

PRACTICE EXAM 16: TEXAS CDL GENERAL KNOWLEDGE SIMULATION (100 QUESTIONS)

This 100-question practice exam is a study aid based on the Texas CMV Driver's Handbook. Choose the single best answer. Use the current official Texas handbook to confirm requirements before testing or operating a commercial motor vehicle.

1. Which purpose best supports a pre-trip inspection in a commercial vehicle?

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

2. In a Texas CDL safety scenario, which option best addresses this issue: 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 route's weather forecast
- D. The exact tire brand

3. What safety reason supports cargo be checked after beginning a trip in a commercial vehicle?

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

4. Which response is safest if a driver encounters a steering system defect found before departure in a commercial vehicle?

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

5. What safety reason explains why tire condition be inspected before driving in a commercial vehicle?

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

6. Which choice should a driver make when a brake warning device activates while driving in a commercial vehicle?

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

7. In a Texas CDL safety scenario, which option best addresses this issue: What is a safe reason to test service brakes at low speed after moving off?

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

8. In a Texas CDL safety scenario, which option best addresses this issue: Which item should be checked for proper attachment during an exterior inspection?

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

9. What safety reason supports a driver choosing to inspect emergency equipment before a trip in a commercial vehicle?

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

10. Which action is most appropriate if a required safety item is missing before departure in a commercial vehicle?

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

11. What risk explains why checking fluid levels part of a pre-trip inspection in a commercial vehicle?

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

12. In a Texas CDL safety scenario, which option best addresses this issue: What should you look for when checking a vehicle's lights?

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

13. What safety reason supports a driver choosing to inspect coupling components on a combination vehicle in a commercial vehicle?

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

14. Which purpose best explains checking a vehicle's mirrors before moving in a commercial vehicle?

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

15. At what point should a driver report a safety defect found on a vehicle in a commercial vehicle?

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

16. What safety reason supports a driver choosing to check wheel and rim condition in a commercial vehicle?

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

17. In a Texas CDL safety scenario, which option best addresses this issue: What should be checked on a trailer's landing gear before travel?

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

18. In a Texas CDL safety scenario, which option best addresses this issue: What should you do if you find a serious defect that makes the vehicle unsafe?

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

19. What safety benefit explains why seat belts important in commercial vehicles in a commercial vehicle?

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

20. In a Texas CDL safety scenario, which option best addresses this issue: What is the best reason to keep the windshield and mirrors clean?

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

21. In a Texas CDL safety scenario, which option best addresses this issue: What is the first step in managing space ahead?

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

22. What risk explains why following distance important for a CMV in a commercial vehicle?

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

23. In a Texas CDL safety scenario, which option best addresses this issue: When driving at night, what should a driver do with speed?

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

24. In a Texas CDL safety scenario, which option best addresses this issue: What is a safe response when a driver is being tailgated?

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

25. What safety reason supports a driver choosing to scan mirrors regularly in a commercial vehicle?

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

26. Which approach best protects a driver when dealing with a blind spot in a commercial vehicle?

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

27. What safety reason supports a driver choosing to avoid sudden steering movements in a commercial vehicle?

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

28. In a Texas CDL safety scenario, which option best addresses this issue: What should you do if you are unsure whether there is enough clearance?

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

29. What risk explains why speed management especially important on curves in a commercial vehicle?

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

30. Which method is safest when a driver needs to change lanes in a large vehicle in a commercial vehicle?

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

31. What safety reason supports a driver choosing to keep a space cushion to the sides in a commercial vehicle?

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

32. At what point should a driver begin slowing for an exit in a commercial vehicle?

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

33. In a Texas CDL safety scenario, which option best addresses this issue: What is a key risk of driving too fast for conditions?

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

34. What safety reason supports a driver choosing to communicate intentions early in a commercial vehicle?

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

35. Which choice should a driver make when visibility is reduced by rain or fog in a commercial vehicle?

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

36. What risk explains why looking well ahead useful before a downgrade in a commercial vehicle?

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

37. In a Texas CDL safety scenario, which option best addresses this issue: What is the safest response if another driver cuts in closely ahead?

