

**FDOT SAFETY EXAMINER WORKFORCE CERTIFICATION  
TEST**

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## Disclaimer Page

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| 16. Abstract<br><p>Highway accidents are at epidemic proportions in this country, resulting in 43,000 deaths, three million injuries, and \$230 billion in costs annually nationwide. The combination of increased traffic, unsafe drivers, variety of licensing practices for Commercial Motor Vehicle (CMV) drivers across the states, and issues surrounding commercial truck inspections greatly contribute to these numbers. This problem is further exacerbated by state motor carrier compliance officers, also referred to as safety inspectors, facing extended job duties and a shortage of qualified and trained personnel.</p> <p>In addition to the complex and dynamic problem of effectively training and certifying local, state, and federal CMV safety inspectors, there is currently no national system for continuing education or certification that ensures consistency of interstate compliance with the federal regulations. The Florida Department of Transportation (FDOT), their Florida Motor Carrier Compliance Office (FMCCO) in partnership with the University of Central Florida's (UCF) Institute for Simulation and Training (IST), are designing an innovative training program to assist the training and professional development of novice and experienced safety inspectors. The purpose of this program is to develop a pilot certification and education program that could be implemented across multiple jurisdictions.</p> |  |                                       |           |
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## Executive Summary

The problems addressed with this research concern the shortage of qualified federal and state safety inspectors. This is critical because the job duties of these officers have expanded at a time when we are experiencing an extreme shortage of qualified and trained personnel.

The current training for these inspectors involves traditional teaching methods that demand a thorough understanding of the extensive federal regulations set forth by the Federal Motor Carrier Safety Administration (FMCSA). In addition to learning thousands of complicated regulations written in legalese, safety inspectors must apply that knowledge using the North American Standard Out-of-Service criteria during a vehicle inspection, and they must know when exceptions to the regulations occur. Regulations, out-of-service criteria, and exceptions change based on the type of vehicle they are inspecting.

Currently, many state and federal inspectors with higher-ranking positions have other job duties that prevent them from conducting roadside inspections on a consistent basis. However, these inspectors are still required to complete 32 inspections per year to maintain their certification. In many situations, safety inspector supervisors sign off that the 32 inspections were completed without verifying whether the inspections were conducted effectively. The purpose of the Safety Inspector Workforce Certification Program is to test safety inspectors' knowledge and skills on roadside inspections, while providing detailed feedback as to their strengths and weaknesses.

With the ever-changing federal regulations due to interpretations by court rulings, or new laws, it is critical that state and federal safety inspectors are conducting inspections correctly. Incorrect inspections can lead to legal action and only impede safety inspectors from performing their jobs and keeping our roads safe. The Safety Inspector Workforce Certification Program provides a means of testing and documentation showing that the safety inspector's certification is valid. It also provides a means to remediate any weaknesses discovered.

In response to this problem, University of Central Florida's (UCF) Institute for Simulation and Training (IST) designed an innovative program to certify state and federal safety inspectors while providing detailed feedback across many inspection categories. These categories are based on the federally mandated Part A (driver) and Part B (vehicle) class content.

The objective of the certification test is to:

- Create knowledge and skills-based test questions that mimic what safety inspectors must demonstrate during a roadside inspection
- Provide detailed feedback as to safety inspectors' strengths and weaknesses across the different categories of the Part A and Part B mandated classroom content

Based on their positive response, the UCF-IST team believes that the Safety Inspector Workforce Certification Program has the potential to diagnose problems and improve safety inspector training by focusing on specific weaknesses of the safety inspector. Potential benefits from this certification program are numerous. The program allows for speedier diagnosis of safety inspector weaknesses and faster, more focused training of safety inspectors based on test results. It provides statistics and demographics showing the areas with which safety inspectors tend to struggle. In addition, the program allows for the creation of new training classes to address safety inspector weaknesses based on these statistics.

We hope that state and federal governments will adopt this computer-based certification program. Currently, the UCF-IST team has the support of multiple jurisdictions (Florida, Colorado, Ohio, and Michigan), and has received a positive response. The current program is in a prototype phase and continued support needs to be provided to make the program better and fully functional.

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## CHAPTER ONE: INTRODUCTION

### Background and Problem Statement

Highway accidents are at epidemic proportions in this country, resulting in 43,000 deaths, three million injuries, and \$230 billion in costs annually nationwide. The combination of increased traffic, unsafe drivers, variety of licensing practices for Commercial Motor Vehicle (CMV) drivers across the states, and issues surrounding commercial truck inspections greatly contributes to these numbers. This problem is further exacerbated by state motor carrier compliance officers, also referred to as safety inspectors, facing extended job duties and a shortage of qualified and trained personnel. Safety inspectors must not only understand the extensive federal regulations set forth by the Federal Motor Carrier Safety Administration (FMCSA), but must apply that knowledge using the North American Standard Out-of-Service criteria during a vehicle inspection, and know when a myriad of exceptions to the regulations occur due to the type of vehicle being driven. Additionally, safety inspectors must constantly adapt to the ever-changing regulations due to interpretations by court rulings, as well as new security and anti-terrorism laws passed down from the federal government since 9/11. Lastly, safety inspectors must spend time training and passing along their knowledge and experiences to newcomers in the field.

In spite of this complex and dynamic scenario within which motor carrier safety professionals operate, there is currently no national system for continuing education or certification and thus no standard across the country that ensures consistency of interstate compliance with the federal regulations. The Florida Department of Transportation (FDOT), their Florida Motor Carrier Compliance Office (FMCCO) in partnership with the University of Central Florida's (UCF) Institute for Simulation and Training (IST), are designing an innovative training program to assist the training and professional development of novice and experienced safety inspectors.

The current training for these inspectors involves traditional teaching methods that demand a thorough understanding of the extensive federal regulations set forth by the Federal Motor Carrier Safety Administration (FMCSA). In addition to learning thousands of complicated regulations written in legalese, safety inspectors must apply that knowledge using the North American Standard Out-of-Service criteria during a vehicle inspection, and they must know when exceptions to the regulations occur. Regulations, out-of-service criteria, and exceptions change based on the type of vehicle they are inspecting.

Currently, many state and federal inspectors with higher ranking positions have other job duties that prevent them from conducting roadside inspections on a consistent basis. However, these inspectors are still required to complete 32 inspections per year to maintain their certification. In many situations, safety inspector supervisors sign off that the 32 inspections were completed without verifying whether the inspections were conducted effectively. The purpose of the Safety Inspector Workforce Certification

Program is to test safety inspectors' knowledge and skills on roadside inspection, while providing detailed feedback as to their strengths and weaknesses.

## **Hypothesis**

A prototype national safety inspector workforce certification program will effectively test safety inspectors' knowledge and skills on roadside inspection, while providing detailed feedback as to their strengths and weaknesses.

## **Objectives/Tasks**

This project will leverage an on-going effort to develop web-based training for the Florida Motor Carrier Compliance Office by using a systematic approach to enhancing human performance that recognized the enforcement audience, the environment in which they performed their jobs, and the application of cost-effective proven web-based technology used for a standard assessment and certification program for Commercial Motor Vehicle safety inspectors. The specific scope of this project was the development of a test instrument through a rapid prototyping process and pilot testing across three jurisdictions to ensure the generalization and validity of results. The objectives were as follows:

- Formally document requirements for professional certification. This first objective focused on analysis of the most critical compliance issues, directives and regulatory requirements and the determination of how to translate those into a profile of performance measures and metrics of success that form the basis of an assessment instrument.
- Design the certification program elements. Based on SME interviews, and attendance and review of Part A and Part B classes, the certification program elements were designed to as closely possible mimic the elements required for success in the field.
- Design the diagnostic test instrument. Complex multiple-choice questions aligned with scenario-based inspection situations formed the basis of the assessment instrument. This type of test allowed both knowledge and application of that knowledge to be tested, along with ease of scoring.
- Pilot Test Certification Program. Implement the diagnostic test instrument with a minimum of three jurisdictions (Florida, Colorado, Ohio-Michigan) to collect data for test validation
- Conduct data analysis and develop the final report. This objective consisted of documenting and developing the final report and recommending the system for potential applications to other Department of Transportation entities.

## **Program Structure**

The Safety Examiner Workforce Certification Test is a database-driven test that objectively measures the skills and knowledge of the safety inspectors ability to perform a North American Standard Level 1 Inspection. Safety inspectors are required to log in to

the system so that the database can track their progress throughout the test and provide them with a score upon its completion.

Once the safety inspector users log in, they are prompted to choose the type of test to take. Currently, the North American Standard Level I Inspection Test is the only test they can choose. The users are then directed to the test. The database consists of 329 test questions, 140 of which will be randomly selected for each user. This way, each user has a potentially different test. The 140 questions are taken from over 20 different inspection categories and the user must pass with an 80% score or higher.

When the user completes the test, an After Action Review (AAR) will be provided in three different formats:

1. Test review
2. Test remediation
3. Test summary

The test review mode allows the users to view all of their incorrect answers. The test remediation mode provides a scoring percentage for each of the 20-plus inspection categories. This allows the users to see which inspection categories they have weaknesses in. From there, they may choose how they want to remediate their training. Finally, the test summary mode summarizes their test results. A green light means that their total test score was 80% or better and they passed each inspection category with an 80% or better. A yellow light means that their total score was 80% or better but there were one or more sections in which they scored under 80%. Finally, a red light means their total score was under 80% and there were one or more sections in which their total score was under 80%.

## **CHAPTER TWO: RESEARCH REVIEW**

In 2003, the UCF/IST team attended a conference in Sarasota, with the intention of displaying the Virtual Check Ride System (VCRS), which is another research project being conducted by UCF. During the conference, Lt. Col. Binder of the Florida Department of Transportation Motor Carrier Compliance Office approached the team. Lt. Col. Binder expressed interest in the walk-around inspection portion of the VCRS and in how to redesign for safety inspectors rather than the traditional CMV driver. By reviewing previous research on vehicle inspection training conducted by Commercial Vehicle Safety Alliance (CVSA) Transportation Review Board and research done for the VCRS, the UCF/IST team gained a better understanding about how to apply the VCRS vehicle inspection to safety inspector training.

### **Leveraging from the Virtual Check Ride System (VCRS)**

IST developed the VCRS (a computer/web-based training system) to train and recertify CMV drivers. The VCRS allows CMV drivers to demonstrate that they possess the knowledge and skills required to operate a commercial motor vehicle successfully and safely. Because VCRS is a simulator, it allows drivers to take an actual state-conducted, federally-mandated commercial driver's license test from the comfort and safety of a computer and simulator. The test requires students to complete a multiple-choice state-mandated CDL knowledge test, a virtual vehicle walk-around inspection, and a simulator-based road skills test, all while receiving immediate performance feedback.

FMCCO saw an opportunity to leverage the virtual walk-around portion of the VCRS and use it to train and recertify safety inspectors to prepare them for conducting a Level 1 Inspection using the federal regulations and North American Standard Out-of-Service criteria. Clearly, training students using the current traditional classroom-based lecture wasn't effective due to the 21% failure rate. Neither was eliminating the Part A and B courses. FMCCO decided that testing a web-based training program in conjunction with the Part A and B courses and in conjunction with field training, would help enhance students' learning experiences and their on-the-job performance.

### **Traditional CVSA Safety Inspector Training Courses**

Additionally, the IST team researched the World Wide Web to see if there were other web-based training applications for the training and certification of safety inspectors. This type of training was not found, which gave the IST team a perfect opportunity to create something unique and innovative. Currently, safety inspector training is conducted by CVSA instructors and done in a very traditional sense in a classroom setting. Research on the Virtual Check Ride System suggests that complex skills can be taught via the World Wide Web and by means of simulation. The current walk-around inspection of the VCRS was studied and deemed too difficult for truck drivers to complete due to its complex nature. By creating an offshoot of the virtual walk-around inspection, and

gearing it toward safety inspectors (Level I inspection), a complex set of knowledge and skills could be taught in a more cost-effective manner than is currently being done.

By studying the safety inspector training courses set forth by CVSA, as well as the innovative methods being used to train truck drivers through the VCRS, the Computer-based Safety Inspection Training and Certification Program was created. This program combined the lessons learned from the VCRS training with the teaching provided through the traditional classroom-based courses taught by CVSA to create an innovative method to train safety inspectors on how to apply the federal regulations and North American Standard Out-of-Service criteria during a virtual Level I inspection of a commercial motor vehicle.

Highway accidents are at epidemic proportions in this country, resulting in 43,000 deaths, three million injuries, and \$230 billion in costs annually nationwide. The combination of increased traffic, unsafe drivers, variety of licensing practices for Commercial Motor Vehicle (CMV) drivers across the states, and issues surrounding commercial truck inspections greatly contribute to these numbers. This problem is further exacerbated by state motor carrier compliance officers, also referred to as safety inspectors, facing extended job duties and a shortage of qualified and trained personnel.

In addition to the complex and dynamic problem of effectively training and certifying local, state, and federal CMV safety inspectors, there is currently no national system for continuing education or certification that ensures consistency of interstate compliance with the federal regulations. The Florida Department of Transportation (FDOT), their Florida Motor Carrier Compliance Office (FMCCO) in partnership with the University of Central Florida's (UCF) Institute for Simulation and Training (IST), are designing an innovative training program to assist the training and professional development of novice and experienced safety inspectors. The purpose of this program is to develop a pilot certification and education program that could be implemented across multiple jurisdictions.

## **CHAPTER THREE: METHODOLOGY**

### **Program Design**

Many safety inspectors have different backgrounds, knowledge, and job experiences. With the Federal Motor Carrier Safety Administration's (FMCSA) desire for uniformity across jurisdictions throughout our country, the test has been designed to measure skills and knowledge that are based on the federal regulations, their exceptions, and the North American Standard Out-of-Service criteria, even though many states have their own laws. The main goal of the program and validation study is to determine why so many jurisdictions are not consistent in the way they enforce the federal regulations and out-of-service criteria.

The UCF-IST evaluation/validation plan was finalized and discussed across jurisdictions; moreover, the test item analysis was conducted and a questionnaire was developed for feedback from the subjects. The general strategies for questionnaire development and preparation entail a three stage approach. First, question development was completed by the RAPTER group, (a team of multi-disciplinary researchers), followed by subject matter expert review. Next, field testing was performed throughout multi-jurisdictional test sites. Finally, the RAPTER group assessed and completed the validation process and will provide recommendations on issues such as test location, security, implementation, personal requirements, and methods to improve consistency across jurisdictions at the conclusion of this report.

### **Validation Study**

The purpose of the UCF-IST validation plan was to look at many variables and determine why so many safety inspectors across jurisdictions seem to conduct inspections and enforce laws differently. Many variables were studied to determine test item validity along with variables that compared subject background and experiences and how that affected their test scores. These variables included but were not limited to:

- Comparison of scores of the state jurisdictions
- Comparison of scores of the three sample tests
- Comparison of scores of safety inspectors with various levels (years) of experience (0-2 years, 2-5 years, 5-10 year., 10-20 years, 20+ years)
- Comparison of scores of safety inspectors that have/had CDLs or CMV experience versus those that do/did not
- Comparison of scores of safety inspectors that have/had law enforcement experience versus those that do/did not
- Comparison of scores of safety inspectors that have/had truck/automotive mechanics experience versus those that do/did not
- Comparison of scores of male versus female inspectors
- Analysis of test items that the majority of safety inspectors got wrong
- Analysis of test items that safety inspectors complained were not written well

Although web-compatible, the pilot testing and validation study was conducted through paper-based sample tests. Because the web-based test uses randomly sampled questions, designing answer keys for 90 different tests wasn't feasible. Instead, the UCF-IST-team had the database print out three random sample tests. Each jurisdiction received 30 tests. Tests were divided as follows (Figure 1):

|                             |   |
|-----------------------------|---|
| Florida Jurisdiction        | 10 sample 1 tests<br>10 sample 2 tests<br>10 sample 3 tests |
| Colorado Jurisdiction       | 10 sample 1 tests<br>10 sample 2 tests<br>10 sample 3 tests |
| Ohio-Michigan Jurisdictions | 10 sample 1 tests<br>10 sample 2 tests<br>10 sample 3 tests |

**Figure 1: Sample Tests: Jurisdictional Breakdown**

Each jurisdiction was asked to randomly assign the sample tests to their state and federal safety inspectors. Additionally, specific directions on how to take the test and return it to the UCF- IST team were provided. Included with the answer sheets was a survey/questionnaire that asked for specific information on the test taker's background and experiences. The following items were asked on the survey (Figure 2):

- |   |
|---|
| <ul style="list-style-type: none"> <li>• Name</li> <li>• Age</li> <li>• Gender</li> <li>• Job/division location</li> <li>• Law enforcement experience?</li> <li>• CMV experience?</li> <li>• Have/had CDL?</li> <li>• CMV mechanics experience?</li> <li>• Previous job</li> <li>• Years experience with safety inspection</li> </ul> |
|---|

**Figure 2: Survey/Questionnaire Items**

## CHAPTER FOUR: FINDINGS

|                      | Sample Test 1 | Sample Test 2 | Sample Test 3 |
|----------------------|---------------|---------------|---------------|
| <b>Florida</b>       | 10 out of 10  | 10 out of 10  | 10 out of 10  |
| <b>Colorado</b>      | 4 out of 10   | 4 out of 10   | 5 out of 10   |
| <b>Ohio-Michigan</b> | 2 out of 10   | 5 out of 10   | 1 out of 10   |

**Table 1: Sample Test Return Count:** This table breaks down the number of sample tests that were returned to the UCF-IST team for data analysis. The sample test return count is broken down according to jurisdiction and sample test number

| Jurisdiction         | Sample 1 Avg. Score | Sample 2 Avg. Score | Sample 3 Avg. Score | Total Avg. Score |
|----------------------|---------------------|---------------------|---------------------|------------------|
| <b>Florida</b>       | 69.97               | 70.42               | 72.25               | 70.88            |
| <b>Colorado</b>      | 80.83               | 79.25               | 78.11               | 79.30            |
| <b>Ohio/Michigan</b> | 75.00               | 67.03               | 65.44               | 68.83            |
| <b>Total</b>         | 73.72               | 71.39               | 73.66               | 72.71            |

**Table 2: Jurisdictional Comparison.** This table provides the average scores across the three jurisdictions being studied. A total average score is also provided.

| Years of Experience | Avg. Score |
|---------------------|------------|
| <b>0-2</b>          | 71.49      |
| <b>2-5</b>          | 71.26      |
| <b>5-10</b>         | 75.34      |
| <b>10-20</b>        | 72.60      |
| <b>20+</b>          | 71.34      |

**Table 3: Years of Experience Comparison.** This table provides the average scores of safety inspectors based on their years of experience on the job.

| Gender              | Avg. Score |
|---------------------|------------|
| <b>Male (N=40)</b>  | 73.65      |
| <b>Female (N=8)</b> | 69.26      |

**Table 4: Gender Comparison.** This table provides the average scores of male versus female safety inspectors.

| Yes/No                   | < 5 Years But Previous Law Enforcement Experience | < 5 Years But Previous CMV/CDL Experience | < 5 Years But Previous Automotive/Mechanics Experience |
|--------------------------|---|---|--|
| <b>Yes (sample size)</b> | 70.89 (N=8)                                       | 76.11 (N=7)                               | 76.99 (N=4)  |
| <b>No (sample size)</b>  | 71.63 (N=13)                                      | 69.65 (N=16)                              | 70.54 (N=19)   |

**Table 5: Field Experience Chart.** This table provides the average scores of safety inspectors who have fewer than 5 years of experience on the job (inexperienced). A comparison between previous job experiences is also provided.

| <b>Average Age:<br/>Florida</b> | <b>Average Age:<br/>Colorado</b> | <b>Average Age:<br/>Ohio/Michigan</b> |
|---------------------------------|----------------------------------|---------------------------------------|
| 41.17                           | 47.2                             | 39.1                                  |

**Table 6: Average Age.** This table provides the average age of the safety inspectors for each jurisdiction

## CHAPTER FIVE: DISCUSSION

### Subject Matter Expert Review

Based on the findings of the validation study, there are some interesting issues that must be discussed before the certification test goes from a prototype state to a fully implemented test. Based on SME interviews and raw data, the UCF-IST team has discovered great value in a National Certification Test for federal and state safety inspectors. However, many issues must still be resolved due to the many confounds discovered during validation.

During the design phase of the project when the UCF-IST team developed the questions and sent them to various jurisdictions for SME review, there was a very poor rate of return on comments. The Florida jurisdiction was able to provide one SME for review of content. Although the test was sent out for SME review throughout the state, no comments were provided. The team experienced the same problem with the Colorado jurisdiction as well. In fact, every Colorado safety inspector that reviewed the storyboarded test sent back little or no feedback other than “it’s fine.” On the other hand, the Michigan-Ohio jurisdiction did send back several comments, most of which were incorporated into the test.

Unfortunately, the safety inspectors didn’t thoroughly review the test questions. It wasn’t until after the test was actually given, that safety inspectors began noting issues with the questions. Some of these comments included:

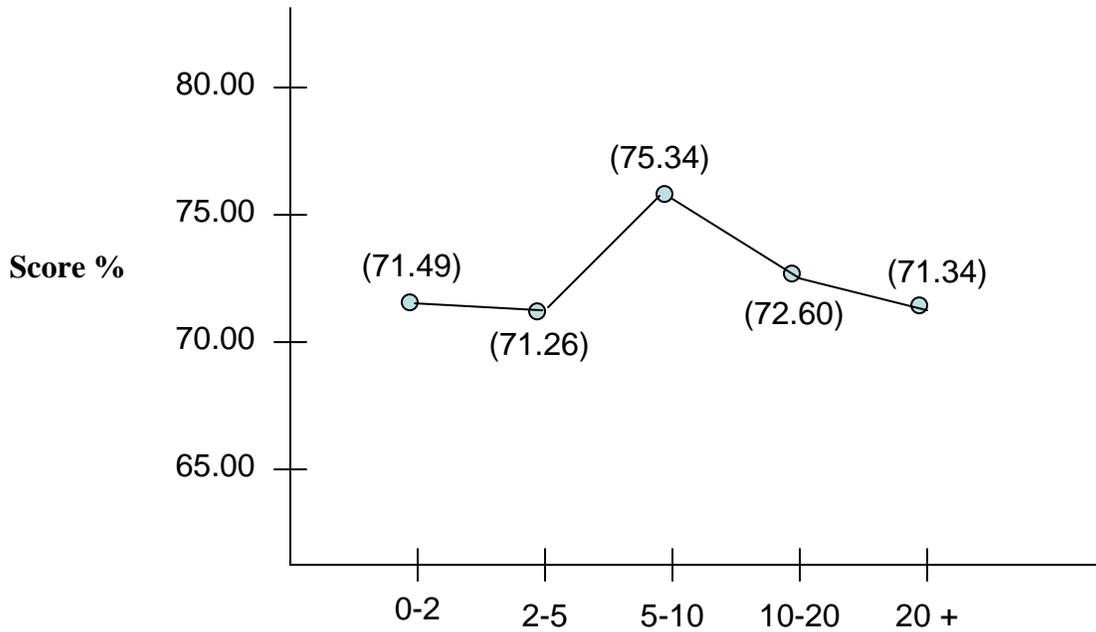
- The test question is written wrong.
- The answers provided are incorrect.
- The test question is incomplete or could be written better.
- There are repeat questions.

Based on this issue, the UCF-IST team determined that the test review phase wasn’t taken seriously because the safety inspectors didn’t actually have to take the test. Additionally, although noted in this report, many of the test items had to be thrown out because they were not valid. Corrections to these items will have to be made if the project continues into a new phase.

During the review of Ohio-Michigan’s comments on the test items, it was discovered that their safety inspectors enforced the federal regulations incorrectly. Specifically, safety inspectors differ in what they believe is a critical violation versus a non-critical violation. During a conference call between Michigan, Florida, and CVSA, it was discovered that Michigan safety inspectors are interpreting the enforcement action incorrectly. Therefore, many of the answers that Michigan safety inspectors chose on the test were answered incorrectly when certain issues with critical versus non-critical violations came up.

## Comparison of Scores Across Variables

1. **Jurisdictional:** When comparing the scores of subjects across the three jurisdictions (Florida, Colorado, and Michigan/Ohio), Colorado scored the highest (79.30%), while Michigan/Ohio scored the lowest (68.83%). Florida's average score was 70.88%. There may be many possible explanations for this. The most striking observation was actually discovered during development of the test during a conference call to Michigan head of safety, CVSA, and the Florida MCCO. It was discovered that Michigan was incorrectly enforcing CVSA's critical inspection items list and that Florida and Colorado were indeed interpreting correctly. For example, based on CVSA's critical inspection items list, a headlamp at too low of a height is a critical violation. Michigan was enforcing it as a non-critical violation. The Safety Inspector Workforce Certification test requires users to understand the difference between critical and non-critical violations. Therefore, it's understandable that Michigan/Ohio's test scores were significantly lower than Florida and Colorado. One other notable variable was that out of the three jurisdictions, Michigan/Ohio had the youngest average age of the safety inspectors.
2. **Sample Tests:** Another variable that was studied was the average scores for each of the sample tests. Interestingly, there was really no significant difference in the average scores of the sample tests, ranging from 71.39% to 73.72% (approximately only a point and a half difference). It can be concluded that the sample tests were consistent in how they randomly pulled questions from the database to provide each safety inspector with a similar/consistent test.
3. **Years of Experience.** The years of experience variable had some surprising results. The UCF-IST team predicted that the average scores would increase as the safety inspectors' years of experience increased. Surprisingly, the scores based on years of experience followed more of a bell shaped curve (See Figure 3).



**Figure 3. Years of Experience**

Although further research is necessary to specifically understand these results our observations and discussion with the participants does provide a possible explanation. The explanation is that those personnel with limited experience are truly at the entering level and would be expected to receive lower scores. Those with moderate experience (5-10) scored the highest and we believe they represent the highest scoring group as they are experienced and truly at the top of their game in terms of knowledge and career focus. The falling scores for the more experienced group we believe is a function of two factors. First is a function of the huge number of changes in the regulations and the lack of standardized continuing education; this puts older inspectors in the position of having to be very attentive to changes and new interpretations, which is difficult given their work schedule. The second factor is those longest on the job become less motivated to stay current on the changing regulations and this test instrument was based on the latest regulatory guidance. However, these are our interpretation based on interviews and anecdotal data. The sample size and purpose of this validation effort was really to look at the feasibility of using such an instrument not testing individuals' skills.

4. Gender: The UCF-IST team concludes that there was no significant difference in scores based on gender. However, the sample size of females was very small compared to males. More research needs to be conducted in this area.
5. Previous Job-Related Experiences for Safety Inspectors Less Than Five Years On-the-job: Several areas were looked at concerning the previous job-related experiences for safety inspectors. The reason the UCF-IST team only looked at safety inspectors that were less than five years on the job was because previous

job-related experiences, or lack of, would have more of an effect on inexperienced safety inspectors' performance. The first area that the UCF-IST team looked at was whether the safety inspector had previous law enforcement experience. The average score of safety inspectors that did have law enforcement experience was 70.89%, while the average scores of safety inspectors that did not have law enforcement experience was 71.63%. It can be concluded that no significant difference was found. The second area that the UCF-IST team looked at was CMV/CDL experience. In other words, did the safety inspector previously have a job that required them to drive a commercial motor vehicle? Safety inspectors that did have CMV/CDL experience averaged 76.11%, while safety inspectors that did not have CMV/CDL experience averaged 69.65%. It can be concluded that safety inspectors that did have CMV/CDL experience performed significantly better than those that did not. Finally, the UCF-IST team looked at whether the safety inspector had an automotive/mechanics background. Those that did have an automotive/mechanics background scored a 76.99%, while those that did not scored a 70.53%. It can be concluded that safety inspectors that had automotive/mechanics backgrounds performed significantly better than those that did not. However, it must be noted that all of the sample sizes for these variables varied quite significantly and confounded the study.

### **Test Item Analysis**

Aside from the raw data that was collected for demographics, a test item analysis was collected based on additional raw data and SME question analysis. Specific, raw comments provided by SMEs can be found in Appendix M, however, a summarization of that data is provided in this section. One of the issues with the test item analysis was that not all of the 329 database questions were sampled in the three 140 question sample tests. So, a further review of the entire test questions that were left out must be provided before the test goes from its prototype state to being fully implemented.

See Appendix M for review of data considered to be problem questions.

## CHAPTER SIX: CONCLUSIONS

Based on the positive response from federal and state safety inspectors, as well as subject matter experts and sponsors, the UCF-IST team believes that the Safety Inspector Workforce Certification Test has the potential to provide an annual certification method for safety inspectors on all levels. Additionally, the test will provide a means for inspectors to remediate their weaknesses and become better safety inspectors. Finally, the test provides some insight as to why CVSA is having trouble bringing consistency throughout Motor Carrier Compliance Office jurisdictions throughout the country.

The UCF-IST team recommends that the following actions be taken to bring the Safety Inspector Certification Test from a prototype stage to a fully implemented test:

1. Due to the fact that SMEs found issues with several test questions while taking the test (rather than pre-test during the review phase), many of the test questions have to either be eliminated or rewritten in a way that will satisfy the validation requirements.
2. The Commercial Motor Vehicle Safety Alliance (CVSA) must become a partner in the development and maintenance of the test so that consistency can be implemented across jurisdictions. Currently, jurisdictions are still not enforcing the regulations consistently, especially when it comes to differentiating between non-critical and critical violations.
3. A fully operational database must be created that will be independent and fully capable of providing feedback and remediation suggestions. This would include total test score, test scores across inspection categories, and recommendations for remediation based on test scores. Additionally, this database must be fully accessible to the agency required to take over maintenance of the test item bank. This is due to the fact that test questions may have to be added, eliminated, or adjusted based on the ever-changing regulatory requirements and Out-of-Service criteria.

Currently, the FMCCO community is very supportive and excited about the opportunity this program provides. The goal is to implement this program with the hope that more states (by directive of the federal government) will adopt the test. With the increased amount of traffic on the roads, as well as government safety regulations constantly changing, safety inspectors must be able to keep up with these changes through performance-based testing. This is especially true for the federal inspectors that are only required to complete 32 inspections per year.

Finally, the IST-RAPTER team recommends that once the suggested changes are made to make the Safety Inspector Certification Test fully operational, an expanded study should be conducted using a larger sample size to provide a more conclusive statistical analysis. This would include the addition of more jurisdictions.

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## **Appendix A: Pilot Study Cover Letter**

To our partners in Florida, Colorado, Michigan, and Ohio,

I'd like to take this time to thank you once again for your support for the Safety Inspector Workforce Certification Program. In few days, you'll be receiving packets through the mail containing test answer sheets along with instructions on how to administer them. The actual tests are attached in this e-mail (Sample Test 1, Sample Test 2, and Sample Test 3). For our partners in Florida and Colorado, you'll be testing 30 safety inspectors (federal and state) each in your state. We'd like you to administer the Sample 1 Test to 10 of your inspectors, the Sample 2 test to 10 of your inspectors, and the Sample 3 test to 10 of your inspectors, along with the answer sheets being sent to you by mail. Please keep the two page answer sheets stapled because they each have a student code for data collections purposes.

After your safety inspectors complete the tests, have them send the stapled answer sheets back to you, and mail them to the address provided to you on the instruction sheet in the packet. Please make sure that the inspector circles which sample test he/she took on the second page of the answer sheet. You'll see that option on the top of the page.

For the Ohio and Michigan folks,

Ohio, you'll be receiving 9 answer sheets. Please administer the Sample 1 Test to 3 of your inspectors, the sample 2 test to 10 of your inspectors, and the sample 3 test to 3 of your inspectors.

Michigan, you'll be receiving 21 answer sheets. Please administer the Sample 1 test to 7 of your inspectors, the sample 2 test to 7 of your inspectors, and the sample 3 test to 7 of your inspectors.

Thank again for all of the assistance you are providing. If you have any questions, do not hesitate to call me (407-882-1369) or Ron Tarr (407-882-1391).

Regards,  
Scott Tanner

## **Appendix B: Test Instructions**

## **Safety Inspector Workforce Certification Test (Pilot Test Trials)**

### **Background**

Highway accidents are at epidemic proportions in this country, resulting in 43,000 deaths, three million injuries, and \$230 billion in costs annually nationwide. The combination of increased traffic, unsafe drivers, challenges with licensing practices for Commercial Motor Vehicle (CMV) drivers across the states, and issues surrounding commercial truck inspections greatly contribute to these numbers. This problem is further exacerbated by state motor carrier compliance officers, also referred to as safety inspectors, facing extended job duties and a shortage of qualified and trained personnel.

In addition to the complex and dynamic problem of effectively training and certifying local, state, and federal CMV safety inspectors, there is currently no national system for continuing education or certification that ensures consistency of interstate compliance with the federal regulations. In 2006, the Federal Motor Carrier Safety Administration's (FMCSA) National Training Center (NTC) directed the University of Central Florida's (UCF) Institute for Simulation and Training (IST) to design a national certification test for federal and state safety inspectors. This test is leveraged off the Computer-based Safety Inspector Training and Certification Program that UCF/IST (in partnership with FDOT-MCCO) is designing to help with the training and development of novice and experienced safety inspectors. The purpose of the entire program is to develop a pilot certification and education program that could be implemented across multiple jurisdictions.

