

TEXAS CDL STUDY GUIDE 2026-2027 - PRACTICE

EXAM 12 (100 QUESTIONS)

Choose the best answer for each question. This study exam focuses on general commercial-driving knowledge and is not an official Texas Department of Public Safety examination. Check the current Texas Commercial Driver Handbook before testing.

1. In this driving scenario, what is the best response when approaching a steep downhill grade?

- A. coast in neutral to reduce engine resistance
- B. wait for speed to build before choosing a gear
- C. slow early, select a safe lower gear, and control speed before descent
- D. rely only on repeated hard braking

2. What safety reason best explains planning for a steep downhill grade?

- A. It guarantees other drivers will yield.
- B. It removes the need to check mirrors.
- C. It eliminates all vehicle limitations.
- D. downhill speed can build faster than service brakes can safely manage

3. Which response should a CDL driver avoid when dealing with a steep downhill grade?

- A. coast in neutral to reduce engine resistance
- B. slow early, select a safe lower gear, and control speed before descent
- C. Slow down and reassess conditions.
- D. Use smooth, deliberate control inputs.

4. When preparing to travel through a steep downhill grade, what should the driver prioritize?

- A. wait for speed to build before choosing a gear
- B. slow early, select a safe lower gear, and control speed before descent
- C. rely only on repeated hard braking
- D. Ignoring changes in traffic conditions.

5. In this driving scenario, what is the best response when approaching a sharp curve?

- A. accelerate into the curve to finish it quickly
- B. brake sharply after the vehicle is already turning
- C. make a sudden steering correction mid-curve
- D. reduce speed before the curve and steer smoothly through it

6. What safety reason best explains planning for a sharp curve?

- A. It guarantees other drivers will yield.
- B. It removes the need to check mirrors.
- C. speed and abrupt steering increase the chance of losing stability
- D. It eliminates all vehicle limitations.

7. Which response should a CDL driver avoid when dealing with a sharp curve?

- A. accelerate into the curve to finish it quickly
- B. reduce speed before the curve and steer smoothly through it
- C. Slow down and reassess conditions.
- D. Use smooth, deliberate control inputs.

8. When preparing to travel through a sharp curve, what should the driver prioritize?

- A. brake sharply after the vehicle is already turning
- B. reduce speed before the curve and steer smoothly through it
- C. make a sudden steering correction mid-curve
- D. Ignoring changes in traffic conditions.

9. In this driving scenario, what is the best response when approaching a blind-side backing situation?

- A. get out and look, then back slowly with reliable guidance if available
- B. depend on mirrors alone without checking the path
- C. back quickly to minimize time in reverse
- D. assume the area is clear because it was clear earlier

10. What safety reason best explains planning for a blind-side backing situation?

- A. It guarantees other drivers will yield.
- B. It removes the need to check mirrors.
- C. It eliminates all vehicle limitations.
- D. blind areas can hide people, vehicles, and fixed objects

11. Which response should a CDL driver avoid when dealing with a blind-side backing situation?

- A. get out and look, then back slowly with reliable guidance if available
- B. Slow down and reassess conditions.
- C. depend on mirrors alone without checking the path
- D. Use smooth, deliberate control inputs.

12. When preparing to travel through a blind-side backing situation, what should the driver prioritize?

- A. back quickly to minimize time in reverse
- B. get out and look, then back slowly with reliable guidance if available
- C. assume the area is clear because it was clear earlier

D. Ignoring changes in traffic conditions.

13. In this driving scenario, what is the best response when approaching an intersection after receiving a green signal?

- A. enter without looking because you have the right of way
- B. scan the intersection and proceed only when the path is clear
- C. accelerate immediately to clear the intersection
- D. focus only on the vehicle directly ahead

14. What safety reason best explains planning for an intersection after receiving a green signal?

- A. It guarantees other drivers will yield.
- B. It removes the need to check mirrors.
- C. a green signal does not guarantee that cross traffic has stopped
- D. It eliminates all vehicle limitations.