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

38. What safety reason supports a driver choosing to avoid backing when possible in a commercial vehicle?

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

39. In a Texas CDL safety scenario, which option best addresses this issue: What is the best practice before backing a CMV?

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

40. Which choice should a driver make when a hazard requires a quick stop in a commercial vehicle?

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

41. What risk explains why distraction dangerous for a commercial driver in a commercial vehicle?

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

42. Which purpose best explains selecting a safe speed before a curve in a commercial vehicle?

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

43. Which choice should a driver make after passing another vehicle in a commercial vehicle?

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

44. What safety reason supports a driver choosing to anticipate traffic changes far ahead in a commercial vehicle?

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

45. In a Texas CDL safety scenario, which option best addresses this issue: What is the safest action when approaching a work zone?

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

46. What safety reason supports a driver choosing to avoid driving beside another vehicle for long in a commercial vehicle?

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

47. Which response best manages a strong crosswind in a commercial vehicle?

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

48. What risk explains why keeping both hands ready on the wheel important in a commercial vehicle?

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

49. Which choice should a driver make when entering traffic from a stop in a commercial vehicle?

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

50. What safety reason explains why cargo be secured in a commercial vehicle?

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

51. In a Texas CDL safety scenario, which option best addresses this issue: What is a likely effect of cargo shifting during a turn?

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

52. What safety reason supports cargo securement be rechecked during a trip in a commercial vehicle?

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

53. In a Texas CDL safety scenario, which option best addresses this issue: What is the safest response if cargo has shifted?

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

54. What safety reason supports a driver choosing to know the vehicle's height in a commercial vehicle?

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

55. In a Texas CDL safety scenario, which option best addresses this issue: What should be considered before crossing railroad tracks?

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

56. What risk explains why a high center of gravity be dangerous in a commercial vehicle?

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

57. In a Texas CDL safety scenario, which option best addresses this issue: What is the best way to protect a load during turns?

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

58. What safety reason supports cargo doors be checked before travel in a commercial vehicle?

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

59. Which purpose best explains using adequate cargo restraints in a commercial vehicle?

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

60. In a Texas CDL safety scenario, which option best addresses this issue: What is a safe action when loading affects rearward visibility?

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

61. What safety reason supports weight be distributed properly in a commercial vehicle?

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

62. Which choice should a driver make if a load blocks a required light or reflector in a commercial vehicle?

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

63. What risk explains why a cargo check especially important after hard braking in a commercial vehicle?

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

64. Which priority comes first during a tire blowout in a commercial vehicle?

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

65. Which action should a driver take if the vehicle begins to skid in a commercial vehicle?

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

66. What risk explains why hard braking on a slippery surface risky in a commercial vehicle?

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

67. In a Texas CDL safety scenario, which option best addresses this issue: What should you do if you smell smoke or see signs of fire?

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

68. In a Texas CDL safety scenario, which option best addresses this issue: 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 where traffic cannot see them
- C. Use them only at night during normal vehicle operation
- D. Place them as required after securing the vehicle

69. What safety reason supports a driver choosing to avoid using the parking brake to stop a moving vehicle in a commercial vehicle?

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

70. In a Texas CDL safety scenario, which option best addresses this issue: What is the best response when brakes become less effective on a downgrade?

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

71. What safety reason supports a driver choosing to plan an escape route in a commercial vehicle?

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

72. Which response is safest if a driver encounters hydroplaning in a commercial vehicle?

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

73. What safety reason supports a driver choosing to use headlights in poor visibility in a commercial vehicle?

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

74. Which choice should a driver make after stopping for an emergency in a commercial vehicle?

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

75. What risk explains why fatigue a serious driving hazard in a commercial vehicle?

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

76. In a Texas CDL safety scenario, which option best addresses this issue: What is the safest response when you feel too tired to drive?

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

77. What risk explains why alcohol dangerous even before a driver feels obviously impaired in a commercial vehicle?

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

78. In a Texas CDL safety scenario, which option best addresses this issue: What is the safest rule for medication and driving?

