

TEXAS CDL STUDY GUIDE 2026-2027 - PRACTICE

EXAM 10 (100 QUESTIONS)

Choose the best answer for each question. This practice exam focuses on general commercial-driving knowledge. It is study material, not an official Texas Department of Public Safety examination. Verify current requirements in the Texas Commercial Driver Handbook before testing.

1. What is the best first action after noticing a vehicle defect during a pre-trip inspection?

- A. Ignore it until the next scheduled service.
- B. Drive slowly and repair it after delivery.
- C. Ask another driver to decide without documenting it.
- D. Report the defect and determine whether the vehicle is safe to operate.

2. Why should a CDL driver plan far ahead in traffic?

- A. To create time and space for controlled decisions.
- B. To maintain the highest possible speed.
- C. To avoid using mirrors as often.
- D. To reduce the need for turn signals.

3. What is the primary purpose of a vehicle inspection report?

- A. To replace the driver license.
- B. To record fuel purchases only.
- C. To communicate vehicle condition and needed repairs.
- D. To establish a delivery schedule.

4. When backing a commercial vehicle, what practice most reduces risk?

- A. Rely only on convex mirrors.
- B. Get out and look when you are unsure of the path.
- C. Back faster to shorten exposure time.
- D. Keep the steering wheel straight at all times.

5. What should you do if you become drowsy while driving?

- A. Open a window and continue.
- B. Stop in a safe location and rest before continuing.
- C. Increase speed to finish sooner.
- D. Use cruise control and relax.

6. Why is a space cushion important around a commercial vehicle?

- A. It gives the driver room to see, react, and maneuver.
- B. It guarantees other drivers will yield.
- C. It eliminates the need for braking.
- D. It allows following closer in rain.

7. What is the safest response to a tailgating vehicle?

- A. Brake sharply to warn the driver.
- B. Change lanes without signaling.
- C. Speed up beyond a safe speed.
- D. Increase the space ahead and avoid sudden braking.

8. Why must cargo be checked after beginning a trip?

- A. The law prohibits any stops later.
- B. Tires cannot be inspected before loading.
- C. Securement can settle or shift after movement begins.
- D. The route becomes shorter after inspection.

9. What is a key advantage of using a spotter while backing?

- A. A spotter removes the need to use mirrors.
- B. A spotter can direct traffic from inside the cab.
- C. A spotter makes backing legal in every location.
- D. A spotter can help identify hazards outside the driver's view.

10. What should a driver do before descending a long grade?

- A. Shift to neutral to save fuel.
- B. Wait until speed builds before downshifting.
- C. Select an appropriate lower gear before starting down.
- D. Turn off the engine to reduce wear.

11. Why is braking distance greater for a heavy vehicle?

- A. Its mirrors create more wind resistance.
- B. Its mass and momentum require more distance to stop.
- C. Its lights take longer to activate.
- D. Its steering wheel turns more slowly.

12. What is the safest way to handle a curve in a commercial vehicle?

- A. Slow to a safe speed before entering the curve.
- B. Brake hard in the middle of the curve.
- C. Accelerate through the curve.

D. Steer sharply after entering.

13. What is the main danger of driving too fast for conditions?

- A. The engine will always stall.
- B. The mirrors will stop working.
- C. The driver may lose control even below the posted limit.
- D. The cargo weight automatically decreases.

14. When should a driver use turn signals?

- A. Only after beginning the lane change.
- B. Only in heavy traffic.
- C. Only when another vehicle is behind.
- D. Early enough to give others time to understand the intended move.

15. What should you do if you miss an exit?

- A. Continue safely and take the next available route.
- B. Back up on the shoulder.
- C. Make a sudden turn across lanes.
- D. Stop in a travel lane to check a map.

16. Why is mirror scanning essential for CDL drivers?

- A. It replaces looking ahead.
- B. It helps detect changing conditions around the vehicle.
- C. It keeps cargo from shifting.
- D. It increases tire pressure.

17. What is the safest approach to railroad crossings?

- A. Shift gears while crossing whenever possible.
- B. Stop on the tracks to check clearance.
- C. Follow the vehicle ahead without checking.
- D. Slow, look, listen, and cross only when the path is clear.