### **About this Test**

The Safety Inspector Workforce Certification Test is a multiple choice test that assesses the safety inspectors' knowledge on conducting a successful North American Standard Level I Inspection. The test questions have been created by randomly selecting 140 questions from a bank of over 300 questions, across 22 different inspection categories. Through this random selection process, each safety inspector will have a different test. In order to pass the test, the safety inspector must successfully answer 80% of the questions across each of the 22 categories. Upon completion of the test, a detailed After Action Review (AAR) with correct and incorrect answers will be provided.

**Before we begin the instructions, keep in mind that this is a pilot test. Your assistance helps us determine whether this test actually works!**

### **Instructions**

As a director of your FMCSA state division, we'd like you to pass this test out to a minimum of 30 federal and state safety inspectors. Currently there are three versions of the test (Sample Test 1, Sample Test 2, and Sample Test 3). Please select 10 safety inspectors to take Sample Test 1, 10 safety inspectors to take Sample Test 2, and 10 safety inspectors to take Sample 3. The answer sheet you received contains two pages that are stapled together. Please make sure you and your safety inspectors keep those pages stapled together throughout the process because they are coded with a student number for data collection purposes. Also, make sure your safety inspector circles the correct version of the test on the answer sheet

Just as they would during a roadside inspection, the safety inspector may use his/her Federal Regulations, North American Standard Out-of-Service criteria, and any other materials necessary while taking the test. However, please have each safety inspector complete the test individually.

Upon completion of the test, have your safety inspectors return the stapled pages to you and mail them back to the following address:

**University of Central Florida  
Institute for Simulation and Training  
Attn: Scott Tanner  
3280 Progress Drive  
Orlando, FL 32826**

## **Appendix C: Demographics Survey**

**Safety Inspector Workforce Certification Test  
Answer Sheet**

**Background Information**

1. Name: \_\_\_\_\_

2. Age: \_\_\_\_\_ 3. Gender:     Male    Female

4. Job Location/Division: \_\_\_\_\_

5. Prior to your current job, did you have any law enforcement experience?     Yes    No

6. Prior to your current job, any Commercial Motor Vehicle Experience?     Yes    No

7. Do you currently have a CDL, or did you have one at one point?     Yes    No

8. Do you have an automobile or truck mechanics background?     Yes    No

9. What was the previous job you held? \_\_\_\_\_  
\_\_\_\_\_

10. Number of years involved with CMV Safety Inspection \_\_\_\_\_

## **Appendix D: Test Answer Sheet**

**Safety Inspector Workforce Certification Test  
Answer Sheet**

**Background Information**

1. Name: \_\_\_\_\_

2. Age: \_\_\_\_\_ 3. Gender:     Male    Female

4. Job Location/Division: \_\_\_\_\_

5. Prior to your current job, did you have any law enforcement experience?     Yes    No

6. Prior to your current job, any Commercial Motor Vehicle Experience?     Yes    No

7. Do you currently have a CDL, or did you have one at one point?     Yes    No

8. Do you have an automobile or truck mechanics background?     Yes    No

9. What was the previous job you held? \_\_\_\_\_  
\_\_\_\_\_

10. Number of years involved with CMV Safety Inspection \_\_\_\_\_

**Answer Sheet**

Which version of the test were you provided with?

Sample Test 1

Sample Test 2

Sample Test 3

Instructions: Circle the correct answers

- 1. A B C D
- 2. A B C D
- 3. A B C D
- 4. A B C D
- 5. A B C D
- 6. A B C D
- 7. A B C D
- 8. A B C D
- 9. A B C D
- 10. A B C D
- 11. A B C D
- 12. A B C D
- 13. A B C D
- 14. A B C D
- 15. A B C D
- 16. A B C D
- 17. A B C D
- 18. A B C D
- 19. A B C D
- 20. A B C D
- 21. A B C D
- 22. A B C D
- 23. A B C D
- 24. A B C D
- 25. A B C D
- 26. A B C D
- 27. A B C D
- 28. A B C D
- 29. A B C D
- 30. A B C D
- 31. A B C D
- 32. A B C D
- 33. A B C D
- 34. A B C D
- 35. A B C D
- 36. A B C D
- 37. A B C D
- 38. A B C D
- 39. A B C D
- 40. A B C D
- 41. A B C D
- 42. A B C D
- 43. A B C D
- 44. A B C D
- 45. A B C D
- 46. A B C D
- 47. A B C D
- 48. A B C D
- 49. A B C D
- 50. A B C D

- 51. A B C D
- 52. A B C D
- 53. A B C D
- 54. A B C D
- 55. A B C D
- 56. A B C D
- 57. A B C D
- 58. A B C D
- 59. A B C D
- 60. A B C D
- 61. A B C D
- 62. A B C D
- 63. A B C D
- 64. A B C D
- 65. A B C D
- 66. A B C D
- 67. A B C D
- 68. A B C D
- 69. A B C D
- 70. A B C D
- 71. A B C D
- 72. A B C D
- 73. A B C D
- 74. A B C D
- 75. A B C D
- 76. A B C D
- 77. A B C D
- 78. A B C D
- 79. A B C D
- 80. A B C D
- 81. A B C D
- 82. A B C D
- 83. A B C D
- 84. A B C D
- 85. A B C D
- 86. A B C D
- 87. A B C D
- 88. A B C D
- 89. A B C D
- 90. A B C D
- 91. A B C D
- 92. A B C D
- 93. A B C D
- 94. A B C D
- 95. A B C D
- 96. A B C D
- 97. A B C D
- 98. A B C D
- 99. A B C D
- 100. A B C D

- 101. A B C D
- 102. A B C D
- 103. A B C D
- 104. A B C D
- 105. A B C D
- 106. A B C D
- 107. A B C D
- 108. A B C D
- 109. A B C D
- 110. A B C D
- 111. A B C D
- 112. A B C D
- 113. A B C D
- 114. A B C D
- 115. A B C D
- 116. A B C D
- 117. A B C D
- 118. A B C D
- 119. A B C D
- 120. A B C D
- 121. A B C D
- 122. A B C D
- 123. A B C D
- 124. A B C D
- 125. A B C D
- 126. A B C D
- 127. A B C D
- 128. A B C D
- 129. A B C D
- 130. A B C D
- 131. A B C D
- 132. A B C D
- 133. A B C D
- 134. A B C D
- 135. A B C D
- 136. A B C D
- 137. A B C D
- 138. A B C D
- 139. A B C D
- 140. A B C D

## **Appendix E: Sample 1 Test**

# Sample Test

**1 School bus operations in which a school bus takes students on field trips are not subject to the Federal Motor Carrier Safety Regulations** 13

- a. True
- b. False

**2 School bus operations in which a school bus only takes students to and from school are not subject to the Federal Motor Carrier Safety Regulations.** 14

- a. True
- b. False

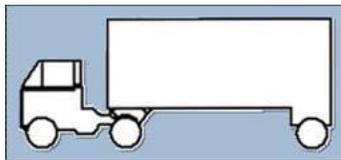
**3 During relief emergencies, drivers and carriers are exempt from parts 390 to 399 of the Federal Motor Carrier Safety Regulations.** 17

- a. True
- b. False

**4 Which of the following should you pay attention to when approaching the vehicle?** 98

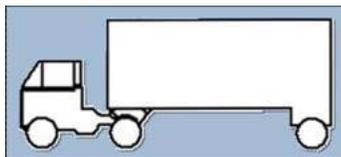
- a. The driver's behavior and demeanor
- b. Hazardous materials markings, leaks, and spills
- c. Vehicle condition, including unsecured cargo
- d. All of the above

**5 What type of Commercial Motor Vehicle configuration is this?** 133



- a. Three axle truck-tractor semitrailer
- b. Four axle truck-tractor semitrailer
- c. Five axle truck-tractor semitrailer
- d. None of the above

**6 What type of Commercial Motor Vehicle configuration is this?** 134



- a. Three axle truck-tractor semitrailer
- b. Four axle truck-tractor semitrailer
- c. Five axle truck-tractor semitrailer
- d. None of the above

7 What type of Commercial Motor Vehicle configuration is this?

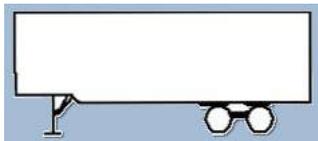
135



- a. Double saddle mount
- b. Full trailer
- c. 5-axle truck-tractor semitrailer
- d. 5-axle truck-tractor flatbed semitrailer

8 What type of Commercial Motor Vehicle configuration is this?

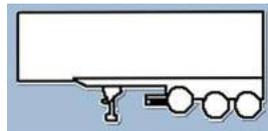
143



- a. Straight Truck
- b. Semitrailer
- c. Full Trailer
- d. Bobtail

9 What type of Commercial Motor Vehicle configuration is this?

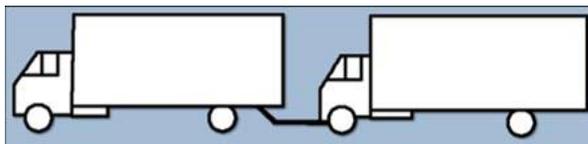
145



- a. Saddlemount
- b. Driveaway Towaway
- c. Triple with Lift Axle
- d. Full Trailer

10 What type of Commercial Motor Vehicle configuration is this?

149



- a. Saddlemount
- b. Driveaway Towaway
- c. Triple with lift axle
- d. Full trailer

11 Out of the six North American Standard Inspection Procedure levels, which one is used for only the walk-around Driver/Vehicle Inspection (inspector does not go underneath the vehicle)?

153

- a. Level I
- b. Level II
- c. Level III
- d. Level IV

- 12 Out of the six North American Standard Inspection Procedure levels, which one is used for a driver only inspection?** 154
- a. Level I
  - b. Level II
  - c. Level III
  - d. Level IV
- 13 Out of the six North American Standard Inspection Procedure levels, which one is considered to used for vehicle inspection only?** 155
- a. Level II
  - b. Level IV
  - c. Level V
  - d. Level VI
- 14 Out of the six North American Standard Inspection Procedure levels, which one is used for special inspections such as a one-time examination of a particular item?** 156
- a. Level II
  - b. Level IV
  - c. Level V
  - d. Level VI
- 15 Where should a CVSA decal on a power unit be affixed?** 159
- a. Lower right exterior corner of the driver's side windshield
  - b. Eye level on the exterior window of the driver's door.
  - c. Lower left exterior corner of the passenger's side windshield
  - d. Eye level on the exterior window of the passenger's door.
- 16 A driver of a semi-trailer enters a weigh station on May 2nd and has no obvious violations. A yellow CVSA decal correctly is affixed with both corners removed. Will this vehicle generally be subject to re-inspection?** 160
- a. Yes
  - b. No
- 17 A driver of a semi-trailer enters a weigh station on May 2nd with a right front headlamp out. A yellow CVSA decal is correctly affixed with both corners removed. Will this vehicle generally be subject to re-inspection?** 161
- a. Yes
  - b. No
- 18 How must a CVSA decal be affixed if it is issued on march 15th?** 163
- a. Green decal with both corners removed
  - b. Yellow decal with no corners removed
  - c. Green decal with upper right corner removed
  - d. Green decal with no corners removed
- 19 How must a CVSA decal be affixed if it is issued on July 25th?** 164
- a. Orange decal with both corners removed

- b. Orange decal with upper right corner removed
- c. Orange decal with no corners removed
- d. None of the above

**20 If a CVSA decal is issued on June 20th, when will it expire?**

166

- a. June 30th because a new color decal starts on July 1st
- b. September 30th because the decal was issued toward the end of June and the driver gets three additional months before the decal expires
- c. August 31st because the decal remains valid for the month of issuance plus two additional months
- d. None of the above

**21 Using FMCSR's placard tables, determine class/division number required for the following shipment. A vehicle transporting 1250 lbs of Gasoline**

99

- a. 4.1
- b. 3
- c. 8
- d. No placard required

**22 Using FMCSR's placard tables, determine class/division number required for the following shipment. A vehicle transporting 1000 lbs of Sulfur.**

100

- a. 4.1
- b. 3
- c. 8
- d. No placard required

**23 Using FMCSR's placard tables, determine class/division number required for the following shipment. A vehicle transporting 1150 lbs of Sulfur.**

101

- a. 4.1
- b. 3
- c. 8
- d. No placard required

**24 A placard is required for propane gas regardless of its weight.**

104

- a. true
- b. false

**25 A placard is required for chlorine gas regardless of its weight.**

105

- a. true
- b. false

**26 Using the scenario below, what type of placard would be required? A vehicle transporting 15 lbs of a division 1.1 material.**

216

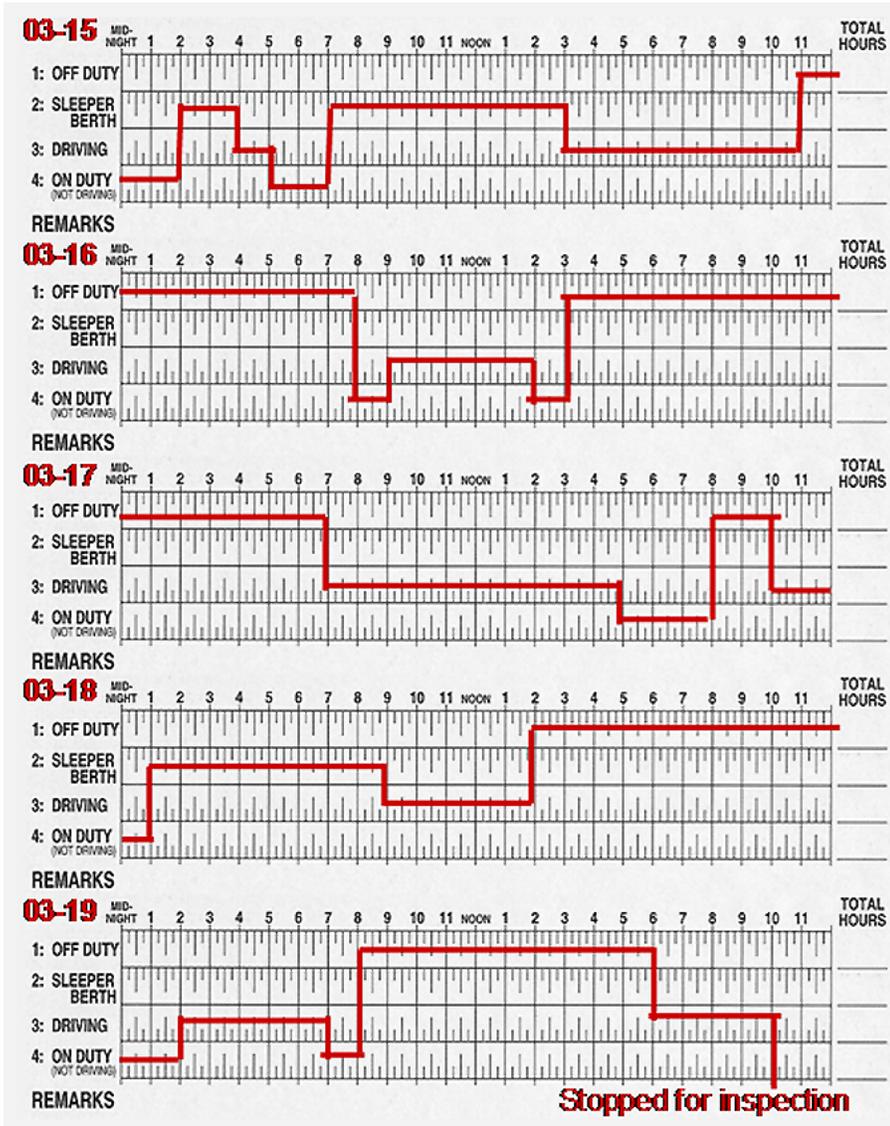
- a. Explosives
- b. Non-flammable gas
- c. Organic peroxides
- d. No placard required

- 27 Using the scenario below, what type of placard would be required? A vehicle transporting 1000 lbs of a division 4.1 material. 218
- a. Explosive when wet
  - b. Non-flammable gas
  - c. Flammable solid
  - d. No placard required
- 28 Using the scenario below, what type of placard would be required? A vehicle transporting 1001 lbs of a division 4.1 material. 219
- a. Explosive when wet
  - b. Non-flammable gas
  - c. Flammable solid
  - d. No placard required
- 29 Using the scenario below, what type of placard would be required? A vehicle transporting 1100 lbs of a class 8 material. 220
- a. Radioactive
  - b. Corrosive
  - c. Flammable
  - d. No placard required
- 30 Using the scenario below, what type of placard would be required? A vehicle transporting 950 lbs of a class 8 material. 221
- a. Radioactive
  - b. Corrosive
  - c. Flammable
  - d. No placard required
- 31 For consistency, use only one source of information to identify the carrier such as the vehicle registration 106
- a. true
  - b. false
- 32 A motor carrier that does not have to adhere to economic regulations but is still subject to the FMCSR is considered to be which type of motor carrier (for example, transportation of cattle)? 196
- a. Private motor carrier of property or passengers (for business)
  - b. Private motor carrier of property or passengers (for non-business)
  - c. For-hire carrier
  - d. Exempt carrier
- 33 A truck with a GVWR of 10,000 lbs is pulling a trailer with a GVWR of 12,000 lbs. What is the minimum class of CDL the driver is required to obtain? 111
- a. A
  - b. B
  - c. C
  - d. None

- 34 A truck with a GVWR of 20,000 lbs is pulling a trailer with a GVWR of 10,000 lbs. What is the minimum class of CDL the driver is required to obtain? 113
- a. A
  - b. B
  - c. C
  - d. None
- 35 A truck with a GVWR of 28,000 lbs is pulling a trailer with a GVWR of 11,000 lbs. What is the minimum class of CDL the driver is required to obtain? 115
- a. A
  - b. B
  - c. C
  - d. None
- 36 A truck with a GVWR of 5,000 is carrying a small load hazardous materials requiring placards. What is the minimum class of CDL the driver is required to obtain? 117
- a. A
  - b. B
  - c. C
  - d. None
- 37 A truck with a GVWR of 10,000 lbs pulling a GVWR 15,000 lb trailer loaded with 5,000 lbs of Class 3 HAZ MAT. What type of endorsement is the driver required to have? 122
- a. T
  - b. P
  - c. N
  - d. None
- 38 A truck with a GVWR of 15,000 lbs is pulling a GVWR 10,000 lb cargo tank trailer loaded with 1200 gallons gasoline. What type of endorsement is the driver required to have? 123
- a. X
  - b. H
  - c. N
  - d. None
- 39 What type of enforcement action should you take if a driver is operating a commercial vehicle without the proper endorsements? 124
- a. No enforcement action is necessary
  - b. Write the offence as a violation only
  - c. Write the offence as a violation and place the driver out of service
  - d. None
- 40 A driver with a valid Mexican CDL with a Class "D" endorsement may operate a passenger bus with 40 passengers. 125
- a. True
  - b. False

- 41 **You can never drive a Commercial Motor Vehicle without a CDL.** 126
- a. True
  - b. False
- 42 **Which of the following situation would NOT disqualify a driver from having a CDL.** 127
- a. Driving while under the influence of alcohol or drugs
  - b. Committing a felony
  - c. Too many minor traffic violations
  - d. Leaving the scene of an accident
- 43 **Which of the following is NOT a requirement that a driver must meet before being eligible to operate a commercial motor vehicle?** 128
- a. Must be a minimum of 18 years of age
  - b. Must be able to speak and read English
  - c. Must have completed a driver's road test
  - d. Must be physically qualified under 391.41 Subpart E
- 44 **What type of enforcement action should be taken if driver does not possess a valid CDL issued by his or her state or jurisdiction of domicile?** 129
- a. No enforcement action is necessary
  - b. Write the driver up for a violation only
  - c. Write the driver up for a violation and place him/her out of service
  - d. Send the driver back to his or her jurisdiction of domicile.
- 45 **A medical examination certificate may be signed by a medical examiner that is NOT a doctor but is licensed, certified, and/or registered under state law.** 130
- a. True
  - b. False
- 46 **If a driver's CDL is disqualified, all of his/her driving privileges are gone, including everyday driving with a normal driver's license.** 131
- a. True
  - b. False
- 47 **If a driver's CDL is revoked, all of his/her driving privileges are gone, including everyday driving with a normal driver's license.** 132
- a. True
  - b. False

48 Review the five days worth of log book recordings depicted in the image to the right. How many 11-hour rule violations did the driver accrue? Assume that the driver has had 24 consecutive hours off duty time at the start of each example.



- a. 2
- b. 3
- c. 4
- d. 5

49 The driver was in violation at the time of the inspection?

- a. true
- b. false

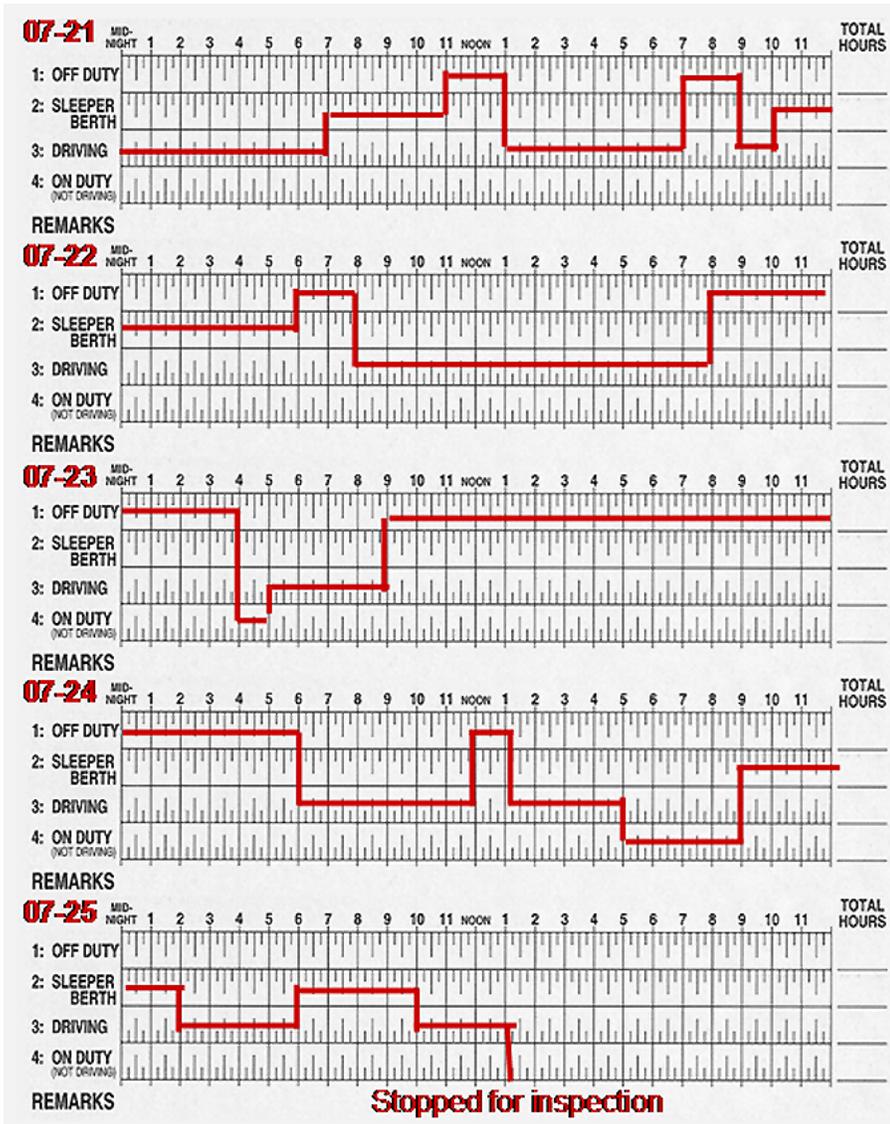
50 How many hours must the driver rest before he/she may drive again?

- a. 2 hours

- b. 8 hours
- c. 10 hours
- d. none of the above

51 Review the five days worth of log book recordings depicted in the image to the right. How many 11-hour rule violations did the driver accrue? Assume that the driver has had 24 consecutive hours off duty time at the start of each example.

178



- a. 3
- b. 4
- c. 5
- d. 6

52 The driver was in violation at the time of the inspection.

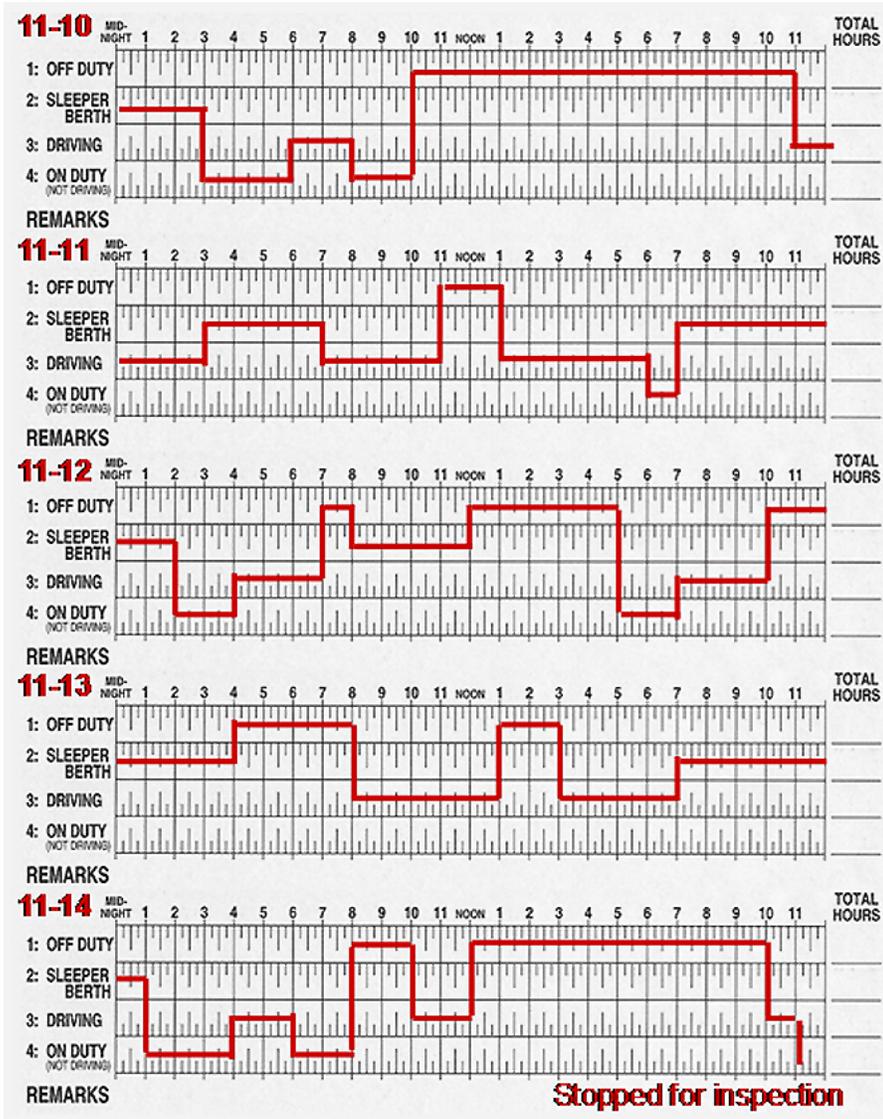
179

- a. true
- b. false

53 How many hours must the driver rest before he/she may drive again?

- a. 2 hours
- b. 8 hours
- c. 10 hours
- d. none of the above

54 Review the five days worth of log book recordings depicted in the image to the right. How many 14-hour rule violations did the driver accrue? Assume that the driver has had 24 consecutive hours off duty time at the start of each example.



- a. 3
- b. 4
- c. 5
- d. 6

55 The driver was in violation at the time of the inspection.

185

- a. true
- b. false

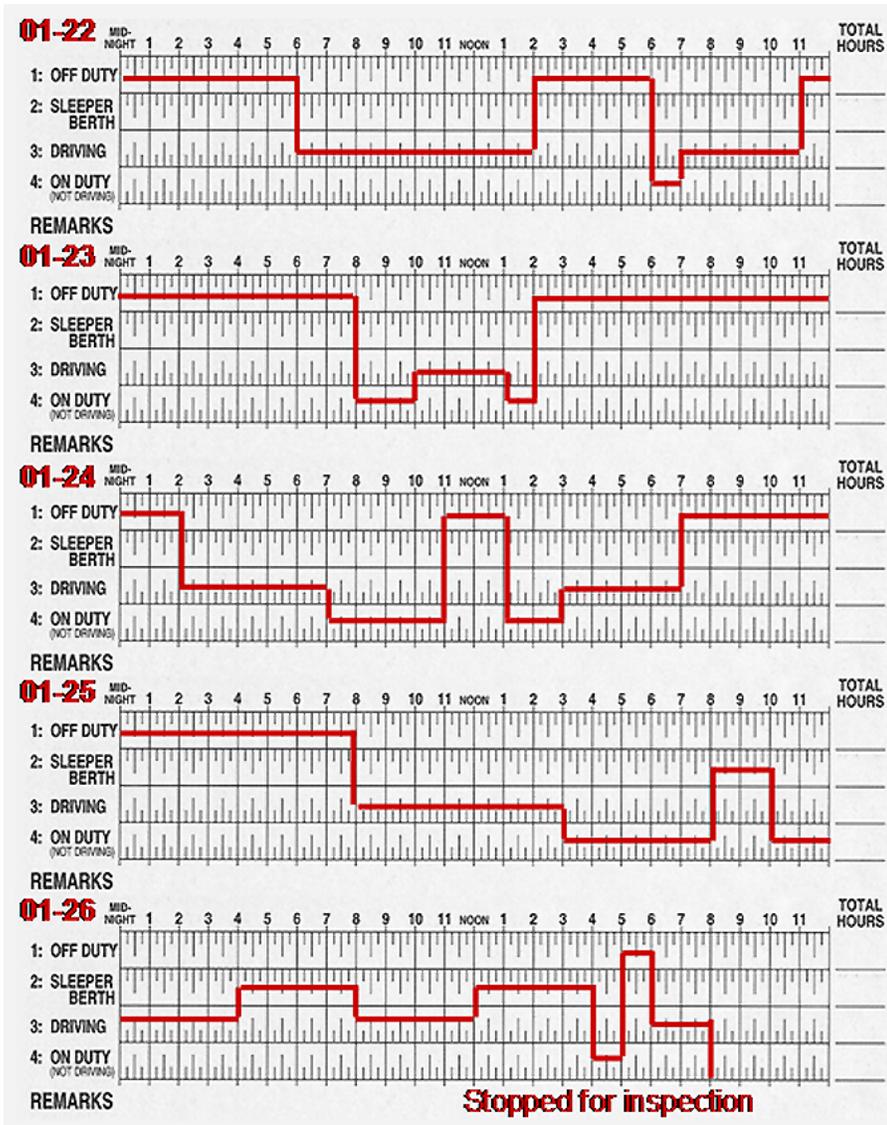
56 How many hours must the driver rest before he/she may drive again?

186

- a. 2 hours
- b. 8 hours
- c. 10 hours
- d. None of the above

57 Review the five days worth of log book recordings depicted in the image to the right. How many 14-hour rule violations did the driver accrue? Assume that the driver has had 24 consecutive hours off duty time at the start of each example.

187



a. 3

- b. 4
- c. 5
- d. 6

**58 The driver was in violation at the time of the inspection.**

188

- a. true
- b. false

**59 How many hours must the driver rest before he/she may drive again?**

189

- a. 2
- b. 8
- c. 10
- d. none of the above

**60 If you look at the chart on the right., you'll see the amount of driving hours a driver recorded over an eight day period. Using the 70 hour rule answer the following three questions. Is the driver in violation of the 70 hour rule at the time of the insp**

197

|  |           |
|--|-----------|
| <b>06-01</b>   | <b>8</b>  |
| <b>06-02</b>   | <b>12</b> |
| <b>06-03</b>   | <b>12</b> |
| <b>06-04</b>   | <b>10</b> |
| <b>06-05</b>   | <b>8</b>  |
| <b>06-06</b>   | <b>12</b> |
| <b>06-07</b>   | <b>14</b> |
| <b>06-08</b><br><b>Stopped for inspection</b><br><b>at 8:00 p.m.</b> | <b>8</b>  |

- a. yes
- b. no

**61 What is the earliest day and time that the driver may drive again?**

198

- a. On 06-09 at 12:01 a.m.
- b. On 06-10 at 12:01 a.m.
- c. On 06-09 at 6:00 a.m.
- d. On 06-10 at 6:00 a.m.

**62 How many hours may the driver drive before he reaches the maximum of 70 hours?**

199

- a. 6 hours
- b. 10 hours
- c. 11 hours
- d. 70 hours

63 If you look at the chart on the right., you'll see the amount of driving hours a driver recorded over a seven day period. Using the 60 hour rule answer the following three questions. Is the driver in violation of the 60 hour rule at the time of the insp

|                                     |    |
|-------------------------------------|----|
| 05-01                               | 10 |
| 05-02                               | 12 |
| 05-03                               | 10 |
| 05-04                               | 6  |
| 05-05                               | 14 |
| 05-06                               | 10 |
| 05-07                               | 9  |
| Stopped for inspection at 9:00 a.m. |    |

- a. yes
- b. no

64 What is the earliest day and time that the driver may drive again?

- a. On 05-08 at 12:01 a.m.
- b. On 05-08 at 7:00 p.m.
- c. On 05-09 at 12:01 a.m.
- d. On 05-09 at 7:00 a.m.

65 How many hours may the driver drive before he reaches the maximum of 60 hours?

- a. 10 hours
- b. 11 hours
- c. 12 hours
- d. 60 hours

66 During daylight hours when visibility is good, you notice that the headlamps seem unusually low for a commercial motor vehicle. Using measuring tape, you determine that the height from the center of the lamp to the ground at curb weight is 25 inches.