15. Which response should a CDL driver avoid when dealing with an intersection after receiving a green signal?

- A. scan the intersection and proceed only when the path is clear
- B. Slow down and reassess conditions.
- C. Use smooth, deliberate control inputs.
- D. enter without looking because you have the right of way

16. When preparing to travel through an intersection after receiving a green signal, what should the driver prioritize?

- A. scan the intersection and proceed only when the path is clear
- B. accelerate immediately to clear the intersection
- C. focus only on the vehicle directly ahead

D. Ignoring changes in traffic conditions.

17. In this driving scenario, what is the best response when approaching a vehicle following too closely?

- A. brake suddenly to send a warning
- B. speed up beyond safe conditions
- C. increase the space ahead and brake gradually if needed
- D. move lanes without checking traffic

18. What safety reason best explains planning for a vehicle following too closely?

- A. It guarantees other drivers will yield.
- B. extra space creates a smoother stopping option and reduces rear-end risk
- C. It removes the need to check mirrors.
- D. It eliminates all vehicle limitations.

19. Which response should a CDL driver avoid when dealing with a vehicle following too closely?

- A. increase the space ahead and brake gradually if needed
- B. Slow down and reassess conditions.
- C. Use smooth, deliberate control inputs.
- D. brake suddenly to send a warning

20. When preparing to travel through a vehicle following too closely, what should the driver prioritize?

- A. increase the space ahead and brake gradually if needed
- B. speed up beyond safe conditions
- C. move lanes without checking traffic
- D. Ignoring changes in traffic conditions.

21. In this driving scenario, what is the best response when approaching a wet roadway?

- A. use cruise control to maintain normal speed
- B. follow other traffic more closely for guidance
- C. brake later because pavement is cooler
- D. reduce speed and increase following distance

22. What safety reason best explains planning for a wet roadway?

- A. It guarantees other drivers will yield.
- B. It removes the need to check mirrors.
- C. water reduces traction and can increase stopping distance
- D. It eliminates all vehicle limitations.

23. Which response should a CDL driver avoid when dealing with a wet roadway?

- A. use cruise control to maintain normal speed
- B. reduce speed and increase following distance
- C. Slow down and reassess conditions.
- D. Use smooth, deliberate control inputs.

24. When preparing to travel through a wet roadway, what should the driver prioritize?

- A. follow other traffic more closely for guidance
- B. reduce speed and increase following distance
- C. brake later because pavement is cooler
- D. Ignoring changes in traffic conditions.

25. In this driving scenario, what is the best response when approaching a strong crosswind?

- A. steer rapidly from side to side
- B. drive close beside another large vehicle
- C. increase speed to shorten exposure
- D. slow down and make small, steady steering corrections

26. What safety reason best explains planning for a strong crosswind?

- A. It guarantees other drivers will yield.
- B. wind can push a high-profile vehicle or trailer off its intended path
- C. It removes the need to check mirrors.
- D. It eliminates all vehicle limitations.

27. Which response should a CDL driver avoid when dealing with a strong crosswind?

- A. steer rapidly from side to side
- B. slow down and make small, steady steering corrections
- C. Slow down and reassess conditions.
- D. Use smooth, deliberate control inputs.

28. When preparing to travel through a strong crosswind, what should the driver prioritize?

- A. drive close beside another large vehicle
- B. increase speed to shorten exposure
- C. slow down and make small, steady steering corrections
- D. Ignoring changes in traffic conditions.

29. In this driving scenario, what is the best response when approaching a tire failure while moving?

- A. apply the parking brake immediately
- B. turn sharply toward the shoulder
- C. accelerate before evaluating the vehicle

D. hold the wheel firmly and slow down gradually

30. What safety reason best explains planning for a tire failure while moving?

- A. It guarantees other drivers will yield.
- B. abrupt braking or steering can turn a tire failure into a loss of control
- C. It removes the need to check mirrors.
- D. It eliminates all vehicle limitations.

31. Which response should a CDL driver avoid when dealing with a tire failure while moving?

- A. hold the wheel firmly and slow down gradually
- B. Slow down and reassess conditions.
- C. apply the parking brake immediately
- D. Use smooth, deliberate control inputs.

32. When preparing to travel through a tire failure while moving, what should the driver prioritize?

- A. hold the wheel firmly and slow down gradually
- B. turn sharply toward the shoulder
- C. accelerate before evaluating the vehicle
- D. Ignoring changes in traffic conditions.

