Page Number	Question Number	Correct Answer	Explanation
3	8005-1	[B]	*The answer stems are changed to read:* A—Stretch. B—Compression. C—Torsion.
5	8019	[A]	*Answer stems B and C are changed to read:* B—cotton fabric. C—polyester fabric.
8	8036	[C]	*Answer stems A and B are changed read:* A—wipe the surface with methyl-ethyl-ketone (MEK). B—remove any contaminants from the surface with a paper towel.
9	8046-1	[C]	*A new question is added to read:* **8046-1.** Which of the following is one advantage of Hi-Lok fasteners? A—Shorter transition area between the shank and thread. B—External counterbore at the base to accommodate material thickness. C—Inability to be over-torqued. The advantages of Hi-Lok two-piece fastener include its lightweight, high fatigue resistance, high strength, and its inability to be over-torqued. (011) FAA-H-8083-31

Page Number	Question Number	Correct Answer	Explanation
11	8060-1	[B]	*A new question is added to read:* **8060-1.** When conducting a tap test on a composite panel, which of the following sounds would indicate delamination? A—Sharp ringing. B—Dull thud. C—Sharp thud. Tap testing is a common technique used for the detection of delamination and/or disbond. The method is accomplished by tapping the inspection area with a solid round disk or lightweight hammer-like device and listening to the response of the structure to the hammer. A clear, sharp ringing sound is indicative of a well-bonded solid structure, while a dull or thud-like sound indicates a discrepant area. (037) FAA-H-8083-31
12	8065	[A]	*Answer stems B and C are changed to read:* B—work life. C—pliable life.
14	8084	[C]	*Answer stem B is changed to read:* B—slightly stronger strength to weight ratio.
17	8102	[B]	*The question and answer stems are changed to read:* **8102.** On a semimonocoque fuselage, the skin is reinforced by longitudinal structural members called A—beams and struts. B—longerons and stringers. C—formers and bulkheads.
19	8118	[B]	*The answer stems are changed to read:* A—are naturally corrosion resistant, so they do not require corrosion resistant materials for protection. B—have surface layers of pure aluminum or aluminum alloy bonded to the core material to inhibit corrosion. C—are highly corrosion resistant because an oxide film forms on their surfaces upon contact with air.
20	8125	[B]	*Answer stem A is changed to read:* A—Ribs and formers.
20	8129	[C]	*Answer stems A and B are changed to read:* A—Filiform corrosion is occurring between the rivets and the skin. B—Intergranular corrosion is occurring between the rivets and the skin.
21	8134	[A]	*Answer stem B is changed to read:* B—unique design that causes crazing or cracking.
21	8138-1	[A]	*A new question is added to read:* **8138-1.** Which part of 2024-T3 aluminum alloy indicates the temper designation? A—T3. B—2024. C—20. To provide a visual means for identifying the various grades of aluminum and aluminum alloys, aluminum stock is usually marked with symbols such as a government specification number, the temper or condition furnished, or the commercial code marking. The commercial code marking consists of a number that identifies the particular composition of the alloy. Additionally, letter suffixes designate the basic temper designations and subdivisions of aluminum alloys. (021) FAA-H-8083-31