- a. No violation
- b. Non-critical violation

- c. Critical violation
- d. Out-of-service violation

67 During nighttime hours, upon directing the driver to turn on the headlamps, you notice that neither headlamp is functioning.

51



- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

68 During an inspection at night with poor visibility, you notice that the front turn signals are combined optically with a head lamp that produces a higher intensity of light than the turn signals.

57



- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

69 It is daylight with good visibility. You are performing an inspection and notice that the hazard lights are 15 inches above the ground at curb weight.

61



- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

- 70 It is night with good visibility. You are inspecting a truck tractor that measures 80" in width and none of the identification lamps are functioning.



- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

- 71 Retroreflective sheeting may be used in place of intermediate side reflex reflectors as long as they conform to the FMVSS standards.

241

- a. true
- b. false

- 72 While inspecting the side of a large 5-axle tractor trailer, you notice that plain red retroreflective sheeting is being used without the typical red-white pattern.

245

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

- 73 While inspecting a 480" trailer, you're uncertain as to whether there is enough retroreflective sheeting. There are sixteen 14 inch strips on each side of the trailer. What type of enforcement action should you take?

249

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

- 74 While inspecting the upper rear area of a large cargo tank, you notice that there are two pairs of retroreflective strips that are white in color, each 12 inches long.

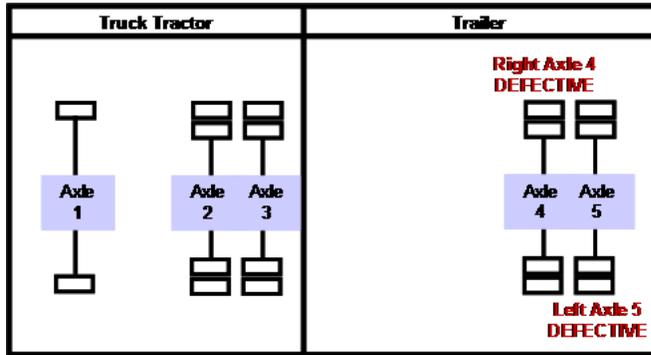
251

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

- 75 While inspecting the upper rear area of a large cargo tank, you notice that there are two pairs of retroreflective strips that are white in color, each 10 inches long. 252
- a. No violation
  - b. Non-critical violation
  - c. Critical violation
  - d. Out-of-service violation
- 76 Rear stop lamps may be powered by battery powered lamps separate from the electrical system of a motor vehicle in certain situations. 254
- a. true
  - b. false
- 77 The battery in the engine compartment must be covered by a fixed part of the motor vehicle or protected by a removable cover or enclosure. 257
- a. true
  - b. false
- 78 While inspecting the air brake system on a CMV, you notice that there is a large bulge in one of the air hoses connecting out from the air reservoir to one of the brake chambers. This type of violation would fall under the 20% criteria so it would not ne 223
- a. true
  - b. false
- 79 A mismatch in air chamber sizes on axle 2 is an out-of-service violation regardless of the 20% criteria. 228
- a. true
  - b. false
- 80 While inspecting the air disk brakes on a 5 axle semi-trailer, you notice that the shoe lining on the right front steering axle brake is  $\frac{1}{4}$ ". The shoe has 2 pads lining these disk brakes. This would be an out-of-service violation. 231
- a. true
  - b. false
- 81 While inspecting the air brakes on a 5 axle semi-trailer, you notice that there is a crack in the shoe lining on the right front steering axle brake that is  $2\frac{1}{2}$ " long. This would be an out-of-service violation. 232
- a. true
  - b. false

82 Based on the number of defective brakes in the diagram, determine what type of action to take.

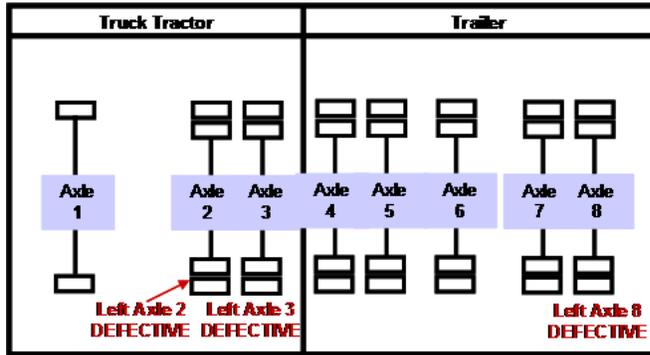
234



- a. Place only the tractor out of service
- b. Place only the trailer out of service
- c. Place the combination out of service
- d. None of the above

83 Based on the number of defective brakes in the diagram, determine what type of action to take.

235



- a. Place only the tractor out of service
- b. Place only the trailer out of service
- c. Place the combination out of service
- d. None of the above

84 Based on the number of defective brakes in the diagram, determine what type of action to take.

237

| Tractor |            |                  |            |
|---------|------------|------------------|------------|
| Axle    | 1          | 2                | 3          |
| Type    | Clamp T-30 | Rotochamber T-30 | Clamp T-30 |
| Right   | 1 3/4"     | 1 3/4"           | 1 3/4"     |
| Left    | 2"         | 2 1/4"           | 2 1/4"     |

| Trailer |            |            |
|---------|------------|------------|
| Axle    | 4          | 5          |
| Type    | Clamp T-30 | Clamp T-30 |
| Right   | 2"         | 1 1/2"     |
| Left    | 1 7/8"     | 1 3/4"     |

- Place the tractor out of service
- Place the trailer out of service
- Place the combination out of service
- None of the above

85 Based on the number of defective brakes in the diagram, determine what type of action to take.

238

| Tractor |                       |                       |                       |
|---------|-----------------------|-----------------------|-----------------------|
| Axle    | 1                     | 2                     | 3                     |
| Type    | Clamp T-20 Longstroke | Clamp T-30 Longstroke | Clamp T-30 Longstroke |
| Right   | 2"                    | 2 1/2"                | 1 3/4"                |
| Left    | 1 3/4"                | 2 1/4"                | 2 1/8"                |

| Trailer |            |            |
|---------|------------|------------|
| Axle    | 4          | 5          |
| Type    | Clamp T-30 | Clamp T-20 |
| Right   | 2 1/2"     | 1 1/2"     |
| Left    | 1 7/8"     | 2 1/2"     |

- Place the tractor out of service
- Place the trailer out of service
- Place the combination out of service
- None of the above

86 Based on the number of defective brakes in the diagram, determine what type of action to take.

239

| Tractor |                          |                          |                          |
|---------|--------------------------|--------------------------|--------------------------|
| Axle    | 1                        | 2                        | 3                        |
| Type    | Clamp T-20<br>Longstroke | Clamp T-30<br>Longstroke | Clamp T-30<br>Longstroke |
| Right   | 2"                       | 2 5/8"                   | 2 5/8"                   |
| Left    | 1 3/4"                   | 2 1/4"                   | 2 1/8 "                  |

- a. No violations
- b. Record violations but the vehicle is still in service
- c. Place the tractor out of service
- d. None of the above

87 Based on the number of defective brakes in the diagram, determine what type of action to take.

240

| Tractor |                          |                          |                          |
|---------|--------------------------|--------------------------|--------------------------|
| Axle    | 1                        | 2                        | 3                        |
| Type    | Clamp T-20<br>Longstroke | Clamp T-30<br>Longstroke | Clamp T-30<br>Longstroke |
| Right   | 2"                       | 2 1/2"                   | 1 3/4"                   |
| Left    | 1 3/4"                   | 2 5/8"                   | 2 1/8 "                  |

| Trailer    |            |
|------------|------------|
| 4          | 5          |
| Clamp T-30 | Clamp T-20 |
| 2 1/4"     | 1 1/2 "    |
| 1 7/8 "    | 2 1/2"     |

- a. Place only the tractor out of service
- b. Place only the trailer out of service
- c. Place the combination out of service
- d. None of the above

- 88 It is night and the visibility is poor. During an inspection you notice that a windshield has a hole and cracks that cover 8 inches. This damage does not affect the windshield wipers from functioning.



- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

- 89 Visibility is low and the vehicle has an inoperative wiper on the passenger's side.



- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

- 90 While inspecting the right saddle tank area on a large tanker truck, you notice that the edge of the fuel tank is about 2 inches beyond the widest part of the vehicle. What type of enforcement action should you take?

- a. No violation

- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**91 While inspecting the right saddle tank area on a large tanker truck, you determine that the fuel tank does not feel securely fastened to the vehicle. What type of enforcement action should you take?** 259

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**92 While inspecting the fuel tank, you notice that the fuel line, completely enclosed in protective housing, extends 3 inches below the fuel tank.** 261

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**93 While inspecting the fuel tank, you notice that a non-protected fuel line extends 2 inches below the fuel tank.** 263

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**94 While inspecting the fuel tank, you notice the fuel cap is missing.** 264

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**95 While inspecting the exhaust system, you notice severe carbon deposits and what appears to be a minor leak coming from the exhaust system. However, the leak doesn't come near or within contact with any combustible part of the vehicle.** 266

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**96 While inspecting the exhaust system, you notice severe carbon deposits and what appears to be a minor leak coming from the exhaust system. This leak is close enough to the electrical wiring causing what appears to be heat damage.** 267

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**97 During an inspection of the lower fifth wheel assembly, you discover that two of the fasteners that mount the assembly to the frame are loose. There are a total 10 fasteners altogether.** 290

- a. No violation, so no enforcement action necessary
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**98 During an inspection of the lower fifth wheel assembly, you discover that two of the fasteners that mount the assembly to the frame are loose. There are a total six fasteners altogether.** 292

- a. No violation, so no enforcement action necessary
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**99 During an inspection of mounting plates and pivot brackets on the lower fifth wheel assembly, you notice that there appears to be movement between the plates and brackets. What do you do?** 293

- a. No violation, so no enforcement action necessary
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**100 During an inspection of the pivot brackets, you notice that only one of the pivot bracket pins is missing.** 294

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**101 During an inspection of a double saddle mount, you notice that there is horizontal movement between the upper and lower saddle mount halves that is 3/8 of an inch.** 304

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**102 During an inspection of the vehicle's cab, you notice that the passenger side door seems to be wired shut. The is loaded with pipe that blocks the door and the cab has a roof exit.** 310

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**103 During an inspection of the vehicle's cab, you notice that the passenger side door seems to be wired shut. The is loaded with pipe that blocks the door but the cab has no roof exit.** 311

- a. No violation
- b. Non-critical violation

- c. Critical violation
- d. Out-of-service violation

**104** During an inspection of a five axle semitrailer, you notice that the trailer frame has a large crack in it to the point where it looks like the entire trailer frame may collapse. 315

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**105** During an inspection of a five axle semitrailer, you notice that the siderail bottom flange has a 1 inch crack. 319

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**106** During inspection of the upper rail area on a trailer, you notice that one of the roof bows/crossmembers is broken 323

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

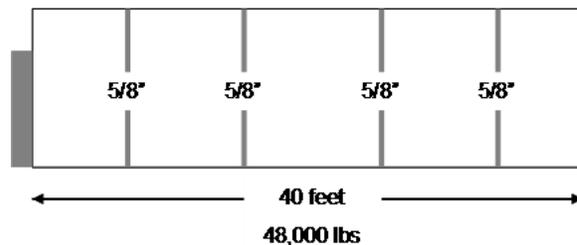
**107** During inspection of the lower rail of a trailer, you notice that it is a large dent in it probably from something that hit it during the loading of cargo. It appears to be superficial damage and no degradation of the rail's integrity. 326

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**108** During inspection of the lower rail of a trailer, you notice that it is a large gouge in it probably from a rock or something that hit it during transit. It appears to be superficial damage and no degradation of the rail's integrity. 327

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

- 109 Use the figure on the right to answer the following three questions. What is the aggregate working load limit of the non-defective tiedowns used to secure the load?



**Weight of cargo:** 48,000 lbs  
**Length of cargo:** 40 feet blocked with headerboard  
**Type of securement:** Four 5/8 inch wire ropes secured indirectly  
**Possible defects:** One wire rope has 13 broken wires in one 4 inch section

- a. 21,200lbs
- b. 24,000lbs
- c. 24,900lbs
- d. 33,200lbs

- 110 Considering both length and weight is the vehicle in violation?

270

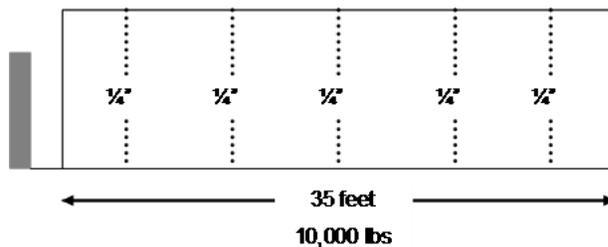
- a. No, there are no violations based on length and weight
- b. Yes, violation with length but not weight
- c. Yes, violation with weight but not length
- d. Yes, violations with BOTH length and weight

- 111 What type of enforcement action should be taken?

271

- a. No violation, so no enforcement action necessary
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

- 112 Use the figure on the right to answer the following three questions. What is the aggregate working load limit of the non-defective tiedowns used to secure the load?



**Weight of cargo:** 10,000 lbs  
**Length of cargo:** 35 feet NOT blocked with headerboard  
**Type of securement:** Five  $\frac{1}{2}$ " unmarked chains secured indirectly  
**Possible defects:** One of the chains is repaired by using a cold shut repair link, another chain has several surface scratches.

- 3900 lbs
- 5000 lbs
- 5200 lbs
- 6500 lbs

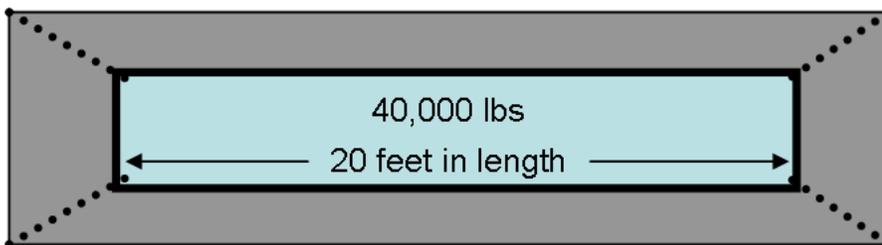
- 113 Considering both length and weight is the vehicle in violation?

- No, there are no violations based on length and weight
- Yes, violation with length but not weight
- Yes, violation with weight but not length
- Yes, violations with BOTH length and weight

- 114 What type of enforcement action should be taken?

- No violation, so no enforcement action necessary
- Non-critical violation
- Critical violation
- Out-of-service violation

115 Use the figure on the right to answer the following three questions. What is the aggregate working load limit of the non-defective tiedowns used to secure the load?



**Weight of cargo:** 40,000 lbs

**Length of cargo:** 20 feet

**Type of securement:** Four ½ inch wide grade 80 chains secured directly

**Possible defects:** No visual defects on any of the chains

- a. 20,000 lb
- b. 24,000 lb
- c. 40,000 lb
- d. 48,000 lb

116 Considering both length and weight is the vehicle in violation?

285

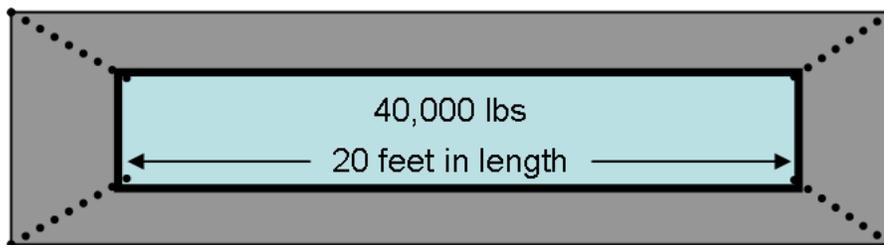
- a. No, there are no violations based on length and weight
- b. Yes, violation with length but not weight
- c. Yes, violation with weight but not length
- d. Yes, violations with BOTH length and weight

117 What type of enforcement action should be taken?

286

- a. No violation, so no enforcement action necessary
- b. Non-critical violation
- c. Critical violation
- d. Out-of-Service violation

- 118 Use the figure on the right to answer the following three questions. What is the aggregate working load limit of the non-defective tiedowns used to secure the load?



**Weight of cargo:** 40,000 lbs

**Length of cargo:** 20 feet

**Type of securement:** Four ½ inch wide grade 80 chains secured directly with load binders, each with a WLL of 8,000 lbs.

**Possible defects:** No visual defects on any of the chains

- a. 16,000 lb
  - b. 20,000 lb
  - c. 24,000 lb
  - d. 32,000 lb
- 119 Considering both length and weight is the vehicle in violation?
- a. No, there are no violations based on length and weight
  - b. Yes, violation with length but not weight
  - c. Yes, violation with weight but not length
  - d. Yes, violations with BOTH length and weight

- 120 What type of enforcement action should be taken?

- a. No violation, so no enforcement action necessary
- b. Non-critical violation
- c. Critical violation
- d. Out-of-Service violation

121 During inspection of the vehicle's steering wheel, you measure the lash/free play to be 5 inches. The Wheel is 19" in diameter and it is a manual steering system.

27



- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

122 During inspection of the vehicle's steering wheel, you measure the lash/free play to be 4 ½ inches. The Wheel is 18" in diameter and it is a power steering system.

28

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

123 During inspection of the vehicle's steering wheel, you measure the lash/free play to be 6 inches. The Wheel is 21" in diameter and it is a manual steering system.

31

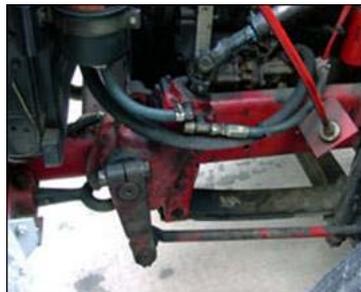
- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**124** During inspection of the ball and socket joints, you use your hand to determine that there is 1/8 of an inch of movement between steering linkage and axle assembly



- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**125** While inspecting the drag link, you notice what looks like a crack. You determine that it is the paint chipping off.



- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**126** During an inspection of the left steering axle wheel, you notice that there are two missing wheel fasteners. There are a total of 8 fastener positions and the two missing fasteners are NOT adjacent to each other.

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

127 During an inspection of one of the wheels, you notice that there are two small cracks on the wheel. The first crack is approximately 1 inch in length and the second crack is approximately 2 inches in length.



- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

128 During an inspection of one of the wheels, you notice that there is a crack extending from the hand hole to the stud hole.



- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

129 During an inspection of one of the wheels, you notice that 3 out of the 8 stud holes are elongated.

91



- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

130 During an inspection of a spoke wheel you see four cracks each about ½ inch in length

96

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

131 During inspection of the tires on the front steering axle, you notice that the tread seems worn. You measure two adjacent tread grooves and determine that the tread depth is 4/16 of an inch.

332

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

132 During inspection of the tires on the front steering axle, you notice that the tires say “ regroovable” but have not been regrooved. There don’t appear to be any other defects in the tires.

333

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

133 During inspection of the tires on the front steering axle, you notice that there is knot in the sidewall and it appears that the sidewall may be separating.

338

- a. No violation
- b. Non-critical violation

- c. Critical violation
- d. Out-of-service violation

**134** During inspection of the tires on axle 3 of a 5 axle semitrailer, you determine that the tread groove depth is only 1/32 of an inch in two adjacent major tread grooves on three different locations on the tire.

339

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**135** During inspection of the tires on axle 3 of a 5 axle semitrailer, you determine that the tread groove depth is only 1/8 of an inch in two adjacent major tread grooves on three different locations on the tire.

340

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**136** While inspecting the front suspension, you notice that the U-bolts shift left and right from their normal position when the driver rocks the steering wheel back and forth.

43



- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

137 While inspecting the front suspension, you notice that one of the U-bolts that positions the axle and suspension together is bent.

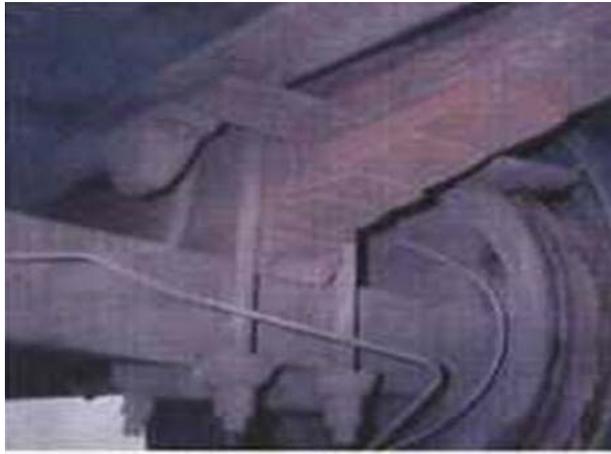
44



- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

138 While inspecting the front suspension, you notice that one of the springs is displaced to the point that it could make contact with the drum

45



- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

139 While inspecting the front suspension, you notice that the U-bolt is rusty.

46

- a. No violation
- b. Non-critical violation
- c. Critical violation

- d. Out-of-service violation

**140** While inspecting the front suspension, you notice that the U-bolt is rusty.

47

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**Appendix F: Sample 1 Answer Key**

## Answer Key: Sample Test 1

Instructions: Circle the correct answers

- |     |   |      |   |      |   |
|-----|---|------|---|------|---|
| 1.  | B | 51.  | C | 101. | D |
| 2.  | A | 52.  | A | 102. | A |
| 3.  | A | 53.  | B | 103. | B |
| 4.  | D | 54.  | B | 104. | D |
| 5.  | A | 55.  | B | 105. | D |
| 6.  | A | 56.  | D | 106. | C |
| 7.  | C | 57.  | D | 107. | A |
| 8.  | B | 58.  | A | 108. | A |
| 9.  | C | 59.  | B | 109. | C |
| 10. | B | 60.  | A | 110. | B |
| 11. | B | 61.  | B | 111. | D |
| 12. | C | 62.  | A | 112. | A |
| 13. | C | 63.  | A | 113. | B |
| 14. | B | 64.  | C | 114. | D |
| 15. | C | 65.  | B | 115. | B |
| 16. | B | 66.  | A | 116. | A |
| 17. | A | 67.  | D | 117. | A |
| 18. | D | 68.  | C | 118. | A |
| 19. | A | 69.  | A | 119. | C |
| 20. | C | 70.  | B | 120. | D |
| 21. | B | 71.  | A | 121. | D |
| 22. | D | 72.  | B | 122. | A |
| 23. | A | 73.  | B | 123. | D |
| 24. | B | 74.  | A | 124. | C |
| 25. | A | 75.  | B | 125. | A |
| 26. | A | 76.  | B | 126. | D |
| 27. | D | 77.  | B | 127. | D |
| 28. | C | 78.  | B | 128. | D |
| 29. | B | 79.  | B | 129. | C |
| 30. | D | 80.  | B | 130. | C |
| 31. | B | 81.  | A | 131. | A |
| 32. | D | 82.  | B | 132. | A |
| 33. | D | 83.  | D | 133. | D |
| 34. | D | 84.  | D | 134. | C |
| 35. | A | 85.  | B | 135. | A |
| 36. | C | 86.  | B | 136. | D |
| 37. | C | 87.  | C | 137. | D |
| 38. | A | 88.  | B | 138. | D |
| 39. | C | 89.  | A | 139. | A |
| 40. | B | 90.  | C | 140. | A |
| 41. | B | 91.  | D |      |   |
| 42. | C | 92.  | A |      |   |
| 43. | A | 93.  | A |      |   |
| 44. | A | 94.  | C |      |   |
| 45. | A | 95.  | C |      |   |
| 46. | B | 96.  | D |      |   |
| 47. | A | 97.  | C |      |   |
| 48. | A | 98.  | D |      |   |
| 49. | B | 99.  | B |      |   |
| 50. | D | 100. | D |      |   |

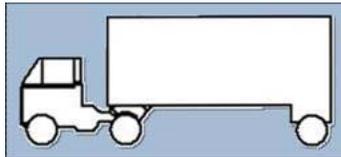
## **Appendix G: Sample 2 Test**

# Sample Test

1 Which of the following are exceptions and not subject to the Federal Motor Carrier Safety Regulations? 15

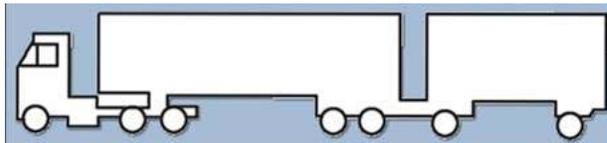
- a. Governmental transportation
- b. Personal property
- c. Emergency vehicles
- d. All of the above

2 What type of Commercial Motor Vehicle configuration is this? 133



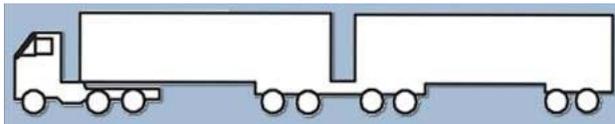
- a. Three axle truck-tractor semitrailer
- b. Four axle truck-tractor semitrailer
- c. Five axle truck-tractor semitrailer
- d. None of the above

3 What type of Commercial Motor Vehicle configuration is this? 138



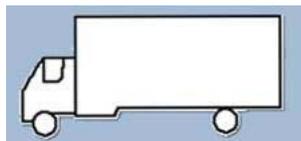
- a. Twin Trailer
- b. Rocky Mountain Double
- c. Turnpike Double
- d. Low Boy or Low Bed

4 What type of Commercial Motor Vehicle configuration is this? 140



- a. Twin Trailer
- b. Rocky Mountain Double
- c. Turnpike Double
- d. Low Boy or Low Bed

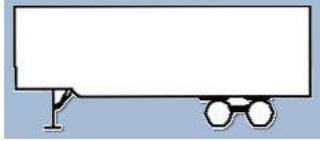
5 What type of Commercial Motor Vehicle configuration is this? 142



- a. Bobtail
- b. Straight Truck
- c. Driveaway Towaway
- d. Semitrailer

6 What type of Commercial Motor Vehicle configuration is this?

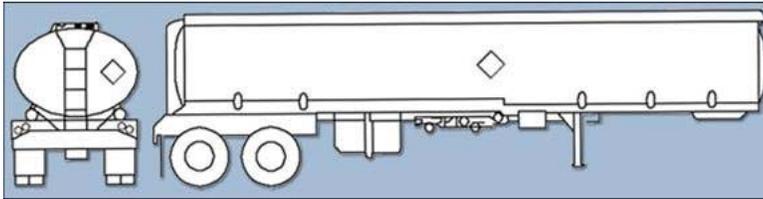
143



- a. Straight Truck
- b. Semitrailer
- c. Full Trailer
- d. Bobtail

7 What type of Commercial Motor Vehicle configuration is this?

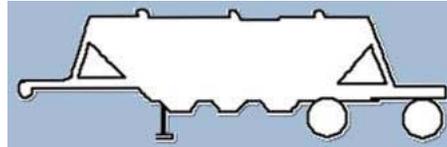
147



- a. Low Pressure Cargo Tank
- b. High Pressure Cargo Tank

8 What type of Commercial Motor Vehicle configuration is this?

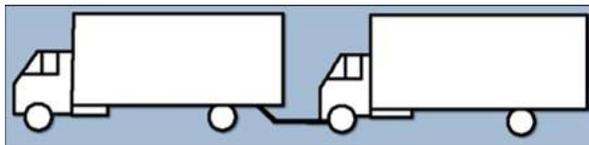
148



- a. High-pressure Cargo Tank
- b. Low-pressure Cargo Tank
- c. Wet Bulk
- d. Dry Bulk

9 What type of Commercial Motor Vehicle configuration is this?

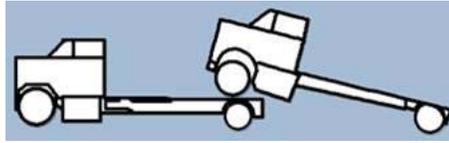
149



- a. Saddle-mount
- b. Driveaway Towaway
- c. Triple with lift axle
- d. Full trailer

10 What type of Commercial Motor Vehicle configuration is this?

150



- a. Saddlemount
- b. Driveaway Towaway
- c. Triple with lift axle
- d. Full Trailer

11 Out of the six North American Standard Inspection Procedure levels, which one is the North American Standard Inspection (where the driver, vehicle, underneath the vehicle, and applicable HAZ MAT are inspected)?

152

- a. Level I
- b. Level II
- c. Level III
- d. Level IV

12 Out of the six North American Standard Inspection Procedure levels, which one is used for a driver only inspection?

154

- a. Level I
- b. Level II
- c. Level III
- d. Level IV

13 Out of the six North American Standard Inspection Procedure levels, which one is considered to used for vehicle inspection only?

155

- a. Level II
- b. Level IV
- c. Level V
- d. Level VI

14 Out of the six North American Standard Inspection Procedure levels, which one is used for special inspections such as a one-time examination of a particular item?

156

- a. Level II
- b. Level IV
- c. Level V
- d. Level VI

15 A driver or vehicle may have violations and still receive a CVSA decal.

157

- a. True
- b. False

16 Which of the following is not a critical vehicle inspection item?

158

- a. Brake Systems
- b. Steering Mechanism

- c. Tires
- d. Identification Lamps

**17 Where should a CVSA decal on a power unit be affixed?** 159

- a. Lower right exterior corner of the driver's side windshield
- b. Eye level on the exterior window of the driver's door.
- c. Lower left exterior corner of the passenger's side windshield
- d. Eye level on the exterior window of the passenger's door.

**18 A driver of a semi-trailer enters a weigh station on May 2nd and has no obvious violations. A yellow CVSA decal correctly is affixed with both corners removed. Will this vehicle generally be subject to re-inspection?** 160

- a. Yes
- b. No

**19 A driver of a semi-trailer enters a weigh station on May 2nd with a right front headlamp out. A yellow CVSA decal is correctly affixed with both corners removed. Will this vehicle generally be subject to re-inspection?** 161

- a. Yes
- b. No

**20 If a CVSA decal is issued on June 20th, when will it expire?** 166

- a. June 30th because a new color decal starts on July 1st
- b. September 30th because the decal was issued toward the end of June and the driver gets three additional months before the decal expires
- c. August 31st because the decal remains valid for the month of issuance plus two additional months
- d. None of the above

**21 Using FMCSR's placard tables, determine class/division number required for the following shipment. A vehicle transporting 1250 lbs of Gasoline** 99

- a. 4.1
- b. 3
- c. 8
- d. No placard required

**22 Using FMCSR's placard tables, determine class/division number required for the following shipment. A vehicle transporting 1000 lbs of Sulfur.** 100

- a. 4.1
- b. 3
- c. 8
- d. No placard required

**23 Using FMCSR's placard tables, determine class/division number required for the following shipment. A vehicle transporting 5 boxes of tear gas cartridges with a combined weight of 50 lbs.** 102

- a. 1.1
- b. 1.2
- c. 1.3
- d. No placard required

- 24 A placard is required for propane gas regardless of its weight. 104
- a. true
  - b. false
- 25 A placard is required for chlorine gas regardless of its weight. 105
- a. true
  - b. false
- 26 Using the scenario below, what type of placard would be required? A vehicle transporting 15 lbs of a division 1.1 material. 216
- a. Explosives
  - b. Non-flammable gas
  - c. Organic peroxides
  - d. No placard required
- 27 Using the scenario below, what type of placard would be required? A vehicle transporting 15 lbs of a division 1.4 material. 217
- a. Explosives
  - b. Non-flammable gas
  - c. Organic peroxides
  - d. No placard required
- 28 Using the scenario below, what type of placard would be required? A vehicle transporting 1000 lbs of a division 4.1 material. 218
- a. Explosive when wet
  - b. Non-flammable gas
  - c. Flammable solid
  - d. No placard required
- 29 Using the scenario below, what type of placard would be required? A vehicle transporting 1100 lbs of a class 8 material. 220
- a. Radioactive
  - b. Corrosive
  - c. Flammable
  - d. No placard required
- 30 Using the scenario below, what type of placard would be required? A vehicle transporting 950 lbs of a class 8 material. 221
- a. Radioactive
  - b. Corrosive
  - c. Flammable
  - d. No placard required
- 31 What type of motor carrier transports passengers or property for compensation and is available to the general public? 193
- a. Private motor carrier of property or passengers (for business)

- b. Private motor carrier of property or passengers (for non-business)
- c. For-hire carrier
- d. Exempt carrier

**32 A motor carrier used for interstate transport of passengers that is NOT provided for the furtherance of a commercial enterprise and is not available to the public at large is considered to be which type of motor carrier (for example, a church van)?** 195

- a. Private motor carrier of property or passengers (for business)
- b. Private motor carrier of property or passengers (for non-business)
- c. For-hire carrier
- d. Exempt carrier

**33 A driver that is issued a Class B CDL may drive Group A CMVs with the proper endorsements.** 108

- a. true
- b. false

**34 A truck with a GVWR of 10,000 lbs is pulling a trailer with a GVWR of 18,000 lbs. What is the minimum class of CDL the driver is required to obtain?** 112

- a. A
- b. B
- c. C
- d. None

**35 A truck with a GVWR of 20,000 lbs is pulling a trailer with a GVWR of 10,000 lbs. What is the minimum class of CDL the driver is required to obtain?** 113

- a. A
- b. B
- c. C
- d. None

**36 A truck with a GVWR of 15,000 lbs is carrying a small load hazardous materials that do not require placards. What is the minimum class of CDL the driver is required to obtain?** 119

- a. A
- b. B
- c. C
- d. None

**37 The driver of a van with a seating capacity of 18, is carrying 10 passengers used exclusively for interstate commerce. What is the minimum class of CDL the driver is required to obtain?** 120

- a. A
- b. B
- c. C
- d. None

**38 A truck with a GVWR of 10,000 lbs pulling a GVWR 15,000 lb trailer loaded with 5,000 lbs of Class 3 HAZ MAT. What type of endorsement is the driver required to have?** 121

- a. T

- b. N
- c. H
- d. None

**39 A truck with a GVWR of 10,000 lbs pulling a GVWR 15,000 lb trailer loaded with 5,000 lbs of Class 3 HAZ MAT. What type of endorsement is the driver required to have?** 122

- a. T
- b. P
- c. N
- d. None

**40 A truck with a GVWR of 15,000 lbs is pulling a GVWR 10,000 lb cargo tank trailer loaded with 1200 gallons gasoline. What type of endorsement is the driver required to have?** 123

- a. X
- b. H
- c. N
- d. None

**41 What type of enforcement action should you take if a driver is operating a commercial vehicle without the proper endorsements?** 124

- a. No enforcement action is necessary
- b. Write the offence as a violation only
- c. Write the offence as a violation and place the driver out of service
- d. None

**42 A driver with a valid Mexican CDL with a Class "D" endorsement may operate a passenger bus with 40 passengers.** 125

- a. True
- b. False

**43 Which of the following is NOT a requirement that a driver must meet before being eligible to operate a commercial motor vehicle?** 128

- a. Must be a minimum of 18 years of age
- b. Must be able to speak and read English
- c. Must have completed a driver's road test
- d. Must be physically qualified under 391.41 Subpart E

**44 What type of enforcement action should be taken if driver does not possess a valid CDL issued by his or her state or jurisdiction of domicile?** 129

- a. No enforcement action is necessary
- b. Write the driver up for a violation only
- c. Write the driver up for a violation and place him/her out of service
- d. Send the driver back to his or her jurisdiction of domicile.