33. In this driving scenario, what is the best response when approaching a railroad crossing?

- A. shift gears on the tracks whenever possible
- B. stop with the vehicle over the tracks
- C. slow, look, listen, and cross only when the entire path is clear
- D. follow the vehicle ahead without checking

34. What safety reason best explains planning for a railroad crossing?

- A. It guarantees other drivers will yield.
- B. trains are difficult to judge and cannot stop quickly for highway traffic
- C. It removes the need to check mirrors.
- D. It eliminates all vehicle limitations.

35. Which response should a CDL driver avoid when dealing with a railroad crossing?

- A. shift gears on the tracks whenever possible
- B. slow, look, listen, and cross only when the entire path is clear
- C. Slow down and reassess conditions.
- D. Use smooth, deliberate control inputs.

36. When preparing to travel through a railroad crossing, what should the driver prioritize?

- A. stop with the vehicle over the tracks
- B. follow the vehicle ahead without checking
- C. slow, look, listen, and cross only when the entire path is clear
- D. Ignoring changes in traffic conditions.

37. In this driving scenario, what is the best response when approaching a work zone?

- A. use the shoulder to bypass congestion
- B. ignore signs if the road appears open
- C. pass aggressively before the lane closes
- D. obey temporary signs, reduce speed, and watch for changing lane patterns

38. What safety reason best explains planning for a work zone?

- A. It guarantees other drivers will yield.
- B. workers, equipment, and narrowed lanes create rapidly changing hazards
- C. It removes the need to check mirrors.
- D. It eliminates all vehicle limitations.

39. Which response should a CDL driver avoid when dealing with a work zone?

- A. obey temporary signs, reduce speed, and watch for changing lane patterns
- B. Slow down and reassess conditions.
- C. Use smooth, deliberate control inputs.
- D. use the shoulder to bypass congestion

40. When preparing to travel through a work zone, what should the driver prioritize?

- A. obey temporary signs, reduce speed, and watch for changing lane patterns
- B. ignore signs if the road appears open
- C. pass aggressively before the lane closes
- D. Ignoring changes in traffic conditions.

41. In this driving scenario, what is the best response when approaching a low-clearance warning?

- A. follow a smaller vehicle under the obstacle
- B. deflate tires and continue
- C. stop or reroute until you confirm that the vehicle will clear safely
- D. drive slowly until contact is heard

42. What safety reason best explains planning for a low-clearance warning?

- A. It guarantees other drivers will yield.
- B. a commercial vehicle can strike an overhead obstacle if height is unknown
- C. It removes the need to check mirrors.

D. It eliminates all vehicle limitations.

43. Which response should a CDL driver avoid when dealing with a low-clearance warning?

- A. stop or reroute until you confirm that the vehicle will clear safely
- B. Slow down and reassess conditions.
- C. Use smooth, deliberate control inputs.
- D. follow a smaller vehicle under the obstacle

44. When preparing to travel through a low-clearance warning, what should the driver prioritize?

- A. stop or reroute until you confirm that the vehicle will clear safely
- B. deflate tires and continue
- C. drive slowly until contact is heard
- D. Ignoring changes in traffic conditions.

45. In this driving scenario, what is the best response when approaching a lane change?

- A. move first and signal afterward
- B. check only the inside mirror
- C. expect smaller vehicles to yield
- D. check mirrors, signal early, and verify the target lane is clear

46. What safety reason best explains planning for a lane change?

- A. It guarantees other drivers will yield.
- B. It removes the need to check mirrors.
- C. nearby traffic can be hidden in blind areas or change position quickly
- D. It eliminates all vehicle limitations.

47. Which response should a CDL driver avoid when dealing with a lane change?

- A. move first and signal afterward
- B. check mirrors, signal early, and verify the target lane is clear
- C. Slow down and reassess conditions.
- D. Use smooth, deliberate control inputs.

48. When preparing to travel through a lane change, what should the driver prioritize?

- A. check only the inside mirror
- B. check mirrors, signal early, and verify the target lane is clear
- C. expect smaller vehicles to yield
- D. Ignoring changes in traffic conditions.

49. In this driving scenario, what is the best response when approaching a right turn in a large vehicle?

- A. turn sharply from a far-left position
- B. set up the turn early and check carefully for road users beside the vehicle
- C. begin turning without using a signal
- D. watch only the traffic ahead

50. What safety reason best explains planning for a right turn in a large vehicle?

- A. It guarantees other drivers will yield.
- B. It removes the need to check mirrors.
- C. It eliminates all vehicle limitations.
- D. trailer offtracking and blind areas create risk near the passenger side

51. Which response should a CDL driver avoid when dealing with a right turn in a large vehicle?

- A. turn sharply from a far-left position
- B. set up the turn early and check carefully for road users beside the vehicle
- C. Slow down and reassess conditions.
- D. Use smooth, deliberate control inputs.

