of step boundaries. This is its role in the escalators area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

97. A — A functional test of the preventive maintenance log should verify the ability to document completed work observations and recurring conditions. This is its role in the maintenance and repair area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe

work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

98. C — The service record for the preventive maintenance log should document the ability to document completed work observations and recurring conditions. This is its role in the maintenance and repair area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

99. B — A functional test of the door-track cleaning should verify the ability to remove debris that interferes with door movement. This is its role in the maintenance and repair area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

100. D — The service record for the door-track cleaning should document the ability to remove debris that interferes with door movement. This is its role in the maintenance and repair area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

101. D — A functional test of the rope inspection should verify the ability to identify wear corrosion diameter loss and unequal tension. This is its role in the maintenance and repair area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

102. C — The service record for the rope inspection should document the ability to identify wear corrosion diameter loss and unequal tension. This is its role in the maintenance and repair area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

103. B — A functional test of the brake adjustment should verify the ability to restore specified clearance and reliable holding performance. This is its role in the maintenance and repair area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

104. A — The service record for the brake adjustment should document the ability to restore specified clearance and reliable holding performance. This is its role in the maintenance and repair area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

105. D — A functional test of the contact inspection should verify the ability to identify pitting contamination and abnormal electrical heating. This is its role in the maintenance and repair area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

106. B — The service record for the contact inspection should document the ability to identify pitting contamination and abnormal electrical heating. This is its role in the maintenance and repair area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

107. A — A functional test of the oil analysis should verify the ability to identify contamination degradation and abnormal internal wear. This is its role in the maintenance and repair area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

108. C — The service record for the oil analysis should document the ability to identify contamination degradation and abnormal internal wear. This is its role in the maintenance and repair area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

109. C — A functional test of the bearing lubrication should verify the ability to reduce friction heat and premature surface damage. This is its role in the maintenance and repair area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

110. D — The service record for the bearing lubrication should document the ability to reduce friction heat and premature surface damage. This is its role in the maintenance and repair area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

111. A — A functional test of the rail lubrication control should verify the ability to maintain suitable sliding-guide performance without contamination. This is its role in the maintenance and repair area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

112. B — The service record for the rail lubrication control should document the ability to maintain suitable sliding-guide performance without contamination. This is its role in the maintenance and repair area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

113. D — A functional test of the fault-history review should verify the ability to identify intermittent patterns before replacing components. This is its role in the maintenance and repair area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

114. B — The service record for the fault-history review should document the ability to identify intermittent patterns before replacing components. This is its role in the maintenance and repair area. The

other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

115. A — A functional test of the connector inspection should verify the ability to find loose terminals corrosion and heat discoloration. This is its role in the maintenance and repair area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

116. C — The service record for the connector inspection should document the ability to find loose terminals corrosion and heat discoloration. This is its role in the maintenance and repair area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

117. B — A functional test of the battery replacement should verify the ability to restore dependable emergency power for supported devices. This is its role in the maintenance and repair area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

118. D — The service record for the battery replacement should document the ability to restore dependable emergency power for supported devices. This is its role in the maintenance and repair area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

119. C — A functional test of the door-operator belt inspection should verify the ability to identify glazing cracking fraying and improper tension. This is its role in the maintenance and repair area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

120. A — The service record for the door-operator belt inspection should document the ability to identify glazing cracking fraying and improper tension. This is its role in the maintenance and repair area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

121. C — A functional test of the packing replacement should verify the ability to correct persistent leakage at a hydraulic jack seal. This is its role in the maintenance and repair area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

122. B — The service record for the packing replacement should document the ability to correct persistent leakage at a hydraulic jack seal. This is its role in the maintenance and repair area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

123. A — A functional test of the roller-guide adjustment should verify the ability to restore proper rail contact and ride quality. This is its role in the maintenance and repair area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

124. D — The service record for the roller-guide adjustment should document the ability to restore proper rail contact and ride quality. This is its role in the maintenance and repair area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

125. D — A functional test of the rope equalization should verify the ability to balance suspension-rope loading within specified tolerances. This is its role in the maintenance and repair area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

126. C — The service record for the rope equalization should document the ability to balance suspension-rope loading within specified tolerances. This is its role in the maintenance and repair area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

127. B — A functional test of the lockout/tagout should verify the ability to control hazardous energy before maintenance exposure. This is its role in the safety area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

128. A — The service record for the lockout/tagout should document the ability to control hazardous energy before maintenance exposure. This is its role in the safety area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