18. What should you do when visibility is reduced by fog?

- A. Use high beams continuously.
- B. Reduce speed and increase following distance.
- C. Follow taillights closely for guidance.
- D. Maintain normal speed to avoid delays.

19. Why should high beams generally not be used in fog?

- A. They use too little electrical power.
- B. They prevent brake lights from working.
- C. They can reflect glare back toward the driver.
- D. They increase tire wear.

20. What is the safest response to a tire blowout?

- A. Hold the steering wheel firmly and slow down gradually.
- B. Immediately brake as hard as possible.
- C. Turn sharply toward the shoulder.
- D. Accelerate to stabilize the vehicle.

21. Why should a driver avoid sudden steering movements?

- A. Abrupt steering can cause loss of traction or rollover.
- B. It makes turn signals flash faster.
- C. It improves fuel economy too much.
- D. It prevents horn use.

22. What should you do when approaching a work zone?

- A. Pass as many vehicles as possible.
- B. Ignore temporary signs if lanes look open.
- C. Use the shoulder to avoid congestion.
- D. Slow down, follow signs, and watch for workers and lane changes.

23. What is the purpose of hazard warning flashers when stopped for an emergency?

- A. To signal that the load is unloaded.
- B. To replace required warning devices.
- C. To warn approaching traffic that the vehicle is a hazard.
- D. To authorize parking anywhere.

24. Why should warning devices be placed carefully after a roadside stop?

- A. They make the vehicle easier to load.
- B. They give approaching drivers advance notice of the hazard.
- C. They increase engine cooling.
- D. They prevent cargo inspection.

25. What is the safest response if a vehicle begins to skid?

- A. Pump the accelerator rapidly.
- B. Turn the wheel repeatedly from side to side.
- C. Apply the parking brake.

D. Avoid overcorrecting and regain traction with smooth control inputs.

26. Why should drivers be cautious on bridges and overpasses in winter weather?

- A. They can freeze before nearby road surfaces.
- B. They always have lower posted limits.
- C. They are protected from wind.
- D. They cannot be treated for ice.

27. What should be checked before coupling a tractor and trailer?

- A. Only the cab radio and heater.
- B. Only the trailer lights.
- C. The fifth wheel, trailer height, and locking connection.
- D. Only the fuel level.

28. What indicates that a fifth-wheel coupling must be checked again?

- A. The windshield is clean.
- B. The jaws or locking mechanism do not appear fully engaged.
- C. The trailer doors are closed.
- D. The engine is idling smoothly.

29. Why should landing gear be raised fully after coupling?

- A. To improve radio reception.
- B. To make the trailer heavier.
- C. To activate the brake lights.
- D. To prevent it from striking the road or obstacles.

30. What is the purpose of a tug test after coupling?

- A. To measure engine horsepower.
- B. To align the steering axle.
- C. To confirm the tractor is securely connected to the trailer.
- D. To check windshield wipers.

31. What is the primary purpose of the service brake system?

- A. To slow or stop the vehicle during normal driving.
- B. To secure the vehicle after parking only.
- C. To steer the vehicle on curves.
- D. To couple the trailer.

32. What is the safest use of the parking brake?

- A. Use it as the main brake on a highway.
- B. Use it to secure a stopped vehicle after the vehicle is stationary.
- C. Apply it while making a sharp curve.
- D. Use it to correct a skid.

33. Why should air brake pressure be monitored?

- A. Adequate pressure is necessary for dependable brake operation.
- B. It determines steering wheel height.
- C. It replaces the need for fuel.
- D. It controls cargo temperature.

34. What is the correct response to an air-system warning?

- A. Continue until the next fuel stop.
- B. Pump the brake pedal repeatedly at speed.
- C. Turn off the warning device.
- D. Stop safely and investigate the cause before continuing.

35. Why is engine braking useful on a downgrade?

- A. It eliminates the need to select a gear.
- B. It increases speed on every grade.
- C. It helps control speed while reducing service-brake use.
- D. It works best in neutral.

36. What can happen if service brakes overheat on a downgrade?

- A. They will improve traction.
- B. They may fade and lose stopping effectiveness.
- C. They will automatically lock the trailer.
- D. They will recharge the air system.