52. When preparing to travel through a right turn in a large vehicle, what should the driver prioritize?

- A. begin turning without using a signal
- B. watch only the traffic ahead
- C. set up the turn early and check carefully for road users beside the vehicle
- D. Ignoring changes in traffic conditions.

53. In this driving scenario, what is the best response when approaching an unfamiliar commercial route?

- A. follow any navigation prompt without review
- B. plan for clearance, restrictions, legal access, and safe stopping points
- C. make route decisions at the last second
- D. assume every street accepts commercial traffic

54. What safety reason best explains planning for an unfamiliar commercial route?

- A. It guarantees other drivers will yield.
- B. It removes the need to check mirrors.
- C. vehicle size and weight may make a passenger-car route unsuitable
- D. It eliminates all vehicle limitations.

55. Which response should a CDL driver avoid when dealing with an unfamiliar commercial route?

- A. plan for clearance, restrictions, legal access, and safe stopping points
- B. Slow down and reassess conditions.

- C. Use smooth, deliberate control inputs.
- D. follow any navigation prompt without review

56. When preparing to travel through an unfamiliar commercial route, what should the driver prioritize?

- A. plan for clearance, restrictions, legal access, and safe stopping points
- B. make route decisions at the last second
- C. assume every street accepts commercial traffic
- D. Ignoring changes in traffic conditions.

57. In this driving scenario, what is the best response when approaching a pre-trip inspection?

- A. inspect only the cab and lights
- B. skip items that were satisfactory yesterday
- C. delay reporting defects until the next delivery
- D. follow a consistent inspection sequence and correct or report unsafe defects

58. What safety reason best explains planning for a pre-trip inspection?

- A. It guarantees other drivers will yield.
- B. a systematic check makes safety defects easier to find before travel
- C. It removes the need to check mirrors.
- D. It eliminates all vehicle limitations.

59. Which response should a CDL driver avoid when dealing with a pre-trip inspection?

- A. follow a consistent inspection sequence and correct or report unsafe defects
- B. Slow down and reassess conditions.
- C. inspect only the cab and lights
- D. Use smooth, deliberate control inputs.

60. When preparing to travel through a pre-trip inspection, what should the driver prioritize?

- A. follow a consistent inspection sequence and correct or report unsafe defects
- B. skip items that were satisfactory yesterday
- C. delay reporting defects until the next delivery
- D. Ignoring changes in traffic conditions.

61. In this driving scenario, what is the best response when approaching coupling a tractor and trailer?

- A. connect air lines after driving away
- B. confirm trailer height, fifth-wheel engagement, and a secure locking connection
- C. assume coupling is complete if the trailer looks level
- D. raise landing gear before checking the connection

62. What safety reason best explains planning for coupling a tractor and trailer?

- A. a missed connection can allow a trailer to separate or drop
- B. It guarantees other drivers will yield.
- C. It removes the need to check mirrors.
- D. It eliminates all vehicle limitations.

63. Which response should a CDL driver avoid when dealing with coupling a tractor and trailer?

- A. confirm trailer height, fifth-wheel engagement, and a secure locking connection
- B. Slow down and reassess conditions.
- C. Use smooth, deliberate control inputs.
- D. connect air lines after driving away

64. When preparing to travel through coupling a tractor and trailer, what should the driver prioritize?

- A. assume coupling is complete if the trailer looks level
- B. raise landing gear before checking the connection
- C. confirm trailer height, fifth-wheel engagement, and a secure locking connection
- D. Ignoring changes in traffic conditions.

65. In this driving scenario, what is the best response when approaching a cargo check?

- A. assume straps cannot loosen after loading
- B. inspect securement and load condition during the trip as required
- C. check only after the final delivery
- D. open trailer doors without considering load shift

66. What safety reason best explains planning for a cargo check?

- A. It guarantees other drivers will yield.
- B. It removes the need to check mirrors.
- C. vibration, braking, and turns can loosen or shift cargo
- D. It eliminates all vehicle limitations.