Page Number	Question Number	Correct Answer	Explanation
29	8180-1	[C]	*A new question is added to read:* **8180-1.** Which statement best describes magnesium welding? A—It has low thermal conductivity, so distortion and cracking rarely occur. B—It is recommended to use larger welding beads and a slower welding speed than normal. C—It can be welded successfully using the same type of joints that are used for aluminum. Gas welding of magnesium is very similar to welding aluminum using the same equipment. Joint design also follows similar practice to aluminum welding. (101) FAA-H-8083-31
30	8192-1	[B]	*A new question is added to read:* **8192-1.** When selecting a welding rod, one of the most important factors to consider is to ensure that A—ferrous rods are used on aluminum. B—the proper AMS specification number is used. C—nonferrous rods are used on steel. Use welding rods that are compatible with the materials to be welded. Welding rods for various applications have properties suitable for the application intended and will be identified by the AMS specification number. (101) AC 43.13-1
32	8205	[B]	*Answer stems A and C are changed to read:* A—oxygen-acetylene regulator. C—cutting oxygen valve lever.
32	8205-1	[A]	*A new question is added to read:* **8205-1.** When welding or cutting, the acetylene pressure gauge should never be set higher than A—15 PSI. B—20 PSI. C—25 PSI. The acetylene pressure gauge should never be set higher than 15 psi for welding or cutting. (101) FAA-H-8083-31
32	8207	[B]	*The answer stems are changed to read:* A—50 percent of the thickness of the base metal. B—100 percent of the thickness of the base metal. C—75 percent of the thickness of the base metal.
33	8212	[C]	*Answer stems A and B are changed to read:* A—Altitude and pitch oscillation. B—Airspeed and trimmed flight.
34	8224	[A]	*The answer stems, explanation, and reference are changed to read:* A—It disengages the engine from the main rotor when engine RPM is less than rotor RPM. B—It allows the engines to be started without any load from the transmission. C—It allows the rotors to turn slowly as the engine RPM increases. Since lift in a helicopter is provided by rotating airfoils, these airfoils must be free to rotate if the engine fails. The freewheeling unit automatically disengages the engine from the main rotor when engine RPM is less than main rotor RPM. This allows the main rotor and tail rotor to continue turning at normal in-flight speeds. (091)FAA-H-8083-31
37	8245	[A]	*Answer stem C is changed to read:* C—reduce lift.

Page Number	Question Number	Correct Answer	Explanation
37	8250	[C]	*The question and answer stems are changed to read:* **8250.** Rigging and alignment checks should not be undertaken in the open. However, if this cannot be avoided, the aircraft should be positioned with the A—tail into the wind. B—left wing into the wind. C—nose into the wind.
39	8261-1	[C]	*A new question is added to read:* **8261-1.** When installing a castle nut, start alignment with the cotter pin hole at the A—minimum recommended torque without friction drag torque. B—maximum recommended torque minus friction drag torque. C—minimum recommended torque plus friction drag torque. When installing a castle nut, start alignment with the cotter pin hole at the minimum recommended torque plus friction drag torque. Do not exceed the maximum torque plus the friction drag. If the hole and nut castellation do not align, change washer or nut and try again. (011) AC 43.13-1
40	8268	[B]	*The question and answer stems are changed to read:* **8268.** Placing a piece of cloth around a stainless steel control cable and running it back and forth over the length of the cable is generally a satisfactory method of inspecting for A—corrosion. B—broken strands. C—excessive wear.
44	8293-1	[C]	*A new question is added to read:* **8293-1.** Airworthiness Directives (ADs) are designed to notify A—mechanics of an approved alternate method to perform a maintenance task other than specified in the aircraft maintenance manual. B—aircraft owners and operators of methods, techniques, and acceptable practices for inspection and alterations of aircraft. C—aircraft owners and other interested persons of unsafe conditions and prescribes the condition under which the product may continue to be operated. ADs are published by the FAA as amendments to 14 CFR §39.13 and apply to the following products: aircraft, engines, propellers, and appliances. The FAA issues ADs when an unsafe condition exists in a product and is likely to exist or develop in other products of the same type design. (088) FAA-H-8083-31
47	8313	[C]	*The question and answer stems are changed to read:* **8313.** What action should be taken whenever maintenance is performed that will affect the landing gear system performance? A—A test flight should be performed to conduct an operational check. B—A technician with an inspection authorization should perform a visual inspection. C—The aircraft should be placed on jacks and a retraction test should be performed.
47	8314	[B]	*The question and answer stems are changed to read:* **8314.** When working with high pressure, high performance tires, why is it recommended to deflate the tires when removing wheels from the axle? A—To relieve the strain on the wheel retaining nut and axle threads. B—To ensure safety in case of a defective wheel or broken tie bolts. C—To reduce the size of the tire for ease of removal.