37. Why should a driver inspect brake hoses and connections?

- A. They improve mirror adjustment.
- B. They control the horn volume.
- C. Damage or leaks can reduce braking reliability.
- D. They determine cargo weight.

38. What is a major risk of overloading a vehicle?

- A. It guarantees better traction in all conditions.
- B. It makes turns sharper.
- C. It shortens stopping distance.

D. It can reduce control and overload tires, brakes, or suspension.

39. Why must cargo be properly distributed?

- A. Balanced weight helps maintain vehicle stability and control.
- B. It eliminates the need for securement.
- C. It allows any tire pressure.
- D. It makes backing unnecessary.

40. What is the main purpose of cargo securement?

- A. To reduce the need for inspections.
- B. To prevent cargo from shifting, falling, or becoming a road hazard.
- C. To increase posted speed limits.
- D. To eliminate trailer sway in all cases.

41. What should a driver do after making a sharp turn with a loaded trailer?

- A. Check mirrors for load shift and trailer tracking.
- B. Assume the load cannot move.
- C. Turn off the lights to reduce glare.
- D. Apply the parking brake while moving.

42. Why should cargo doors and securement equipment be inspected?

- A. They determine the vehicle registration class.
- B. They replace the pre-trip inspection.
- C. They can loosen, wear, or fail during use.
- D. They control engine temperature.

43. What should be done with a load that blocks rearward vision?

- A. Drive without checking behind the vehicle.
- B. Use mirrors correctly and follow applicable visibility requirements.
- C. Remove required mirrors.
- D. Back using only the horn.

44. Why must a driver know the vehicle's height?

- A. To select a radio station.
- B. To determine fuel octane.
- C. To calculate tire tread depth.
- D. To avoid striking low bridges, signs, and overhead hazards.

45. What is the safest way to handle an unfamiliar route?

- A. Plan the route for restrictions, clearances, and safe stopping areas.
- B. Follow passenger-car navigation without review.
- C. Make decisions only at the last second.
- D. Assume every road permits commercial traffic.

46. Why should a driver reduce speed before a downgrade, not after?

- A. Brakes only work before hills.
- B. Mirrors work only before hills.
- C. Engines cannot run downhill.
- D. Speed gained on the grade can become difficult to control.

47. What is the safest action when a traffic light turns yellow?

- A. Accelerate automatically.
- B. Stop immediately regardless of following traffic.
- C. Prepare to stop if it can be done safely.
- D. Ignore the signal if the road is clear.

48. Why should drivers avoid driving in another vehicle's blind spot?

- A. It improves tire cooling.
- B. The other driver may not see the commercial vehicle.
- C. It makes lane changes faster.
- D. It eliminates wind resistance.

49. What is the best way to manage speed on wet pavement?

- A. Use cruise control to maintain pace.
- B. Brake later because tires grip better.
- C. Slow down and allow additional following distance.
- D. Drive in the deepest standing water.

50. What should you do before changing lanes?

- A. Check mirrors, signal, and verify the lane is clear.
- B. Move first and signal afterward.
- C. Use only the inside mirror.
- D. Assume smaller vehicles will move.

51. Why should drivers scan intersections before proceeding on a green light?

- A. Green lights guarantee an empty intersection.
- B. It allows a driver to ignore mirrors.
- C. It makes braking unnecessary.

D. Other road users may enter against the signal.

52. What is the safest response to strong crosswinds?

- A. Make frequent sharp steering corrections.
- B. Reduce speed and maintain a firm, steady steering grip.
- C. Drive closer to other vehicles.
- D. Increase speed to reduce exposure.

53. Why is a vehicle more likely to roll over in a curve when top-heavy?

- A. The engine produces less power.
- B. A higher center of gravity increases tipping forces.
- C. The mirrors become smaller.
- D. The brakes cool too quickly.

54. What should you do before entering a curve with a high center of gravity?

- A. Slow early and steer smoothly through the curve.
- B. Accelerate to keep the load upright.
- C. Shift to neutral before the curve.
- D. Brake hard after turning the wheel.

55. Why is maintaining a safe following distance important?

- A. It lets the driver watch only the vehicle ahead.
- B. It guarantees no one can merge.
- C. It provides room to stop or avoid a developing hazard.
- D. It removes the need to scan mirrors.