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

79. What safety reason supports a driver choosing to manage emotions while driving in a commercial vehicle?

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

80. In a Texas CDL safety scenario, which option best addresses this issue: What is the best use of a rest break?

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

81. What safety reason supports a driver choosing to avoid using a phone while operating a CMV in a commercial vehicle?

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

82. Which choice should a driver make if a route problem causes stress in a commercial vehicle?

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

83. What risk explains why maintaining physical health relevant to safe driving in a commercial vehicle?

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

84. Which response is safest if a driver encounters a conflict with another road user in a commercial vehicle?

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

85. Which statement best describes defensive driving mean for a CMV driver in a commercial vehicle?

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

86. What safety reason supports a driver choosing to plan a trip before departure in a commercial vehicle?

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

87. In a Texas CDL safety scenario, which option best addresses this issue: What is the best reason to check weather before a trip?

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

88. What safety reason supports a driver choosing to know bridge and road restrictions on a route in a commercial vehicle?

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

89. In a Texas CDL safety scenario, which option best addresses this issue: What is the safest action when a route is unfamiliar?

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

90. What risk explains why keeping documents organized helpful on a trip in a commercial vehicle?

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

91. Which choice should a driver make if a vehicle problem develops during the trip in a commercial vehicle?

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

92. What safety reason supports a driver choosing to inspect the vehicle after a trip in a commercial vehicle?

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

93. In a Texas CDL safety scenario, which option best addresses this issue: What is the safest reason to obey traffic controls in a CMV?

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

94. What risk explains why maintaining a professional attitude important for CDL drivers in a commercial vehicle?

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

95. In a Texas CDL safety scenario, which option best addresses this issue: What is the safest response when unsure about a vehicle procedure?

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

96. What safety reason supports a driver choosing to remain alert at intersections in a commercial vehicle?

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

97. Which choice should a driver make before descending a long grade in a commercial vehicle?

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

98. What risk explains why a complete vehicle stop sometimes necessary before turning in a commercial vehicle?

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

99. In a Texas CDL safety scenario, which option best addresses this issue: What is the best reason to keep adequate following distance in bad weather?

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

100. What safety reason supports a driver choosing to avoid taking curves at a speed set by nearby cars in a commercial vehicle?

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

PRACTICE EXAM 16: ANSWER KEY AND EXPLANATIONS

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

- 12. D** - Clean lenses, proper operation, and secure mounting is correct because Lights must work and be visible to others. This is the safer decision in the scenario and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Use the same principle whenever conditions call for a deliberate, safety-first
- 13. A** - They connect the tractor and trailer safely is correct because A faulty coupling can cause trailer separation. This is the safer decision in the scenario and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Use the same principle whenever conditions call for a deliberate, safety-first decision.
- 14. B** - To ensure the driver can see required areas is correct because Mirrors must be adjusted before driving. This is the safer decision in the scenario and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Use the same principle whenever conditions call for a deliberate, safety-first decision.
- 15. C** - As required, before operating if unsafe is correct because Safety defects need timely reporting and correction. This is the safer decision in the scenario and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Use the same principle whenever conditions call for a deliberate, safety-first decision.
- 16. D** - Wheel failures can cause loss of control is correct because Damaged wheels can fail while moving. This is the safer decision in the scenario and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Use the same principle whenever conditions call for a deliberate, safety-first decision.
- 17. C** - That it is fully raised and secured is correct because Landing gear must not contact the roadway. This is the safer decision in the scenario and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Use the same principle whenever conditions call for a deliberate, safety-first decision.
- 18. B** - Park the vehicle and have it corrected is correct because Unsafe defects should be corrected before operation. This is the safer decision in the scenario and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Use the same principle whenever conditions call for a deliberate, safety-first decision.
- 19. A** - They help keep the driver in position and protected is correct because Seat belts help prevent ejection and loss of control. This is the safer decision in the scenario 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. D** - To preserve visibility of hazards and traffic is correct because Clear glass and mirrors support early hazard detection. This is the safer decision in the scenario and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Use the same principle whenever conditions call for a deliberate, safety-first
- 21. D** - Look far enough ahead to identify hazards early is correct because Looking ahead creates time to plan. This is the safer decision in the scenario and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Use the same principle whenever conditions call for a deliberate, safety-first decision.
- 22. B** - Large vehicles need more time and distance to stop is correct because Extra space provides time to react and brake. This is the safer decision in the scenario 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. A** - Drive within the distance visible ahead is correct because Speed must fit the distance the driver can see. This is the safer decision in the scenario and gives the driver a clear action. The other choices either delay a needed response, rely on

guesswork, or introduce an avoidable hazard. Use the same principle whenever conditions call for a deliberate, safety-first