67. Which response should a CDL driver avoid when dealing with a cargo check?

- A. inspect securement and load condition during the trip as required
- B. Slow down and reassess conditions.
- C. Use smooth, deliberate control inputs.
- D. assume straps cannot loosen after loading

68. When preparing to travel through a cargo check, what should the driver prioritize?

- A. inspect securement and load condition during the trip as required
- B. check only after the final delivery
- C. open trailer doors without considering load shift

D. Ignoring changes in traffic conditions.

69. In this driving scenario, what is the best response when approaching a foggy roadway?

- A. use high beams continuously
- B. slow down, use appropriate lighting, and allow more space
- C. follow taillights closely at normal speed
- D. maintain speed to avoid delay

70. What safety reason best explains planning for a foggy roadway?

- A. limited visibility reduces the distance available to detect and avoid hazards
- B. It guarantees other drivers will yield.
- C. It removes the need to check mirrors.
- D. It eliminates all vehicle limitations.

71. Which response should a CDL driver avoid when dealing with a foggy roadway?

- A. slow down, use appropriate lighting, and allow more space
- B. Slow down and reassess conditions.
- C. use high beams continuously
- D. Use smooth, deliberate control inputs.

72. When preparing to travel through a foggy roadway, what should the driver prioritize?

- A. follow taillights closely at normal speed
- B. maintain speed to avoid delay
- C. Ignoring changes in traffic conditions.
- D. slow down, use appropriate lighting, and allow more space

73. In this driving scenario, what is the best response when approaching an emergency roadside stop?

- A. stop in a travel lane to make a call
- B. secure the vehicle, warn approaching traffic, and protect yourself
- C. leave the vehicle unprotected while seeking help
- D. assume hazard flashers alone solve every warning need

74. What safety reason best explains planning for an emergency roadside stop?

- A. It guarantees other drivers will yield.
- B. It removes the need to check mirrors.
- C. a stopped commercial vehicle can be difficult for approaching traffic to recognize
- D. It eliminates all vehicle limitations.

75. Which response should a CDL driver avoid when dealing with an emergency roadside stop?

- A. stop in a travel lane to make a call
- B. secure the vehicle, warn approaching traffic, and protect yourself
- C. Slow down and reassess conditions.
- D. Use smooth, deliberate control inputs.

76. When preparing to travel through an emergency roadside stop, what should the driver prioritize?

- A. leave the vehicle unprotected while seeking help
- B. assume hazard flashers alone solve every warning need
- C. Ignoring changes in traffic conditions.
- D. secure the vehicle, warn approaching traffic, and protect yourself

77. In this driving scenario, what is the best response when approaching an icy surface?

- A. test traction with a hard brake application
- B. slow substantially, avoid abrupt inputs, and increase spacing
- C. use cruise control for a steady pace
- D. continue at dry-road speed until traffic slows

78. What safety reason best explains planning for an icy surface?

- A. It guarantees other drivers will yield.
- B. It removes the need to check mirrors.
- C. ice can sharply reduce traction with little warning
- D. It eliminates all vehicle limitations.

79. Which response should a CDL driver avoid when dealing with an icy surface?

- A. slow substantially, avoid abrupt inputs, and increase spacing
- B. Slow down and reassess conditions.
- C. Use smooth, deliberate control inputs.
- D. test traction with a hard brake application

80. When preparing to travel through an icy surface, what should the driver prioritize?

- A. slow substantially, avoid abrupt inputs, and increase spacing
- B. use cruise control for a steady pace
- C. continue at dry-road speed until traffic slows
- D. Ignoring changes in traffic conditions.

81. In this driving scenario, what is the best response when approaching a downhill brake concern?

- A. use engine braking and a safe gear to limit service-brake heating
- B. shift to neutral before descending
- C. apply the parking brake while moving

D. wait until brakes are hot before slowing

82. What safety reason best explains planning for a downhill brake concern?

- A. It guarantees other drivers will yield.
- B. It removes the need to check mirrors.
- C. overheated service brakes can fade and provide less stopping power
- D. It eliminates all vehicle limitations.

83. Which response should a CDL driver avoid when dealing with a downhill brake concern?

- A. use engine braking and a safe gear to limit service-brake heating
- B. shift to neutral before descending
- C. Slow down and reassess conditions.
- D. Use smooth, deliberate control inputs.