Page Number	Question Number	Correct Answer	Explanation
52	8355	[B]	*The question and answer stems are changed to read:* **8355.** How is it determined in a master cylinder brake system that all of the air has been purged from the system? A—By operating a hydraulic unit and watching the system pressure gauge for smooth, full scale deflection. B—By depressing the brake and noting that the brake is firm and not spongy. C—By measuring the amount of fluid return to the master cylinder upon brake release.
53	8360	[A]	*The question and answer stems are changed to read:* **8360.** A close inspection of a fusible plug reveals the core has experienced some deformation. What is the appropriate maintenance procedure? A—Replace all the fusible plugs. B—Replace the affected fusible plugs. C—Replace with new wheel assembly.
53	8365-1	[A]	*A new question is added to read:* **8365-1.** What is the minimum amount of time to wait for tires to cool before checking tire pressure? A—3 hours. B—2 hours. C—1 hour. When checking tire pressure, allow three hours to elapse after a typical landing to ensure the tire has cooled to ambient temperature. (097) FAA-H-8083-31
54	8367	[C]	*Answer stems A and B are changed to read:* A—misalignment. B—underinflation.
54	8368	[C]	*The question and answer stems are changed to read:* **8368.** When servicing an empty shock strut with fluid, the strut should be completely compressed and extended several times to ensure A—the piston rod and wiper are lubricated with hydraulic fluid. B—all excess hydraulic fluid is forced out of the strut. C—proper packing ring seating and removal of air bubbles.
54	8372	[A]	*The question and answer stems are changed to read:* **8372.** When will a continuous horn provide a warning in the cockpit? A—When the throttle is retarded and gear is not down and locked. B—When the throttle is advanced and gear is down and locked. C—When the throttle is retarded and gear is down and locked.
55	8379	[A]	*The question and answer stems are changed read:* **8379.** A flexible hydraulic hose identified as MIL-H-8788 will have a strip running the length of the hose. This stripe is A—installed without excessive twisting. B—for high pressure fluids with a flexing range. C—suitable for a wide temperature range.
57	8386	[C]	*The question and answer stems are changed to read:* **8386.** To protect seals from damage when installed over a threaded section, the threaded section should be A—coated with a heavy grease. B—covered with tape. C—covered with a suitable sleeve.

Page Number	Question Number	Correct Answer	Explanation
57	8387	[A]	*The question and answer stems are changed to read:* **8387.** Which of the following is the most commonly used seal to prevent internal and external leakage in both directions of a hydraulic unit? A—O-ring. B—V-ring. C—U-ring.
57	8388	[A]	*The question and answer stems are changed to read:* **8388.** Which of the following allows fluid to flow unimpeded in one direction but prevents fluid flow in the other direction? A—Check valve. B—Sequence valve. C—Relief valve.
58	8397	[B]	*Answer stems A and C are changed to read:* A—thermal valves. C—shutter valves.
60	8409	[A]	*The question is changed to read:* **8409.** (Refer to Figure 11.) The AN flared-tube fitting is referred to in which picture?
60	8412	[B]	*Answer stem C is changed to read:* C—stability.
63	8429	[C]	*The answer stems are changed to read:* A—By referring to the pilot operating handbook. B—By consulting the aircraft's Type Certificate Data Sheet. C—By consulting the aircraft manufacturer's service manual.
63	8430	[B]	*Answer stems A and C are changed to read:* A—rapid changes in temperature. C—icing conditions.
66	8452	[B]	*The question and answer stems are changed to read:* **8452.** The unit in a hydraulic system that requires a certain action to be completed before another action can begin is called a A—check valve. B—sequence valve. C—snubber valve.
66	8456-1	[C]	*A new question is added to read:* **8456-1.** Which of the following safeguards ensures proper system operation and mitigates damage to non-metallic components of the hydraulic system? A—The manual bleed valve should be closed prior to servicing hydraulic fluid to prevent fluid loss as the cap is being removed. B—Before assembly of any hydraulic components, seals and gaskets should be inspected and replaced only if they show signs of wear or leakage. C—When adding fluid to a system, use the type specified in the aircraft manufacturer's maintenance manual or on the instruction plate affixed to the reservoir or unit being serviced. To assure proper system operation and to avoid damage to nonmetallic components of the hydraulic system, the correct fluid must be used. When adding fluid to a system, use the type specified in the aircraft manufacturer's maintenance manual or on the instruction plate affixed to the reservoir or unit being serviced. (064) FAA-H-8083-31

