

PRACTICE EXAM 15: TEXAS CDL GENERAL KNOWLEDGE SIMULATION (100 QUESTIONS)

This 100-question practice exam is a study aid based on the Texas CMV Driver's Handbook. Select the single best answer for every question. Use it to review general-knowledge topics; confirm current requirements in the official Texas handbook before testing or operating.

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

- A. Increase fuel use before departure
- B. Find defects before they become road hazards
- C. Warm the engine faster
- D. Shorten the loading process

2. During a walk-around inspection, what should a driver check for under the vehicle?

- A. Leaks, loose parts, and hanging components
- B. A clean pavement surface
- C. The exact tire brand
- D. The route's weather forecast

3. Why should cargo be checked after beginning a trip?

- A. To change the bill of lading
- B. To reduce tire pressure
- C. To confirm it remains secure
- D. To avoid using mirrors

4. What is the safest response to a steering system defect found before departure?

- A. Ignore it if the steering wheel turns
- B. Drive slowly to the repair shop
- C. Ask a passenger to watch it
- D. Do not operate until the defect is corrected

5. Why must tire condition be inspected before driving?

- A. Tires affect traction, steering, and stopping
- B. Tires only affect fuel receipts
- C. Tire color affects visibility
- D. Tires are checked only after a crash

6. What should a driver do when a brake warning device activates while driving?

- A. Continue until the next scheduled stop
- B. Pump the brakes repeatedly
- C. Increase speed to clear traffic
- D. Respond safely and investigate the warning

7. What is a safe reason to test service brakes at low speed after moving off?

- A. To dry the windshield
- B. To check that the vehicle stops properly
- C. To center the cargo
- D. To verify radio reception

8. Which item should be checked for proper attachment during an exterior inspection?

- A. Windshield wiper fluid color
- B. Cab radio preset
- C. Mirrors and their mounting hardware
- D. Driver's lunch container

9. Why should a driver inspect emergency equipment before a trip?

- A. It replaces required maintenance
- B. It improves engine power
- C. It permits faster loading
- D. It may be needed during an emergency

10. What is the best action if a required safety item is missing before departure?

- A. Use the vehicle and replace it later
- B. Obtain the item or correct the deficiency
- C. Borrow another driver's license
- D. Drive only in daylight

11. Why is checking fluid levels part of a pre-trip inspection?

- A. Fluid levels determine parking space during normal vehicle operation
- B. Fluids make cargo lighter during normal vehicle operation
- C. Low fluids can damage systems or create hazards
- D. Only mechanics may notice low fluids

12. What should you look for when checking a vehicle's lights?

- A. Clean lenses, proper operation, and secure mounting
- B. Only whether the headlights are bright
- C. Only whether the horn works
- D. Whether lights match the paint

13. Why should a driver inspect coupling components on a combination vehicle?

- A. They connect the tractor and trailer safely
- B. They control the cab temperature
- C. They determine fuel tax
- D. They replace cargo securement

14. What is the purpose of checking a vehicle's mirrors before moving?

- A. To make the cab look organized
- B. To reduce engine noise during normal vehicle operation
- C. To measure trailer height during normal vehicle operation
- D. To ensure the driver can see required areas

15. When should a driver report a safety defect found on a vehicle?

- A. Only after completing the route
- B. As required, before operating if unsafe
- C. Only if a customer complains
- D. After washing the vehicle

16. Why should a driver check wheel and rim condition?

- A. Rims only affect appearance
- B. Wheel checks are optional in rain
- C. Wheel failures can cause loss of control
- D. Rims improve fuel grade

17. What should be checked on a trailer's landing gear before travel?

- A. That it touches the road lightly
- B. That it is painted evenly
- C. That it is fully raised and secured
- D. That it holds extra cargo

18. What should you do if you find a serious defect that makes the vehicle unsafe?

- A. Drive carefully and monitor it
- B. Ask another driver to follow
- C. Remove the inspection report
- D. Park the vehicle and have it corrected

19. Why are seat belts important in commercial vehicles?

- A. They help keep the driver in position and protected
- B. They improve tire traction during normal vehicle operation
- C. They replace air bags during normal vehicle operation
- D. They reduce cargo weight during normal vehicle operation

20. What is the best reason to keep the windshield and mirrors clean?

- A. To make the vehicle easier to sell
- B. To preserve visibility of hazards and traffic
- C. To reduce fuel taxes
- D. To keep cargo cooler

21. What is the first step in managing space ahead?

- A. Look far enough ahead to identify hazards early
- B. Follow the vehicle ahead closely during normal vehicle operation
- C. Watch only the hood during normal vehicle operation
- D. Focus on mirrors instead of the road