56. What is the safest response to a vehicle cutting closely in front of you?

- A. Immediately pass on the shoulder.
- B. Follow closely to discourage the behavior.
- C. Use the horn continuously while accelerating.
- D. Ease off and rebuild a safe following distance.

57. Why should headlights be used when visibility is poor?

- A. They help the driver see and help others see the vehicle.
- B. They make braking distance shorter.
- C. They replace windshield wipers.
- D. They eliminate fog.

58. What is the main purpose of reflective markings and clean lights?

- A. To reduce the vehicle's height.
- B. To secure the cargo.
- C. To improve engine compression.
- D. To make the vehicle more visible to other road users.

59. Why should a driver check for leaks under a parked vehicle?

- A. They prove the engine is fully warmed up.
- B. Leaks can signal mechanical problems requiring attention.
- C. They show the tires are aligned.
- D. They reduce the need for an inspection.

60. What should be inspected on tires during a pre-trip?

- A. Only the brand name.
- B. Only the color of the sidewall.
- C. Condition, inflation, damage, and secure mounting.
- D. Only the wheelbase measurement.

61. Why are loose wheel components a serious concern?

- A. They can lead to wheel separation or loss of control.
- B. They improve fuel economy.
- C. They reduce braking distance.
- D. They make turns easier.

62. What is the purpose of checking steering components?

- A. To adjust the trailer doors.
- B. To measure cargo temperature.
- C. To activate hazard flashers.
- D. To confirm steering response is secure and reliable.

63. Why should windshield wipers and washers be checked?

- A. They secure the cargo.
- B. Clear glass is needed for safe visibility in changing weather.
- C. They inflate tires.
- D. They cool the brakes.

64. What is the safest action when sunlight creates glare?

- A. Drive closer to lane markings only.
- B. Turn off all lights.
- C. Accelerate until the glare passes.

D. Slow down, increase space, and use available sun protection.

65. Why should drivers be alert for pedestrians near large vehicles?

- A. Pedestrians always yield to trucks.
- B. Pedestrians cannot be seen in mirrors.
- C. Large vehicles have blind areas and require more stopping distance.
- D. Trucks can stop instantly at low speed.

66. What should a driver do when approaching a school bus with required warning signals?

- A. Obey the applicable stop requirements and watch for children.
- B. Pass quickly before children enter the road.
- C. Follow closely to save time.
- D. Use high beams to alert the bus driver.

67. Why should a driver maintain control before using an escape route?

- A. It makes warning signs unnecessary.
- B. A controlled approach improves the chance of a safe outcome.
- C. It guarantees no vehicle damage.
- D. It allows shifting to neutral.

68. What is the safest response to a stalled vehicle ahead?

- A. Wait until the last moment to brake.
- B. Pass without checking adjacent traffic.
- C. Slow early, create space, and prepare to stop or change lanes safely.
- D. Assume it will move immediately.

69. Why is aggressive driving especially risky in a commercial vehicle?

- A. Large vehicles need more space and time to change speed or direction.
- B. It saves too much fuel.
- C. It makes mirrors unnecessary.
- D. It prevents use of signals.

70. What is the best use of a horn?

- A. Use it continuously to clear traffic.
- B. Use it instead of braking.
- C. Use it briefly to warn others of an immediate hazard.
- D. Use it to communicate routine frustration.

71. Why should a driver avoid distractions inside the cab?

- A. Distractions make tires wear evenly.
- B. Attention is needed to scan, anticipate, and control the vehicle.
- C. Distractions improve route planning.
- D. Distractions increase mirror visibility.

72. What should a driver do before using a mobile device?

- A. Hold it low where it cannot be seen.
- B. Use it whenever traffic is light.
- C. Read messages while stopped in a travel lane.
- D. Follow applicable rules and avoid use that takes attention from driving.

73. Why should a driver secure loose items in the cab?

- A. They improve cargo capacity.
- B. They replace required paperwork.
- C. They can interfere with controls or become hazards during sudden stops.
- D. They improve tire traction.

74. What is the safest response to an emergency vehicle approaching?

- A. Yield safely and follow applicable traffic laws.
- B. Stop immediately in the travel lane.
- C. Race ahead to clear the area.
- D. Block nearby intersections.