**45 A medical examination certificate may be signed by a medical examiner that is NOT a doctor but is licensed, certified, and/or registered under state law.** 130

- a. True

b. False

46 If a driver's CDL is disqualified, all of his/her driving privileges are gone, including everyday driving with a normal driver's license.

131

a. True

b. False

47 If a driver's CDL is revoked, all of his/her driving privileges are gone, including everyday driving with a normal driver's license.

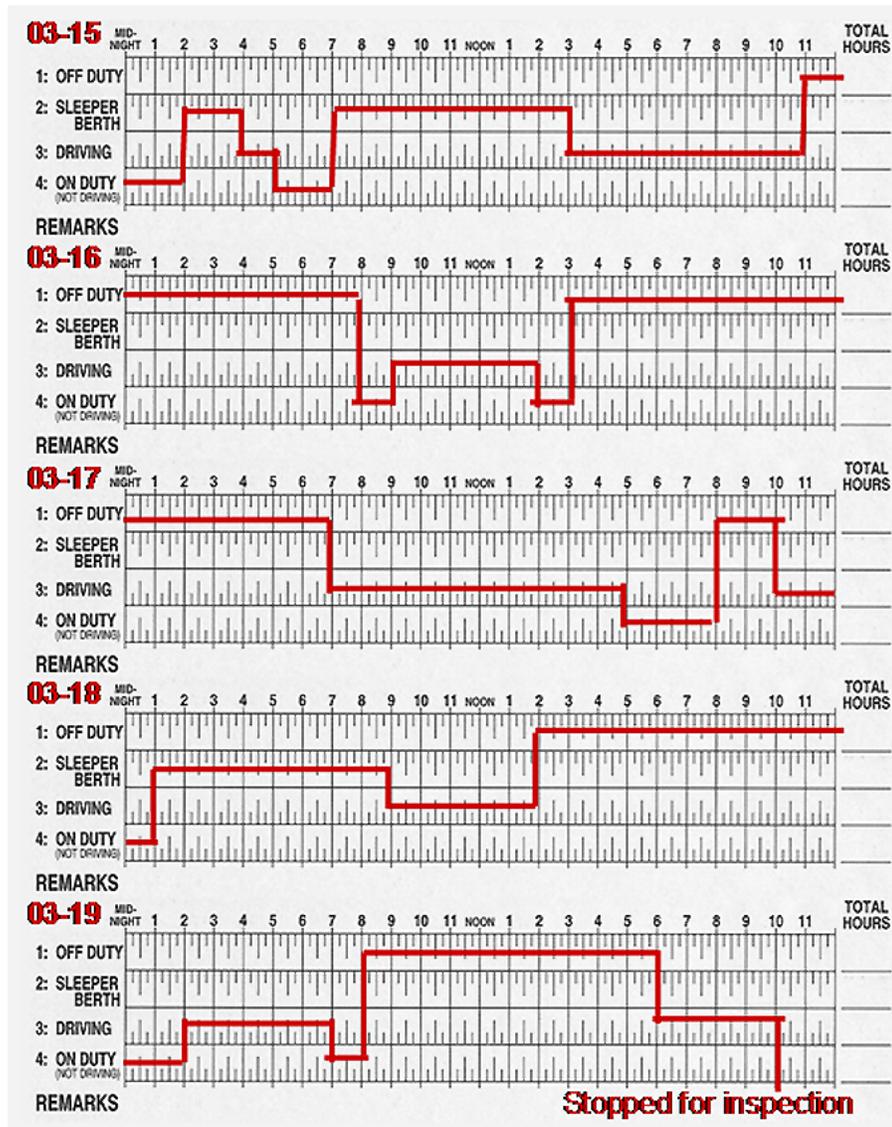
132

a. True

b. False

48 Review the five days worth of log book recordings depicted in the image to the right. How many 11-hour rule violations did the driver accrue? Assume that the driver has had 24 consecutive hours off duty time at the start of each example.

175



a. 2

- b. 3
- c. 4
- d. 5

**49 The driver was in violation at the time of the inspection?**

176

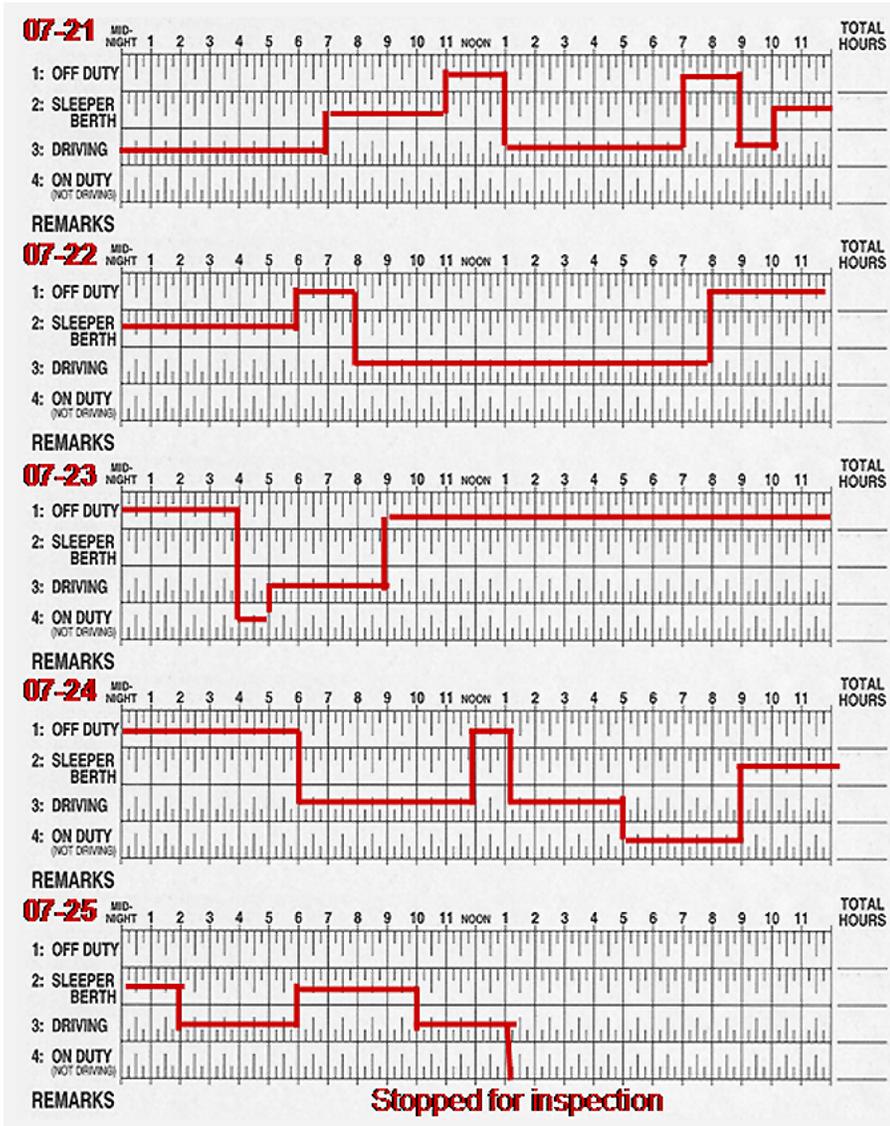
- a. true
- b. false

**50 How many hours must the driver rest before he/she may drive again?**

177

- a. 2 hours
- b. 8 hours
- c. 10 hours
- d. none of the above

51 Review the five days worth of log book recordings depicted in the image to the right. How many 11-hour rule violations did the driver accrue? Assume that the driver has had 24 consecutive hours off duty time at the start of each example.



- a. 3
- b. 4
- c. 5
- d. 6

52 The driver was in violation at the time of the inspection.

- a. true
- b. false

53 How many hours must the driver rest before he/she may drive again?

- a. 2 hours

- b. 8 hours
- c. 10 hours
- d. none of the above

54 Review the five days worth of log book recordings depicted in the image to the right. How many 14-hour rule violations did the driver accrue? Assume that the driver has had 24 consecutive hours off duty time at the start of each example.

181

The image shows five identical log book recording sheets. Each sheet is a grid with columns for time intervals and rows for activity categories. The columns are: MID-NIGHT, 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, NOON, 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, and TOTAL HOURS. The rows are: 1: OFF DUTY, 2: SLEEPER BERTH, 3: DRIVING, 4: ON DUTY (NOT DRIVING), and REMARKS. The recordings show various patterns of activity across the five days.

- a. 2
- b. 3
- c. 4
- d. 5

55 The driver was in violation at the time of the inspection.

182

- a. true

b. false

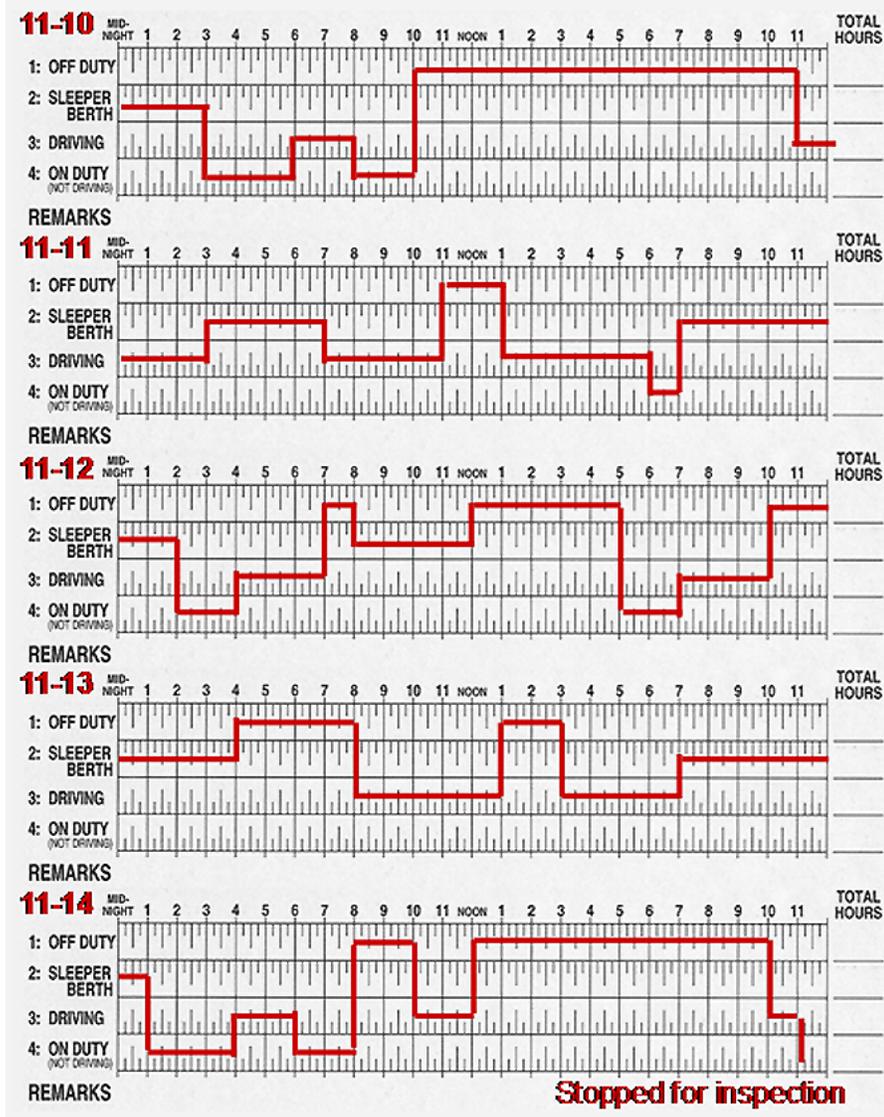
56 How many hours must the driver rest before he/she may drive again?

183

- a. 2 hours
- b. 8 hours
- c. 10 hours
- d. None of the above

57 Review the five days worth of log book recordings depicted in the image to the right. How many 14-hour rule violations did the driver accrue? Assume that the driver has had 24 consecutive hours off duty time at the start of each example.

184



- a. 3
- b. 4
- c. 5
- d. 6

58 The driver was in violation at the time of the inspection.

185

- a. true
- b. false

59 How many hours must the driver rest before he/she may drive again?

186

- a. 2 hours
- b. 8 hours
- c. 10 hours
- d. None of the above

60 If you look at the chart on the right., you'll see the amount of driving hours a driver recorded over an eight day period. Using the 70 hour rule answer the following three questions. Is the driver in violation of the 70 hour rule at the time of the inspection?

197

|   |    |
|---|----|
| 06-01   | 8  |
| 06-02   | 12 |
| 06-03   | 12 |
| 06-04   | 10 |
| 06-05   | 8  |
| 06-06   | 12 |
| 06-07   | 14 |
| 06-08<br>Stopped for inspection<br>at 8:00 p.m. | 8  |

- a. yes
- b. no

61 What is the earliest day and time that the driver may drive again?

198

- a. On 06-09 at 12:01 a.m.
- b. On 06-10 at 12:01 a.m.
- c. On 06-09 at 6:00 a.m.
- d. On 06-10 at 6:00 a.m.

62 How many hours may the driver drive before he reaches the maximum of 70 hours?

199

- a. 6 hours
- b. 10 hours
- c. 11 hours
- d. 70 hours

63 If you look at the chart on the right., you'll see the amount of driving hours a driver recorded over a seven day period. Using the 60 hour rule answer the following three questions. Is the driver in violation of the 60 hour rule at the time of the inspection?

|                                     |    |
|-------------------------------------|----|
| 10-01                               | 10 |
| 10-02                               | 10 |
| 10-03                               | 14 |
| 10-04                               | 10 |
| 10-05                               | 14 |
| 10-06                               | 10 |
| 10-07                               | 3  |
| Stopped for inspection at 3:00 a.m. |    |

- a. yes
- b. no

64 What is the earliest day and time that the driver may drive again?

- a. On 10-08 at 12:01 a.m.
- b. On 10-08 at 1:00 p.m.
- c. On 10-09 at 12:01 a.m.
- d. On 10-09 at 1:00 p.m.

65 How many hours may the driver drive before he reaches the maximum of 60 hours?

- a. 10 hours
- b. 11 hours
- c. 12 hours
- d. 60 hours

66 During daylight hours when visibility is good, you notice that the headlamps seem unusually low for a commercial motor vehicle. Using measuring tape, you determine that the height from the center of the lamp to the ground at curb weight is 25 inches.



- a. No violation
- b. Non-critical violation

- c. Critical violation
- d. Out-of-service violation

67 While conducting a routine inspection, during nighttime hours, you notice that both of the headlamps are extremely dim due to a large quantity of dirt/film inside them. You determine that the headlamps are badly obscured and not clearly visible.

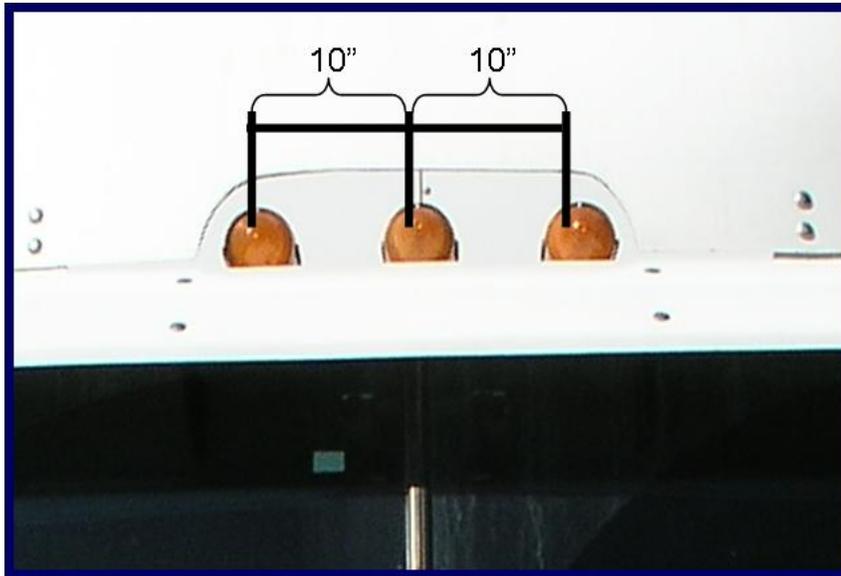
52



- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

68 It is daylight with good visibility. You measure the front identification lamps, from center to center of each lamp, and find that they are 10" apart.

65



- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

- 69 It is daylight but the visibility is poor. During an inspection, you notice that the three centered identification lights are not located at the highest point of the vehicle due to an air foil. All identification lamps are functioning properly.



- No violation
- Non-critical violation
- Critical violation
- Out-of-service violation

- 70 It is daylight with poor visibility. You are inspecting a truck tractor that is 82" in width. It does NOT have two front clearance lamps.



- No violation
- Non-critical violation
- Critical violation
- Out-of-service violation

- 71 When inspecting a small bus that is 28 feet in length and 82 inches in width, you notice that it does not have intermediate side reflex reflectors, nor does it have retroreflective sheeting in place of the reflectors. What type of enforcement action should you take?

- No violation
- Non-critical violation
- Critical violation
- Out-of-service violation

- 72 While inspecting the side of a large 5-axle tractor trailer, you notice that the retroreflective sheeting looks thin. You measure the width of the sheeting to be 1 3/4". 243
- No violation
  - Non-critical violation
  - Critical violation
  - Out-of-service violation
- 73 While inspecting the side of a large 5-axle tractor trailer, you notice that the retroreflective sheeting looks thin. You measure the width of the sheeting to be 2 1/4". 244
- No violation
  - Non-critical violation
  - Critical violation
  - Out-of-service violation
- 74 While inspecting a 480" trailer, you're uncertain as to whether there is enough retroreflective sheeting. How do you determine if there's enough retroreflective sheeting? 246
- According to the FMCSA regulations, there must be a minimum of 200" of retroreflective sheeting on a large semi-trailer
  - Add the sum of the length of all of the retroreflective sheeting segments and they must be at least one-third the length of the trailer
  - Add the sum of the length of all the retroreflective sheeting segments and they must be at least one-half the length of the trailer
  - None of the above, the FMCSA regulations don't specify the exact amount of retroreflective sheeting a trailer needs
- 75 While inspecting the upper rear area of a large cargo tank, you notice that there are two pairs of retroreflective strips that are red in color, each 12 inches long. 250
- No violation
  - Non-critical violation
  - Critical violation
  - Out-of-service violation
- 76 Rear stop lamps may be powered by battery powered lamps separate from the electrical system of a motor vehicle in certain situations. 254
- true
  - false
- 77 Rear stop lamps must be powered by the electrical system of the motor vehicle with no exceptions. 255
- true
  - false
- 78 While inspecting the air brake system on a CMV, you notice that there is a large bulge in one of the air hoses connecting out from the air reservoir to one of the brake chambers. This type of violation would fall under the 20% criteria so it would not necessarily be an out-of-service violation. 223
- true
  - false
- 79 Brake drums or disks that open when the brakes are applied are out-of-service violations regardless of the 20% criteria. 225

- a. true
- b. false

80 A brake that is out of adjustment by more than 2 inches puts the vehicle out of service, regardless of the 20% criteria. 226

- a. true
- b. false

81 While inspecting the air-brakes on a 5 axle semi-trailer, you notice that the shoe lining on the right front steering axle brake is ¼". The shoe has 1 continuous strip of lining. This would be an out-of-service violation. 229

- a. true
- b. false

82 While inspecting the air drum brakes on a 5 axle semi-trailer, you notice that the shoe lining on the right front steering axle brake is ¼". The shoe has 2 pads lining these drum brakes. This would be an out-of-service violation. 230

- a. true
- b. false

83 While inspecting the air disk brakes on a 5 axle semi-trailer, you notice that the shoe lining on the right front steering axle brake is ¼". The shoe has 2 pads lining these disk brakes. This would be an out-of-service violation. 231

- a. true
- b. false

84 While inspecting the air brakes on a 5 axle semi-trailer, you notice that there is a crack in the shoe lining on the right front steering axle brake that is 2 ½" long. This would be an out-of-service violation. 232

- a. true
- b. false

85 Based on the number of defective brakes in the diagram, determine what type of action to take. 236

| Tractor |            |            |            |
|---------|------------|------------|------------|
| Axle    | 1          | 2          | 3          |
| Type    | Clamp T-24 | Clamp T-30 | Clamp T-30 |
| Right   | 1 ¾"       | 2"         | 2 1/8 "    |
| Left    | 1 ½"       | 2"         | 2"         |

| Trailer |            |            |
|---------|------------|------------|
| Axle    | 4          | 5          |
| Type    | Clamp T-30 | Clamp T-30 |
| Right   | 2 ½ "      | 1 ½ "      |
| Left    | 1 7/8 "    | 1 ¾ "      |

- a. Place the tractor out of service
- b. Place the trailer out of service
- c. Place the combination out of service
- d. None of the above

86 Based on the number of defective brakes in the diagram, determine what type of action to take.

237

| Tractor |            |                  |            |
|---------|------------|------------------|------------|
| Axle    | 1          | 2                | 3          |
| Type    | Clamp T-30 | Rotochamber T-30 | Clamp T-30 |
| Right   | 1 3/4"     | 1 3/4"           | 1 3/4"     |
| Left    | 2"         | 2 1/4"           | 2 1/4"     |

| Trailer |            |            |
|---------|------------|------------|
| Axle    | 4          | 5          |
| Type    | Clamp T-30 | Clamp T-30 |
| Right   | 2"         | 1 1/2"     |
| Left    | 1 7/8"     | 1 3/4"     |

- Place the tractor out of service
- Place the trailer out of service
- Place the combination out of service
- None of the above

87 Based on the number of defective brakes in the diagram, determine what type of action to take.

239

| Tractor |                       |                       |                       |
|---------|-----------------------|-----------------------|-----------------------|
| Axle    | 1                     | 2                     | 3                     |
| Type    | Clamp T-20 Longstroke | Clamp T-30 Longstroke | Clamp T-30 Longstroke |
| Right   | 2"                    | 2 5/8"                | 2 5/8"                |
| Left    | 1 3/4"                | 2 1/4"                | 2 1/8"                |

- No violations
- Record violations but the vehicle is still in service
- Place the tractor out of service
- None of the above

- 88 During an inspection you notice that a windshield has two damage spots that look like small cracks. They are 4" apart, and 3/4" long, but they do not intersect with each other.



- No violation
- Non-critical violation
- Critical violation
- Out-of-service violation

- 89 Visibility is low and the vehicle has an inoperative wiper on the passenger's side.



- No violation
- Non-critical violation
- Critical violation
- Out-of-service violation

- 90 While inspecting the right saddle tank area on a large tanker truck, you notice that the edge of the fuel tank is about 2 inches beyond the widest part of the vehicle. What type of enforcement action should you take?

- No violation

- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**91 While inspecting the right saddle tank area on a large tanker truck, you determine that the fuel tank does not feel securely fastened to the vehicle. What type of enforcement action should you take?** 259

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**92 While inspecting the fuel tank, you notice that a non-protected fuel line extends 3 inches below the fuel tank.** 262

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**93 While inspecting the fuel tank, you notice that a non-protected fuel line extends 2 inches below the fuel tank.** 263

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**94 While inspecting the fuel tank, you notice the fuel cap is missing.** 264

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**95 While inspecting the exhaust system, you notice severe carbon deposits and what appears to be a minor leak coming from the exhaust system. However, the leak doesn't come near or within contact with any combustible part of the vehicle.** 266

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**96 While inspecting the exhaust system of a vehicle, you notice what appears to be a makeshift patch used to stop an exhaust system leak.** 268

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**97 During an inspection of the lower fifth wheel assembly, you discover that one of the fasteners that mount the assembly to the frame are loose. There are a total six fasteners altogether.** 291

- a. No violation, so no enforcement action necessary
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**98 During an inspection of mounting plates and pivot brackets on the lower fifth wheel assembly, you notice that there appears to be movement between the plates and brackets. What do you do?**

293

- a. No violation, so no enforcement action necessary
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**99 During an inspection of a double saddle mount, you notice that there is horizontal movement between the upper and lower saddle mount halves that is 1/4 of an inch.**

305

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**100 During an inspection of a ball-bearing turntable on a full trailer, you notice that only seven of the 10 bolts on the top flange are effective.**

306

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**101 During an inspection of a ball-bearing turntable on a full trailer, you notice that only six of the 10 bolts on the bottom flange are effective.**

307

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**102 During an inspection of a vehicle, you discover that the right rear vision mirror is hanging off the vehicle and is in danger of falling off (posing a hazard).**

313

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

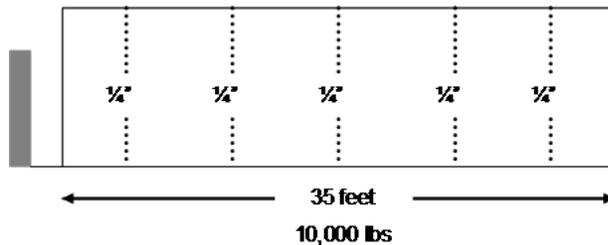
**103 During an inspection of a combination vehicle, you notice that the front bumper is missing on the tractor due to an accident. Otherwise, the lighting and the rest of the vehicle seem to be free of defects.**

314

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

- 104 During an inspection of a five axle semitrailer, you notice that the web area on the frame has a two inch crack extending upward toward the top flange. 316
- a. No violation
  - b. Non-critical violation
  - c. Critical violation
  - d. Out-of-service violation
- 105 During an inspection of a five axle semitrailer, you notice that the side rail bottom flange has a 1 ¼ inch crack. 320
- a. No violation
  - b. Non-critical violation
  - c. Critical violation
  - d. Out-of-service violation
- 106 During inspection of the rear impact guard on a trailer, it appears that the guard is not close enough to the rear of the vehicle. After measuring the distance between the rearmost edge of the impact guard and the rear of the vehicle, you determine that it is 10 inches 322
- a. No violation
  - b. Non-critical violation
  - c. Critical violation
  - d. Out-of-service violation
- 107 During inspection of the upper rail area on a trailer, you notice that there appears to be a missing fasteners at adjacent roof bows at a small crack. 325
- a. No violation
  - b. Non-critical violation
  - c. Critical violation
  - d. Out-of-service violation
- 108 During inspection of the lower rail of a trailer, you notice that it is a large gouge in it probably from a rock or something that hit it during transit. It appears to be superficial damage and no degradation of the rail's integrity. 327
- a. No violation
  - b. Non-critical violation
  - c. Critical violation
  - d. Out-of-service violation

- 109 Use the figure on the right to answer the following three questions. What is the aggregate working load limit of the non-defective tiedowns used to secure the load?



**Weight of cargo:** 10,000 lbs  
**Length of cargo:** 35 feet NOT blocked with headerboard  
**Type of securement:** Five 1/2" unmarked chains secured indirectly  
**Possible defects:** One of the chains is repaired by using a cold shut repair link, another chain has several surface scratches.

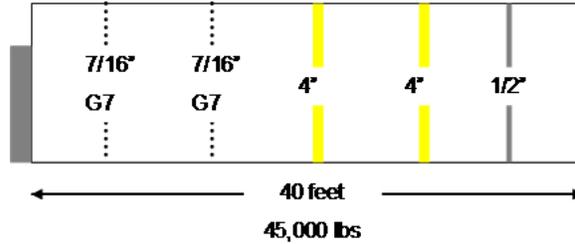
- a. 16,000lbs  
 b. 20,000lbs  
 c. 18,000lbs  
 d. 24,000lbs
- 110 Considering both length and weight is the vehicle in violation?

- a. No, there are no violations based on length and weight  
 b. Yes, violation with length but not weight  
 c. Yes, violation with weight but not length  
 d. Yes, violations with BOTH length and weight

- 111 What type of enforcement action should be taken?

- a. No violation, so no enforcement action necessary  
 b. Non-critical violation  
 c. Critical violation  
 d. Out-of-service violation

- 112 Use the figure on the right to answer the following three questions. What is the aggregate working load limit of the non-defective tiedowns used to secure the load?



**Weight of cargo:** 45,000 lbs  
**Length of cargo:** 40 feet blocked with headerboard  
**Type of securement:** two Grade 70 7/16 inch chains, two 4 inch synthetic webbing tiedowns, one 1/2 inch wire rope secured indirectly  
**Possible defects:** One of the chains is knotted, one of the synthetic webbing tiedowns is loose.

- 18,050 lbs
- 22,050 lbs
- 26,800 lbs
- 30,800 lbs

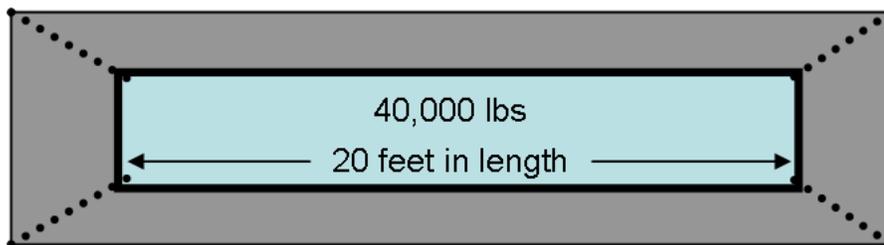
- 113 Considering both length and weight is the vehicle in violation?

- No, there are no violations based on length and weight
- Yes, violation with length but not weight
- Yes, violation with weight but not length
- Yes, violations with BOTH length and weight

- 114 What type of enforcement action should be taken?

- No violation, so no enforcement action necessary
- Non-critical violation
- Critical violation
- Out-of-service violation

115 Use the figure on the right to answer the following three questions. What is the aggregate working load limit of the non-defective tiedowns used to secure the load?



**Weight of cargo:** 40,000 lbs

**Length of cargo:** 20 feet

**Type of securement:** Four ½ inch wide grade 80 chains secured directly

**Possible defects:** No visual defects on any of the chains

- a. 20,000 lb
- b. 24,000 lb
- c. 40,000 lb
- d. 48,000 lb

116 Considering both length and weight is the vehicle in violation?

285

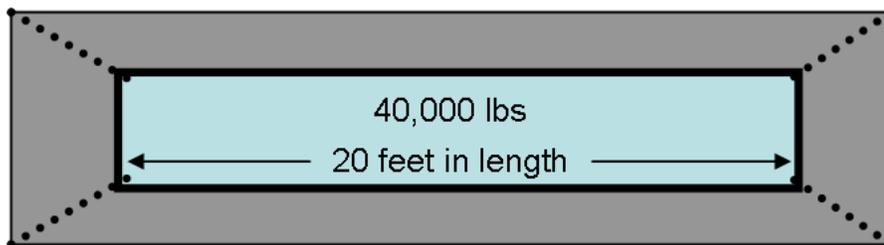
- a. No, there are no violations based on length and weight
- b. Yes, violation with length but not weight
- c. Yes, violation with weight but not length
- d. Yes, violations with BOTH length and weight

117 What type of enforcement action should be taken?

286

- a. No violation, so no enforcement action necessary
- b. Non-critical violation
- c. Critical violation
- d. Out-of-Service violation

- 118 Use the figure on the right to answer the following three questions. What is the aggregate working load limit of the non-defective tiedowns used to secure the load?



**Weight of cargo:** 40,000 lbs

**Length of cargo:** 20 feet

**Type of securement:** Four ½ inch wide grade 80 chains secured directly with load binders, each with a WLL of 8,000 lbs.

**Possible defects:** No visual defects on any of the chains

- a. 16,000 lb
  - b. 20,000 lb
  - c. 24,000 lb
  - d. 32,000 lb
- 119 Considering both length and weight is the vehicle in violation?
- a. No, there are no violations based on length and weight
  - b. Yes, violation with length but not weight
  - c. Yes, violation with weight but not length
  - d. Yes, violations with BOTH length and weight

- 120 What type of enforcement action should be taken?