84. When preparing to travel through a downhill brake concern, what should the driver prioritize?

- A. apply the parking brake while moving
- B. wait until brakes are hot before slowing
- C. Ignoring changes in traffic conditions.
- D. use engine braking and a safe gear to limit service-brake heating

85. In this driving scenario, what is the best response when approaching a distracted-driving temptation?

- A. read a message while traffic is light
- B. keep attention on driving and handle non-driving tasks only when safely stopped
- C. hold a device below the dashboard
- D. complete paperwork while rolling slowly

86. What safety reason best explains planning for a distracted-driving temptation?

- A. safe commercial driving requires continuous observation and decision-making
- B. It guarantees other drivers will yield.
- C. It removes the need to check mirrors.
- D. It eliminates all vehicle limitations.

87. Which response should a CDL driver avoid when dealing with a distracted-driving temptation?

- A. keep attention on driving and handle non-driving tasks only when safely stopped
- B. Slow down and reassess conditions.
- C. Use smooth, deliberate control inputs.
- D. read a message while traffic is light

88. When preparing to travel through a distracted-driving temptation, what should the driver prioritize?

- A. hold a device below the dashboard
- B. complete paperwork while rolling slowly
- C. keep attention on driving and handle non-driving tasks only when safely stopped
- D. Ignoring changes in traffic conditions.

89. In this driving scenario, what is the best response when approaching a pedestrian near the truck?

- A. slow, scan blind areas, and yield as required before moving
- B. assume the pedestrian will wait
- C. move as soon as the signal changes
- D. use the horn instead of looking

90. What safety reason best explains planning for a pedestrian near the truck?

- A. It guarantees other drivers will yield.
- B. pedestrians can be hidden near the cab or trailer and are highly vulnerable
- C. It removes the need to check mirrors.
- D. It eliminates all vehicle limitations.

91. Which response should a CDL driver avoid when dealing with a pedestrian near the truck?

- A. slow, scan blind areas, and yield as required before moving
- B. Slow down and reassess conditions.
- C. assume the pedestrian will wait
- D. Use smooth, deliberate control inputs.

92. When preparing to travel through a pedestrian near the truck, what should the driver prioritize?

- A. move as soon as the signal changes
- B. use the horn instead of looking
- C. Ignoring changes in traffic conditions.
- D. slow, scan blind areas, and yield as required before moving

93. In this driving scenario, what is the best response when approaching an unstable or top-heavy load?

- A. accelerate through turns to stabilize the load
- B. make sharp steering corrections
- C. reduce speed early and make turns as smoothly as possible
- D. brake hard after entering a curve

94. What safety reason best explains planning for an unstable or top-heavy load?

- A. It guarantees other drivers will yield.
- B. It removes the need to check mirrors.
- C. It eliminates all vehicle limitations.

D. a higher center of gravity increases rollover forces in turns

95. Which response should a CDL driver avoid when dealing with an unstable or top-heavy load?

- A. accelerate through turns to stabilize the load
- B. reduce speed early and make turns as smoothly as possible
- C. Slow down and reassess conditions.
- D. Use smooth, deliberate control inputs.

96. When preparing to travel through an unstable or top-heavy load, what should the driver prioritize?

- A. make sharp steering corrections
- B. reduce speed early and make turns as smoothly as possible
- C. brake hard after entering a curve
- D. Ignoring changes in traffic conditions.

97. In this driving scenario, what is the best response when approaching a stopped emergency or service vehicle?

- A. maintain speed if your lane appears open
- B. slow down, move over when safe, and follow applicable traffic law
- C. pass close to avoid changing lanes
- D. stop beside the vehicle to observe

98. What safety reason best explains planning for a stopped emergency or service vehicle?

- A. It guarantees other drivers will yield.
- B. It removes the need to check mirrors.
- C. responders and workers need space that is protected from passing traffic
- D. It eliminates all vehicle limitations.

99. Which response should a CDL driver avoid when dealing with a stopped emergency or service vehicle?

- A. maintain speed if your lane appears open
- B. slow down, move over when safe, and follow applicable traffic law
- C. Slow down and reassess conditions.
- D. Use smooth, deliberate control inputs.