75. Why should drivers look for low-clearance signs well in advance?

- A. The sign changes the vehicle height.
- B. Early notice allows a safe route decision before reaching the obstruction.
- C. It guarantees an alternate route nearby.
- D. It removes the need to know vehicle height.

76. What should you do if a bridge clearance appears uncertain?

- A. Drive through slowly and listen for contact.
- B. Follow a smaller vehicle under it.
- C. Lower tire pressure and continue.
- D. Do not proceed until you confirm the vehicle can clear safely.

77. Why is it important to know axle and gross weight limits?

- A. They determine the cab temperature.
- B. They help prevent unsafe loading and roadway damage.
- C. They replace cargo securement.

D. They control headlight brightness.

78. What is the safest way to approach a downgrade in poor weather?

- A. Reduce speed further and select a safe gear before descent.
- B. Coast in neutral to avoid wheel spin.
- C. Use cruise control for steady speed.
- D. Wait to slow until brakes are hot.

79. Why should drivers avoid cruise control on slippery roads?

- A. It makes headlights dim.
- B. It prevents mirror use.
- C. It can delay the driver's direct response to changing traction.
- D. It increases cargo weight.

80. What is a safe way to manage a long drive?

- A. Drive until fatigue forces a stop.
- B. Skip inspections to stay on schedule.
- C. Use stimulants instead of rest.
- D. Plan rest, fuel, inspections, and safe stopping points in advance.

81. Why should a driver recheck mirrors after braking?

- A. Traffic behind and beside the vehicle may have changed position.
- B. The mirrors reset after every stop.
- C. It adjusts cargo securement automatically.
- D. It reduces air pressure.

82. What is the best response when another driver behaves unpredictably?

- A. Match the driver's speed closely.
- B. Force the driver to yield.
- C. Ignore the behavior because it is not your fault.
- D. Create more space and avoid assuming what the driver will do.

83. Why must drivers account for trailer offtracking in turns?

- A. The trailer always turns wider than the tractor.
- B. Trailer wheels follow a shorter path than tractor wheels.
- C. Offtracking only occurs while backing.
- D. It changes engine oil pressure.

84. What should a driver do before making a right turn in a large vehicle?

- A. Begin from any lane without checking.
- B. Turn sharply from the far left lane.
- C. Position properly, signal early, and check for road users beside the vehicle.
- D. Use the horn instead of signals.

85. Why is a left turn at an intersection a higher-risk maneuver?

- A. It may require judging gaps while crossing opposing traffic.
- B. The steering wheel locks on left turns.
- C. Mirrors do not work during left turns.
- D. Trailers cannot follow left turns.

86. What is the safest way to enter a highway?

- A. Stop at the end of every ramp.
- B. Merge without checking mirrors.
- C. Enter at a very low speed regardless of traffic.
- D. Match traffic flow when possible and merge only when a safe gap exists.

87. Why should a driver leave extra distance before an exit?

- A. It lets the driver stop on the shoulder.
- B. It eliminates the need for signals.
- C. It allows a gradual, predictable move to the exit lane.
- D. It allows backing if the exit is missed.

88. What should you do if traffic begins to slow unexpectedly?

- A. Wait until the gap disappears.
- B. Ease off early, check mirrors, and brake smoothly as needed.
- C. Change lanes immediately without signaling.
- D. Use the parking brake first.

89. Why should a driver use four-way flashers during sudden heavy slowing when appropriate?

- A. They replace brake lights.
- B. They can give following traffic added warning of a developing hazard.
- C. They make passing legal.
- D. They prevent all rear-end crashes.

90. What is the purpose of a pre-trip inspection?

- A. To document the delivery route only.
- B. To replace all maintenance.
- C. To find safety problems before the vehicle enters service.

D. To avoid checking mirrors while driving.

91. Why should drivers check emergency equipment?

- A. It is needed only for vehicle registration.
- B. It increases load capacity.
- C. It replaces a first-aid response.
- D. It must be available and usable when a roadside problem occurs.

92. What is the safest response to a vehicle fire?

- A. Stop safely, protect yourself, and follow emergency procedures.
- B. Open the cargo area immediately.
- C. Drive faster to reach a service station.
- D. Park under an overpass.