22. Why is following distance important for a CMV?

- A. It lets the driver draft closely
- B. It eliminates mirror checks during normal vehicle operation
- C. Large vehicles need more time and distance to stop
- D. It increases engine power during normal vehicle operation

23. When driving at night, what should a driver do with speed?

- A. Use the same speed as daytime automatically
- B. Drive within the distance visible ahead
- C. Follow tail lights more closely
- D. Ignore reduced visibility

24. What is a safe response when a driver is being tailgated?

- A. Speed up beyond safe limits
- B. Move toward the road edge abruptly
- C. Increase space ahead and avoid sudden moves
- D. Brake hard to warn the following driver

25. Why should a driver scan mirrors regularly?

- A. To avoid looking through the windshield
- B. To count lane markings
- C. To check cargo paperwork
- D. To monitor traffic around the vehicle

26. What is the safest approach to a blind spot?

- A. Assume smaller vehicles will yield during normal vehicle operation
- B. Turn quickly without signaling during normal vehicle operation
- C. Signal, check mirrors, and verify the space is clear
- D. Use only the horn during normal vehicle operation

27. Why should a driver avoid sudden steering movements?

- A. They can cause skids, rollovers, or lane departure
- B. They make mirrors brighter during normal vehicle operation
- C. They improve braking distance during normal vehicle operation
- D. They help cargo settle during normal vehicle operation

28. What should you do if you are unsure whether there is enough clearance?

- A. Assume the trailer will fit
- B. Proceed slowly and verify before entering
- C. Speed up to reduce exposure
- D. Follow the vehicle ahead exactly

29. Why is speed management especially important on curves?

- A. Higher speed increases the risk of rollover and loss of control
- B. Curves improve braking traction during normal vehicle operation
- C. Speed has no effect on turning during normal vehicle operation
- D. Only cars need to slow for curves

30. What is the safest way to change lanes in a large vehicle?

- A. Drift gradually without signaling during normal vehicle operation
- B. Turn the wheel sharply during normal vehicle operation
- C. Rely on another driver to honk
- D. Signal early, check mirrors, and move only when clear

31. Why should a driver keep a space cushion to the sides?

- A. It improves radio reception
- B. It allows closer passing
- C. It provides an escape path from hazards
- D. It makes turns shorter

32. When should a driver begin slowing for an exit?

- A. After the ramp begins
- B. Before entering the exit ramp
- C. Only when the vehicle reaches the stop sign
- D. After passing the ramp

33. What is a key risk of driving too fast for conditions?

- A. Better traction
- B. More time to react
- C. Reduced control and increased stopping distance
- D. Lower rollover risk

34. Why should a driver communicate intentions early?

- A. Other road users need time to respond
- B. Signals are only for parking
- C. It guarantees others will yield
- D. It replaces mirror checks

35. What should a driver do when visibility is reduced by rain or fog?

- A. Maintain normal speed
- B. Follow closer to see tail lights
- C. Turn off lights to reduce glare
- D. Slow down and increase following distance

36. Why is looking well ahead useful before a downgrade?

- A. It eliminates the need for brakes
- B. It helps identify speed-control needs early
- C. It makes the grade less steep
- D. It prevents mirror checks

37. What is the safest response if another driver cuts in closely ahead?

- A. Immediately change lanes during normal vehicle operation
- B. Ease off and restore a safe following distance
- C. Sound the horn continuously during normal vehicle operation
- D. Accelerate to pass at once during normal vehicle operation

38. Why should a driver avoid backing when possible?

- A. Backing uses too little fuel during normal vehicle operation
- B. Backing prevents cargo checks during normal vehicle operation
- C. Backing has limited visibility and higher collision risk
- D. Backing is always illegal during normal vehicle operation

39. What is the best practice before backing a CMV?

- A. Rely only on a backup alarm
- B. Back quickly to reduce time during normal vehicle operation
- C. Use only the passenger mirror during normal vehicle operation
- D. Get out and look if safe to do so

40. What should a driver do when a hazard requires a quick stop?

- A. Brake in a controlled manner while maintaining steering control
- B. Swerve first without braking during normal vehicle operation
- C. Shift to neutral immediately during normal vehicle operation
- D. Close the eyes to reduce distraction

41. Why is distraction dangerous for a commercial driver?

- A. It improves concentration
- B. It delays detection and response to hazards
- C. It shortens stopping distance
- D. It makes mirrors unnecessary