24. C - Brake hard to warn the following driver is correct because Extra space reduces the need for abrupt braking. This is the safer decision in the scenario and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Use the same principle whenever conditions call for a deliberate, safety-first

25. C - To monitor traffic around the vehicle is correct because Mirror checks reveal changes beside and behind the vehicle. This is the safer decision in the scenario and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Use the same principle whenever conditions call for a deliberate, safety-first

26. B - Signal, check mirrors, and verify the space is clear is correct because Blind spots require deliberate observation before moving. This is the safer decision in the scenario 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. D - They can cause skids, rollovers, or lane departure is correct because Smooth steering preserves traction and vehicle stability. This is the safer decision in the scenario and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Use the same principle whenever conditions call for a deliberate, safety-first

28. A - Proceed slowly and verify before entering is correct because Clearance must be confirmed before committing the vehicle. This is the safer decision in the scenario and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Use the same principle whenever conditions call for a deliberate, safety-first decision.

29. D - 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 is the safer decision in the scenario 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. B - Signal early, check mirrors, and move only when clear is correct because A planned lane change protects traffic in blind areas. This is the safer decision in the scenario 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. A - It provides an escape path from hazards is correct because Side space gives room to avoid conflict. This is the safer decision in the scenario and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Use the same principle whenever conditions call for a deliberate, safety-first decision.

32. C - Before entering the exit ramp is correct because Reducing speed before the ramp prevents instability. This is the safer decision in the scenario and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Use the same principle whenever conditions call for a deliberate, safety-first decision.

33. A - Reduced control and increased stopping distance is correct because Unsafe speed leaves less margin for hazards. This is the safer decision in the scenario and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Use the same principle whenever conditions call for a deliberate, safety-first decision.

34. D - Other road users need time to respond is correct because Early communication reduces surprises and conflicts. This is the safer decision in the scenario and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Use the same principle whenever conditions call for a deliberate, safety-first decision.

35. C - Slow down and increase following distance is correct because Reduced visibility requires more time and space. This is the safer decision in the scenario and gives the driver a clear action. The other choices either delay a needed response, rely

on guesswork, or introduce an avoidable hazard. Use the same principle whenever conditions call for a deliberate, safety-first decision.

36. B - It helps identify speed-control needs early is correct because Early recognition allows safe speed selection. This is the safer decision in the scenario and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Use the same principle whenever conditions call for a deliberate, safety-first decision.

37. B - Ease off and restore a safe following distance is correct because Restoring space is safer than retaliation. This is the safer decision in the scenario and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Use the same principle whenever conditions call for a deliberate, safety-first decision.

38. A - Backing has limited visibility and higher collision risk is correct because Planning reduces the need for a high-risk maneuver. This is the safer decision in the scenario 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. C - Get out and look if safe to do so is correct because Direct observation helps identify hazards behind the vehicle. This is the safer decision in the scenario 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. D - Brake in a controlled manner while maintaining steering control is correct because Controlled braking and steering help prevent secondary loss of control. This is the safer decision in the scenario 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. C - It delays detection and response to hazards is correct because Driving requires continuous attention to changing conditions. This is the safer decision in the scenario and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Use the same principle whenever conditions call for a deliberate, safety-first decision.

42. B - To keep traction and stability through the turn is correct because Speed should be reduced before turning, not during a crisis. This is the safer decision in the scenario 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. D - Return only when the passed vehicle is visible in mirrors is correct because Mirror visibility helps confirm safe clearance. This is the safer decision in the scenario 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 is the safer decision in the scenario and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Use the same principle whenever conditions call for a deliberate, safety-first decision.