- a. No violation, so no enforcement action necessary
- b. Non-critical violation
- c. Critical violation
- d. Out-of-Service violation

**121** During inspection of the vehicle's steering wheel, you measure the lash/free play to be 7 ¾ inches. The Wheel is 19" in diameter and it is a power steering system.



- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**122** During inspection of the vehicle's steering wheel, you measure the lash/free play to be 6 inches. The Wheel is 21" in diameter and it is a manual steering system.

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**123** During inspection of the vehicle's steering wheel, you measure the lash/free play to be 3 ¼ inches. The Wheel is 22" in diameter and it is a manual steering system.

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

124 During inspection of the steering column, you notice that one of the U-bolts seems loose.

33



- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

125 During inspection of the steering gear box you notice that there are stress cracks on the mounting brackets causing them to be loose

36



- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

126 During an inspection of the left steering axle wheel, you notice that there are two missing wheel fasteners. There are a total of 8 fastener positions and the two missing fasteners are NOT adjacent to each other.

84

- a. No violation
- b. Non-critical violation

- c. Critical violation
- d. Out-of-service violation

**127** During an inspection of one of the wheels, you notice that there is a crack extending from the hand hole to the stud hole.

90



- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**128** During an inspection of one of the wheels, you notice that 6 out of the 10 stud holes are elongated.

92



- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**129** During an inspection of a spoke wheel you see one 1 ½ inch crack along the web area of the wheel.

94

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**130 During an inspection of a spoke wheel you see two half inch cracks along the web area.**

95

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**131 During inspection of the tires on the front steering axle, you notice that the tread seems worn. You measure two adjacent tread grooves and determine that the tread depth is 1/32 of an inch.**

330

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**132 During inspection of the tires on the front steering axle, you notice that the tires appear to be regrooved. There don't appear to be any other defects in the tires. Load limit is 5000 lb.**

334

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**133 During inspection of the tires on the front steering axle, you notice that there the sidewall is damaged to the point that the ply cord is exposed.**

336

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**134 During inspection of the tires on the front steering axle, you notice that there is 1/4" bulge due to a section repair where the sidewall was damaged**

337

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**135 During inspection of the tires on axle 3 of a 5 axle semitrailer, you determine that the tread groove depth is only 1/32 of an inch in two adjacent major tread grooves on three different locations on the tire.**

339

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

136 While inspecting the front suspension, you notice that the U-bolts shift left and right from their normal position when the driver rocks the steering wheel back and forth.



- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

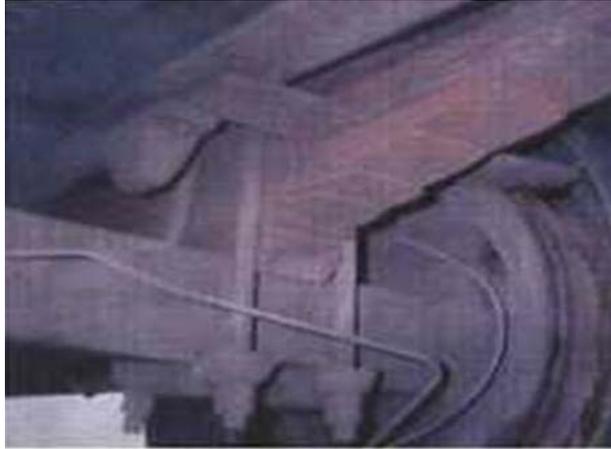
137 While inspecting the front suspension, you notice that one of the U-bolts that positions the axle and suspension together is bent.



- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**138** While inspecting the front suspension, you notice that one of the springs is displaced to the point that it could make contact with the drum

45



- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**139** While inspecting the front suspension, you notice that the U-bolt is rusty.

46

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**140** While inspecting the front suspension, you notice that the U-bolt is rusty.

47

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

## **Appendix H: Sample 2 Answer Key**

## Answer Key: Sample Test 2

Instructions: Circle the correct answers

- |     |   |      |   |      |   |
|-----|---|------|---|------|---|
| 1.  | D | 51.  | C | 101. | C |
| 2.  | A | 52.  | A | 102. | D |
| 3.  | B | 53.  | B | 103. | B |
| 4.  | C | 54.  | D | 104. | C |
| 5.  | B | 55.  | A | 105. | D |
| 6.  | B | 56.  | B | 106. | A |
| 7.  | A | 57.  | B | 107. | D |
| 8.  | D | 58.  | B | 108. | A |
| 9.  | B | 59.  | D | 109. | B |
| 10. | A | 60.  | A | 110. | A |
| 11. | A | 61.  | B | 111. | D |
| 12. | C | 62.  | A | 112. | A |
| 13. | C | 63.  | A | 113. | D |
| 14. | B | 64.  | B | 114. | D |
| 15. | A | 65.  | D | 115. | B |
| 16. | D | 66.  | A | 116. | A |
| 17. | C | 67.  | D | 117. | A |
| 18. | B | 68.  | A | 118. | A |
| 19. | A | 69.  | A | 119. | C |
| 20. | C | 70.  | B | 120. | D |
| 21. | B | 71.  | A | 121. | D |
| 22. | D | 72.  | B | 122. | D |
| 23. | C | 73.  | A | 123. | C |
| 24. | B | 74.  | C | 124. | D |
| 25. | A | 75.  | B | 125. | D |
| 26. | A | 76.  | B | 126. | D |
| 27. | D | 77.  | A | 127. | D |
| 28. | D | 78.  | B | 128. | D |
| 29. | B | 79.  | A | 129. | C |
| 30. | D | 80.  | B | 130. | D |
| 31. | C | 81.  | B | 131. | D |
| 32. | B | 82.  | B | 132. | D |
| 33. | B | 83.  | B | 133. | D |
| 34. | A | 84.  | A | 134. | A |
| 35. | D | 85.  | D | 135. | C |
| 36. | D | 86.  | D | 136. | D |
| 37. | C | 87.  | B | 137. | D |
| 38. | C | 88.  | A | 138. | D |
| 39. | D | 89.  | A | 139. | A |
| 40. | A | 90.  | C | 140. | A |
| 41. | C | 91.  | D |      |   |
| 42. | B | 92.  | C |      |   |
| 43. | A | 93.  | A |      |   |
| 44. | A | 94.  | C |      |   |
| 45. | A | 95.  | C |      |   |
| 46. | B | 96.  | C |      |   |
| 47. | A | 97.  | C |      |   |
| 48. | A | 98.  | B |      |   |
| 49. | B | 99.  | A |      |   |
| 50. | D | 100. | C |      |   |

## **Appendix I: Sample 3 Test**

# Sample Test

**1 Which of the following is NOT a Commercial Motor Vehicle? All vehicles listed below are involved in interstate commerce.** 2

- a. A truck with a GVWR of 10,000 lbs carrying a non placarded load of Hazardous Materials
- b. An empty bus with a seating capacity of 16
- c. A truck with a GVWR of 5,500 lbs and a trailer with a GVWR of 5,500 lbs
- d. A full, not for hire passenger van with a seating capacity of 16

**2 Is the following shipment description interstate or intrastate commerce? ^A charter bus from Thomasville, GA travels empty to Tallahassee, Florida to pick up the Florida State Basketball team and take them to Gainesville, Florida.** 7

- a. Interstate
- b. Intrastate

**3 School bus operations in which a school bus only takes students to and from school are not subject to the Federal Motor Carrier Safety Regulations.** 14

- a. True
- b. False

**4 Which of the following are exceptions and not subject to the Federal Motor Carrier Safety Regulations?** 16

- a. Charter buses carrying 20 passengers or less
- b. 11,000 lb truck carrying non placarded HAZ MAT
- c. Emergency vehicles
- d. All of the above

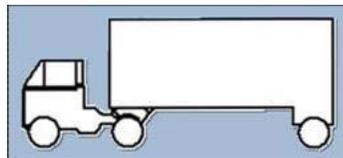
**5 During relief emergencies, drivers and carriers are exempt from parts 390 to 399 of the Federal Motor Carrier Safety Regulations.** 17

- a. True
- b. False

**6 Which of the following should you pay attention to when approaching the vehicle?** 98

- a. The driver's behavior and demeanor
- b. Hazardous materials markings, leaks, and spills
- c. Vehicle condition, including unsecured cargo
- d. All of the above

**7 What type of Commercial Motor Vehicle configuration is this?** 133

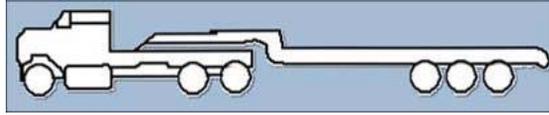


- a. Three axle truck-tractor semitrailer
- b. Four axle truck-tractor semitrailer

- c. Five axle truck-tractor semitrailer
- d. None of the above

**8 What type of Commercial Motor Vehicle configuration is this?**

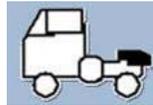
137



- a. Dry Bulk
- b. Low Bed or Low Boy
- c. 5-axle truck-tractor semitrailer
- d. 5-axle truck-tractor flatbed semitrailer

**9 What type of Commercial Motor Vehicle configuration is this?**

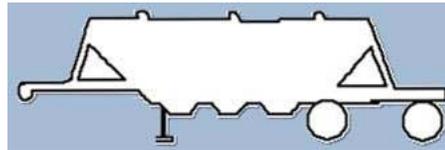
141



- a. Bobtail
- b. Straight Truck
- c. Driveaway Towaway
- d. Semitrailer

**10 What type of Commercial Motor Vehicle configuration is this?**

148



- a. High-pressure Cargo Tank
- b. Low-pressure Cargo Tank
- c. Wet Bulk
- d. Dry Bulk

**11 Out of the six North American Standard Inspection Procedure levels, which one is the North American Standard Inspection (where the driver, vehicle, underneath the vehicle, and applicable HAZ MAT are inspected)?**

152

- a. Level I
- b. Level II
- c. Level III
- d. Level IV

**12 Out of the six North American Standard Inspection Procedure levels, which one is used for only the walk-around Driver/Vehicle Inspection (inspector does not go underneath the vehicle)?**

153

- a. Level I
- b. Level II
- c. Level III
- d. Level IV

- 13 Out of the six North American Standard Inspection Procedure levels, which one is considered to used for vehicle inspection only?** 155
- a. Level II
  - b. Level IV
  - c. Level V
  - d. Level VI
- 14 Out of the six North American Standard Inspection Procedure levels, which one is used for special inspections such as a one-time examination of a particular item?** 156
- a. Level II
  - b. Level IV
  - c. Level V
  - d. Level VI
- 15 A driver or vehicle may have violations and still receive a CVSA decal.** 157
- a. True
  - b. False
- 16 Where should a CVSA decal on a power unit be affixed?** 159
- a. Lower right exterior corner of the driver's side windshield
  - b. Eye level on the exterior window of the driver's door.
  - c. Lower left exterior corner of the passenger's side windshield
  - d. Eye level on the exterior window of the passenger's door.
- 17 A driver of a semi-trailer enters a weigh station on May 2nd and has no obvious violations. A yellow CVSA decal correctly is affixed with both corners removed. Will this vehicle generally be subject to re-inspection?** 160
- a. Yes
  - b. No
- 18 How must a CVSA decal be affixed if it is issued on July 25th?** 164
- a. Orange decal with both corners removed
  - b. Orange decal with upper right corner removed
  - c. Orange decal with no corners removed
  - d. None of the above
- 19 How must a CVSA decal be affixed if it is issued on November 10th?** 165
- a. White decal with both corners removed
  - b. White decal with upper right corner removed
  - c. White decal with no corners removed
  - d. None of the above
- 20 If a CVSA decal is issued on June 20th, when will it expire?** 166
- a. June 30th because a new color decal starts on July 1st
  - b. September 30th because the decal was issued toward the end of June and the driver gets three additional months before the decal expires

- c. August 31st because the decal remains valid for the month of issuance plus two additional months
- d. None of the above

**21 Using FMCSR's placard tables, determine class/division number required for the following shipment. A vehicle transporting 1000 lbs of Sulfur.** 100

- a. 4.1
- b. 3
- c. 8
- d. No placard required

**22 Using FMCSR's placard tables, determine class/division number required for the following shipment. A vehicle transporting 1150 lbs of Sulfur.** 101

- a. 4.1
- b. 3
- c. 8
- d. No placard required

**23 Using FMCSR's placard tables, determine class/division number required for the following shipment. A vehicle transporting 5 boxes of tear gas cartridges with a combined weight of 50 lbs.** 102

- a. 1.1
- b. 1.2
- c. 1.3
- d. No placard required

**24 Using FMCSR's placard tables, determine class/division number required for the following shipment. A vehicle transporting 500 lbs of common fireworks.** 103

- a. 1.2
- b. 1.3
- c. 1.4
- d. No placard required

**25 A placard is required for propane gas regardless of its weight.** 104

- a. true
- b. false

**26 A placard is required for chlorine gas regardless of its weight.** 105

- a. true
- b. false

**27 Using the scenario below, what type of placard would be required? A vehicle transporting 15 lbs of a division 1.1 material.** 216

- a. Explosives
- b. Non-flammable gas
- c. Organic peroxides
- d. No placard required

- 28 Using the scenario below, what type of placard would be required? A vehicle transporting 15 lbs of a division 1.4 material. 217
- a. Explosives
  - b. Non-flammable gas
  - c. Organic peroxides
  - d. No placard required
- 29 Using the scenario below, what type of placard would be required? A vehicle transporting 1000 lbs of a division 4.1 material. 218
- a. Explosive when wet
  - b. Non-flammable gas
  - c. Flammable solid
  - d. No placard required
- 30 Using the scenario below, what type of placard would be required? A vehicle transporting 950 lbs of a class 8 material. 221
- a. Radioactive
  - b. Corrosive
  - c. Flammable
  - d. No placard required
- 31 A motor carrier used for interstate transport of passengers that is NOT provided for the furtherance of a commercial enterprise and is not available to the public at large is considered to be which type of motor carrier (for example, a church van)? 195
- a. Private motor carrier of property or passengers (for business)
  - b. Private motor carrier of property or passengers (for non-business)
  - c. For-hire carrier
  - d. Exempt carrier
- 32 A motor carrier that does not have to adhere to economic regulations but is still subject to the FMCSR is considered to be which type of motor carrier (for example, transportation of cattle)? 196
- a. Private motor carrier of property or passengers (for business)
  - b. Private motor carrier of property or passengers (for non-business)
  - c. For-hire carrier
  - d. Exempt carrier
- 33 A driver that is issued a Class B CDL may drive Group C CMVs with the proper endorsements 107
- a. true
  - b. false
- 34 A truck with a GVWR of 10,000 lbs is pulling a trailer with a GVWR of 18,000 lbs. What is the minimum class of CDL the driver is required to obtain? 112
- a. A
  - b. B
  - c. C
  - d. None

- 35 A truck with a GVWR of 5,000 lbs is pulling a trailer with a GVWR of 25,000 lbs. What is the minimum class of CDL the driver is required to obtain? 116
- a. A
  - b. B
  - c. C
  - d. None
- 36 A truck with a GVWR of 5,000 is carrying a small load hazardous materials requiring placards. What is the minimum class of CDL the driver is required to obtain? 117
- a. A
  - b. B
  - c. C
  - d. None
- 37 A truck with a GVWR of 15,000 lbs is carrying a small load hazardous materials that do not require placards. What is the minimum class of CDL the driver is required to obtain? 119
- a. A
  - b. B
  - c. C
  - d. None
- 38 The driver of a van with a seating capacity of 18, is carrying 10 passengers used exclusively for interstate commerce. What is the minimum class of CDL the driver is required to obtain? 120
- a. A
  - b. B
  - c. C
  - d. None
- 39 A truck with a GVWR of 10,000 lbs pulling a GVWR 15,000 lb trailer loaded with 5,000 lbs of Class 3 HAZ MAT. What type of endorsement is the driver required to have? 121
- a. T
  - b. N
  - c. H
  - d. None
- 40 A truck with a GVWR of 10,000 lbs pulling a GVWR 15,000 lb trailer loaded with 5,000 lbs of Class 3 HAZ MAT. What type of endorsement is the driver required to have? 122
- a. T
  - b. P
  - c. N
  - d. None
- 41 A truck with a GVWR of 15,000 lbs is pulling a GVWR 10,000 lb cargo tank trailer loaded with 1200 gallons gasoline. What type of endorsement is the driver required to have? 123
- a. X
  - b. H

- c. N
- d. None

**42 A driver with a valid Mexican CDL with a Class “D” endorsement may operate a passenger bus with 40 passengers.** 125

- a. True
- b. False

**43 Which of the following is NOT a requirement that a driver must meet before being eligible to operate a commercial motor vehicle?** 128

- a. Must be a minimum of 18 years of age
- b. Must be able to speak and read English
- c. Must have completed a driver’s road test
- d. Must be physically qualified under 391.41 Subpart E

**44 What type of enforcement action should be taken if driver does not possess a valid CDL issued by his or her state or jurisdiction of domicile?** 129

- a. No enforcement action is necessary
- b. Write the driver up for a violation only
- c. Write the driver up for a violation and place him/her out of service
- d. Send the driver back to his or her jurisdiction of domicile.

**45 A medical examination certificate may be signed by a medical examiner that is NOT a doctor but is licensed, certified, and/or registered under state law.** 130

- a. True
- b. False

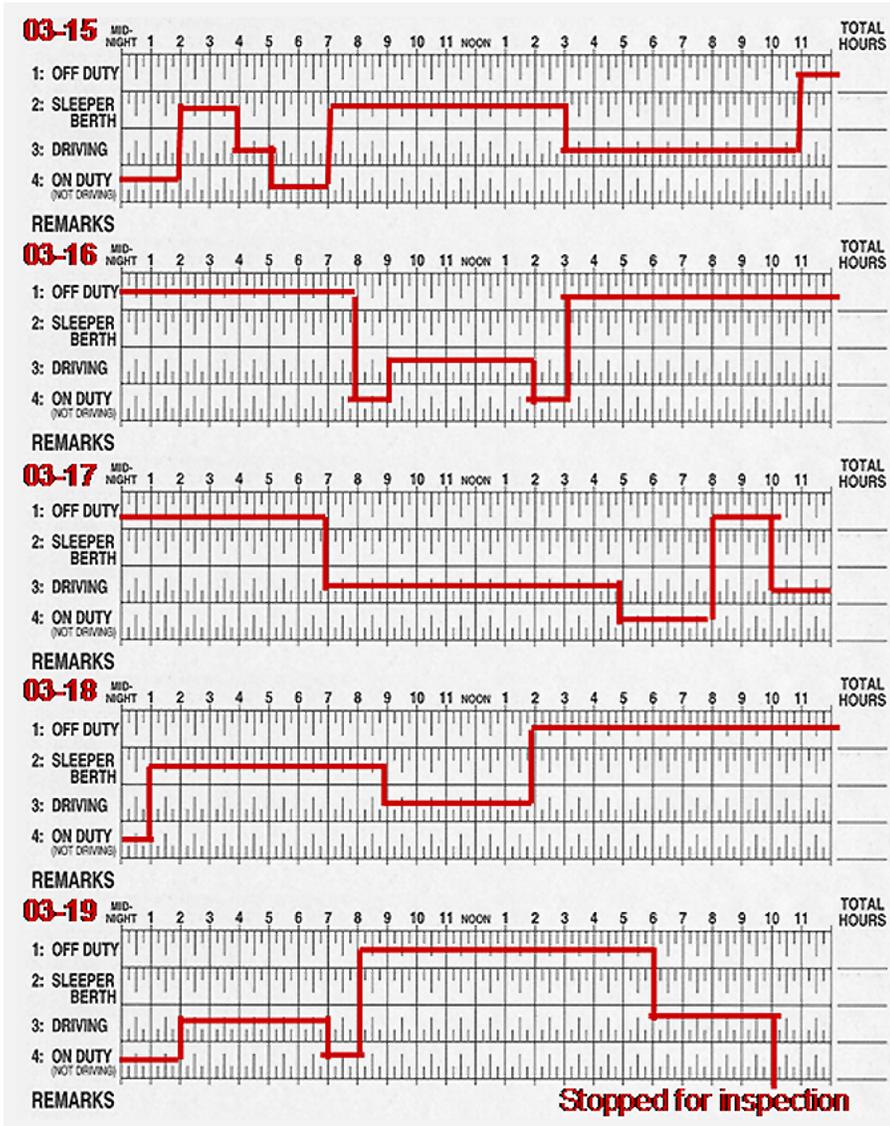
**46 If a driver’s CDL is disqualified, all of his/her driving privileges are gone, including everyday driving with a normal driver’s license.** 131

- a. True
- b. False

**47 If a driver’s CDL is revoked, all of his/her driving privileges are gone, including everyday driving with a normal driver’s license.** 132

- a. True
- b. False

48 Review the five days worth of log book recordings depicted in the image to the right. How many 11-hour rule violations did the driver accrue? Assume that the driver has had 24 consecutive hours off duty time at the start of each example.



- a. 2
- b. 3
- c. 4
- d. 5

49 The driver was in violation at the time of the inspection?

- a. true
- b. false

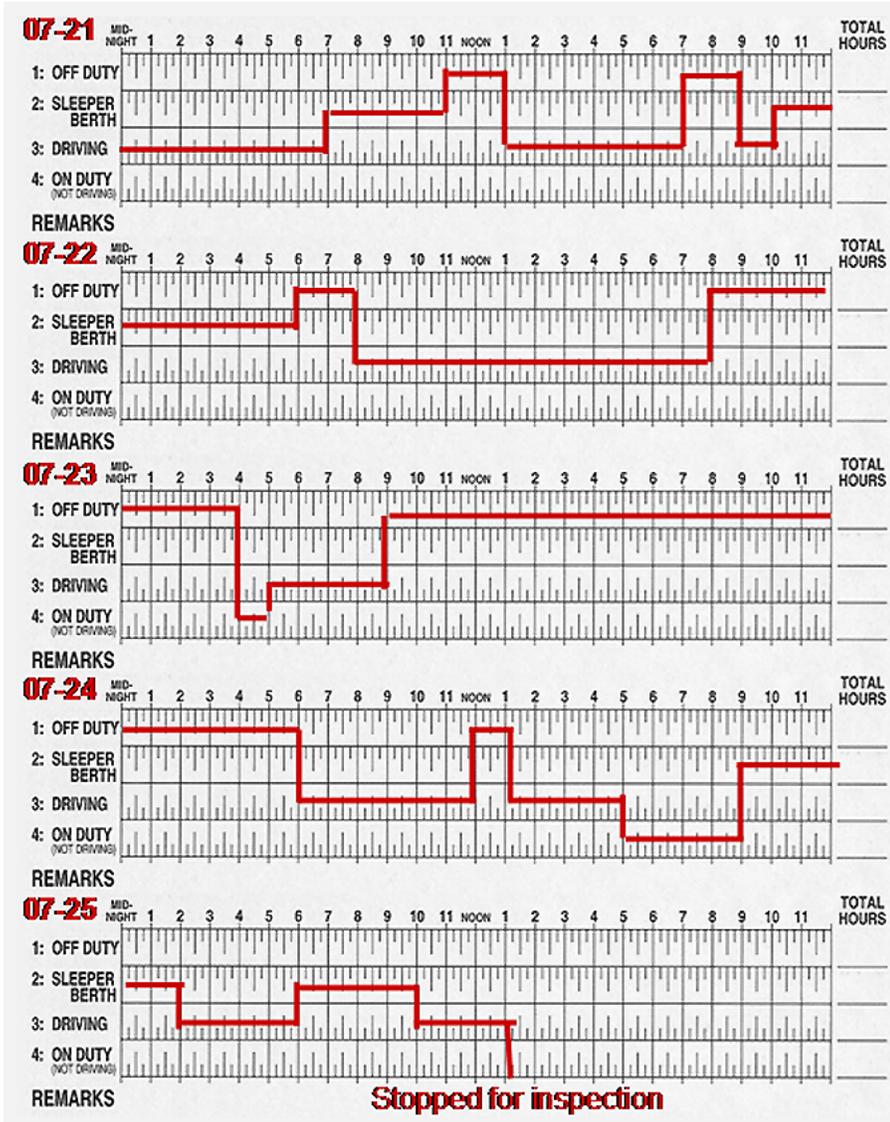
50 How many hours must the driver rest before he/she may drive again?

- a. 2 hours

- b. 8 hours
- c. 10 hours
- d. none of the above

51 Review the five days worth of log book recordings depicted in the image to the right. How many 11-hour rule violations did the driver accrue? Assume that the driver has had 24 consecutive hours off duty time at the start of each example.

178



- a. 3
- b. 4
- c. 5
- d. 6

52 The driver was in violation at the time of the inspection.

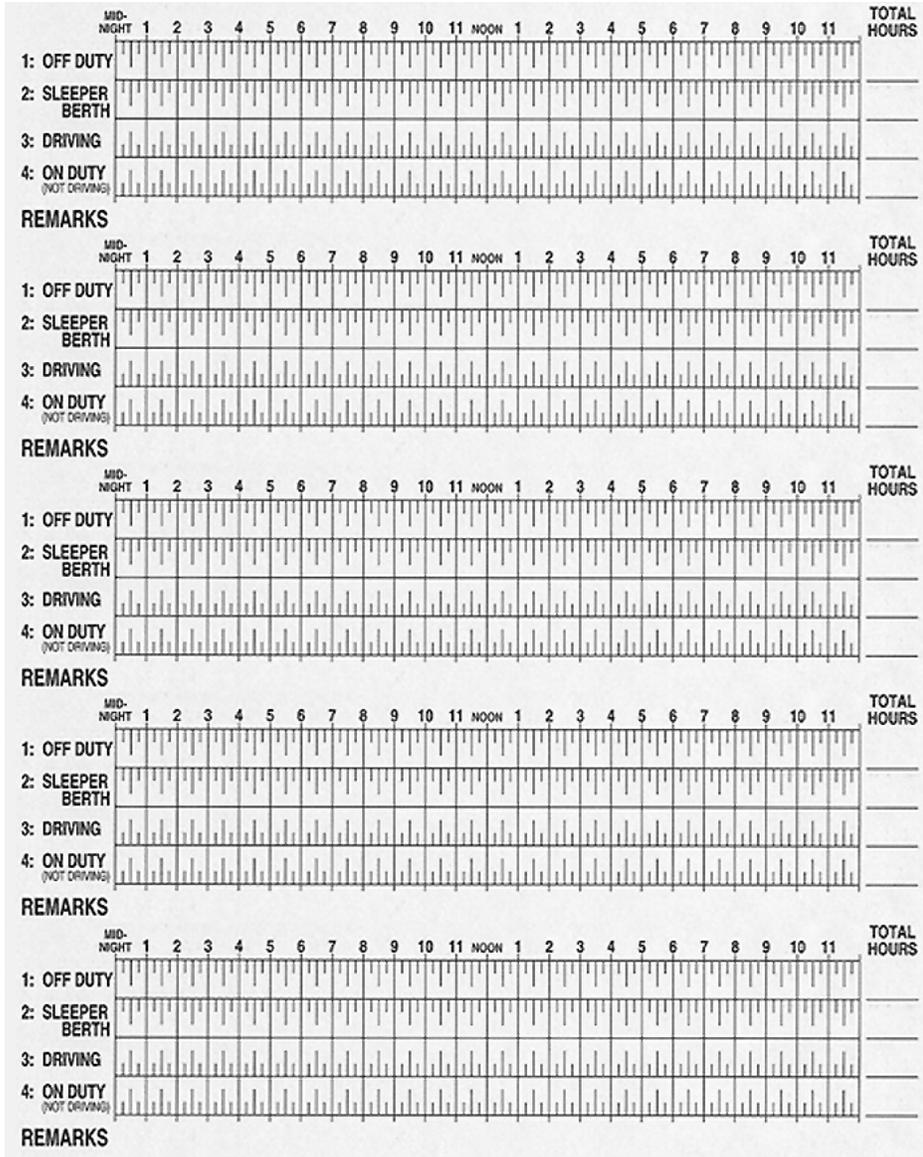
179

- a. true
- b. false

53 How many hours must the driver rest before he/she may drive again?

- a. 2 hours
- b. 8 hours
- c. 10 hours
- d. none of the above

54 Review the five days worth of log book recordings depicted in the image to the right. How many 14-hour rule violations did the driver accrue? Assume that the driver has had 24 consecutive hours off duty time at the start of each example.



- a. 2
- b. 3
- c. 4
- d. 5

55 The driver was in violation at the time of the inspection.

182

- a. true
- b. false

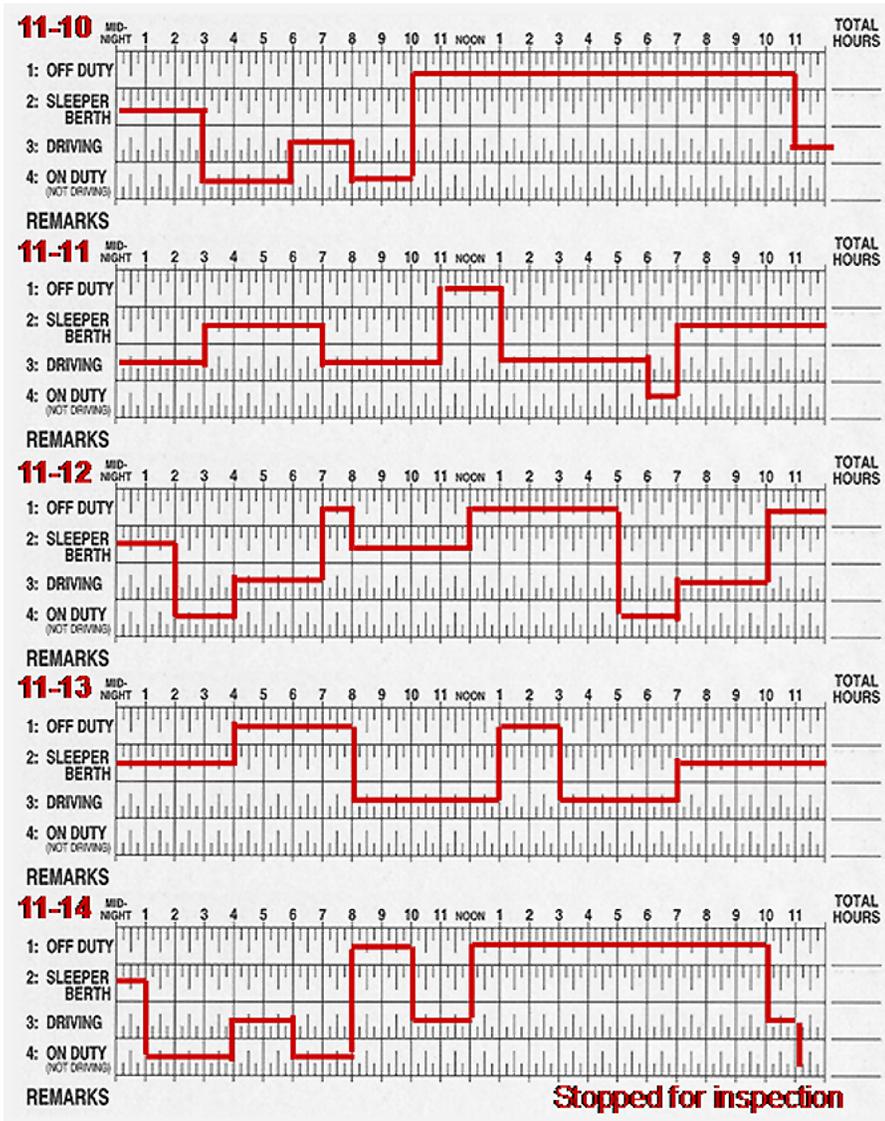
56 How many hours must the driver rest before he/she may drive again?

183

- a. 2 hours
- b. 8 hours
- c. 10 hours
- d. None of the above

57 Review the five days worth of log book recordings depicted in the image to the right. How many 14-hour rule violations did the driver accrue? Assume that the driver has had 24 consecutive hours off duty time at the start of each example.

184



- a. 3

- b. 4
- c. 5
- d. 6

**58 The driver was in violation at the time of the inspection.**

185

- a. true
- b. false

**59 How many hours must the driver rest before he/she may drive again?**

186

- a. 2 hours
- b. 8 hours
- c. 10 hours
- d. None of the above

**60 If you look at the chart on the right., you'll see the amount of driving hours a driver recorded over an eight day period. Using the 70 hour rule answer the following three questions. Is the driver in violation of the 70 hour rule at the time of the inspection?**

197

|  |           |
|--|-----------|
| <b>06-01</b>   | <b>8</b>  |
| <b>06-02</b>   | <b>12</b> |
| <b>06-03</b>   | <b>12</b> |
| <b>06-04</b>   | <b>10</b> |
| <b>06-05</b>   | <b>8</b>  |
| <b>06-06</b>   | <b>12</b> |
| <b>06-07</b>   | <b>14</b> |
| <b>06-08</b><br><b>Stopped for inspection</b><br><b>at 8:00 p.m.</b> | <b>8</b>  |

- a. yes
- b. no

**61 What is the earliest day and time that the driver may drive again?**

198

- a. On 06-09 at 12:01 a.m.
- b. On 06-10 at 12:01 a.m.
- c. On 06-09 at 6:00 a.m.
- d. On 06-10 at 6:00 a.m.