93. Why should a driver avoid parking where the vehicle is hard to see?

- A. It makes fuel last longer.
- B. Poor visibility increases the risk of a collision with the parked vehicle.
- C. It changes the trailer height.
- D. It improves the battery charge.

94. What should be considered before parking a commercial vehicle?

- A. Surface stability, clearance, traffic exposure, and the ability to leave safely.
- B. Only the distance to a restaurant.
- C. Only the radio signal.
- D. Only the cab interior temperature.

95. Why should wheel chocks be used when required or appropriate?

- A. They replace the parking brake in all situations.
- B. They cool the tires.
- C. They add protection against unintended vehicle movement.
- D. They increase engine power.

96. What is the safest action before opening trailer doors?

- A. Open both doors quickly without looking.
- B. Stand directly in front of the doors.
- C. Release all securement from inside first.
- D. Check for shifted cargo and stand clear of the opening path.

97. Why should drivers be cautious when loading or unloading?

- A. Loading automatically improves braking.
- B. Changing weight and movement can create instability and injury hazards.
- C. Unloading eliminates all blind spots.
- D. Cargo never shifts during handling.

98. What is the best response to an instruction that appears unsafe?

- A. Stop and clarify the instruction before proceeding.
- B. Follow it quickly to avoid delay.
- C. Ignore all instructions permanently.
- D. Ask another driver to perform it without explanation.

99. Why should drivers know the location of safety equipment?

- A. It helps select a route.
- B. It changes the vehicle's weight rating.
- C. It replaces preventive maintenance.
- D. Quick access matters during an emergency.

100. What should a driver do after a minor collision?

- A. Leave if damage seems small.
- B. Move on before checking for injuries.
- C. Stop safely, secure the scene, and follow reporting procedures.
- D. Argue with other drivers in traffic.

Practice Exam 10: Answer Key and Explanations

1. D — Defects must be evaluated before operation so an unsafe vehicle is not placed in service. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip.

2. A — Looking well ahead lets a driver identify developing hazards and respond smoothly. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip. Maintain safe margins.

3. C — A clear inspection report helps carriers correct safety defects before the vehicle is used again. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip.

4. B — Direct observation can reveal people, objects, or clearance problems that mirrors may not show. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip.

5. B — Fatigue reduces attention and reaction quality; rest is the reliable response. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip. Maintain safe margins.

6. A — Extra space buys decision time and reduces the severity of sudden conflicts. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip. Maintain safe margins.

7. D — More following distance ahead provides a gradual braking option when someone is close behind. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip.

8. C — Loads may loosen as the vehicle vibrates, turns, and brakes during early travel. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip. Maintain safe margins.

9. D — A properly positioned spotter adds information, but the driver remains responsible for safe movement. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip.

10. C — Entering the grade in a safe gear helps control speed without overheating the service brakes. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip.

11. B — A loaded commercial vehicle carries substantial momentum, so it needs space for controlled braking. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip.

12. A — Reducing speed before the turn preserves tire traction and lowers rollover risk. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip. Maintain safe margins.

13. C — Posted limits assume normal conditions; weather, traffic, and roadway surface may require slower travel. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip.

14. D — Early signaling makes the vehicle predictable and helps other road users adjust safely. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip. Maintain safe margins.

15. A — A missed exit is inconvenient, not an emergency; unsafe recovery maneuvers create serious hazards. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip.

16. B — Frequent mirror checks reveal vehicles, pedestrians, and trailer behavior that affect safe decisions. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip. Maintain safe margins.

17. D — Railroad crossings demand deliberate observation because trains are large, fast, and unable to stop quickly. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip.

18. B — Lower visibility shortens the distance available to recognize hazards and stop safely. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip. Maintain safe margins.

19. C — Light reflected by moisture can reduce contrast and make it harder to see the roadway. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip.

20. A — Firm steering and gradual deceleration help maintain directional control while the vehicle settles. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip. Maintain safe margins.

21. A — Large vehicles respond with weight transfer, so smooth steering is critical for stability. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip. Maintain safe margins.

22. D — Work zones change roadway patterns and place vulnerable workers close to traffic. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip. Maintain safe margins.

23. C — Flashers improve conspicuity, but required warning procedures still apply when applicable. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip. Maintain safe margins.