42. What is the purpose of selecting a safe speed before a curve?

- A. To avoid using the steering wheel
- B. To allow late braking in the curve
- C. To make passing easier during normal vehicle operation
- D. To keep traction and stability through the turn

43. What should a driver do after passing another vehicle?

- A. Move back immediately after the cab clears
- B. Cut in to block traffic during normal vehicle operation
- C. Return only when the passed vehicle is visible in mirrors
- D. Stop in the travel lane during normal vehicle operation

44. Why should a driver anticipate traffic changes far ahead?

- A. It allows smooth, early adjustments
- B. It permits closer following
- C. It replaces use of turn signals
- D. It guarantees right of way

45. What is the safest action when approaching a work zone?

- A. Maintain normal highway speed during normal vehicle operation
- B. Change lanes without signaling during normal vehicle operation
- C. Ignore workers if cones are present
- D. Reduce speed and follow signs and lane guidance

46. Why should a driver avoid driving beside another vehicle for long?

- A. It limits escape space and can hide the vehicle
- B. It improves visibility too much during normal vehicle operation
- C. It reduces wind effects during normal vehicle operation
- D. It eliminates blind spots during normal vehicle operation

47. What is the best response to a strong crosswind?

- A. Steer toward the shoulder sharply during normal vehicle operation
- B. Grip the wheel firmly and reduce speed as needed
- C. Ignore the wind until a curve
- D. Accelerate rapidly during normal vehicle operation

48. Why is keeping both hands ready on the wheel important?

- A. It improves fuel economy
- B. It removes the need for seat belts
- C. It supports quick, controlled steering corrections
- D. It replaces mirror checks

49. What should a driver do when entering traffic from a stop?

- A. Force other vehicles to brake during normal vehicle operation
- B. Wait for a safe gap and accelerate smoothly
- C. Enter without signaling during normal vehicle operation
- D. Use the shoulder as an acceleration lane

50. Why must cargo be secured?

- A. Unsecured cargo can shift, fall, or affect handling
- B. Cargo securement is only for appearance
- C. Cargo becomes lighter when loose during normal vehicle operation
- D. Only the loader is responsible during normal vehicle operation

51. What is a likely effect of cargo shifting during a turn?

- A. It improves cornering during normal vehicle operation
- B. It reduces rollover risk during normal vehicle operation
- C. It can change the vehicle's balance and cause loss of control
- D. It makes braking stronger during normal vehicle operation

52. Why should cargo securement be rechecked during a trip?

- A. Cargo never changes after loading
- B. It improves route planning
- C. It replaces pre-trip inspection
- D. Vibration and movement can loosen restraints

53. What is the safest response if cargo has shifted?

- A. Turn sharply to reposition it during normal vehicle operation
- B. Drive faster to settle it during normal vehicle operation
- C. Stop safely and correct the load before continuing
- D. Ignore it if doors are closed

54. Why should a driver know the vehicle's height?

- A. To select radio stations
- B. To estimate fuel price
- C. To reduce tire wear
- D. To avoid striking low clearances

55. What should be considered before crossing railroad tracks?

- A. Clearance, traffic conditions, and the ability to cross completely
- B. Only the train's color during normal vehicle operation
- C. Whether the road is dry during normal vehicle operation
- D. How fast traffic behind is moving

56. Why can a high center of gravity be dangerous?

- A. It improves traction during normal vehicle operation
- B. It increases rollover risk in curves and evasive maneuvers
- C. It makes brakes stronger during normal vehicle operation
- D. It shortens the vehicle during normal vehicle operation

57. What is the best way to protect a load during turns?

- A. Brake hard mid-turn
- B. Accelerate through the turn
- C. Use sudden steering inputs
- D. Take turns at a controlled speed

58. Why should cargo doors be checked before travel?

- A. Doors only affect cab comfort during normal vehicle operation
- B. Door checks reduce engine heat during normal vehicle operation
- C. Open or insecure doors can create a road hazard
- D. They are checked only at delivery

59. What is the purpose of using adequate cargo restraints?

- A. To make unloading slower
- B. To prevent movement under normal driving forces
- C. To improve air pressure
- D. To avoid weighing cargo

60. What is a safe action when loading affects rearward visibility?

- A. Use properly adjusted mirrors and follow required precautions
- B. Drive without mirror checks during normal vehicle operation
- C. Remove all mirrors during normal vehicle operation
- D. Back faster to reduce blind time

61. Why should weight be distributed properly?

- A. It only changes the vehicle's paint
- B. It eliminates the need for securement
- C. It makes turns tighter during normal vehicle operation
- D. Improper distribution can harm handling, tires, and axles