45. D - Reduce speed and follow signs and lane guidance is correct because Work zones demand extra attention and controlled speed. This is the safer decision in the scenario 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 is the safer decision in the scenario and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Use the same principle whenever conditions call for a deliberate, safety-first

- 47. C** - Grip the wheel firmly and reduce speed as needed is correct because Wind can push a tall vehicle, so control and speed matter. This is the safer decision in the scenario 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. B** - It supports quick, controlled steering corrections is correct because Proper hand control helps manage unexpected movement. This is the safer decision in the scenario and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Use the same principle whenever conditions call for a deliberate, safety-first decision.
- 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 is the safer decision in the scenario 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. D** - Unsecured cargo can shift, fall, or affect handling is correct because Secure cargo protects the vehicle, driver, and public. This is the safer decision in the scenario 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. A** - It can change the vehicle's balance and cause loss of control is correct because Shifting weight can destabilize the vehicle. This is the safer decision in the scenario 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. C** - Vibration and movement can loosen restraints is correct because Travel forces can change a securement system. This is the safer decision in the scenario and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Use the same principle whenever conditions call for a deliberate, safety-first decision.
- 53. B** - Stop safely and correct the load before continuing is correct because A shifted load can affect control and must be corrected. This is the safer decision in the scenario 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. C** - To avoid striking low clearances is correct because Overhead clearance must be confirmed for the whole vehicle. This is the safer decision in the scenario and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Use the same principle whenever conditions call for a deliberate, safety-first decision.
- 55. D** - Clearance, traffic conditions, and the ability to cross completely is correct because Never enter unless the vehicle can clear the tracks. This is the safer decision in the scenario 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. A** - It increases rollover risk in curves and evasive maneuvers is correct because Higher loads increase stability demands. This is the safer decision in the scenario and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Use the same principle whenever conditions call for a deliberate, safety-first decision.
- 57. D** - Take turns at a controlled speed is correct because Controlled speed reduces side forces on the load. This is the safer decision in the scenario and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Use the same principle whenever conditions call for a deliberate, safety-first decision.
- 58. A** - Open or insecure doors can create a road hazard is correct because Secure doors prevent cargo loss and striking hazards. This is the safer decision in the scenario 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 is the safer decision in the scenario 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. C** - Use properly adjusted mirrors and follow required precautions is correct because Visibility limits require deliberate compensating practices. This is the safer decision in the scenario and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Use the same principle whenever conditions call for a deliberate, safety-first decision.
- 61. D** - Improper distribution can harm handling, tires, and axles is correct because Balanced weight supports stable, legal vehicle operation. This is the safer decision in the scenario and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Use the same principle whenever conditions call for a deliberate, safety-first
- 62. B** - Correct the condition before operating is correct because Required lighting and reflectors must remain effective. This is the safer decision in the scenario and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Use the same principle whenever conditions call for a deliberate, safety-first decision.
- 63. A** - Forces may have shifted or loosened the load is correct because Sudden deceleration can stress securement devices. This is the safer decision in the scenario and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Use the same principle whenever conditions call for a deliberate, safety-first decision.
- 64. C** - Hold the steering wheel firmly and maintain control is correct because Firm steering helps prevent a sudden lane departure. This is the safer decision in the scenario 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. C** - Avoid overcorrecting and regain traction smoothly is correct because Smooth inputs help the tires regain traction. This is the safer decision in the scenario and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Use the same principle whenever conditions call for a deliberate, safety-first decision.
- 66. B** - It can lock wheels and reduce steering control is correct because Locked wheels may slide instead of steer. This is the safer decision in the scenario and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Use the same principle whenever conditions call for a deliberate, safety-first
- 67. A** - Stop safely, secure the vehicle, and address the emergency is correct because Fire signs require an immediate, controlled response. This is the safer decision in the scenario 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. D** - Place them as required after securing the vehicle is correct because Visible warnings alert approaching traffic to the hazard. This is the safer decision in the scenario 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. D** - It may cause loss of control or damage is correct because Parking brakes are not a substitute for controlled service braking. This is the safer decision in the scenario 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 is the safer decision in the scenario 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. C - It provides a safer option if a hazard develops is correct because An escape path can prevent a collision when conditions change. This is the safer decision in the scenario 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 is the safer decision in the scenario 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. D - They help the driver see and help others see the vehicle is correct because Lighting improves conspicuity when visibility is limited. This is the safer decision in the scenario 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. A - Protect the scene and communicate the problem as appropriate is correct because Scene protection reduces risk to the driver and others. This is the safer decision in the scenario 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 is the safer decision in the scenario 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. C - Stop in a safe place and rest is correct because Rest is the reliable response to fatigue. This is the safer decision in the scenario and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Use the same principle whenever conditions call for a deliberate, safety-first decision.