129. D — A functional test of the fall-arrest system should verify the ability to limit injury if a worker falls from an exposed elevation. This is its role in the safety area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

130. A — The service record for the fall-arrest system should document the ability to limit injury if a worker falls from an exposed elevation. This is its role in the safety area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

131. C — A functional test of the pit access switch should verify the ability to provide accessible stopping control at the pit entrance. This is its role in the safety area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

132. B — The service record for the pit access switch should document the ability to provide accessible stopping control at the pit entrance. This is its role in the safety area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

133. A — A functional test of the car-top stop switch should verify the ability to prevent unintended operation during car-top work. This is its role in the safety area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

134. D — The service record for the car-top stop switch should document the ability to prevent unintended operation during car-top work. This is its role in the safety area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

135. B — A functional test of the barricade should verify the ability to separate the public from an open landing entrance. This is its role in the safety area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

136. C — The service record for the barricade should document the ability to separate the public from an open landing entrance. This is its role in the safety area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

137. B — A functional test of the job hazard assessment should verify the ability to identify task hazards and select appropriate controls. This is its role in the safety area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

138. A — The service record for the job hazard assessment should document the ability to identify task hazards and select appropriate controls. This is its role in the safety area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

139. D — A functional test of the platform-lift edge protection should verify the ability to reduce a rider being carried beyond the platform boundary. This is its role in the lifts area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

140. C — The service record for the platform-lift edge protection should document the ability to reduce a rider being carried beyond the platform boundary. This is its role in the lifts area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

141. D — A functional test of the constant-pressure control should verify the ability to require sustained user action during permitted lift movement. This is its role in the lifts area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

142. A — The service record for the constant-pressure control should document the ability to require sustained user action during permitted lift movement. This is its role in the lifts area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

143. B — A functional test of the folding platform should verify the ability to clear the stairway when the inclined lift is not operating. This is its role in the lifts area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

144. C — The service record for the folding platform should document the ability to clear the stairway when the inclined lift is not operating. This is its role in the lifts area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

145. A — A functional test of the LULA rated-speed limitation should verify the ability to keep operation within the limited-use low-speed application. This is its role in the lula elevators area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

146. B — The service record for the LULA rated-speed limitation should document the ability to keep operation within the limited-use low-speed application. This is its role in the lula elevators area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

147. D — A functional test of the LULA platform-size limitation should verify the ability to preserve the equipment classification and intended building use. This is its role in the lula elevators area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

148. C — The service record for the LULA platform-size limitation should document the ability to preserve the equipment classification and intended building use. This is its role in the lula elevators area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

149. A — A functional test of the state-adopted elevator rules should verify the ability to identify Vermont-specific requirements applied with referenced codes. This is its role in the vermont local amendments area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe

work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

150. C — The service record for the state-adopted elevator rules should document the ability to identify Vermont-specific requirements applied with referenced codes. This is its role in the vermont local amendments area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

151. B — A functional test of the permit documentation should verify the ability to show authorization and defined scope before regulated work begins. This is its role in the vermont local amendments area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

152. D — The service record for the permit documentation should document the ability to show authorization and defined scope before regulated work begins. This is its role in the vermont local amendments area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

153. C — A functional test of the license verification should verify the ability to confirm qualified personnel are authorized for regulated work. This is its role in the vermont local amendments area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

154. B — The service record for the license verification should document the ability to confirm qualified personnel are authorized for regulated work. This is its role in the vermont local amendments area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

155. D — A functional test of the inspection record should verify the ability to document the authority having jurisdiction's acceptance findings. This is its role in the vermont local amendments area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

156. A — The service record for the inspection record should document the ability to document the authority having jurisdiction's acceptance findings. This is its role in the vermont local amendments area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

157. A — A functional test of the code-edition confirmation should verify the ability to establish which adopted edition governs the installation. This is its role in the vermont local amendments area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

158. C — The service record for the code-edition confirmation should document the ability to establish which adopted edition governs the installation. This is its role in the vermont local amendments area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

159. D — A functional test of the correction notice should verify the ability to identify deficiencies that must be resolved before acceptance. This is its role in the vermont local amendments area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.

160. B — The service record for the correction notice should document the ability to identify deficiencies that must be resolved before acceptance. This is its role in the vermont local amendments area. The other options describe unrelated functions. Confusing these roles can cause misdiagnosis or unsafe work. Before service, mechanics should identify the design, isolate hazards, and follow manufacturer instructions.