Page Number	Question Number	Correct Answer	Explanation
73	8503	[C]	*The question and answer stems are changed to read:* **8503.** How is the cabin pressure of an aircraft maintained in flight? A—By controlling the rate of the air flowing into the cabin. B—By inflating the door seals and recirculating the conditioned cabin air. C—By controlling the rate of the air flowing out of the cabin.
74	8516	[C]	*The question and answer stems are changed to read:* **8516.** The component that determines the pressure level in the cabin is the cabin air pressure A—shut-off valve. B—safety valve. C—outflow valve.
75	8519	[A]	*The question and answer stems are changed to read:* **8519.** What is the main cause of contamination in a gaseous oxygen system? A—Moisture. B—Dust. C—Nitrogen.
79	8543	[C]	*The question and answer stems are changed to read:* **8543.** What does a steady stream of bubbles indicate when servicing a vapor cycle air conditioning system? A—The system is over charged. B—The system is properly charged. C—The system is under charged.
82	8567	[C]	*The question and answer stems are changed to read:* **8567.** When does the diluter-demand regulator operate? A—When the user selects alternate oxygen. B—When the user selects 100% oxygen. C—When the user inhales.
83	8575	[C]	*The question,answer stems, and explanation are changed to read:* **8575.** What is the purpose of pressurizing the aircraft cabin? A—To permit the aircraft to operate in thunderstorms. B—To allow aircraft systems to operate properly. C—To make human flight possible in the hostile environment of the upper atmosphere. Pressurizing aircraft cabins creates the proper environment for prevention of hypoxia and permits operation at high altitude.
85	8587	[A]	*The question and answer stems are changed to read:* **8587.** Which of the following operating mechanisms would be found in a hydraulic pressure gauge? A—Bourdon tube. B—Pressure diaphragm. C—Evacuated bellows.
85	8590	[A]	*The question and answer stems are changed to read:* **8590.** Which of the following will cause inaccuracies in a magnetic compass that may be compensated for by an aircraft mechanic? A—Deviation. B—Current. C—Variation.

Page Number	Question Number	Correct Answer	Explanation
87	8601-1	[A]	*A new question is added to read:* **8601-1.** At sea level, when the average atmospheric pressure is 14.7 PSI, the barometric pressure is A—29.92" Hg. B—29.92 Mb. C—1013.25" Hg. In aviation, there is a commonly used pressure known as standard pressure which Standard pressure refers to an established or standard value that has been created for atmospheric pressure. This standard pressure value is 29.92 inches of mercury, 1,013.2 hectopascals, or 14.7 psi. (014) FAA-H-8083-31
88	8610-1	[C]	*A new question is added to read:* **8610-1.** A certificated mechanic with at least an airframe rating may perform A—minor internal repairs to aircraft instruments. B—major repairs to aircraft instruments. C—inspections and function checks on aircraft instruments. Internal maintenance on instruments and related line replaceable units must be carried out at facilities equipped with the specialized equipment needed to perform the maintenance properly. Qualified technicians with specialized training and intimate knowledge of instruments perform this type of work, usually under repair station certification. However, certified airframe technicians and A&P technicians are charged with a wide variety of maintenance functions related to instruments and instrument systems. Installation, removal, inspection, troubleshooting, and functional checks are all performed in the field by certified personnel. It is also a responsibility of the certified technician holding an airframe rating to know what maintenance is required and to access the approved procedures for meeting those requirements. (090) FAA-H-8083-31
92	8635	[B]	*The answer stems are changed to read:* A—The aircraft owner or pilot. B—The mechanic installing the instrument. C—The manufacturer of the instrument.
94	8647	[A]	*Answer stems B and C are changed to read:* B—To allow for longer flights and more precise courses flown by the pilot. C—To stabilize flight control in turbulent conditions.
96	8669	[C]	*The question, answer stems, explanation, and reference are changed to read:* **8669.** The preferred location of an ELT is A—as far forward as possible but aft of the firewall. B—at the lowest point possible in the fuselage. C—as far aft as possible but forward of the empennage. An ELT must be installed in a location where it is least likely to be destroyed in a crash. This is normally as far aft as possible, but forward of the empennage. (086) FAA-H-8083-31
97	8672	[C]	*The first sentence of the explanation is changed to read:* Operation of an ELT is verified by tuning a communications receiver to 406 MHz and activating the transmitter for no more than three audible sweeps.
97	8675	[A]	*The question and answer stems are changed to read:* **8675.** Aircraft antennae must be grounded to the A—airframe. B—wing spar. C—bus bar.