24. B — Proper advance warning helps other drivers slow or move over before reaching the stopped vehicle. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip.

25. D — Sudden inputs can worsen a skid; controlled steering and speed reduction support recovery. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip. Maintain safe margins.

26. A — Elevated surfaces lose heat from above and below, making them prone to earlier icing. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip.

27. C — Correct coupling prevents a dropped trailer or an incomplete connection that could separate in motion. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip.

28. B — A positive visual and physical confirmation of the locking mechanism is essential before travel. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip.

29. D — Raised, secured landing gear preserves clearance and prevents damage during turns and uneven surfaces. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip.

30. C — A controlled tug test can reveal an improper coupling before the vehicle moves onto public roads. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip.

31. A — Service brakes provide the controlled deceleration needed for routine stops and speed adjustments. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip. Maintain safe margins.

32. B — Parking brakes are designed to hold a stopped vehicle, not replace normal service braking. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip.

33. A — Air systems require sufficient pressure and timely warnings so brake problems are noticed before a loss of control. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip.

34. D — A warning may indicate declining braking capability, so continued operation can be unsafe. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip. Maintain safe margins.

35. C — Using drivetrain resistance supports stable speed control and helps prevent brake overheating. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip. Maintain safe margins.

36. B — Excess heat reduces brake performance, making it much harder to slow a heavy vehicle safely. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip.

37. C — Brake components must be intact and connected because a leak or damaged line can compromise stopping ability. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip.

38. D — Excess weight stresses vehicle systems and increases the distance and stability margin needed for safe operation. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip.

39. A — Poor distribution can overload an axle, affect steering, or increase rollover and handling risk. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip.

40. B — Securement keeps the load under control and protects other road users from falling or moving cargo. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip.

41. A — Turns can change cargo forces, so mirror checks help detect unsafe trailer or load behavior promptly. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip.

42. C — Regular inspection identifies damaged straps, locks, doors, and hardware before they permit cargo movement. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip.

43. B — Blocked direct vision increases reliance on properly adjusted mirrors and careful backing procedures. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip. Maintain safe margins.

44. D — Knowing actual height supports route planning and prevents collisions with low-clearance structures. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip. Maintain safe margins.

45. A — Commercial routes need advance planning because size, weight, and hazardous restrictions may apply. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip. Maintain safe margins.

46. D — Starting slowly and in the right gear prevents excessive speed and reduces brake demand. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip.

47. C — Yellow warns that the signal is changing; the correct response depends on a safe, controlled stop. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip.

48. B — Visible positioning helps other drivers predict your location and reduces the chance of a sideswipe. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip.

49. C — Water reduces tire traction and lengthens stopping distance, requiring more time and space. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip. Maintain safe margins.

50. A — A complete scan and early signal reduce conflicts with vehicles that may be beside or behind the truck. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip.

51. D — A green light grants right of way but does not remove the need to watch for hazards. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip.

52. B — Crosswinds can push tall vehicles and trailers, so lower speed and smooth control improve stability. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip.

53. B — Weight carried high shifts outward in a turn and can overcome tire grip or suspension stability. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip.

54. A — Early speed reduction limits lateral force and is especially important for tall or unstable loads. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip.

55. C — Following distance is a flexible safety margin that grows with speed, weight, and poor conditions. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip.

56. D — Avoid retaliation; reducing speed slightly restores space and leaves room for a safe response. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip.

57. A — Lighting improves conspicuity and roadway visibility, though speed and following distance must still be adjusted. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip.

58. D — Visibility equipment gives others earlier notice of the vehicle, particularly at night and in bad weather. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip.

59. B — Fluids on the ground can indicate a defect that affects safety, reliability, or environmental compliance. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip.

60. C — Tires carry the vehicle load and provide traction, so damage or improper inflation can quickly become dangerous. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip.

61. A — Wheel and rim defects can worsen rapidly under heavy loads, so they require immediate attention. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip.

62. D — Loose or damaged steering parts can make the vehicle difficult to control, especially during emergency maneuvers. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip.

63. B — A driver must be able to clear rain, spray, and dirt promptly to maintain a usable field of vision. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip.