62. What should a driver do if a load blocks a required light or reflector?

- A. Cover the remaining lights too
- B. Correct the condition before operating
- C. Drive only during daylight
- D. Ignore it if the cargo is secure

63. Why is a cargo check especially important after hard braking?

- A. Forces may have shifted or loosened the load
- B. Braking improves tiedowns automatically during normal vehicle operation
- C. Cargo becomes lighter during normal vehicle operation
- D. It is not important until unloading

64. What is the first priority during a tire blowout?

- A. Brake hard immediately during normal vehicle operation
- B. Turn sharply toward the shoulder during normal vehicle operation
- C. Hold the steering wheel firmly and maintain control
- D. Shift into reverse during normal vehicle operation

65. What is the safest action if the vehicle begins to skid?

- A. Steer rapidly side to side
- B. Accelerate hard
- C. Apply the parking brake
- D. Avoid overcorrecting and regain traction smoothly

66. Why is hard braking on a slippery surface risky?

- A. It can lock wheels and reduce steering control
- B. It always improves traction during normal vehicle operation
- C. It makes skids impossible during normal vehicle operation
- D. It raises tire pressure during normal vehicle operation

67. What should you do if you smell smoke or see signs of fire?

- A. Drive faster to cool the vehicle
- B. Open the cargo doors while moving
- C. Stop safely, secure the vehicle, and address the emergency
- D. Ignore it until the next stop

68. What is the safest use of warning devices after an emergency stop?

- A. Throw them from the cab during normal vehicle operation
- B. Place them as required after securing the vehicle
- C. Use them only at night during normal vehicle operation
- D. Place them where traffic cannot see them

69. Why should a driver avoid using the parking brake to stop a moving vehicle?

- A. It provides the smoothest stopping during normal vehicle operation
- B. It improves steering during normal vehicle operation
- C. It may cause loss of control or damage
- D. It is designed for all emergency stops

70. What is the best response when brakes become less effective on a downgrade?

- A. Use a safe speed and appropriate braking strategy early
- B. Wait until speed becomes excessive during normal vehicle operation
- C. Shift to neutral during normal vehicle operation
- D. Turn off the engine during normal vehicle operation

71. Why should a driver plan an escape route?

- A. It makes following closer safe during normal vehicle operation
- B. It replaces braking during normal vehicle operation
- C. It guarantees a clear shoulder during normal vehicle operation
- D. It provides a safer option if a hazard develops

72. What is the safest response to hydroplaning?

- A. Brake hard immediately during normal vehicle operation
- B. Ease off the accelerator and avoid sudden inputs
- C. Turn sharply toward the median during normal vehicle operation
- D. Accelerate to increase tire grip during normal vehicle operation

73. Why should a driver use headlights in poor visibility?

- A. They reduce vehicle height during normal vehicle operation
- B. They eliminate the need for wipers during normal vehicle operation
- C. They help the driver see and help others see the vehicle
- D. They make braking unnecessary during normal vehicle operation

74. What should a driver do after stopping for an emergency?

- A. Leave the vehicle in the travel lane
- B. Restart immediately without checking during normal vehicle operation
- C. Remove all warning devices during normal vehicle operation
- D. Protect the scene and communicate the problem as appropriate

75. Why is fatigue a serious driving hazard?

- A. It improves focus during long trips
- B. It reduces alertness, judgment, and reaction time
- C. It makes speed control easier
- D. It replaces the need for breaks

76. What is the safest response when you feel too tired to drive?

- A. Stop in a safe place and rest
- B. Use a phone to stay awake
- C. Increase speed to finish sooner
- D. Rely on fresh air alone

77. Why is alcohol dangerous even before a driver feels obviously impaired?

- A. It can affect judgment and coordination early
- B. It improves night vision
- C. It makes reaction time faster
- D. It prevents fatigue

78. What is the safest rule for medication and driving?

- A. Double the dose before a trip during normal vehicle operation
- B. Assume all over-the-counter drugs are harmless during normal vehicle operation
- C. Use it only with caffeine during normal vehicle operation
- D. Know its effects and do not drive if it impairs you

79. Why should a driver manage emotions while driving?

- A. Emotions improve braking distance during normal vehicle operation
- B. Stress removes blind spots during normal vehicle operation
- C. Anger and stress can lead to risky decisions
- D. Anger makes cargo secure during normal vehicle operation

80. What is the best use of a rest break?

- A. Use it only to check messages
- B. Recover alertness before it becomes a driving hazard
- C. Skip it to stay on schedule
- D. Use it to drive faster afterward