Page Number	Question Number	Correct Answer	Explanation
99	8690	[A]	*The question and answer stems are changed to read:* **8690.** A DME antenna should be installed on the aircraft in a position that will A—not be blanked out by the wing when the aircraft is banked. B—not be blanked out by the vertical stabilizer. C—facilitate cleaning, inspection, and maintenance.
99	8692	[C]	*Answer stems A and B are changed read:* A—VOR antenna. B—chord line.
105	8708	[A]	*The answer stems are changed to read:* A—It allows any tank to supply fuel to any engine. B—It bypasses the engine shutoff valve if it fails. C—It divides the fuel and sends it to the injectors.
109	8726	[A]	*Answer stem B is changed to read:* B—It is near the fuel tank heater to help prevent vapor lock in the system.
112	8753	[A]	*The question,answer stems, explanation, and reference are changed to read:* **8753.** An electrical type fuel quantity indicating system consists of an indicator in the cockpit and a float A—in the tank that moves a connecting arm to the wiper on a variable resistor in the tank. B—attached to a rod that moves up or down in a calibrated cylinder. C—in the tank that operates with alternating current and uses constant resistance in a circuit to drive a ratiometer-type indicator. Electric fuel quantity indicators operate with DC and use variable resistance in a circuit to drive a ratiometer-type indicator. The movement of a float in the tank moves a connecting arm to the wiper on a variable resistor in the tank unit. This resistor is wired in series with one of the coils of the ratiometer-type fuel gauge in the instrument panel. Changes to the current flowing through the tank unit resistor change the current flowing through one of the coils in the indicator. This alters the magnetic field in which the indicating pointer pivots. The calibrated dial indicates the corresponding fuel quantity. (041) FAA-H-8083-31
114	8767	[C]	*The answer stems, explanation, and reference are changed to read:* A—Structural repair manual. B—Orthographic projection troubleshooting tree. C—Maintenance manual diagrams and descriptions. Close visual inspection is required whenever a leak or defect is suspected in a fuel system. Follow the aircraft manufacturer's instructions on the repair of fuel leaks and the requirements that need to be met for airworthiness. (055) FAA-H-8083-31
115	8774	[B]	*The answer stems are changed to read:* A—way to shut off fuel flow or to route the fuel to a desired location. B—place for contaminants and water to settle, with a drain valve to remove the impurities. C—way to manually operate valves on a fuel tank to isolate or direct fuel to a pump.
115	8776	[B]	*The question and answer stems are changed to read:* **8776.** When an aircraft is fueled from a truck or fuel farm that has not been contaminated, daily draining A—is not required because fuel trucks and fuel farms may make use of laser contaminant identification technology. B—of strainers and sumps is combined with periodic filter changes and inspection to ensure fuel is contaminant free. C—is only required if the fuel truck or farm has not been in continuous service.

Page Number	Question Number	Correct Answer	Explanation
115	8777	[C]	*The question and answer stems are changed to read:* **8777.** When defueling an aircraft, which of the following must be accomplished? A—Defuel inside the hangar when fire suppression is available. B—Defuel outside the hangar when possible. C—Always defuel outside the hangar.
116	8778	[C]	*The answer stems are changed to read:* A—easily removed for service or inspection. B—constructed of plastic or fiberglass. C—supported by the aircraft structure.
116	8781	[C]	*The question, explanation and reference are changed to read:* **8781.** What markings must be placed on or near each appropriate fuel filler cover on standard category aircraft? The fuel filler openings must be marked at or near the filler cover with the word “Avgas” and the minimum fuel grade. If the airplane is turbine engine powered, the markings must include the words “Jet Fuel” and the permissible fuel designations or reference to the airplane flight manual (AFM) for permissible fuel designations. FAA-H-8083-31
117	8791	[B]	*The question, answer stems, explanation, and reference are changed to read:* **8791.** Some turbine-powered aircraft have a fuel temperature indicator located in the cockpit to A—monitor the fuel flow in the event that ice crystals form in the fuel system. B—monitor the fuel temperature during high altitude flight. C—ascertain the amount of fuel onboard the aircraft when ice starts to form in the fuel tanks. The fuel temperature indicator allows the crew to monitor the fuel temperature during high altitude flight in extremely frigid conditions. (052) FAA-H-8083-31
124	8840	[A]	*The question and answer stems are changed to read:* **8840.** What is the appropriate method for installing pre-insulated terminal lugs and splices to electric wires? A—Using a crimping tool to secure the terminal lug. B—Soldering the terminal lug to the end of the wire. C—Soldering the exposed wire prior to crimping on the terminal lug.
124	8843	[A]	*Answer stem C now reads:* C—Splicing within wire bundles is not permitted.
124	8846	[B]	*The question, answer stems, and explanation are changed to read:* **8846.** Electrical connectors used in aircraft assemblies should meet which of the following specifications? A—Parts Manufacturer Approval (PMA). B—Military Specifications (MS). C—Society of Electrical Specifications (SES). Electrical connectors are specifically designed to meet military specifications. Components that meet these specifications are almost all approved for use in FAA-certificated aircraft.
127	8865	[C]	*Answer stems A and B are changed to read:* A—aluminum sheets. B—carbon steel.
127	8869	[C]	*The question and answer stem B are changed to read:* **8869.** Electric circuits are protected from overheating by B—AN/MS connectors.

