

API-571 Reliable Test Answers, Question API-571 Explanations

API 571 Practice Exam #1 Questions And Correct Answers, 100% Verified

At what oxygen content would many metals become flammable even at low pressures, whereas they are non-flammable in air?

- a) >10%
- b) >25%
- c) 20-40%
- d) >40%

B

4.2.20.1

What area of a heater burning fuel oil with numerous impurities would first suffer damage from fuel ash corrosion.

- a) shock tubes
- b) radiant tubes
- c) tube hangers and supports
- d) convection tubes

C

4.4.6.4 c)

Hydriding of titanium is a metallurgical phenomenon in which hydrogen diffuses into the titanium and reacts to form an embrittling hydride phase. This can result in a complete loss of ductility with no noticeable sign of corrosion or loss in thickness. Galvanic contact between titanium and more active materials such as carbon steel can have what affect?

- a) promotes damage
- b) insulates the galvanic system and decreases damage
- c) insulates the galvanic system and decreases damage only if pure titanium is used (not titanium alloys)
- d) all of the above

A

5.1.3.2.3 c)

When connected to a more anodic material in cooling water:

- a) titanium may suffer severe hydriding embrittlement
- b) titanium may suffer severe hydriding embrittlement below 180°F (82°C)
- c) titanium becomes immune to corrosion
- d) titanium becomes almost immune to corrosion

A

4.3.4.3 k)

What form of fatigue cracking develops under the combined effects of cyclic loading and corrosion and are evidenced by very little plastic deformation where the final fracture may occur by mechanical overload accompanied by plastic deformation?

- a) corrosion fatigue

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API Corrosion and Materials Professional Sample Questions (Q132-Q137):

NEW QUESTION # 132

Why are high-cycle fatigue cracks difficult to detect with nondestructive examination (NDE)?

- A. Time required for crack growth is not predictable.
- **B. Cracks are so tight they are often missed.**
- C. They normally start on the I.D. surface.
- D. They are usually in 90° corners where inspection is difficult.

Answer: B

Explanation:

According to API RP 571, high-cycle fatigue (HCF) is characterized by very tight, narrow cracks that can escape detection using typical NDE methods due to their minimal opening displacement and fine geometry.

* From API RP 571 Section 5.2.1 (Fatigue - High Cycle):

"The cracks are usually tight and may be difficult to detect using conventional NDE techniques such as PT or MT. UT and RT may also have difficulty identifying these small, tight flaws, especially in early stages of propagation." The primary issue in NDE is not the geometry (such as 90° corners) or ID location, but rather the tightness and early-stage subtlety of the cracks which results in reduced detectability. Therefore, option B is correct as it aligns most accurately with API RP 571's detailed characterization of HCF detection challenges.

NEW QUESTION # 133

Which of the following is not a primary factor contributing to erosion?

- A. Impact angle (angle that impacting particles strike metal)
- **B. Corrosiveness of the environment**
- C. Density of impacting particles
- D. Velocity of impacting particles
- E. Size of impacting particles

Answer: B

NEW QUESTION # 134

_____ is a form of cracking that results when certain molten metals come in contact with specific alloys. Cracking can be very sudden and brittle in nature.

- A. AET
- **B. LME**
- C. SOHIC
- D. SCC

Answer: B

Thermal fatigue cracks usually initiate on the _____ of the component. They are generally wide and filled with oxides due to the elevated temperatures.

- Answer: C**

Answer: B

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