64. D — Glare can hide hazards and signals, so reduced speed and extra space compensate for reduced visual information. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip.

65. C — Pedestrians may be hard to see near the cab or trailer, and a commercial vehicle cannot stop instantly. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip.

66. A — Children can enter the roadway unexpectedly, so the driver must follow the applicable traffic-control requirements. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip.

67. B — Escape routes are emergency resources; reducing speed and steering smoothly improves their effectiveness. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip. Maintain safe margins.

68. C — Early recognition gives a heavy vehicle time to respond without sudden braking or unsafe lane movement. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip.

69. A — Tailgating, sudden lane changes, and speeding reduce the margins needed to operate a heavy vehicle safely. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip.

70. C — A brief warning can draw attention, but braking, steering, and space management remain the primary controls. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip.

71. B — Driving safely requires continuous processing of traffic, roadway, vehicle, and cargo information. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip. Maintain safe margins.

72. D — Even brief distraction can remove the visual and mental attention needed to respond to changing traffic. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip.

73. C — Unsecured items can shift under braking or turning and distract the driver at a critical moment. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip.

74. A — Emergency responders need a predictable, clear path; safe yielding protects everyone involved. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip. Maintain safe margins.

75. B — A commercial vehicle may not have room to turn around near a low structure, so planning matters. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip.

76. D — Uncertainty about clearance is a stop-and-verify situation because striking an overhead structure can be severe. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip.

77. B — Weight limits protect vehicle systems, bridges, pavement, and safe handling characteristics. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip. Maintain safe margins.

78. A — Reduced traction and downhill momentum require an even larger safety margin than dry conditions. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip.

79. C — Slippery conditions demand immediate speed adjustments, which are easier with direct throttle control. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip. Maintain safe margins.

80. D — A realistic plan supports alertness, legal compliance, and safer decisions throughout the trip. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip. Maintain safe margins.

81. A — Braking can cause nearby vehicles to close distance or move into blind areas, so updated awareness matters. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip.

82. D — Defensive driving treats uncertainty as a reason to increase margin, not as a reason to compete. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip.

83. B — Knowing the trailer path helps the driver position properly and avoid curbs, vehicles, and fixed objects. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip.

84. C — Right turns can create blind-area risks and trailer offtracking, so deliberate setup is necessary. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip.

85. A — A left turn combines path control with gap judgment, making patience and visibility especially important. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip.

86. D — A controlled merge requires observation, signaling, and a speed that fits the traffic situation. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip.

87. C — Early lane preparation reduces sudden weaving and gives other drivers time to understand the intended movement. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip.

88. B — Early, smooth slowing gives following traffic more warning and keeps the vehicle stable. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip. Maintain safe margins.

89. B — Additional warning can help drivers behind recognize an unusual slowdown, but it does not replace careful braking. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip.

90. C — A systematic inspection catches defects early, when they can be corrected before they become roadway emergencies. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip.

91. D — Emergency equipment is valuable only if it is present, accessible, and in serviceable condition when needed. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip.

92. A — Fire can escalate quickly; personal safety, warning others, and proper emergency action take priority. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip.

93. B — A visible, safe parking location helps approaching road users recognize and avoid the stopped commercial vehicle. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip.

94. A — Safe parking requires more than available space; the location must support secure stopping and safe reentry into traffic. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip.

95. C — Chocks supplement proper braking and are especially useful where slope, loading, or procedures create movement risk. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip.

96. D — Cargo can shift against doors during transit, creating a risk of falling material when a door is opened. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip.

97. B — Loading activities involve people, equipment, and changing forces, so communication and controlled procedures matter. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip.

98. A — A CDL driver remains responsible for safe operation and should resolve unsafe or unclear directions before acting. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip.

99. D — Knowing where equipment is stored avoids delay when warning, fire, or first-response actions are needed. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip.

100. C — Even minor crashes require safe scene management and proper reporting because injuries or damage may not be obvious. In commercial driving, the keyed response supports predictable control and protects people nearby. The other choices delay the safety action, rely on an unsafe shortcut, or do not solve the stated situation before continuing the trip.