100. When preparing to travel through a stopped emergency or service vehicle, what should the driver prioritize?

- A. pass close to avoid changing lanes
- B. stop beside the vehicle to observe
- C. Ignoring changes in traffic conditions.
- D. slow down, move over when safe, and follow applicable traffic law

Practice Exam 12: Answer Key and Explanations

1. C — downhill speed can build faster than service brakes can safely manage The keyed choice gives time to observe conditions, control the vehicle smoothly, and avoid a secondary hazard. The other responses delay action, reduce a safety margin, or rely on an unsafe assumption. Apply the Texas Commercial Driver Handbook and carrier procedures to the vehicle and route.

2. D — downhill speed can build faster than service brakes can safely manage The keyed choice gives time to observe conditions, control the vehicle smoothly, and avoid a secondary hazard. The other responses delay action, reduce a safety margin, or rely on an unsafe assumption. Apply the Texas Commercial Driver Handbook and carrier procedures to the vehicle and route.

3. A — downhill speed can build faster than service brakes can safely manage The keyed choice gives time to observe conditions, control the vehicle smoothly, and avoid a secondary hazard. The other responses delay action, reduce a safety margin, or rely on an unsafe assumption. Apply the Texas Commercial Driver Handbook and carrier procedures to the vehicle and route.

4. B — downhill speed can build faster than service brakes can safely manage The keyed choice gives time to observe conditions, control the vehicle smoothly, and avoid a secondary hazard. The other

responses delay action, reduce a safety margin, or rely on an unsafe assumption. Apply the Texas Commercial Driver Handbook and carrier procedures to the vehicle and route.

5. D — speed and abrupt steering increase the chance of losing stability The keyed choice gives time to observe conditions, control the vehicle smoothly, and avoid a secondary hazard. The other responses delay action, reduce a safety margin, or rely on an unsafe assumption. Apply the Texas Commercial Driver Handbook and carrier procedures to the vehicle and route.

6. C — speed and abrupt steering increase the chance of losing stability The keyed choice gives time to observe conditions, control the vehicle smoothly, and avoid a secondary hazard. The other responses delay action, reduce a safety margin, or rely on an unsafe assumption. Apply the Texas Commercial Driver Handbook and carrier procedures to the vehicle and route.

7. A — speed and abrupt steering increase the chance of losing stability The keyed choice gives time to observe conditions, control the vehicle smoothly, and avoid a secondary hazard. The other responses delay action, reduce a safety margin, or rely on an unsafe assumption. Apply the Texas Commercial Driver Handbook and carrier procedures to the vehicle and route.

8. B — speed and abrupt steering increase the chance of losing stability The keyed choice gives time to observe conditions, control the vehicle smoothly, and avoid a secondary hazard. The other responses delay action, reduce a safety margin, or rely on an unsafe assumption. Apply the Texas Commercial Driver Handbook and carrier procedures to the vehicle and route.

9. A — blind areas can hide people, vehicles, and fixed objects The keyed choice gives time to observe conditions, control the vehicle smoothly, and avoid a secondary hazard. The other responses delay action, reduce a safety margin, or rely on an unsafe assumption. Apply the Texas Commercial Driver Handbook and carrier procedures to the vehicle and route.

10. D — blind areas can hide people, vehicles, and fixed objects The keyed choice gives time to observe conditions, control the vehicle smoothly, and avoid a secondary hazard. The other responses delay action, reduce a safety margin, or rely on an unsafe assumption. Apply the Texas Commercial Driver Handbook and carrier procedures to the vehicle and route.

11. C — blind areas can hide people, vehicles, and fixed objects The keyed choice gives time to observe conditions, control the vehicle smoothly, and avoid a secondary hazard. The other responses delay action, reduce a safety margin, or rely on an unsafe assumption. Apply the Texas Commercial Driver Handbook and carrier procedures to the vehicle and route.

12. B — blind areas can hide people, vehicles, and fixed objects The keyed choice gives time to observe conditions, control the vehicle smoothly, and avoid a secondary hazard. The other responses delay action, reduce a safety margin, or rely on an unsafe assumption. Apply the Texas Commercial Driver Handbook and carrier procedures to the vehicle and route.

13. B — a green signal does not guarantee that cross traffic has stopped The keyed choice gives time to observe conditions, control the vehicle smoothly, and avoid a secondary hazard. The other responses

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