81. Why should a driver avoid using a phone while operating a CMV?

- A. It improves mirror scanning during normal vehicle operation
- B. It reduces stopping distance during normal vehicle operation
- C. It makes traffic predictable during normal vehicle operation
- D. Phone use diverts attention from the driving task

82. What should a driver do if a route problem causes stress?

- A. Make a sudden U-turn during normal vehicle operation
- B. Follow another vehicle without checking during normal vehicle operation
- C. Slow down mentally, reassess safely, and avoid impulsive actions
- D. Ignore signs during normal vehicle operation

83. Why is maintaining physical health relevant to safe driving?

- A. Health only affects uniform appearance
- B. Health affects alertness, endurance, and decision-making
- C. It replaces trip planning
- D. It has no effect on driving

84. What is the safest response to a conflict with another road user?

- A. Avoid confrontation and focus on safe driving
- B. Challenge the other driver
- C. Block the other vehicle
- D. Follow closely to complain

85. What does defensive driving mean for a CMV driver?

- A. Assuming others will always yield
- B. Driving aggressively to control traffic
- C. Using the horn instead of mirrors
- D. Expecting hazards and preparing safe responses

86. Why should a driver plan a trip before departure?

- A. Planning eliminates vehicle inspection during normal vehicle operation
- B. Planning identifies route, clearance, weather, and stopping needs
- C. It makes fatigue impossible during normal vehicle operation
- D. It replaces maps and signs during normal vehicle operation

87. What is the best reason to check weather before a trip?

- A. It determines cargo ownership during normal vehicle operation
- B. It changes the driver's license class
- C. Weather can change traction, visibility, and route safety
- D. It replaces a pre-trip inspection during normal vehicle operation

88. Why should a driver know bridge and road restrictions on a route?

- A. Restrictions can affect whether the CMV can legally and safely pass
- B. They only affect passenger cars during normal vehicle operation
- C. Restrictions are optional suggestions during normal vehicle operation
- D. They determine radio channels during normal vehicle operation

89. What is the safest action when a route is unfamiliar?

- A. Follow signs at the last second
- B. Use a plan and slow down early for decisions
- C. Make sudden lane changes during normal vehicle operation
- D. Rely on memory alone during normal vehicle operation

90. Why is keeping documents organized helpful on a trip?

- A. It supports compliance and reduces distraction during inspections
- B. It makes cargo lighter during normal vehicle operation
- C. It increases traction during normal vehicle operation
- D. It eliminates stop requirements during normal vehicle operation

91. What should a driver do if a vehicle problem develops during the trip?

- A. Ignore it until the route ends
- B. Increase speed to finish sooner during normal vehicle operation
- C. Disable warning indicators during normal vehicle operation
- D. Respond safely, stop when appropriate, and report the issue

92. Why should a driver inspect the vehicle after a trip?

- A. The vehicle cannot develop defects while driving
- B. It is only for cleaning
- C. Post-trip checks can reveal defects needing attention
- D. It replaces future inspections

93. What is the safest reason to obey traffic controls in a CMV?

- A. They apply only to small vehicles
- B. They organize traffic and communicate known hazards
- C. They are optional when on schedule
- D. They replace safe speed judgment

94. Why is maintaining a professional attitude important for CDL drivers?

- A. Professional choices support safety, compliance, and public trust
- B. It increases vehicle length during normal vehicle operation
- C. It eliminates fatigue during normal vehicle operation
- D. It removes the need for training

95. What is the safest response when unsure about a vehicle procedure?

- A. Guess and continue
- B. Ask a passenger to decide
- C. Use a shortcut without checking
- D. Stop and obtain reliable guidance before proceeding

96. Why should a driver remain alert at intersections?

- A. Intersections are safer than open roads
- B. Mirrors are unnecessary there
- C. Speed is less important there
- D. Conflicting traffic and changing signals create hazards

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

- A. Wait until speed rises during normal vehicle operation
- B. Shift to neutral during normal vehicle operation
- C. Select a safe speed and appropriate gear before the descent
- D. Turn off all lights during normal vehicle operation

98. Why is a complete vehicle stop sometimes necessary before turning?

- A. It always saves fuel during normal vehicle operation during normal vehicle operation
- B. It makes mirrors unnecessary during normal vehicle operation during normal vehicle operation
- C. It may be needed to create a safe turning path and check traffic
- D. It replaces signaling during normal vehicle operation during normal vehicle operation

