

# DevOps-SRE Quiz - DevOps-SRE Reliable Exam Book



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## Questions & Answers

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## Reliability Engineer (SRE) Quiz

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### Peoplecert PeopleCert DevOps Site Reliability Engineer (SRE) Sample Questions (Q70-Q75):

#### NEW QUESTION # 70

Which of these approaches can alleviate linear scaling toil?

- **A. Using auto-scaling capabilities**
- B. Switching cloud providers
- C. Outsourcing development
- D. Manual scaling of services

**Answer: A**

Explanation:

Comprehensive and Detailed Explanation From Exact Extract:

Linear-scaling toil refers to work whose effort increases proportionally to service growth, such as manually provisioning servers or handling capacity expansion. The Google SRE Book, Chapter "Eliminating Toil," explains:

"Toil is work that scales linearly with the size of your service. A core strategy for reducing toil is to introduce automation that breaks the linear relationship." Auto-scaling capabilities directly address linear-scaling toil by automating resource allocation based on load or demand. This prevents engineers from repeatedly and manually adjusting infrastructure as usage grows.

The SRE Workbook also emphasizes:

"Infrastructure automation such as auto-scaling removes a major source of linear scaling toil by ensuring that capacity adjusts automatically as services grow." Why the other options are incorrect:

- \* A Manual scaling is linear-scaling toil, not a solution.
- \* C Outsourcing development does not reduce operational toil.
- \* D Switching cloud providers alone does not solve toil unless automation is introduced.

Thus, B is the correct answer.

References:

Site Reliability Engineering Book, "Eliminating Toil"

SRE Workbook, "Toil Reduction Strategies"

#### NEW QUESTION # 71

Which scenario BEST illustrates the swarming concept used during incident management?

- **A. A group of specialist teams meet and review a queue of escalated incidents to determine who should work on which one**
- B. A high-level specialist support team constantly reviews their incoming incident queue to respond instantly to escalations
- C. An incident analyst rote escalates by assessing a consolidated list of next-level support teams and their area of expertise
- D. A mid-level support team continually monitors escalated incidents to assigned teams to ensure they are making progress

**Answer: A**

Explanation:

Comprehensive and Detailed Explanation From Exact Extract:

Swarming is described in modern SRE incident management as a collaborative, multi-expert response model.

Instead of linear escalation, SRE uses: "a rapid collaboration of the right experts at the same time to resolve incidents quickly." (SRE Workbook - Effective Incident Response). Swarming pulls specialists together immediately, allowing them to jointly triage and work on issues, improving time-to-resolution and reducing handoff delays.

Option D captures this: multiple specialist teams coming together simultaneously to determine ownership and action.

Option A describes traditional tiered escalation, which SRE avoids.

Option B represents a reactive queue model, not swarming.

Option C focuses on monitoring progress, not active collaborative response.

Thus, D is correct.

References:

The Site Reliability Workbook, Chapter: "Incident Management at Google." Site Reliability Engineering, discussions on collaborative response.

### NEW QUESTION # 72

When applied to service levels, the principle of decreasing marginal productivity can be represented in three stages. Which of the following is NOT one of these stages?

- A. Negative returns
- B. Diminishing returns
- C. Increasing returns
- D. Possible returns

**Answer: D**

Explanation:

Comprehensive and Detailed Explanation From Exact Extract:

SRE applies economic principles, including diminishing marginal returns, to reliability engineering. As per the SRE Book: "Improving reliability becomes more expensive as the target approaches 100%, moving from increasing returns, to diminishing returns, and eventually negative returns." (SRE Book - SLO Economics).

This framework helps explain why striving for 100% availability is impractical and cost-ineffective.

The three recognized stages are:

- \* Increasing returns - early improvements are inexpensive and highly impactful
- \* Diminishing returns - costs rise while benefits shrink
- \* Negative returns - achieving additional "nines" may reduce value due to slowed innovation

"Possible returns" is not part of this model.

Thus, D is the correct answer.

References:

Site Reliability Engineering, Chapter: "Service Level Objectives."

### NEW QUESTION # 73

An organization has invested heavily in ITIL and ITSM processes.

What's one way that SRE can support ITSM activities?

- A. SRE can help the Change Advisory Board (CAB) approve changes by adhering to an Error Budget
- B. SRE can work with ITSM tool vendors to accelerate ticket creation and closure
- C. SRE can engineer a configuration management system to capture assets and documentation
- D. SRE can help with ITSM compliance activities through automation & engineering

**Answer: D**

Explanation:

Comprehensive and Detailed Explanation From Exact Extract:

One of SRE's strengths is using software engineering and automation to reduce manual, process-heavy work.

This aligns perfectly with ITSM goals around repeatability, compliance, and quality.

The SRE Workbook, section "SRE and ITIL Integration," explains:

"SRE can complement ITSM by applying automation and engineering practices to reduce manual process load, increase consistency, and meet compliance requirements." Examples include:

- \* Automating change processes
- \* Automating incident response flows
- \* Improving configuration consistency
- \* Reducing ticket-driven toil through engineering

Why the other options are incorrect:

- \* A CAB approvals are not governed by error budgets
- \* C Ticket acceleration is not the goal of SRE
- \* D Engineering CMDBs is not the primary mechanism for ITSM alignment

Thus, B is correct.

References:

SRE Workbook, "Modernizing Operations and ITIL Alignment"

#### NEW QUESTION # 74

Which of the following BEST describes how to contribute to achieving higher levels of availability?

- \* Measuring the critical aspects
  - \* Maintaining a close relationship with development teams
  - \* Measuring staff performance
  - \* Maintaining a close interval between detection and correction
- 
- A. 2 and 3
  - **B. 1 and 4**
  - C. 1 and 2
  - D. 3 and 4

**Answer: B**

Explanation:

Comprehensive and Detailed Explanation From Exact Extract:

Achieving high availability in SRE practice is driven by accurate measurement of what matters and fast detection and correction of issues. According to Google's Site Reliability Engineering Book, measurement of critical user-facing signals is foundational: "SLIs must capture the aspects of the service that are most critical to users and must be measured with high accuracy." (SRE Book - Chapter: Service Level Objectives).

Without measuring the critical aspects of a service-latency, errors, availability, and quality-teams cannot make informed decisions or detect degradation effectively.

The SRE book also emphasizes reducing MTTR (Mean Time to Repair) and tightening the feedback loop between detection and correction. Google states: "Reducing the time between detection and mitigation is one of the most effective levers for improving availability." (SRE Book - Chapters on Incident Response & Monitoring). Rapid identification and resolution directly improve a system's availability and resilience.

Option D (1 and 4) is the only choice that correctly reflects SRE principles.

\* Measuring critical aspects # essential for correct SLO/SLI alignment

\* Maintaining a short interval between detection and correction # drives higher availability Options including staff performance measurement or generic development relationships are not mentioned as availability-driving factors in the SRE literature.

References:

Site Reliability Engineering: How Google Runs Production Systems, Chapters: "Service Level Objectives,"

"Monitoring Distributed Systems," and "Incident Response."

#### NEW QUESTION # 75

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