Page Number	Question Number	Correct Answer	Explanation
127	8870	[C]	*The question and answer stems are changed to read:* **8870.** How should a coaxial cable be routed? A— Parallel with stringers or ribs. B— Perpendicular to stringers or ribs. C— As directly as possible.
129	8880	[B]	*The question and answer stems are changed to read:* **8880.** Which of the following are considered circuit-protective devices that are used in aircraft electrical systems? A— Circuit breakers, relays, and current limiters. B— Circuit breakers, fuses, and current limiters. C— Circuit breakers, capacitors, and current limiters.
129	8885	[C]	*The answer stems are changed to read:* A— It is easily replaced. B— It controls current flow. C— It is resettable and reusable.
130	8887	[B]	*The question and answer stems are changed to read:* **8887.** What should be used to protect wires from chafing when they must pass through bulkheads, firewalls, ribs, etc.? A— Aerodynamic duct tape. B— Suitable grommet. C— Plastic spiral wrap.
135	8925	[B]	*The question, answer stems, and explanation are changed to read:* **8925.** Where is the generator rating and performance data located? A— In the pilot operating handbook. B— Stamped on the generator data plate. C— In the aircraft maintenance manual. The current rating of a generator is usually stamped on the generator data plate. If the rating is not on the data plate, it may be found in the generator specifications by referring to the part number of the generator, which is stamped on the data plate.
137	8934	[C]	*The question and answer stems are changed to read:* **8934.** An antiskid system is designed to A— solely sense the deceleration rate of every main landing gear wheel. B— release then reapply pressure at a slightly lower value when a skid is detected only. C— sense the deceleration rate of every main landing gear wheel and release then reapply pressure at a slightly lower value when a skid is detected.
137	8937	[B]	*Answer stem A is changed to read:* A— the application of brakes.
142	8959	[C]	*The answer stems are changed to read:* A— Red light for unsafe gear; green light for gear up. B— Green light for gear up and down; red light for unsafe gear. C— Red light for unsafe gear; green light for gear down; no light for gear up.
143	8969	[A]	*Answer stems B and C are changed to read:* B— clean the surface with MEK and apply adhesive to the back of the deicer boot and leading edge of the wing. C— rough the surface with a mild abrasive.

Page Number	Question Number	Correct Answer	Explanation
145	8981	[A]	*The question and answer stems are changed to read:* **8981.** Where are the heating elements located on most aircraft with electrically heated windshields? A—Laminated in the glass. B—Attached to the glass. C—Inside the windshield frame.
145	8983	[B]	*Answer stem C is changed to read:* C—Manually-controlled rheostat.
145	8988	[A]	*The question and answer stems are changed to read:* **8988.** What system component aids in the prevention of carburetor icing? A—Alcohol injection nozzle. B—Bleed air valve. C—Air diverter butterfly.
147	8997	[B]	*The question and answer stems are changed to read:* **8997.** In what areas of aircraft would you find a carbon monoxide detector? A—Cargo and baggage compartment. B—Cabin and cockpit. C—Lavatory and engine nacelle.
147	9002	[B]	*The question and answer stems A and C are changed to read:* **9002.** Smoke detectors that use a measurement of light transmissibility in the air are called A—thermocouple devices. C—ultraviolet optical devices.
147	9003	[B]	*The question and answer stems are changed to read:* **9003.** A contaminated carbon monoxide portable test unit may be returned to service by A—cleaning the indicating element with soap and water. B—removing the indicating element and installing a new indicating element. C—removing the indicating element from the exposed area for 24 hours.
151	9027	[C]	*Answer stem B is changed to read:* B—servicing of the pressure type responder system.