99. What is the best reason to keep adequate following distance in bad weather?

- A. Tailgating keeps tires warm
- B. Stopping distance and visibility are reduced
- C. Other drivers always move faster
- D. Weather improves braking

100. Why should a driver avoid taking curves at a speed set by nearby cars?

- A. CMVs have different weight, handling, and rollover risk
- B. Cars always travel too slowly during normal vehicle operation
- C. Truck speed is not affected by curves
- D. Following cars improves traction during normal vehicle operation

PRACTICE EXAM 15: ANSWER KEY AND EXPLANATIONS

- 1. B** - Find defects before they become road hazards is correct because It identifies safety defects while the vehicle is still parked. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning, and
- 2. A** - Leaks, loose parts, and hanging components is correct because Underbody checks can reveal leaks or damaged components. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning, and vehicle operation.
- 3. C** - To confirm it remains secure is correct because Initial movement can loosen cargo restraints. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning, and vehicle operation.
- 4. D** - Do not operate until the defect is corrected is correct because Steering defects can cause loss of directional control. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning, and vehicle
- 5. A** - Tires affect traction, steering, and stopping is correct because Tires are essential to control and braking. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning, and vehicle operation.
- 6. D** - Respond safely and investigate the warning is correct because A brake warning may indicate a critical system problem. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning, and vehicle operation.
- 7. B** - To check that the vehicle stops properly is correct because A low-speed test can reveal braking pull or weak response. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning, and
- 8. C** - Mirrors and their mounting hardware is correct because Secure mirrors are necessary for visibility. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning, and vehicle operation.
- 9. D** - It may be needed during an emergency is correct because Emergency equipment must be available when needed. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning, and vehicle operation.
- 10. B** - Obtain the item or correct the deficiency is correct because Required safety equipment should be present before travel. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning, and vehicle operation.
- 11. C** - Low fluids can damage systems or create hazards is correct because Adequate fluids support safe operation. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning, and vehicle operation.

12. A - Clean lenses, proper operation, and secure mounting is correct because Lights must work and be visible to others. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning, and vehicle operation.

13. A - They connect the tractor and trailer safely is correct because A faulty coupling can cause trailer separation. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning, and vehicle operation.

14. D - To ensure the driver can see required areas is correct because Mirrors must be adjusted before driving. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning, and vehicle operation.

15. B - As required, before operating if unsafe is correct because Safety defects need timely reporting and correction. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning, and vehicle operation.

16. C - Wheel failures can cause loss of control is correct because Damaged wheels can fail while moving. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning, and vehicle operation.

17. C - That it is fully raised and secured is correct because Landing gear must not contact the roadway. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning, and vehicle operation.

18. D - Park the vehicle and have it corrected is correct because Unsafe defects should be corrected before operation. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning, and vehicle operation.

19. A - They help keep the driver in position and protected is correct because Seat belts help prevent ejection and loss of control. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning,

20. B - To preserve visibility of hazards and traffic is correct because Clear glass and mirrors support early hazard detection. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning, and vehicle operation.

21. A - Look far enough ahead to identify hazards early is correct because Looking ahead creates time to plan. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning, and vehicle operation.

22. C - Large vehicles need more time and distance to stop is correct because Extra space provides time to react and brake. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning, and

23. B - Drive within the distance visible ahead is correct because Speed must fit the distance the driver can see. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a

needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning, and vehicle operation.

24. D - Brake hard to warn the following driver is correct because Extra space reduces the need for abrupt braking. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning, and vehicle operation.

25. D - To monitor traffic around the vehicle is correct because Mirror checks reveal changes beside and behind the vehicle. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning, and vehicle operation.

26. C - Signal, check mirrors, and verify the space is clear is correct because Blind spots require deliberate observation before moving. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning, and vehicle

27. A - They can cause skids, rollovers, or lane departure is correct because Smooth steering preserves traction and vehicle stability. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning, and vehicle operation.

28. B - Proceed slowly and verify before entering is correct because Clearance must be confirmed before committing the vehicle. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning, and vehicle operation.

29. A - Higher speed increases the risk of rollover and loss of control is correct because CMVs have a high center of gravity and need controlled speed. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently

30. D - Signal early, check mirrors, and move only when clear is correct because A planned lane change protects traffic in blind areas. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning,

31. C - It provides an escape path from hazards is correct because Side space gives room to avoid conflict. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning, and vehicle operation.

32. B - Before entering the exit ramp is correct because Reducing speed before the ramp prevents instability. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning, and vehicle operation.