**62 How many hours may the driver drive before he reaches the maximum of 70 hours?**

199

- a. 6 hours
- b. 10 hours
- c. 11 hours
- d. 70 hours

63 If you look at the chart on the right., you'll see the amount of driving hours a driver recorded over a seven day period. Using the 60 hour rule answer the following three questions. Is the driver in violation of the 60 hour rule at the time of the inspection?

|                                     |    |
|-------------------------------------|----|
| 05-01                               | 10 |
| 05-02                               | 12 |
| 05-03                               | 10 |
| 05-04                               | 6  |
| 05-05                               | 14 |
| 05-06                               | 10 |
| 05-07                               | 9  |
| Stopped for inspection at 9:00 a.m. |    |

- a. yes
- b. no

64 What is the earliest day and time that the driver may drive again?

- a. On 05-08 at 12:01 a.m.
- b. On 05-08 at 7:00 p.m.
- c. On 05-09 at 12:01 a.m.
- d. On 05-09 at 7:00 a.m.

65 How many hours may the driver drive before he reaches the maximum of 60 hours?

- a. 10 hours
- b. 11 hours
- c. 12 hours
- d. 60 hours

66 While conducting a routine inspection, during nighttime hours, you notice that both of the headlamps are extremely dim due to a large quantity of dirt/film inside them. You determine that the headlamps are badly obscured and not clearly visible.



- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

67 During night time hours with poor visibility, you notice that when the driver turns on each front turn signal, neither signal is functioning.



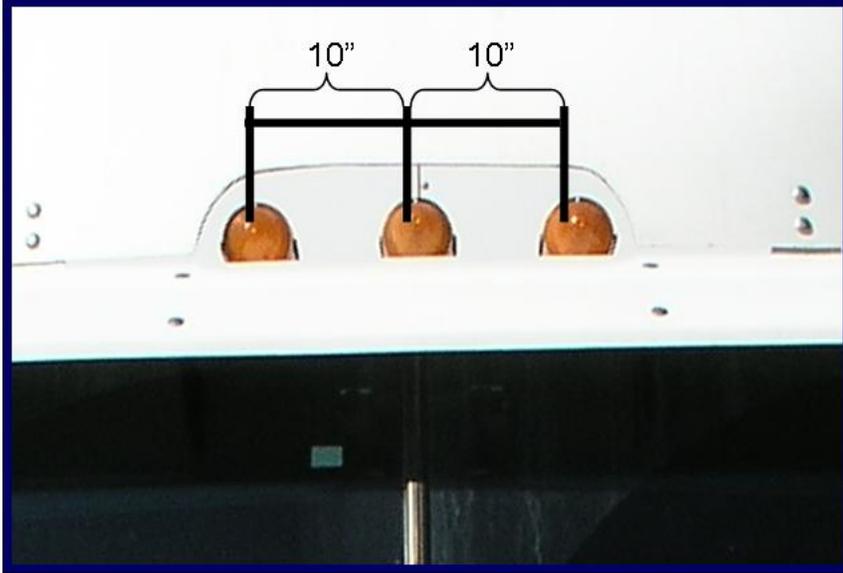
- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

68 It is daylight with good visibility. You are performing an inspection and notice that the hazard lights are 15 inches above the ground at curb weight.



- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

69 It is daylight with good visibility. You measure the front identification lamps, from center to center of each lamp, and find that they are 10" apart.



- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

70 A vehicle's cab measures 45" and has only one functioning center identification lamp (instead of three) mounted on the vertical centerline of the cab (even though the centerline of the vehicle differs from the cab's center line).



- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

71 Retroreflective sheeting may be used in place of intermediate side reflex reflectors as long as they conform to the FMVSS standards.

- a. true
- b. false

**72** When inspecting a small bus that is 28 feet in length and 82 inches in width, you notice that it does not have intermediate side reflex reflectors, nor does it have retroreflective sheeting in place of the reflectors. What type of enforcement action should you take? 242

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**73** While inspecting the side of a large 5-axle tractor trailer, you notice that the retroreflective sheeting looks thin. You measure the width of the sheeting to be 2 1/4". 244

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**74** While inspecting a 480" trailer, you're uncertain as to whether there is enough retroreflective sheeting. There are fifteen 18 inch strips on each side of the trailer. What type of enforcement action should you take? 247

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**75** While inspecting a 480" trailer, you're uncertain as to whether there is enough retroreflective sheeting. There are sixteen 14 inch strips on each side of the trailer. What type of enforcement action should you take? 249

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**76** The lamps used for projecting loads must be powered by the electrical system of the motor vehicle. 253

- a. true
- b. false

**77** While inspecting the rear of a 5-axle semi-trailer, you notice that a small battery compartment located at the rear of the tractor is not covered and exposed to weather elements. What type of enforcement action should you take? 256

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**78** Grease on the lining edge, back of shoe, or drum edge is a violation of regulation 393.47. 224

- a. true
- b. false

79 A brake that is out of adjustment by more than 2 inches puts the vehicle out of service, regardless of the 20% criteria. 226

- a. true
- b. false

80 A mismatch in air chamber sizes on the steering axle is an out-of-service violation regardless of the 20% criteria. 227

- a. true
- b. false

81 A mismatch in air chamber sizes on axle 2 is an out-of-service violation regardless of the 20% criteria. 228

- a. true
- b. false

82 While inspecting the air-brakes on a 5 axle semi-trailer, you notice that the shoe lining on the right front steering axle brake is  $\frac{1}{4}$ ". The shoe has 1 continuous strip of lining. This would be an out-of-service violation. 229

- a. true
- b. false

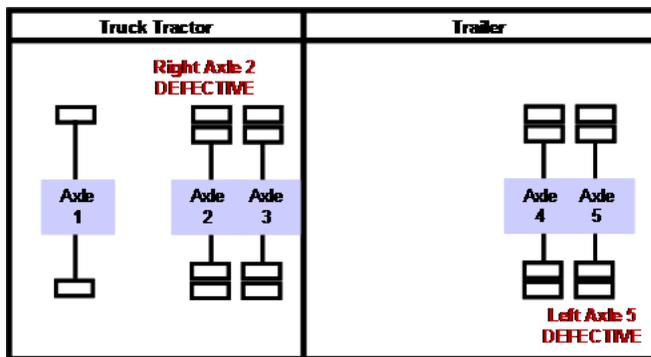
83 While inspecting the air drum brakes on a 5 axle semi-trailer, you notice that the shoe lining on the right front steering axle brake is  $\frac{1}{4}$ ". The shoe has 2 pads lining these drum brakes. This would be an out-of-service violation. 230

- a. true
- b. false

84 While inspecting the air brakes on a 5 axle semi-trailer, you notice that there is a crack in the shoe lining on the right front steering axle brake that is  $2\frac{1}{2}$ " long. This would be an out-of-service violation. 232

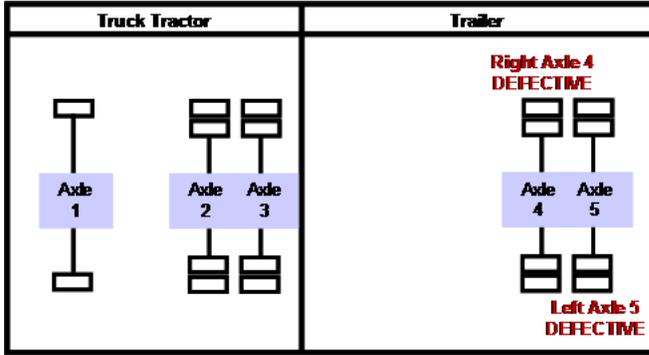
- a. true
- b. false

85 Based on the number of defective brakes in the diagram, determine what type of action to take. 233



- a. Place only the tractor out of service
- b. Place only the trailer out of service
- c. Place the combination out of service
- d. None of the above

86 Based on the number of defective brakes in the diagram, determine what type of action to take.



- a. Place only the tractor out of service
- b. Place only the trailer out of service
- c. Place the combination out of service
- d. None of the above

87 Based on the number of defective brakes in the diagram, determine what type of action to take.

**Tractor**

|              |                   |                         |                   |
|--------------|-------------------|-------------------------|-------------------|
| <b>Axle</b>  | <b>1</b>          | <b>2</b>                | <b>3</b>          |
| <b>Type</b>  | <b>Clamp T-30</b> | <b>Rotochamber T-30</b> | <b>Clamp T-30</b> |
| <b>Right</b> | <b>1 3/4"</b>     | <b>1 3/4"</b>           | <b>1 3/4"</b>     |
| <b>Left</b>  | <b>2"</b>         | <b>2 1/4"</b>           | <b>2 1/4"</b>     |

**Trailer**

|              |                   |                   |
|--------------|-------------------|-------------------|
| <b>Axle</b>  | <b>4</b>          | <b>5</b>          |
| <b>Type</b>  | <b>Clamp T-30</b> | <b>Clamp T-30</b> |
| <b>Right</b> | <b>2"</b>         | <b>1 1/2"</b>     |
| <b>Left</b>  | <b>1 7/8"</b>     | <b>1 3/4"</b>     |

- a. Place the tractor out of service
- b. Place the trailer out of service
- c. Place the combination out of service
- d. None of the above

- 88 It is night and the visibility is poor. During an inspection you notice that a windshield has a hole and cracks that cover 8 inches. This damage does not affect the windshield wipers from functioning.



- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

- 89 It is night time and the visibility is poor due to inclement weather. During the inspection you notice that the windshield has a hole and cracks that cover 8 inches. This damage prevents the windshield wipers from functioning properly.

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

- 90 While inspecting the right saddle tank area on a large tanker truck, you notice that the edge of the fuel tank is about 2 inches beyond the widest part of the vehicle. What type of enforcement action should you take?

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

- 91 While inspecting a large tractor-trailer that requires a refrigeration system, you notice that there is a dripping leak coming from the refrigeration system. What type of enforcement action should you take?

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

- 92 While inspecting the fuel tank, you notice that the fuel line, completely enclosed in protective housing, extends 3 inches below the fuel tank.

- a. No violation

- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**93 While inspecting the fuel tank, you notice that a non-protected fuel line extends 2 inches below the fuel tank.** 263

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**94 While inspecting the fuel tank, you notice the fuel cap is missing.** 264

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**95 While inspecting the exhaust system, you notice severe carbon deposits and what appears to be a minor leak coming from the exhaust system. However, the leak doesn't come near or within contact with any combustible part of the vehicle.** 266

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**96 While inspecting the exhaust system of a vehicle, you notice what appears to be a makeshift patch used to stop an exhaust system leak.** 268

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**97 During an inspection of the lower fifth wheel assembly, you discover that two of the fasteners that mount the assembly to the frame are loose. There are a total six fasteners altogether.** 292

- a. No violation, so no enforcement action necessary
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**98 During an inspection of mounting plates and pivot brackets on the lower fifth wheel assembly, you notice that there appears to be movement between the plates and brackets. What do you do?** 293

- a. No violation, so no enforcement action necessary
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

- 99 **During a fifth wheel movement inspection, you determine that there is 3/8" movement between the upper and lower fifth wheel halves.** 299
- a. No violation
  - b. Non-critical violation
  - c. Critical violation
  - d. Out-of-service violation
- 100 **During a fifth wheel movement inspection, you determine that there is 5/8" movement between the upper and lower fifth wheel halves.** 301
- a. No violation
  - b. Non-critical violation
  - c. Critical violation
  - d. Out-of-service violation
- 101 **During an inspection of a double saddle mount, you notice that there is horizontal movement between the upper and lower saddle mount halves that is 3/8 of an inch.** 304
- a. No violation
  - b. Non-critical violation
  - c. Critical violation
  - d. Out-of-service violation
- 102 **During an inspection of the vehicle's cab, you notice that the passenger side door seems to be wired shut because it won't close properly.** 309
- a. No violation
  - b. Non-critical violation
  - c. Critical violation
  - d. Out-of-service violation
- 103 **During an inspection of the vehicle's cab, you notice that the passenger side door seems to be wired shut. The is loaded with pipe that blocks the door and the cab has a roof exit.** 310
- a. No violation
  - b. Non-critical violation
  - c. Critical violation
  - d. Out-of-service violation
- 104 **During an inspection of a five axle semitrailer, you notice that the web area on the frame has a two inch crack extending downward toward the bottom flange.** 317
- a. No violation
  - b. Non-critical violation
  - c. Critical violation
  - d. Out-of-service violation
- 105 **During inspection of the rear impact guard on a trailer, it appears that the guard is not close enough to the rear of the vehicle. After measuring the distance between the rearmost edge of the impact guard and the rear of the vehicle, you determine that it is 15 inches** 321
- a. No violation

- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**106** During inspection of the rear impact guard on a trailer, it appears that the guard is not close enough to the rear of the vehicle. After measuring the distance between the rearmost edge of the impact guard and the rear of the vehicle, you determine that it is 10 inches

322

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**107** During inspection of a trailer's crossmembers, you notice two adjacent crossmembers that are broken and sagging below the lower rail.

328

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

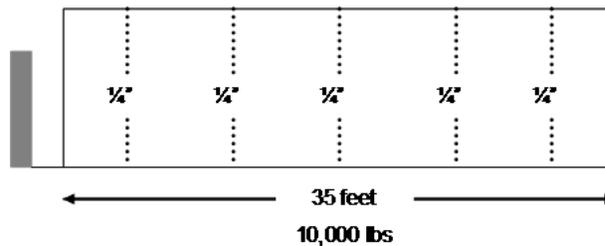
**108** During inspection of a trailer's crossmembers, you notice three adjacent crossmembers that are broken and sagging below the lower rail.

329

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**109** Use the figure on the right to answer the following three questions. What is the aggregate working load limit of the non-defective tiedowns used to secure the load?

272



**Weight of cargo:** 10,000 lbs  
**Length of cargo:** 35 feet NOT blocked with headerboard  
**Type of securement:** Five 1/2" unmarked chains secured indirectly  
**Possible defects:** One of the chains is repaired by using a cold shut repair link, another chain has several surface scratches.

- a. 16,000lbs
- b. 20,000lbs
- c. 18,000lbs
- d. 24,000lbs

110 Considering both length and weight is the vehicle in violation?

273

- a. No, there are no violations based on length and weight
- b. Yes, violation with length but not weight
- c. Yes, violation with weight but not length
- d. Yes, violations with BOTH length and weight

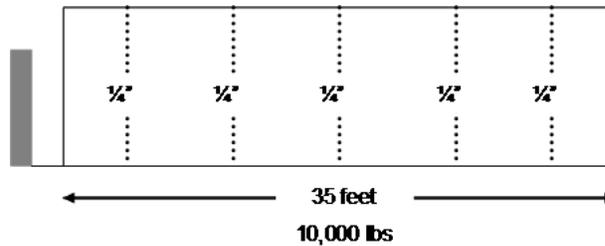
111 What type of enforcement action should be taken?

274

- a. No violation, so no enforcement action necessary
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

112 Use the figure on the right to answer the following three questions. What is the aggregate working load limit of the non-defective tiedowns used to secure the load?

278



**Weight of cargo:** 10,000 lbs  
**Length of cargo:** 35 feet NOT blocked with headerboard  
**Type of securement:** Five  $\frac{1}{2}$ " unmarked chains secured indirectly  
**Possible defects:** One of the chains is repaired by using a cold shut repair link, another chain has several surface scratches.

- a. 3900 lbs
- b. 5000 lbs
- c. 5200 lbs
- d. 6500 lbs

113 Considering both length and weight is the vehicle in violation?

279

- a. No, there are no violations based on length and weight
- b. Yes, violation with length but not weight
- c. Yes, violation with weight but not length
- d. Yes, violations with BOTH length and weight

114 What type of enforcement action should be taken?

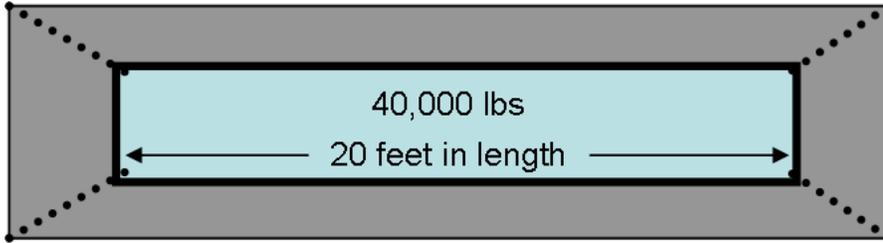
280

- a. No violation, so no enforcement action necessary
- b. Non-critical violation
- c. Critical violation

- d. Out-of-service violation

115 Use the figure on the right to answer the following three questions. What is the aggregate working load limit of the non-defective tiedowns used to secure the load?

284



**Weight of cargo:** 40,000 lbs

**Length of cargo:** 20 feet

**Type of securement:** Four ½ inch wide grade 80 chains secured directly

**Possible defects:** No visual defects on any of the chains

- a. 20,000 lb
  - b. 24,000 lb
  - c. 40,000 lb
  - d. 48,000 lb
- 116 Considering both length and weight is the vehicle in violation?
- a. No, there are no violations based on length and weight
  - b. Yes, violation with length but not weight
  - c. Yes, violation with weight but not length
  - d. Yes, violations with BOTH length and weight

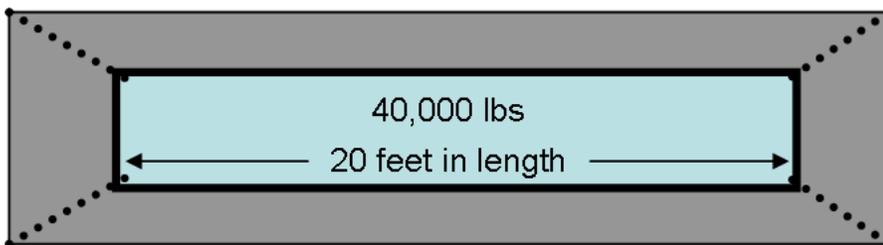
285

117 What type of enforcement action should be taken?

286

- a. No violation, so no enforcement action necessary
- b. Non-critical violation
- c. Critical violation
- d. Out-of-Service violation

- 118 Use the figure on the right to answer the following three questions. What is the aggregate working load limit of the non-defective tiedowns used to secure the load?



**Weight of cargo:** 40,000 lbs

**Length of cargo:** 20 feet

**Type of securement:** Four ½ inch wide grade 80 chains secured directly with load binders, each with a WLL of 8,000 lbs.

**Possible defects:** No visual defects on any of the chains

- a. 16,000 lb
  - b. 20,000 lb
  - c. 24,000 lb
  - d. 32,000 lb
- 119 Considering both length and weight is the vehicle in violation?
- a. No, there are no violations based on length and weight
  - b. Yes, violation with length but not weight
  - c. Yes, violation with weight but not length
  - d. Yes, violations with BOTH length and weight

- 120 What type of enforcement action should be taken?

- a. No violation, so no enforcement action necessary
- b. Non-critical violation
- c. Critical violation
- d. Out-of-Service violation

121 During inspection of the vehicle's steering wheel, you measure the lash/free play to be 5 inches. The Wheel is 19" in diameter and it is a manual steering system.

27



- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

122 During inspection of the vehicle's steering wheel, you measure the lash/free play to be 3 ¼ inches. The Wheel is 22" in diameter and it is a manual steering system.

32

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

123 During inspection of the ball and socket joints, you use your hand to determine that there is 3/8 of an inch of movement between steering linkage and axle assembly

38



- a. No violation
- b. Non-critical violation

- c. Critical violation
- d. Out-of-service violation

**124** During inspection of the drag link, you notice that there is a stress crack but it is only ¼ of an inch long.

39



- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**125** While inspecting the drag link, you notice what looks like a crack. You determine that it is the paint chipping off.

40



- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**126** During an inspection of the left steering axle wheel, you notice that there are two missing wheel fasteners. There are a total of 10 fastener positions and the two missing fasteners are NOT adjacent to each other.

82

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

127 During an inspection of one of the wheels, you notice that there are is a small crack about 2 inches in length that does not go from hole to hole.



- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

128 During an inspection of one of the wheels, you notice that there are large scrapes covering many areas of the wheel.



- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

129 During an inspection of the wheel fasteners, you notice that one of the fasteners is completely stripped.

93



- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

130 During an inspection of wheel, you notice that the hub cap is missing and you have an open view of the hub assembly.

97

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

131 During inspection of the tires on the front steering axle, you notice that the tread seems worn. You measure two adjacent tread grooves and determine that the tread depth is 1/32 of an inch.

330

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

132 During inspection of the tires on the front steering axle, you notice that the tread seems worn. You measure two adjacent tread grooves and determine that the tread depth is 1/8 of an inch.

331

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

133 During inspection of the tires on the front steering axle, you notice that the tires say “ regroovable” but have not been regrooved. There don’t appear to be any other defects in the tires.

333

- a. No violation
- b. Non-critical violation

- c. Critical violation
- d. Out-of-service violation

**134** During inspection of the tires on the front steering axle, you notice that there the sidewall is damaged to the point that the ply cord is exposed.

336

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**135** During inspection of the tires on axle 3 of a 5 axle semitrailer, you determine that the tread groove depth is only 1/8 of an inch in two adjacent major tread grooves on three different locations on the tire.

340

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**136** While inspecting the front suspension, you notice that the U-bolts shift left and right from their normal position when the driver rocks the steering wheel back and forth.

43



- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

137 While inspecting the front suspension, you notice that one of the U-bolts that positions the axle and suspension together is bent.

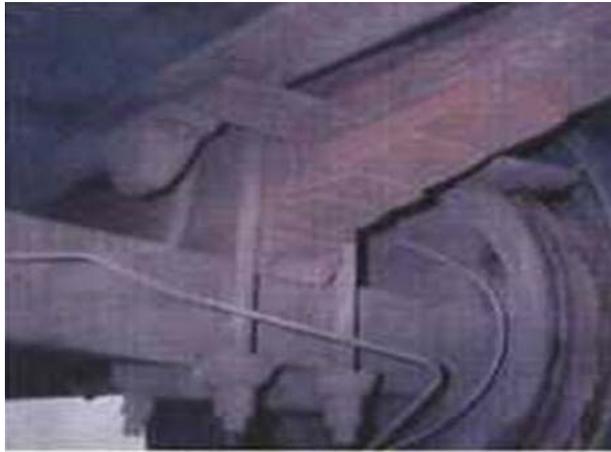
44



- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

138 While inspecting the front suspension, you notice that one of the springs is displaced to the point that it could make contact with the drum

45



- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

139 While inspecting the front suspension, you notice that the U-bolt is rusty.

46

- a. No violation
- b. Non-critical violation
- c. Critical violation

- d. Out-of-service violation

**140** While inspecting the front suspension, you notice that the U-bolt is rusty.

47

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**Appendix J: Sample 3 Answer Key**

### Answer Key: Sample Test 3

Instructions: Circle the correct answers

- |     |   |      |   |      |   |
|-----|---|------|---|------|---|
| 1.  | A | 51.  | C | 101. | D |
| 2.  | A | 52.  | A | 102. | B |
| 3.  | A | 53.  | B | 103. | A |
| 4.  | C | 54.  | D | 104. | D |
| 5.  | A | 55.  | A | 105. | C |
| 6.  | D | 56.  | B | 106. | A |
| 7.  | A | 57.  | B | 107. | C |
| 8.  | B | 58.  | B | 108. | D |
| 9.  | A | 59.  | D | 109. | B |
| 10. | D | 60.  | A | 110. | A |
| 11. | A | 61.  | B | 111. | D |
| 12. | B | 62.  | A | 112. | A |
| 13. | C | 63.  | A | 113. | B |
| 14. | B | 64.  | C | 114. | D |
| 15. | A | 65.  | B | 115. | B |
| 16. | C | 66.  | D | 116. | A |
| 17. | B | 67.  | C | 117. | A |
| 18. | A | 68.  | A | 118. | A |
| 19. | B | 69.  | A | 119. | C |
| 20. | C | 70.  | B | 120. | D |
| 21. | D | 71.  | A | 121. | D |
| 22. | A | 72.  | A | 122. | C |
| 23. | C | 73.  | A | 123. | D |
| 24. | D | 74.  | A | 124. | D |
| 25. | B | 75.  | B | 125. | A |
| 26. | A | 76.  | B | 126. | C |
| 27. | A | 77.  | B | 127. | C |
| 28. | D | 78.  | B | 128. | A |
| 29. | D | 79.  | B | 129. | C |
| 30. | D | 80.  | A | 130. | D |
| 31. | B | 81.  | B | 131. | D |
| 32. | D | 82.  | B | 132. | C |
| 33. | A | 83.  | B | 133. | A |
| 34. | A | 84.  | A | 134. | D |
| 35. | A | 85.  | C | 135. | A |
| 36. | C | 86.  | B | 136. | D |
| 37. | D | 87.  | D | 137. | D |
| 38. | C | 88.  | B | 138. | D |
| 39. | C | 89.  | D | 139. | A |
| 40. | D | 90.  | C | 140. | A |
| 41. | A | 91.  | D |      |   |
| 42. | B | 92.  | A |      |   |
| 43. | A | 93.  | A |      |   |
| 44. | A | 94.  | C |      |   |
| 45. | A | 95.  | C |      |   |
| 46. | B | 96.  | C |      |   |
| 47. | A | 97.  | D |      |   |
| 48. | A | 98.  | B |      |   |
| 49. | B | 99.  | A |      |   |
| 50. | B | 100. | D |      |   |

## **Appendix K: All Database Questions**

# Questions

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Category 1 Orientation to Commercial Motor Vehicles

**1 Which of the following is NOT a Commercial Motor Vehicle? All vehicles listed below are involved in interstate commerce.**

2

- a. A truck with a GVWR of 10,000 lbs carrying a non placarded load of Hazardous Materials
- b. An empty bus with a seating capacity of 16
- c. A truck with a GVWR of 5,500 lbs and a trailer with a GVWR of 5,500 lbs
- d. A full, not for hire passenger van with a seating capacity of 16

**2 Which of the following is NOT a Commercial Motor Vehicle? All vehicles listed below are involved in interstate commerce.**

3

- a. An empty bus with a seating capacity of 20
- b. A truck with a GVWR of 10,001 lbs carrying a non placarded load of Hazardous Materials
- c. A truck with a GVWR of 5000 lbs carrying a load of placarded hazardous materials
- d. A full, not for hire passenger van with a seating capacity of 12

**3 Which of the following is NOT a Commercial Motor Vehicle? All vehicles listed below are involved in interstate commerce.**

4

- a. An empty bus with a seating capacity of 18
- b. A truck with a GVWR of 5000 lbs and a trailer with a GVWR or 5000 lbs
- c. A for hire passenger van with a seating capacity of 10
- d. A 8000 lb Ford F-250 being used to transport a shipment of Hazardous Materials that requires placards to be displayed

**4 Which of the following is NOT a Commercial Motor Vehicle? All vehicles listed below are involved in interstate commerce.**

5

- a. An empty, not for hire passenger bus with a seating capacity of 20
- b. A tractor with a GVWR of 10,000 lbs and a trailer with GVWR of 5,000 lbs carrying a non placarded load of hazardous materials
- c. A truck with a GVWR of 8,000 lbs carrying a load of placarded hazardous materials
- d. A full, for-hire passenger van with a seating capacity of 8

**5 Smith furniture is manufactured in El Paso, TX then transferred to a holding facility in Dallas, TX. The furniture is subsequently transferred to other locations throughout the state--what type of shipment is this?**

6

- a. Interstate
- b. Intrastate

**6 Is the following shipment description interstate or intrastate commerce? ^A charter bus from Thomasville, GA travels empty to Tallahassee, Florida to pick up the Florida State Basketball team and take them to Gainesville, Florida.**

7

- a. Interstate
- b. Intrastate

- 7 **An empty intermodal container which last contained foreign freight is moved from Tampa, FL to a holding pool in Miami, FL. The container will then be shipped to Britain. Is the movement from Tampa to Miami interstate or intrastate?** 8
- a. Interstate
  - b. Intrastate
- 8 **School bus operations in which a school bus takes students on field trips are not subject to the Federal Motor Carrier Safety Regulations** 13
- a. True
  - b. False
- 9 **School bus operations in which a school bus only takes students to and from school are not subject to the Federal Motor Carrier Safety Regulations.** 14
- a. True
  - b. False
- 10 **Which of the following are exceptions and not subject to the Federal Motor Carrier Safety Regulations?** 15
- a. Governmental transportation
  - b. Personal property
  - c. Emergency vehicles
  - d. All of the above
- 11 **Which of the following are exceptions and not subject to the Federal Motor Carrier Safety Regulations?** 16
- a. Charter buses carrying 20 passengers or less
  - b. 11,000 lb truck carrying non placarded HAZ MAT
  - c. Emergency vehicles
  - d. All of the above
- 12 **During relief emergencies, drivers and carriers are exempt from parts 390 to 399 of the Federal Motor Carrier Safety Regulations.** 17
- a. True
  - b. False
- 13 **Which of the following items sets the tone for an entire inspection.** 18
- a. Finding a safe inspection spot
  - b. Initial driver contact
  - c. Collection of driver documents
  - d. Looking for the presence of hazardous materials
- 14 **As a law enforcement officer, you are empowered to force testimony of admission from interviewees.** 19
- a. True
  - b. False
- 15 **Which of the following sites are appropriate for roadside inspection?** 20
- a. The upslope of a hill
  - b. The downslope of a hill

- c. A paved level surface
- d. A construction site that is cut off from traffic by cones

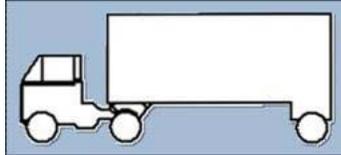
**16 Which of the following should you pay attention to when approaching the vehicle?**

98

- a. The driver's behavior and demeanor
- b. Hazardous materials markings, leaks, and spills
- c. Vehicle condition, including unsecured cargo
- d. All of the above

**17 What type of Commercial Motor Vehicle configuration is this?**

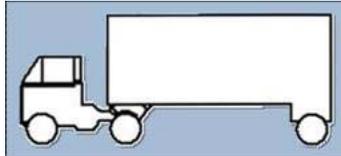
133



- a. Three axle truck-tractor semitrailer
- b. Four axle truck-tractor semitrailer
- c. Five axle truck-tractor semitrailer
- d. None of the above

**18 What type of Commercial Motor Vehicle configuration is this?**

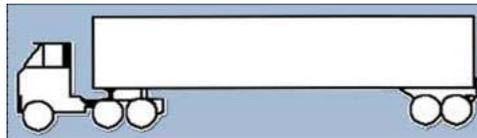
134



- a. Three axle truck-tractor semitrailer
- b. Four axle truck-tractor semitrailer
- c. Five axle truck-tractor semitrailer
- d. None of the above

**19 What type of Commercial Motor Vehicle configuration is this?**

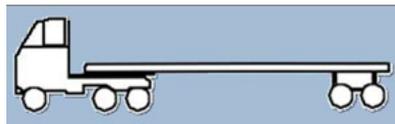
135



- a. Double saddle mount
- b. Full trailer
- c. 5-axle truck-tractor semitrailer
- d. 5-axle truck-tractor flatbed semitrailer

**20 What type of Commercial Motor Vehicle configuration is this?**

136

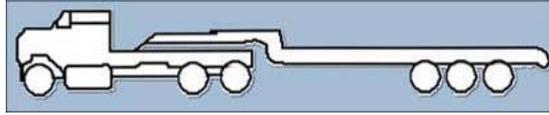


- a. 3-axle tractor semitrailer
- b. Full trailer

- c. 5-axle truck-tractor semitrailer
- d. 5-axle truck-tractor flatbed semitrailer

21 What type of Commercial Motor Vehicle configuration is this?

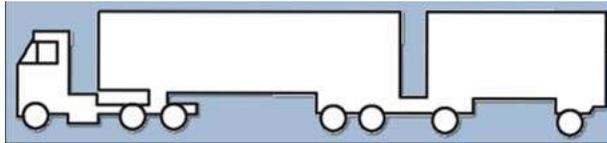
137



- a. Dry Bulk
- b. Low Bed or Low Boy
- c. 5-axle truck-tractor semitrailer
- d. 5-axle truck-tractor flatbed semitrailer

22 What type of Commercial Motor Vehicle configuration is this?

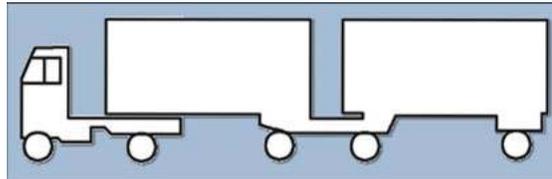
138



- a. Twin Trailer
- b. Rocky Mountain Double
- c. Turnpike Double
- d. Low Boy or Low Bed

23 What type of Commercial Motor Vehicle configuration is this?

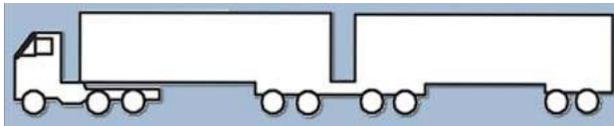
139



- a. Twin Trailer
- b. Rocky Mountain Double
- c. Turnpike Double
- d. Low Boy or Low Bed

24 What type of Commercial Motor Vehicle configuration is this?

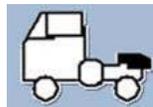
140



- a. Twin Trailer
- b. Rocky Mountain Double
- c. Turnpike Double
- d. Low Boy or Low Bed