77. A - It can affect judgment and coordination early is correct because Impairment can begin before a person recognizes it. This is the safer decision in the scenario and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Use the same principle whenever conditions call for a deliberate, safety-first

78. B - Know its effects and do not drive if it impairs you is correct because Some medications can affect alertness and coordination. This is the safer decision in the scenario 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. D - Anger and stress can lead to risky decisions is correct because Calm decision-making supports safe control and judgment. This is the safer decision in the scenario and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Use the same principle whenever conditions call for a deliberate, safety-first

80. C - Recover alertness before it becomes a driving hazard is correct because Breaks help drivers maintain the attention needed for safe operation. This is the safer decision in the scenario 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. C - Phone use diverts attention from the driving task is correct because A driver needs full attention to recognize and respond to hazards. This is the safer decision in the scenario 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. B - Slow down mentally, reassess safely, and avoid impulsive actions is correct because A calm reassessment helps prevent a second error. This is the safer decision in the scenario 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. D - Health affects alertness, endurance, and decision-making is correct because Safe driving depends on the driver's ability to stay alert and capable. This is the safer decision in the scenario 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 is the safer decision in the scenario and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Use the same principle whenever conditions call for a deliberate, safety-first

85. C - Expecting hazards and preparing safe responses is correct because Defensive driving builds time and space for unpredictable actions. This is the safer decision in the scenario and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Use the same principle whenever conditions call for a deliberate, safety-first

86. B - Planning identifies route, clearance, weather, and stopping needs is correct because Good planning reduces surprises that can pressure unsafe choices. This is the safer decision in the scenario 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. D - Weather can change traction, visibility, and route safety is correct because Weather information supports safe route and speed decisions. This is the safer decision in the scenario 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. C - 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 is the safer decision in the scenario 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. A - Use a plan and slow down early for decisions is correct because Preparation gives the driver time to make controlled choices. This is the safer decision in the scenario 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 is the safer decision in the scenario 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. B - Respond safely, stop when appropriate, and report the issue is correct because A developing defect can become a serious hazard if ignored. This is the safer decision in the scenario 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. D - Post-trip checks can reveal defects needing attention is correct because Identifying defects helps ensure the next trip starts safely. This is the safer decision in the scenario 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. D - They organize traffic and communicate known hazards is correct because Traffic controls coordinate movement and reduce conflict. This is the safer decision in the scenario and gives the driver a clear action. The other choices either delay a

needed response, rely on guesswork, or introduce an avoidable hazard. Use the same principle whenever conditions call for a deliberate, safety-first decision.

94. A - Professional choices support safety, compliance, and public trust is correct because A professional driver consistently makes safe, lawful decisions. This is the safer decision in the scenario 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. C - Stop and obtain reliable guidance before proceeding is correct because Uncertainty about safety procedures should be resolved before action. This is the safer decision in the scenario 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. B - Conflicting traffic and changing signals create hazards is correct because Intersections require scanning, speed control, and readiness to yield. This is the safer decision in the scenario 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. A - Select a safe speed and appropriate gear before the descent is correct because Preparation before the grade protects braking capacity and control. This is the safer decision in the scenario 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. D - 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 is the safer decision in the scenario 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 is the safer decision in the scenario and gives the driver a clear action. The other choices either delay a needed response, rely on guesswork, or introduce an avoidable hazard. Use the same principle whenever conditions call for a deliberate, safety-first decision.

100. C - CMVs have different weight, handling, and rollover risk is correct because A safe curve speed depends on the CMV, load, and conditions. This is the safer decision in the scenario 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