33. C - Reduced control and increased stopping distance is correct because Unsafe speed leaves less margin for hazards. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning, and vehicle operation.

34. A - Other road users need time to respond is correct because Early communication reduces surprises and conflicts. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning, and vehicle operation.

- 35. D** - Slow down and increase following distance is correct because Reduced visibility requires more time and space. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning, and vehicle operation.
- 36. B** - It helps identify speed-control needs early is correct because Early recognition allows safe speed selection. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning, and vehicle operation.
- 37. B** - Ease off and restore a safe following distance is correct because Restoring space is safer than retaliation. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning, and vehicle operation.
- 38. C** - Backing has limited visibility and higher collision risk is correct because Planning reduces the need for a high-risk maneuver. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning, and vehicle
- 39. D** - Get out and look if safe to do so is correct because Direct observation helps identify hazards behind the vehicle. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning, and
- 40. A** - Brake in a controlled manner while maintaining steering control is correct because Controlled braking and steering help prevent secondary loss of control. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route
- 41. B** - It delays detection and response to hazards is correct because Driving requires continuous attention to changing conditions. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning, and vehicle operation.
- 42. D** - To keep traction and stability through the turn is correct because Speed should be reduced before turning, not during a crisis. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning,
- 43. C** - Return only when the passed vehicle is visible in mirrors is correct because Mirror visibility helps confirm safe clearance. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning, and vehicle
- 44. A** - It allows smooth, early adjustments is correct because Anticipation reduces sudden braking and steering. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning, and vehicle operation.
- 45. D** - Reduce speed and follow signs and lane guidance is correct because Work zones demand extra attention and controlled speed. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning, and vehicle
- 46. A** - It limits escape space and can hide the vehicle is correct because Avoiding prolonged side-by-side travel preserves options. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices

either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning, and vehicle operation.

47. B - Grip the wheel firmly and reduce speed as needed is correct because Wind can push a tall vehicle, so control and speed matter. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection,

48. C - It supports quick, controlled steering corrections is correct because Proper hand control helps manage unexpected movement. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning, and vehicle operation.

49. B - Wait for a safe gap and accelerate smoothly is correct because A safe gap gives the vehicle time and space to merge. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route

50. A - Unsecured cargo can shift, fall, or affect handling is correct because Secure cargo protects the vehicle, driver, and public. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning, and vehicle

51. C - It can change the vehicle's balance and cause loss of control is correct because Shifting weight can destabilize the vehicle. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning, and

52. D - Vibration and movement can loosen restraints is correct because Travel forces can change a securement system. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning, and vehicle operation.

53. C - Stop safely and correct the load before continuing is correct because A shifted load can affect control and must be corrected. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning,

54. D - To avoid striking low clearances is correct because Overhead clearance must be confirmed for the whole vehicle. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning, and vehicle operation.

55. A - Clearance, traffic conditions, and the ability to cross completely is correct because Never enter unless the vehicle can clear the tracks. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning,

56. B - It increases rollover risk in curves and evasive maneuvers is correct because Higher loads increase stability demands. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning, and vehicle operation.

57. D - Take turns at a controlled speed is correct because Controlled speed reduces side forces on the load. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning, and vehicle operation.

- 58. C** - Open or insecure doors can create a road hazard is correct because Secure doors prevent cargo loss and striking hazards. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning, and
- 59. B** - To prevent movement under normal driving forces is correct because Restraints must hold the load during braking and turning. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning, and vehicle
- 60. A** - Use properly adjusted mirrors and follow required precautions is correct because Visibility limits require deliberate compensating practices. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning, and vehicle operation.
- 61. D** - Improper distribution can harm handling, tires, and axles is correct because Balanced weight supports stable, legal vehicle operation. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning, and vehicle operation.
- 62. B** - Correct the condition before operating is correct because Required lighting and reflectors must remain effective. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning, and vehicle operation.
- 63. A** - Forces may have shifted or loosened the load is correct because Sudden deceleration can stress securement devices. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning, and vehicle operation.
- 64. C** - Hold the steering wheel firmly and maintain control is correct because Firm steering helps prevent a sudden lane departure. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning, and vehicle
- 65. D** - Avoid overcorrecting and regain traction smoothly is correct because Smooth inputs help the tires regain traction. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning, and vehicle operation.
- 66. A** - It can lock wheels and reduce steering control is correct because Locked wheels may slide instead of steer. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning, and vehicle operation.
- 67. C** - Stop safely, secure the vehicle, and address the emergency is correct because Fire signs require an immediate, controlled response. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning, and vehicle
- 68. B** - Place them as required after securing the vehicle is correct because Visible warnings alert approaching traffic to the hazard. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning, and vehicle
- 69. C** - It may cause loss of control or damage is correct because Parking brakes are not a substitute for controlled service braking. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices

either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning,

70. A - Use a safe speed and appropriate braking strategy early is correct because Early speed control prevents a runaway situation. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning, and vehicle