25 What type of Commercial Motor Vehicle configuration is this?

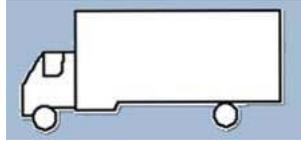
141



- a. Bobtail
- b. Straight Truck
- c. Driveaway Towaway
- d. Semitrailer

26 What type of Commercial Motor Vehicle configuration is this?

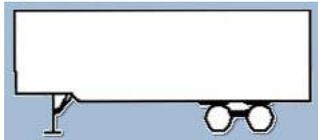
142



- a. Bobtail
- b. Straight Truck
- c. Driveaway Towaway
- d. Semitrailer

27 What type of Commercial Motor Vehicle configuration is this?

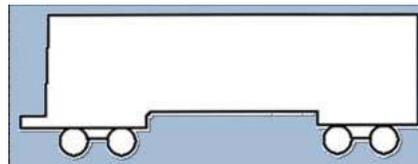
143



- a. Straight Truck
- b. Semitrailer
- c. Full Trailer
- d. Bobtail

28 What type of Commercial Motor Vehicle configuration is this?

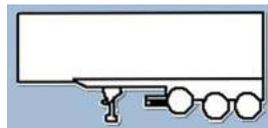
144



- a. Straight Truck
- b. Semitrailer
- c. Full Trailer
- d. Bobtail

29 What type of Commercial Motor Vehicle configuration is this?

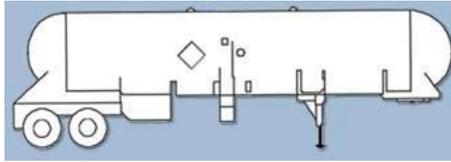
145



- a. Saddlemount
- b. Driveaway Towaway
- c. Triple with Lift Axle
- d. Full Trailer

30 What type of Commercial Motor Vehicle configuration is this?

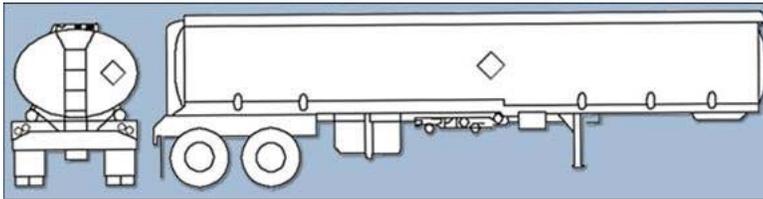
146



- a. Dry Bulk
- b. Low Bed
- c. Straight Truck
- d. High Pressure Cargo Tank

31 What type of Commercial Motor Vehicle configuration is this?

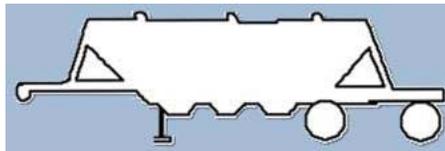
147



- a. Low Pressure Cargo Tank
- b. High Pressure Cargo Tank

32 What type of Commercial Motor Vehicle configuration is this?

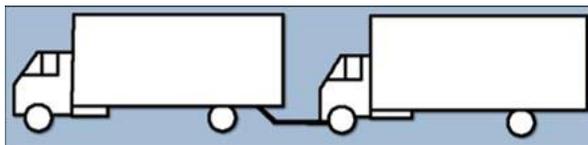
148



- a. High-pressure Cargo Tank
- b. Low-pressure Cargo Tank
- c. Wet Bulk
- d. Dry Bulk

33 What type of Commercial Motor Vehicle configuration is this?

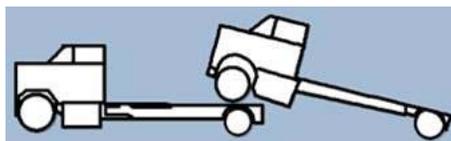
149



- a. Saddlemount
- b. Driveaway Towaway
- c. Triple with lift axle
- d. Full trailer

34 What type of Commercial Motor Vehicle configuration is this?

150



- a. Saddlemount

- b. Driveaway Towaway
- c. Triple with lift axle
- d. Full Trailer

---

*Category 2 Inspection Procedures and Decals*

**35 Out of the six North American Standard Inspection Procedure levels, which one is the North American Standard Inspection (where the driver, vehicle, underneath the vehicle, and applicable HAZ MAT are inspected)?** 152

- a. Level I
- b. Level II
- c. Level III
- d. Level IV

**36 Out of the six North American Standard Inspection Procedure levels, which one is used for only the walk-around Driver/Vehicle Inspection (inspector does not go underneath the vehicle)?** 153

- a. Level I
- b. Level II
- c. Level III
- d. Level IV

**37 Out of the six North American Standard Inspection Procedure levels, which one is used for a driver only inspection?** 154

- a. Level I
- b. Level II
- c. Level III
- d. Level IV

**38 Out of the six North American Standard Inspection Procedure levels, which one is considered to used for vehicle inspection only?** 155

- a. Level II
- b. Level IV
- c. Level V
- d. Level VI

**39 Out of the six North American Standard Inspection Procedure levels, which one is used for special inspections such as a one-time examination of a particular item?** 156

- a. Level II
- b. Level IV
- c. Level V
- d. Level VI

**40 A driver or vehicle may have violations and still receive a CVSA decal.** 157

- a. True
- b. False

**41 Which of the following is not a critical vehicle inspection item?** 158

- a. Brake Systems
- b. Steering Mechanism
- c. Tires
- d. Identification Lamps

**42 Where should a CVSA decal on a power unit be affixed?** 159

- a. Lower right exterior corner of the driver's side windshield
- b. Eye level on the exterior window of the driver's door.
- c. Lower left exterior corner of the passenger's side windshield
- d. Eye level on the exterior window of the passenger's door.

**43 A driver of a semi-trailer enters a weigh station on May 2nd and has no obvious violations. A yellow CVSA decal correctly is affixed with both corners removed. Will this vehicle generally be subject to re-inspection?** 160

- a. Yes
- b. No

**44 A driver of a semi-trailer enters a weigh station on May 2nd with a right front headlamp out. A yellow CVSA decal is correctly affixed with both corners removed. Will this vehicle generally be subject to re-inspection?** 161

- a. Yes
- b. No

**45 During re-inspection of a vehicle displaying a valid CVSA decal, the inspector finds several minor defects that are repaired by the driver on the spot. The inspector MUST still remove the CVSA decal.** 162

- a. Yes
- b. No

**46 How must a CVSA decal be affixed if it is issued on march 15th?** 163

- a. Green decal with both corners removed
- b. Yellow decal with no corners removed
- c. Green decal with upper right corner removed
- d. Green decal with no corners removed

**47 How must a CVSA decal be affixed if it is issued on July 25th?** 164

- a. Orange decal with both corners removed
- b. Orange decal with upper right corner removed
- c. Orange decal with no corners removed
- d. None of the above

**48 How must a CVSA decal be affixed if it is issued on November 10th?** 165

- a. White decal with both corners removed
- b. White decal with upper right corner removed
- c. White decal with no corners removed
- d. None of the above

**49 If a CVSA decal is issued on June 20th, when will it expire?** 166



- 56 A placard is required for chlorine gas regardless of its weight. 105
- a. true
  - b. false
- 57 Using the scenario below, what type of placard would be required? A vehicle transporting 15 lbs of a division 1.1 material. 216
- a. Explosives
  - b. Non-flammable gas
  - c. Organic peroxides
  - d. No placard required
- 58 Using the scenario below, what type of placard would be required? A vehicle transporting 15 lbs of a division 1.4 material. 217
- a. Explosives
  - b. Non-flammable gas
  - c. Organic peroxides
  - d. No placard required
- 59 Using the scenario below, what type of placard would be required? A vehicle transporting 1000 lbs of a division 4.1 material. 218
- a. Explosive when wet
  - b. Non-flammable gas
  - c. Flammable solid
  - d. No placard required
- 60 Using the scenario below, what type of placard would be required? A vehicle transporting 1001 lbs of a division 4.1 material. 219
- a. Explosive when wet
  - b. Non-flammable gas
  - c. Flammable solid
  - d. No placard required
- 61 Using the scenario below, what type of placard would be required? A vehicle transporting 1100 lbs of a class 8 material. 220
- a. Radioactive
  - b. Corrosive
  - c. Flammable
  - d. No placard required
- 62 Using the scenario below, what type of placard would be required? A vehicle transporting 950 lbs of a class 8 material. 221
- a. Radioactive
  - b. Corrosive
  - c. Flammable
  - d. No placard required

*Category 4 Carrier Identification*

- 63 For consistency, use only one source of information to identify the carrier such as the vehicle registration** 106
- a. true
  - b. false
- 64 What type of motor carrier transports passengers or property for compensation and is available to the general public?** 193
- a. Private motor carrier of property or passengers (for business)
  - b. Private motor carrier of property or passengers (for non-business)
  - c. For-hire carrier
  - d. Exempt carrier
- 65 A motor carrier used for interstate transport of passengers that is used for the furtherance of a commercial enterprise but is not available to the public at large is considered which classification of motor carrier (for example, transportation of a sports team)?** 194
- a. Private motor carrier of property or passengers (for business)
  - b. Private motor carrier of property or passengers (for non-business)
  - c. For-hire carrier
  - d. Exempt carrier
- 66 A motor carrier used for interstate transport of passengers that is NOT provided for the furtherance of a commercial enterprise and is not available to the public at large is considered to be which type of motor carrier (for example, a church van)?** 195
- a. Private motor carrier of property or passengers (for business)
  - b. Private motor carrier of property or passengers (for non-business)
  - c. For-hire carrier
  - d. Exempt carrier
- 67 A motor carrier that does not have to adhere to economic regulations but is still subject to the FMCSR is considered to be which type of motor carrier (for example, transportation of cattle)?** 196
- a. Private motor carrier of property or passengers (for business)
  - b. Private motor carrier of property or passengers (for non-business)
  - c. For-hire carrier
  - d. Exempt carrier

---

*Category 5 CDL Requirements and Endorsements*

- 68 A driver that is issued a Class B CDL may drive Group C CMVs with the proper endorsements** 107
- a. true
  - b. false
- 69 A driver that is issued a Class B CDL may drive Group A CMVs with the proper endorsements.** 108
- a. true
  - b. false
- 70 A driver that is issued a Class A CDL may drive Group B and C CMVs with the proper endorsements.** 109

- a. true
- b. false

**71 A driver that is issued a Class C CDL may only drive Group B and C CMVs with the proper endorsements.** 110

- a. true
- b. false

**72 A truck with a GVWR of 10,000 lbs is pulling a trailer with a GVWR of 12,000 lbs. What is the minimum class of CDL the driver is required to obtain?** 111

- a. A
- b. B
- c. C
- d. None

**73 A truck with a GVWR of 10,000 lbs is pulling a trailer with a GVWR of 18,000 lbs. What is the minimum class of CDL the driver is required to obtain?** 112

- a. A
- b. B
- c. C
- d. None

**74 A truck with a GVWR of 20,000 lbs is pulling a trailer with a GVWR of 10,000 lbs. What is the minimum class of CDL the driver is required to obtain?** 113

- a. A
- b. B
- c. C
- d. None

**75 A truck with a GVWR of 28,000 lbs is pulling a trailer with a GVWR of 10,000 lbs. What is the minimum class of CDL the driver is required to obtain?** 114

- a. A
- b. B
- c. C
- d. None

**76 A truck with a GVWR of 28,000 lbs is pulling a trailer with a GVWR of 11,000 lbs. What is the minimum class of CDL the driver is required to obtain?** 115

- a. A
- b. B
- c. C
- d. None

**77 A truck with a GVWR of 5,000 lbs is pulling a trailer with a GVWR of 25,000 lbs. What is the minimum class of CDL the driver is required to obtain?** 116

- a. A
- b. B

- c. C
- d. None

**78 A truck with a GVWR of 5,000 is carrying a small load hazardous materials requiring placards. What is the minimum class of CDL the driver is required to obtain?** 117

- a. A
- b. B
- c. C
- d. None

**79 A truck with a GVWR of 30,000 lbs is carrying a small load hazardous materials requiring placards. What is the minimum class of CDL the driver is required to obtain?** 118

- a. A
- b. B
- c. C
- d. None

**80 A truck with a GVWR of 15,000 lbs is carrying a small load hazardous materials that do not require placards. What is the minimum class of CDL the driver is required to obtain?** 119

- a. A
- b. B
- c. C
- d. None

**81 The driver of a van with a seating capacity of 18, is carrying 10 passengers used exclusively for interstate commerce. What is the minimum class of CDL the driver is required to obtain?** 120

- a. A
- b. B
- c. C
- d. None

**82 A truck with a GVWR of 10,000 lbs pulling a GVWR 15,000 lb trailer loaded with 5,000 lbs of Class 3 HAZ MAT. What type of endorsement is the driver required to have?** 121

- a. T
- b. N
- c. H
- d. None

**83 A truck with a GVWR of 10,000 lbs pulling a GVWR 15,000 lb trailer loaded with 5,000 lbs of Class 3 HAZ MAT. What type of endorsement is the driver required to have?** 122

- a. T
- b. P
- c. N
- d. None

**84 A truck with a GVWR of 15,000 lbs is pulling a GVWR 10,000 lb cargo tank trailer loaded with 1200 gallons gasoline. What type of endorsement is the driver required to have?** 123

- a. X
- b. H
- c. N
- d. None

**85 What type of enforcement action should you take if a driver is operating a commercial vehicle without the proper endorsements?** 124

- a. No enforcement action is necessary
- b. Write the offence as a violation only
- c. Write the offence as a violation and place the driver out of service
- d. None

**86 A driver with a valid Mexican CDL with a Class “D” endorsement may operate a passenger bus with 40 passengers.** 125

- a. True
- b. False

**87 You can never drive a Commercial Motor Vehicle without a CDL.** 126

- a. True
- b. False

**88 Which of the following situation would NOT disqualify a driver from having a CDL.** 127

- a. Driving while under the influence of alcohol or drugs
- b. Committing a felony
- c. Too many minor traffic violations
- d. Leaving the scene of an accident

---

*Category 6 Driver Qualifications*

**89 Which of the following is NOT a requirement that a driver must meet before being eligible to operate a commercial motor vehicle?** 128

- a. Must be a minimum of 18 years of age
- b. Must be able to speak and read English
- c. Must have completed a driver’s road test
- d. Must be physically qualified under 391.41 Subpart E

**90 What type of enforcement action should be taken if driver does not possess a valid CDL issued by his or her state or jurisdiction of domicile?** 129

- a. No enforcement action is necessary
- b. Write the driver up for a violation only
- c. Write the driver up for a violation and place him/her out of service
- d. Send the driver back to his or her jurisdiction of domicile.

**91 A medical examination certificate may be signed by a medical examiner that is NOT a doctor but is licensed, certified, and/or registered under state law.** 130

- a. True
- b. False

92 If a driver's CDL is disqualified, all of his/her driving privileges are gone, including everyday driving with a normal driver's license. 131

- a. True
- b. False

93 If a driver's CDL is revoked, all of his/her driving privileges are gone, including everyday driving with a normal driver's license. 132

- a. True
- b. False

---

*Category 7 Hours of Service*

94 If the driver of a passenger carrying operation is placed out-of-service for no Record of Duty Status or a false Record of Duty Status, how long must he/she wait before driving again? 168

- a. 2 hours
- b. 8 hours
- c. 10 hours
- d. Until such time as eligibility to drive is reestablished

95 If the driver of a passenger carrying vehicle is placed out-of-service for violation of the 10, 15, or 60/70 hour rule, how long must he/she wait before driving again? 169

- a. 2 hours
- b. 8 hours
- c. 10 hours
- d. Until such time as eligibility to drive is reestablished

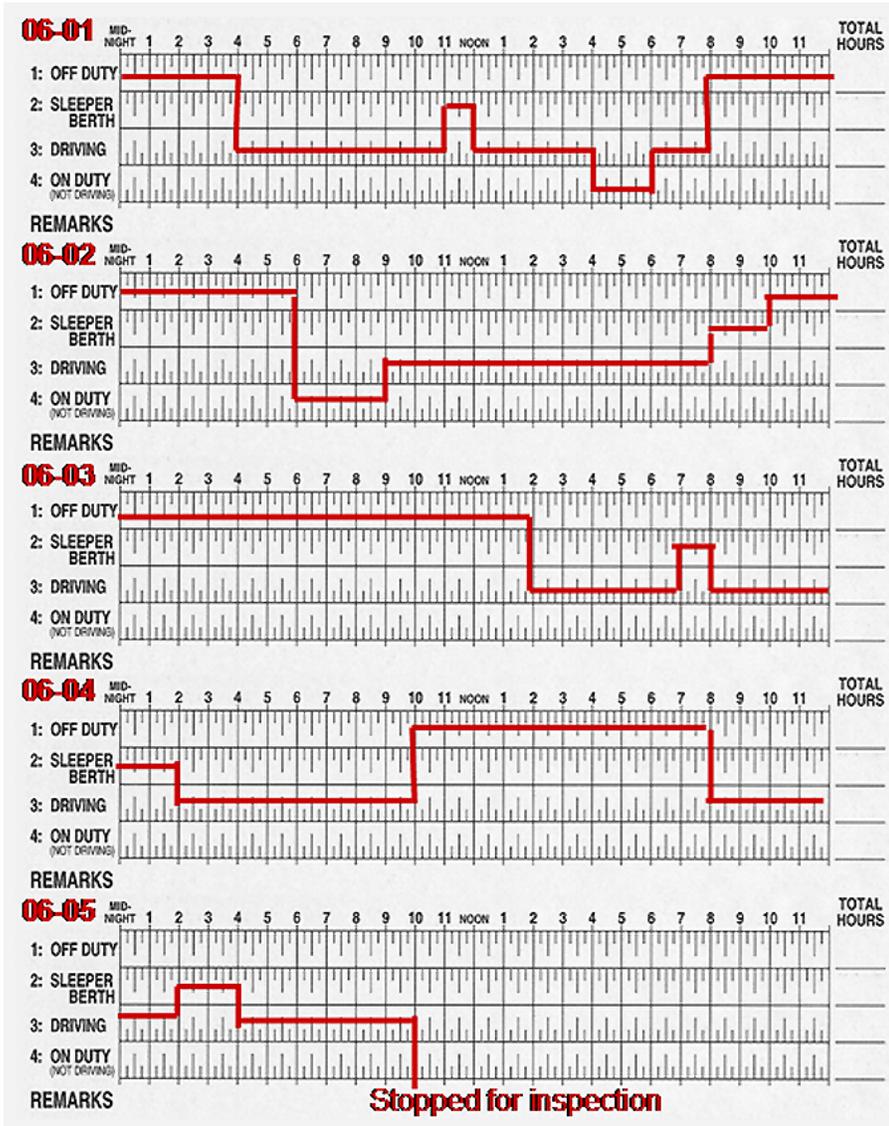
96 If the driver of a property carrying operation is placed out-of-service for no Record of Duty Status or a false Record of Duty Status, how long must he/she wait before driving again? 170

- a. 2 hours
- b. 8 hours
- c. 10 hours
- d. Until such time as eligibility to drive is reestablished

97 If the driver of a property carrying vehicle is placed out-of-service for violation of the 11, 14 or 60/70 hour rule, how long must he/she wait before driving again? 171

- a. 2 hours
- b. 8 hours
- c. 10 hours
- d. Until such time as eligibility to drive is reestablished

98 Review the five days worth of log book recordings depicted in the image to the right. How many 11-hour rule violations did the driver accrue? Assume that the driver has had 24 consecutive hours off duty time at the start of each example.



- a. 1
- b. 2
- c. 3
- d. none

99 The driver was in violation at the time of the inspection?

- a. true
- b. false

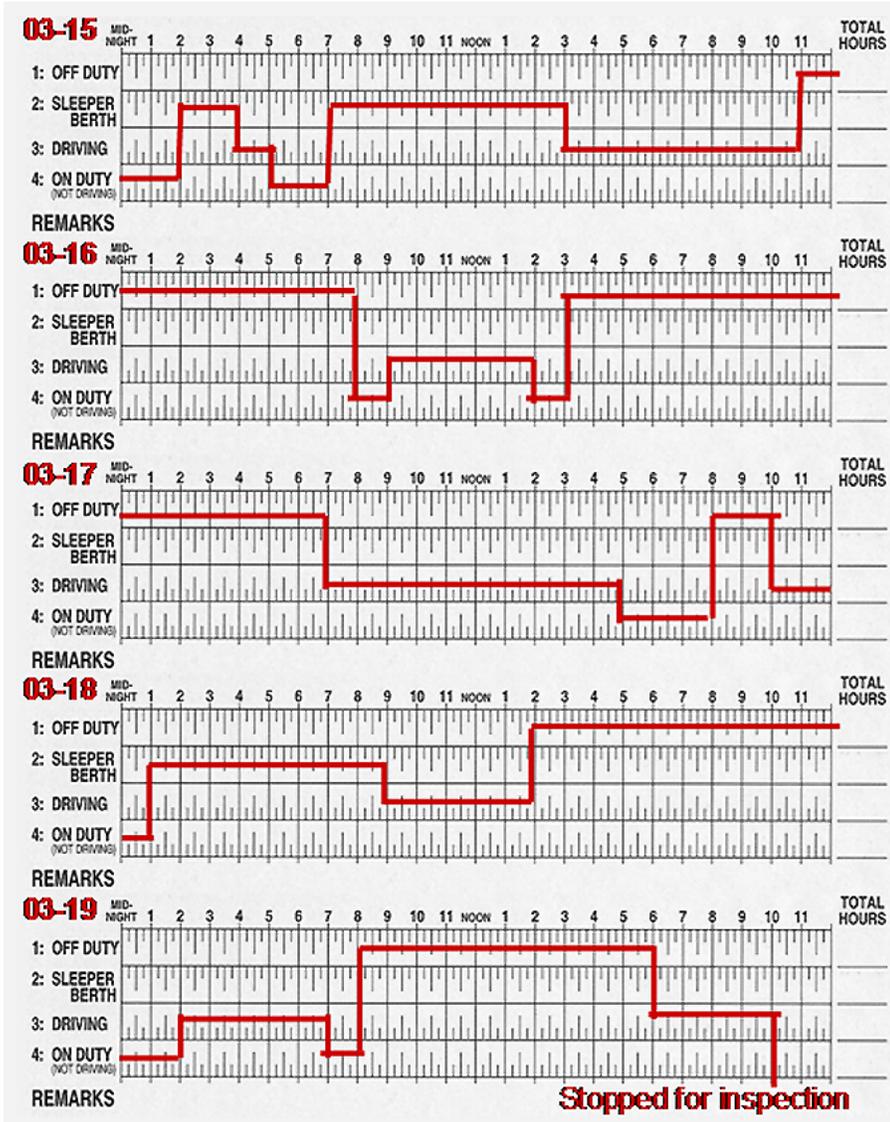
100 How many hours must the driver rest before he/she may drive again?

- a. 2 hours

- b. 8 hours
- c. 10 hours
- d. none of the above

101 Review the five days worth of log book recordings depicted in the image to the right. How many 11-hour rule violations did the driver accrue? Assume that the driver has had 24 consecutive hours off duty time at the start of each example.

175



- a. 2
- b. 3
- c. 4
- d. 5

102 The driver was in violation at the time of the inspection?

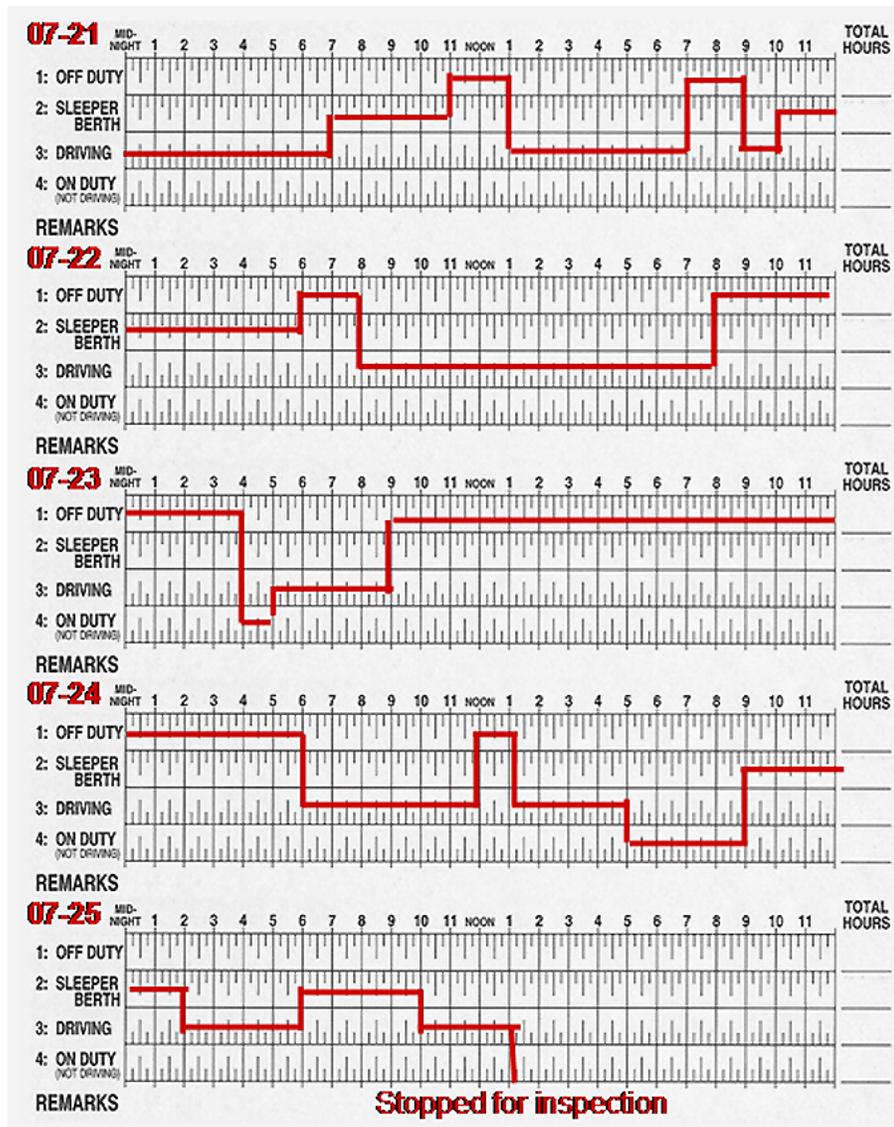
176

- a. true
- b. false

103 How many hours must the driver rest before he/she may drive again?

- a. 2 hours
- b. 8 hours
- c. 10 hours
- d. none of the above

104 Review the five days worth of log book recordings depicted in the image to the right. How many 11-hour rule violations did the driver accrue? Assume that the driver has had 24 consecutive hours off duty time at the start of each example.



- a. 3
- b. 4
- c. 5
- d. 6

105 The driver was in violation at the time of the inspection.

179

- a. true
- b. false

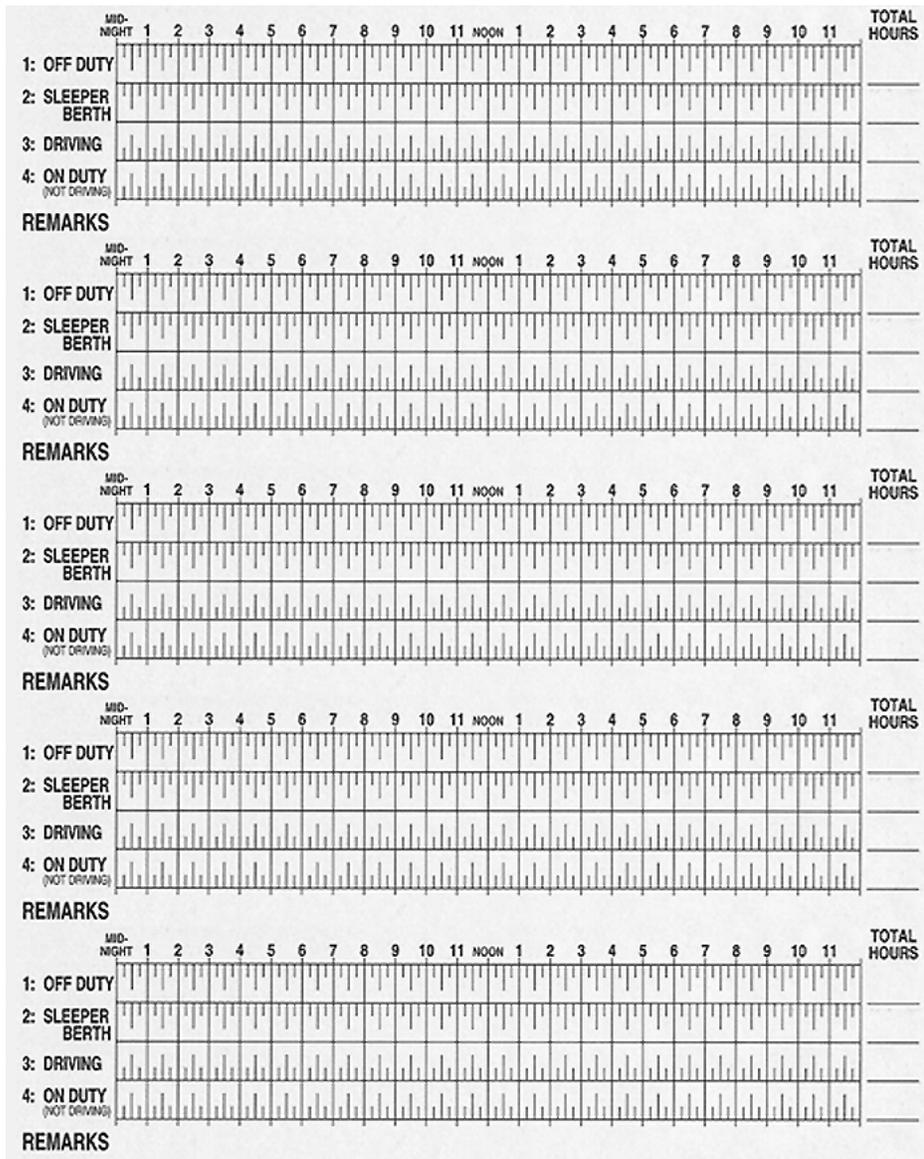
106 How many hours must the driver rest before he/she may drive again?

180

- a. 2 hours
- b. 8 hours
- c. 10 hours
- d. none of the above

107 Review the five days worth of log book recordings depicted in the image to the right. How many 14-hour rule violations did the driver accrue? Assume that the driver has had 24 consecutive hours off duty time at the start of each example.

181



- a. 2

- b. 3
- c. 4
- d. 5

**108 The driver was in violation at the time of the inspection.**

182

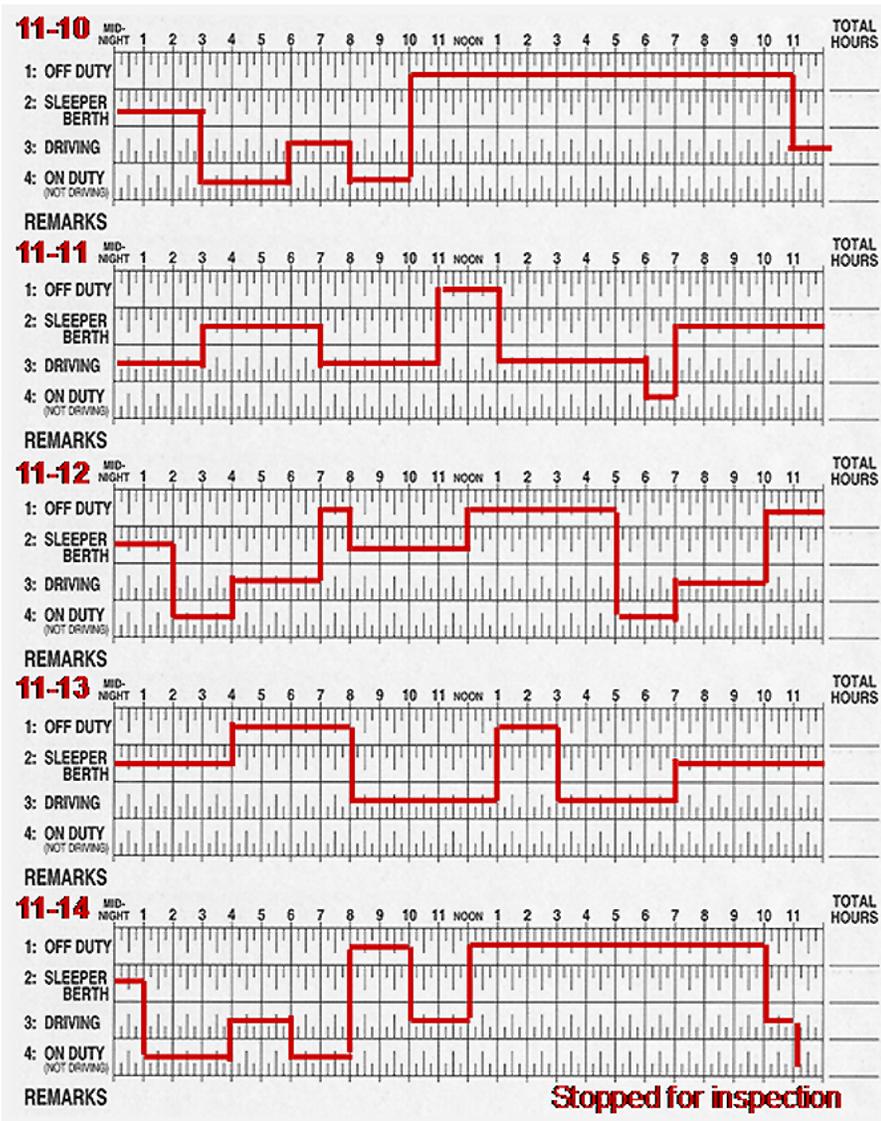
- a. true
- b. false

**109 How many hours must the driver rest before he/she may drive again?**

183

- a. 2 hours
- b. 8 hours
- c. 10 hours
- d. None of the above

110 Review the five days worth of log book recordings depicted in the image to the right. How many 14-hour rule violations did the driver accrue? Assume that the driver has had 24 consecutive hours off duty time at the start of each example.