71. D - It provides a safer option if a hazard develops is correct because An escape path can prevent a collision when conditions change. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route

72. B - Ease off the accelerator and avoid sudden inputs is correct because Gentle actions allow tires to regain contact with the road. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning,

73. C - They help the driver see and help others see the vehicle is correct because Lighting improves conspicuity when visibility is limited. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning,

74. D - Protect the scene and communicate the problem as appropriate is correct because Scene protection reduces risk to the driver and others. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning,

75. B - It reduces alertness, judgment, and reaction time is correct because Fatigue affects the decisions and reactions needed for safe driving. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning, and

76. A - Stop in a safe place and rest is correct because Rest is the reliable response to fatigue. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning, and vehicle operation.

77. A - It can affect judgment and coordination early is correct because Impairment can begin before a person recognizes it. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning, and vehicle operation.

78. D - Know its effects and do not drive if it impairs you is correct because Some medications can affect alertness and coordination. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning,

79. C - Anger and stress can lead to risky decisions is correct because Calm decision-making supports safe control and judgment. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning, and vehicle operation.

80. B - Recover alertness before it becomes a driving hazard is correct because Breaks help drivers maintain the attention needed for safe operation. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning,

- 81. D** - Phone use diverts attention from the driving task is correct because A driver needs full attention to recognize and respond to hazards. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route
- 82. C** - Slow down mentally, reassess safely, and avoid impulsive actions is correct because A calm reassessment helps prevent a second error. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning, and
- 83. B** - Health affects alertness, endurance, and decision-making is correct because Safe driving depends on the driver's ability to stay alert and capable. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning,
- 84. A** - Avoid confrontation and focus on safe driving is correct because Escalation creates danger and distracts from vehicle control. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning, and vehicle operation.
- 85. D** - Expecting hazards and preparing safe responses is correct because Defensive driving builds time and space for unpredictable actions. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning, and vehicle operation.
- 86. B** - Planning identifies route, clearance, weather, and stopping needs is correct because Good planning reduces surprises that can pressure unsafe choices. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning, and
- 87. C** - Weather can change traction, visibility, and route safety is correct because Weather information supports safe route and speed decisions. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning, and vehicle
- 88. A** - Restrictions can affect whether the CMV can legally and safely pass is correct because Route limits must be considered before entering a restricted area. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during
- 89. B** - Use a plan and slow down early for decisions is correct because Preparation gives the driver time to make controlled choices. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning,
- 90. A** - It supports compliance and reduces distraction during inspections is correct because Organized records reduce confusion when information is needed. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning, and vehicle
- 91. D** - Respond safely, stop when appropriate, and report the issue is correct because A developing defect can become a serious hazard if ignored. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route
- 92. C** - Post-trip checks can reveal defects needing attention is correct because Identifying defects helps ensure the next trip starts safely. This response follows the safe-driving principle being tested and gives the driver a clear action. The other

choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning, and vehicle

93. B - They organize traffic and communicate known hazards is correct because Traffic controls coordinate movement and reduce conflict. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning, and vehicle operation.

94. A - Professional choices support safety, compliance, and public trust is correct because A professional driver consistently makes safe, lawful decisions. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning, and vehicle

95. D - Stop and obtain reliable guidance before proceeding is correct because Uncertainty about safety procedures should be resolved before action. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning, and vehicle

96. D - Conflicting traffic and changing signals create hazards is correct because Intersections require scanning, speed control, and readiness to yield. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning, and vehicle

97. C - Select a safe speed and appropriate gear before the descent is correct because Preparation before the grade protects braking capacity and control. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route

98. C - It may be needed to create a safe turning path and check traffic is correct because Large vehicles need room and time to complete turns safely. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice

99. B - Stopping distance and visibility are reduced is correct because Poor traction and visibility require more reaction space. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route planning, and vehicle operation.

100. A - CMVs have different weight, handling, and rollover risk is correct because A safe curve speed depends on the CMV, load, and conditions. This response follows the safe-driving principle being tested and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Apply this practice consistently during inspection, route