- a. 3
- b. 4
- c. 5
- d. 6

111 The driver was in violation at the time of the inspection.

- a. true
- b. false

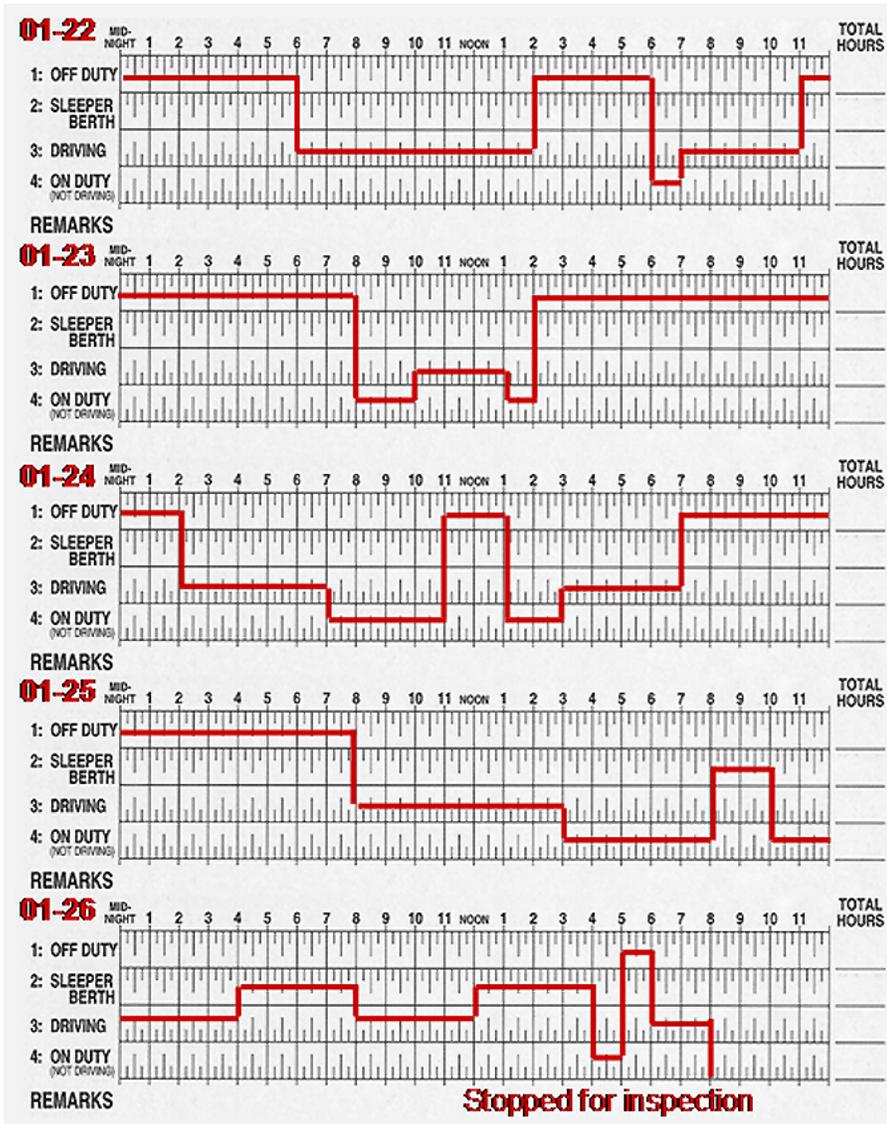
112 How many hours must the driver rest before he/she may drive again?

- a. 2 hours

- b. 8 hours
- c. 10 hours
- d. None of the above

113 Review the five days worth of log book recordings depicted in the image to the right. How many 14-hour rule violations did the driver accrue? Assume that the driver has had 24 consecutive hours off duty time at the start of each example.

187



- a. 3
- b. 4
- c. 5
- d. 6

114 The driver was in violation at the time of the inspection.

188

- a. true
- b. false

115 How many hours must the driver rest before he/she may drive again?

189

- a. 2
- b. 8
- c. 10
- d. none of the above

116 The chart on the right displays the number of driving hours a driver recorded over an eight day period. Use the 70 hour rule to answer the following three questions. Is the driver in violation of the 70-hour rule at the time of the inspection?

190

|       |    |
|-------|----|
| 08-15 | 13 |
| 08-16 | 14 |
| 08-17 | 12 |
| 08-18 | 8  |
| 08-19 | 16 |
| 08-20 | 6  |
| 08-21 | 14 |
| 08-22 | 4  |

- a. yes
- b. no

117 Use the 70-hour rule to answer this question. What is the earliest day and time that the driver may drive again?

191

|                                     |    |
|-------------------------------------|----|
| 08-15                               | 13 |
| 08-16                               | 14 |
| 08-17                               | 12 |
| 08-18                               | 8  |
| 08-19                               | 16 |
| 08-20                               | 6  |
| 08-21                               | 14 |
| 08-22                               | 4  |
| Stopped for inspection at 4:00 a.m. |    |

- a. On 08-24 at 12:01 a.m.
- b. On 08-23 at 12:01 a.m.
- c. On 08-23 at 2:00 p.m.
- d. On 08-24 at 2:00 p.m.

118 How many hours may the driver drive before he reaches the maximum of 70 hours?

192

|   |    |
|---|----|
| 08-15   | 13 |
| 08-16   | 14 |
| 08-17   | 12 |
| 08-18   | 8  |
| 08-19   | 16 |
| 08-20   | 6  |
| 08-21   | 14 |
| 08-22<br>Stopped for inspection<br>at 4:00 a.m. | 4  |

- a. 10 hours
- b. 11 hours
- c. 34 hours
- d. 70 hours

119 If you look at the chart on the right., you'll see the amount of driving hours a driver recorded over an eight day period. Using the 70 hour rule answer the following three questions. Is the driver in violation of the 70 hour rule at the time of the inspection?

197

|   |    |
|---|----|
| 06-01   | 8  |
| 06-02   | 12 |
| 06-03   | 12 |
| 06-04   | 10 |
| 06-05   | 8  |
| 06-06   | 12 |
| 06-07   | 14 |
| 06-08<br>Stopped for inspection<br>at 8:00 p.m. | 8  |

- a. yes
- b. no

120 What is the earliest day and time that the driver may drive again?

198

- a. On 06-09 at 12:01 a.m.
- b. On 06-10 at 12:01 a.m.
- c. On 06-09 at 6:00 a.m.
- d. On 06-10 at 6:00 a.m.

121 How many hours may the driver drive before he reaches the maximum of 70 hours?

199

- a. 6 hours
- b. 10 hours
- c. 11 hours
- d. 70 hours

- 122 If you look at the chart on the right., you'll see the amount of driving hours a driver recorded over an eight day period. Using the 70 hour rule answer the following three questions. Is the driver in violation of the 70 hour rule at the time of the inspection?

|   |    |
|---|----|
| 01-15   | 12 |
| 01-16   | 4  |
| 01-17   | 8  |
| 01-18   | 12 |
| 01-20   | 12 |
| 01-21   | 8  |
| 01-22   | 8  |
| 01-23<br>Stopped for inspection<br>at 4:00 p.m. | 10 |

- a. yes  
b. no

- 123 What is the earliest day and time that the driver may drive again?

- a. On 01-24 at 12:01 a.m.  
b. On 01-24 at 2:00 a.m.  
c. On 01-25 at 12:01 a.m.  
d. On 01-25 at 2:00 a.m.

- 124 How many hours may the driver drive before he reaches the maximum of 70 hours?

- a. 4 hours  
b. 8 hours  
c. 11 hours  
d. 70 hours

- 125 If you look at the chart on the right., you'll see the amount of driving hours a driver recorded over a seven day period. Using the 60 hour rule answer the following three questions. Is the driver in violation of the 60 hour rule at the time of the inspection?

|   |    |
|---|----|
| 03-10   | 6  |
| 03-11   | 14 |
| 03-12   | 10 |
| 03-13   | 8  |
| 03-14   | 8  |
| 03-15   | 12 |
| 03-16<br>Stopped for inspection<br>at 6:00 p.m. | 10 |

- a. yes  
b. no

- 126 What is the earliest day and time that the driver may drive again?

- a. On 03-17 at 4:00 a.m.  
b. On 03-18 at 12:01 a.m.

- c. On 03-18 at 4:00 a.m.
- d. On 03-19 at 12:01 a.m.

**127** How many hours may the driver drive before he reaches the maximum of 60 hours?

205

- a. 10 hours
- b. 11 hours
- c. 12 hours
- d. 60 hours

**128** If you look at the chart on the right., you'll see the amount of driving hours a driver recorded over a seven day period. Using the 60 hour rule answer the following three questions. Is the driver in violation of the 60 hour rule at the time of the inspection?

206

|  |           |
|--|-----------|
| <b>05-01</b>   | <b>10</b> |
| <b>05-02</b>   | <b>12</b> |
| <b>05-03</b>   | <b>10</b> |
| <b>05-04</b>   | <b>6</b>  |
| <b>05-05</b>   | <b>14</b> |
| <b>05-06</b>   | <b>10</b> |
| <b>05-07</b><br><b>Stopped for inspection<br/>at 9:00 a.m.</b> | <b>9</b>  |

- a. yes
- b. no

**129** What is the earliest day and time that the driver may drive again?

207

- a. On 05-08 at 12:01 a.m.
- b. On 05-08 at 7:00 p.m.
- c. On 05-09 at 12:01 a.m.
- d. On 05-09 at 7:00 a.m.

**130** How many hours may the driver drive before he reaches the maximum of 60 hours?

208

- a. 10 hours
- b. 11 hours
- c. 12 hours
- d. 60 hours

- 131 If you look at the chart on the right., you'll see the amount of driving hours a driver recorded over a seven day period. Using the 60 hour rule answer the following three questions. Is the driver in violation of the 60 hour rule at the time of the inspection?

|                                     |    |
|-------------------------------------|----|
| 10-01                               | 10 |
| 10-02                               | 10 |
| 10-03                               | 14 |
| 10-04                               | 10 |
| 10-05                               | 14 |
| 10-06                               | 10 |
| 10-07                               | 3  |
| Stopped for inspection at 3:00 a.m. |    |

- a. yes  
b. no

- 132 What is the earliest day and time that the driver may drive again?

210

- a. On 10-08 at 12:01 a.m.  
b. On 10-08 at 1:00 p.m.  
c. On 10-09 at 12:01 a.m.  
d. On 10-09 at 1:00 p.m.

- 133 How many hours may the driver drive before he reaches the maximum of 60 hours?

211

- a. 10 hours  
b. 11 hours  
c. 12 hours  
d. 60 hours

- 134 A driver of a property-carrying vehicle may not drive more than 10 hours following the equivalent of at least 8 consecutive hours off duty

212

- a. true  
b. false

- 135 What does the 15 hour rule for passenger carrying vehicles state?

213

- a. A driver may not drive more than 15 hours following the equivalent of at least 8 consecutive hours off duty.  
b. A driver may not drive after being on duty for 15 hours following the equivalent of at least 8 consecutive hours off duty.  
c. A driver may drive 15 hours if he/she has taken 34 consecutive hours off duty  
d. None of the above

- 136 A driver of a property carrying vehicle may split up sleeper berth time in two periods any way as long as it is the equivalent of 10 consecutive hours.

214

- a. true  
b. false

- 137 A driver of a passenger-carrying vehicle may split up sleeper berth time in two periods as long as it is the equivalent of 8 consecutive hours off duty, with each period in the sleeper berth being a minimum of two hours.

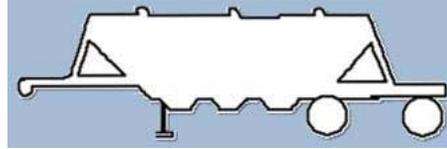
215

- a. true
- b. false

Category 8 Lighting

138 During daylight hours when visibility is good, you check the headlamps on a CMV and notice that the right headlamp does not function properly

48



- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

139 During daylight hours when visibility is good, you notice that the headlamps seem unusually low for a commercial motor vehicle. Using measuring tape, you determine that the height from the center of the lamp to the ground at curb weight is 25 inches.

49



- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

140 During daylight hours with good visibility, you notice that when the headlamps are turned on, neither headlamp is functioning

50



- a. No violation
- b. Non-critical violation
- c. Critical violation

- d. Out-of-service violation

**141** During nighttime hours, upon directing the driver to turn on the headlamps, you notice that neither headlamp is functioning.

51



- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**142** While conducting a routine inspection, during nighttime hours, you notice that both of the headlamps are extremely dim due to a large quantity of dirt/film inside them. You determine that the headlamps are badly obscured and not clearly visible.

52



- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**143** While conducting a routine inspection at night, you notice that the left front headlamp is off center and illuminates the road differently than does the right headlamp (which is functioning properly). It is visible, though, from 500 feet.

53



- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

144 During daylight hours with good visibility, you note that when the driver turns on the right front turn signal, it does not function.



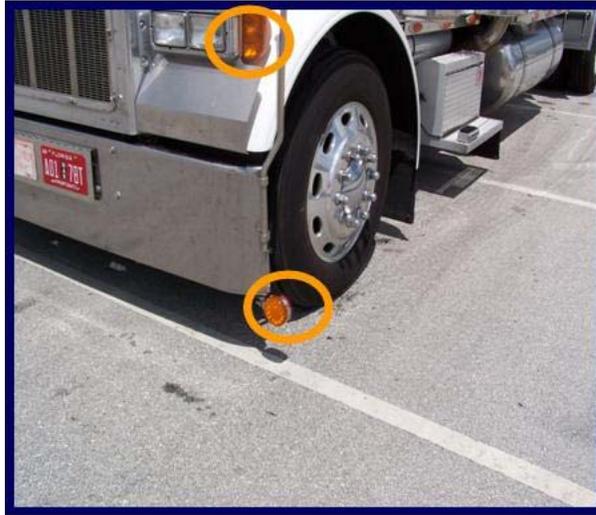
- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

145 During night time hours with poor visibility, you notice that when the driver turns on each front turn signal, neither signal is functioning.



- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

146 There are two sets of front turn signals on the front of the vehicle, the traditional front turn signals, and a double-faced turn signal on each side. Both of the traditional turn signals are functioning properly, but the double-faced turn signals do not function (assume rear turn signals are operating properly).



- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

147 During an inspection at night with poor visibility, you notice that the front turn signals are combined optically with a head lamp that produces a higher intensity of light than the turn signals.



- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

148 It is daylight with good visibility. You are performing an inspection and notice that the hazard lights are 85 inches above the ground at curb weight.

58



- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

149 It is night and the visibility is poor. Your are inpscting the hazard lamps and notice that they do not flash simultaneously.

59



- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

150 It is daylight with good visibility. You notice that the hazard lights don't funtion at all.

60



- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

151 It is daylight with good visibility. You are performing an inspection and notice that the hazard lights are 15 inches above the ground at curb weight.

61

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

152 It is daylight with inclement weather. During an inspection, you notice that the right hazard light is several inches higher than the left hazard light and the light emanating from the right hazard lamp is not clearly visible

62

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**153 It is daylight with poor visibility. During an inspection you notice that vehicular hazard warning flashing lights do not function when the engine is turned off.**

63

- a. no violation
- b. non-critical violation
- c. critical violation
- d. out-of-service violation

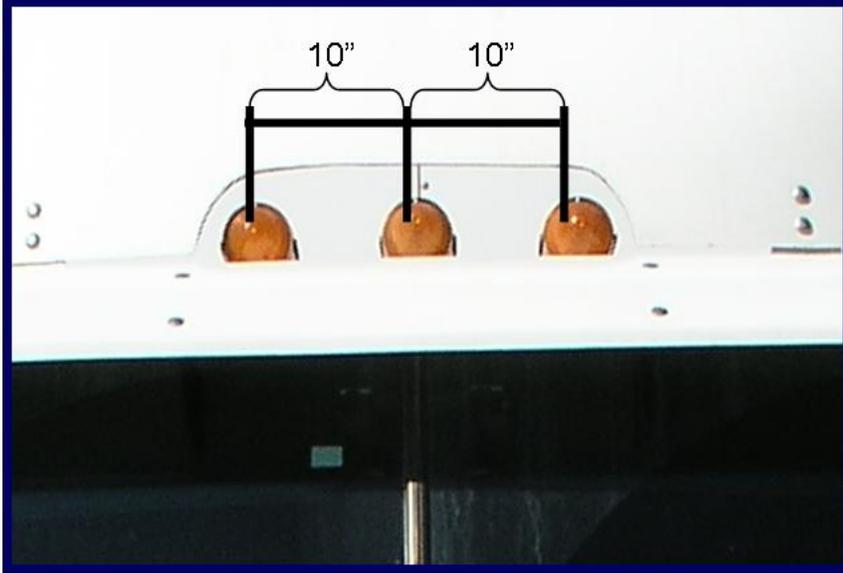
**154 It is night with good visibility. You are inspecting a truck tractor that measures 80" in width and none of the identification lamps are functioning.**

64



- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

155 It is daylight with good visibility. You measure the front identification lamps, from center to center of each lamp, and find that they are 10" apart.



- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

156 A vehicle's cab measures 41" and has only one functioning center identification lamp (instead of three) mounted on the vertical centerline of the cab (even though the centerline of the vehicle differs from the cab's center line).



- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

157 A vehicle's cab measures 45" and has only one functioning center identification lamp (instead of three) mounted on the vertical centerline of the cab (even though the centerline of the vehicle differs from the cab's center line).

67

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

158 It is daylight but the visibility is poor. During an inspection, you notice that the three centered identification lights are not located at the highest point of the vehicle due to an air foil. All identification lamps are functioning properly.

68



- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

159 It is daylight with poor visibility. You are inspecting a truck tractor that is 75" in width. It does NOT have two front clearance lamps.

69



- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

160 It is daylight with poor visibility. You are inspecting a truck tractor that is 82" in width. It does NOT have two front clearance lamps.

70



- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

161 It is night time but visibility is good. You are inspecting a truck tractor that is 75" in width. It has clearance lamps but they are not functioning.

71



- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

162 It is night time but visibility is good. You are inspecting a truck tractor that is 85'' in width. Its two front clearance lamps are not functioning.



- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

---

*Category 9 Retroreflective Sheeting*

163 Retroreflective sheeting may be used in place of intermediate side reflex reflectors as long as the conform to the FMVSS standards.

241

- a. true
- b. false

164 When inspecting a small bus that is 28 feet in length and 82 inches in width, you notice that it does not have intermediate side reflex reflectors, nor does it have retroreflective sheeting in place of the reflectors. What type of enforcement action should you take?

242

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

165 While inspecting the side of a large 5-axle tractor trailer, you notice that the retroreflective sheeting looks thin. You measure the width of the sheeting to be 1 3/4''.

243

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

166 While inspecting the side of a large 5-axle tractor trailer, you notice that the retroreflective sheeting looks thin. You measure the width of the sheeting to be 2 1/4''.

244

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

- 167 While inspecting the side of a large 5-axle tractor trailer, you notice that plain red retroreflective sheeting is being used without the typical red-white pattern. 245
- a. No violation
  - b. Non-critical violation
  - c. Critical violation
  - d. Out-of-service violation
- 168 While inspecting a 480" trailer, you're uncertain as to whether there is enough retroreflective sheeting. How do you determine if there's enough retroreflective sheeting? 246
- a. According to the FMCSA regulations, there must be a minimum of 200" of retroreflective sheeting on a large semi-trailer
  - b. Add the sum of the length of all of the retroreflective sheeting segments and they must be at least one-third the length of the trailer
  - c. Add the sum of the length of all the retroreflective sheeting segments and they must be at least one-half the length of the trailer
  - d. None of the above, the FMCSA regulations don't specify the exact amount of retroreflective sheeting a trailer needs
- 169 While inspecting a 480" trailer, you're uncertain as to whether there is enough retroreflective sheeting. There are fifteen 18 inch strips on each side of the trailer. What type of enforcement action should you take? 247
- a. No violation
  - b. Non-critical violation
  - c. Critical violation
  - d. Out-of-service violation
- 170 While inspecting a 480" trailer, you're uncertain as to whether there is enough retroreflective sheeting. There are fifteen 16 inch strips on each side of the trailer. What type of enforcement action should you take? 248
- a. No violation
  - b. Non-critical violation
  - c. Critical violation
  - d. Out-of-service violation
- 171 While inspecting a 480" trailer, you're uncertain as to whether there is enough retroreflective sheeting. There are sixteen 14 inch strips on each side of the trailer. What type of enforcement action should you take? 249
- a. No violation
  - b. Non-critical violation
  - c. Critical violation
  - d. Out-of-service violation
- 172 While inspecting the upper rear area of a large cargo tank, you notice that there are two pairs of retroreflective strips that are red in color, each 12 inches long. 250
- a. No violation
  - b. Non-critical violation
  - c. Critical violation
  - d. Out-of-service violation
- 173 While inspecting the upper rear area of a large cargo tank, you notice that there are two pairs of retroreflective strips that are white in color, each 12 inches long. 251

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**174** While inspecting the upper rear area of a large cargo tank, you notice that there are two pairs of retroreflective strips that are white in color, each 10 inches long. 252

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

*Category 10 Electrical Systems*

**175** The lamps used for projecting loads must be powered by the electrical system of the motor vehicle. 253

- a. true
- b. false

**176** Rear stop lamps may be powered by battery powered lamps separate from the electrical system of a motor vehicle in certain situations. 254

- a. true
- b. false

**177** Rear stop lamps must be powered by the electrical system of the motor vehicle with no exceptions. 255

- a. true
- b. false

**178** While inspecting the rear of a 5-axle semi-trailer, you notice that a small battery compartment located at the rear of the tractor is not covered and exposed to weather elements. What type of enforcement action should you take? 256

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**179** The battery in the engine compartment must be covered by a fixed part of the motor vehicle or protected by a removable cover or enclosure. 257

- a. true
- b. false

*Category 11 Air Brakes*

**180** While inspecting the air brake system on a CMV, you notice that there is a large bulge in one of the air hoses connecting out from the air reservoir to one of the brake chambers. This type of violation would fall under the 20% criteria so it would not necessarily be an out-of-service violation. 223

- a. true
- b. false

**181** Grease on the lining edge, back of shoe, or drum edge is a violation of regulation 393.47. 224

- a. true
- b. false

**182 Brake drums or disks that open when the brakes are applied are out-of-service violations regardless of the 20% criteria.** 225

- a. true
- b. false

**183 A brake that is out of adjustment by more than 2 inches puts the vehicle out of service, regardless of the 20% criteria.** 226

- a. true
- b. false

**184 A mismatch in air chamber sizes on the steering axle is an out-of-service violation regardless of the 20% criteria.** 227

- a. true
- b. false

**185 A mismatch in air chamber sizes on axle 2 is an out-of-service violation regardless of the 20% criteria.** 228

- a. true
- b. false

**186 While inspecting the air-brakes on a 5 axle semi-trailer, you notice that the shoe lining on the right front steering axle brake is 1/4". The shoe has 1 continuous strip of lining. This would be an out-of-service violation.** 229

- a. true
- b. false

**187 While inspecting the air drum brakes on a 5 axle semi-trailer, you notice that the shoe lining on the right front steering axle brake is 1/4". The shoe has 2 pads lining these drum brakes. This would be an out-of-service violation.** 230

- a. true
- b. false

**188 While inspecting the air disk brakes on a 5 axle semi-trailer, you notice that the shoe lining on the right front steering axle brake is 1/4". The shoe has 2 pads lining these disk brakes. This would be an out-of-service violation.** 231

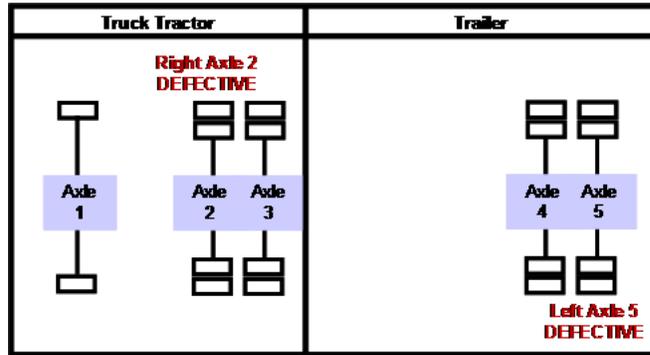
- a. true
- b. false

**189 While inspecting the air brakes on a 5 axle semi-trailer, you notice that there is a crack in the shoe lining on the right front steering axle brake that is 2 1/2" long. This would be an out-of-service violation.** 232

- a. true
- b. false

190 Based on the number of defective brakes in the diagram, determine what type of action to take.

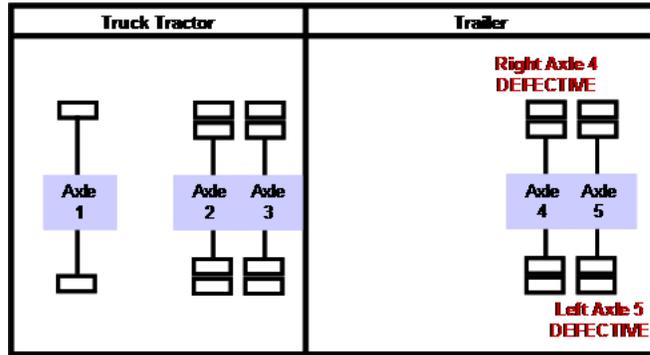
233



- a. Place only the tractor out of service
- b. Place only the trailer out of service
- c. Place the combination out of service
- d. None of the above

191 Based on the number of defective brakes in the diagram, determine what type of action to take.

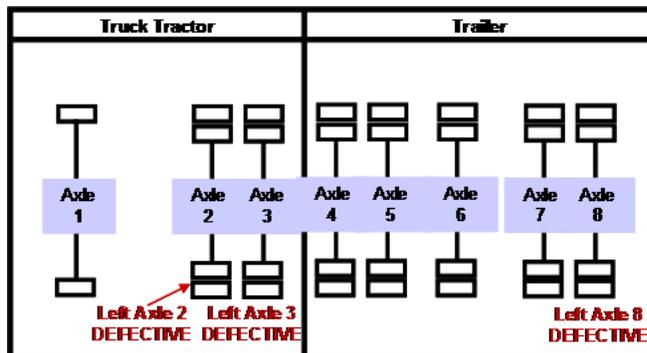
234



- a. Place only the tractor out of service
- b. Place only the trailer out of service
- c. Place the combination out of service
- d. None of the above

192 Based on the number of defective brakes in the diagram, determine what type of action to take.

235



- a. Place only the tractor out of service
- b. Place only the trailer out of service

- c. Place the combination out of service
- d. None of the above

193 Based on the number of defective brakes in the diagram, determine what type of action to take.

236

| Tractor |            |            |            |
|---------|------------|------------|------------|
| Axle    | 1          | 2          | 3          |
| Type    | Clamp T-24 | Clamp T-30 | Clamp T-30 |
| Right   | 1 3/4"     | 2"         | 2 1/8"     |
| Left    | 1 3/4"     | 2"         | 2"         |

| Trailer |            |            |
|---------|------------|------------|
| Axle    | 4          | 5          |
| Type    | Clamp T-30 | Clamp T-30 |
| Right   | 2 1/2"     | 1 1/2"     |
| Left    | 1 7/8"     | 1 3/4"     |

- a. Place the tractor out of service
- b. Place the trailer out of service
- c. Place the combination out of service
- d. None of the above

194 Based on the number of defective brakes in the diagram, determine what type of action to take.

237

| Tractor |            |                  |            |
|---------|------------|------------------|------------|
| Axle    | 1          | 2                | 3          |
| Type    | Clamp T-30 | Rotochamber T-30 | Clamp T-30 |
| Right   | 1 3/4"     | 1 3/4"           | 1 3/4"     |
| Left    | 2"         | 2 1/4"           | 2 3/4"     |

| Trailer |            |            |
|---------|------------|------------|
| Axle    | 4          | 5          |
| Type    | Clamp T-30 | Clamp T-30 |
| Right   | 2"         | 1 1/2"     |
| Left    | 1 7/8"     | 1 3/4"     |

- a. Place the tractor out of service
- b. Place the trailer out of service
- c. Place the combination out of service
- d. None of the above

195 Based on the number of defective brakes in the diagram, determine what type of action to take.

238

| Tractor |                          |                          |                          |
|---------|--------------------------|--------------------------|--------------------------|
| Axle    | 1                        | 2                        | 3                        |
| Type    | Clamp T-20<br>Longstroke | Clamp T-30<br>Longstroke | Clamp T-30<br>Longstroke |
| Right   | 2"                       | 2 ½"                     | 1 ¾"                     |
| Left    | 1 ¾"                     | 2 ¼"                     | 2 1/8 "                  |

| Trailer |            |            |
|---------|------------|------------|
| Axle    | 4          | 5          |
| Type    | Clamp T-30 | Clamp T-20 |
| Right   | 2 ½"       | 1 ½ "      |
| Left    | 1 7/8 "    | 2 ½"       |

- a. Place the tractor out of service
- b. Place the trailer out of service
- c. Place the combination out of service
- d. None of the above

196 Based on the number of defective brakes in the diagram, determine what type of action to take.

239

| Tractor |                          |                          |                          |
|---------|--------------------------|--------------------------|--------------------------|
| Axle    | 1                        | 2                        | 3                        |
| Type    | Clamp T-20<br>Longstroke | Clamp T-30<br>Longstroke | Clamp T-30<br>Longstroke |
| Right   | 2"                       | 2 5/8"                   | 2 5/8"                   |
| Left    | 1 ¾"                     | 2 ¼"                     | 2 1/8 "                  |

- a. No violations
- b. Record violations but the vehicle is still in service
- c. Place the tractor out of service
- d. None of the above

197 Based on the number of defective brakes in the diagram, determine what type of action to take.

240

| Tractor |                          |                          |                          |
|---------|--------------------------|--------------------------|--------------------------|
| Axle    | 1                        | 2                        | 3                        |
| Type    | Clamp T-20<br>Longstroke | Clamp T-30<br>Longstroke | Clamp T-30<br>Longstroke |
| Right   | 2"                       | 2 ½"                     | 1 ¾"                     |
| Left    | 1 ¾"                     | 2 5/8"                   | 2 1/8 "                  |

| Trailer    |            |
|------------|------------|
| 4          | 5          |
| Clamp T-30 | Clamp T-20 |
| 2 ¼"       | 1 ½"       |
| 1 7/8 "    | 2 ½"       |

- a. Place only the tractor out of service
- b. Place only the trailer out of service
- c. Place the combination out of service
- d. None of the above

Category 14 Window Glazing and Construction

198 During an inspection you notice that a windshield has two damage spots that look like small cracks. They are 4" apart, and 3/4" long, but they do not intersect with each other.

73



- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

199 During an inspection you notice that a windshield has two damage spots that look like small cracks. They are 2" apart, and 3/4" long, but they do not intersect with each other.

74



- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

200 It is night and the visibility is poor. During an inspection you notice that a windshield has a hole and cracks that cover 8 inches. This damage does not affect the windshield wipers from functioning.

75



- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

201 It is night time and the visibility is poor due to inclement weather. During the inspection you notice that the windshield has a hole and cracks that cover 8 inches. This damage prevents the windshield wipers from functioning properly.

76

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**202** It is daylight and the visibility is good. Glazing to a windshield blocks 35% of sunlight into the cab in the driver's viewing area and the windows to the right and left of the windshield have glazing that also blocks 35% of sunlight.

77



- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**203** It is daylight and the visibility is good. While you are inspecting the front of the cab, you notice a transponder is mounted 7" below the top of the windshield

78



- a. No violation

- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

204 It is daylight and the visibility is good. Commercial Vehicle Safety Alliance decal extend 4 inches from the bottom of the windshield and is in the area swept by the wipers.

79



- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

205 It is day time and the visibility is good. During the inspection you notice that the driver's side windshield wiper is inoperative.

80



- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

206 Visibility is low and the vehicle has an inoperative wiper on the passenger's side.

81



- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

---

*Category 15 Fuel System*

207 While inspecting the right saddle tank area on a large tanker truck, you notice that the edge of the fuel tank is about 2 inches beyond the widest part of the vehicle. What type of enforcement action should you take?

258

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

208 While inspecting the right saddle tank area on a large tanker truck, you determine that the fuel tank does not feel securely fastened to the vehicle. What type of enforcement action should you take?

259

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

209 While inspecting a large tractor-trailer that requires a refrigeration system, you notice that there is a dripping leak coming from the refrigeration system. What type of enforcement action should you take?

260

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

210 While inspecting the fuel tank, you notice that the fuel line, completely enclosed in protective housing, extends 3 inches below the fuel tank.

261

- a. No violation

- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**211 While inspecting the fuel tank, you notice that a non-protected fuel line extends 3 inches below the fuel tank.** 262

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**212 While inspecting the fuel tank, you notice that a non-protected fuel line extends 2 inches below the fuel tank.** 263

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**213 While inspecting the fuel tank, you notice the fuel cap is missing.** 264

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

---

*Category 16 Exhaust System*

**214 While inspecting the exhaust system, you notice a leak below the driver's sleeper compartment and damage to the floor pan where exhaust fumes may enter. The vehicle has a diesel engine** 265

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**215 While inspecting the exhaust system, you notice severe carbon deposits and what appears to be a minor leak coming from the exhaust system. However, the leak doesn't come near or within contact with any combustible part of the vehicle.** 266

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**216 While inspecting the exhaust system, you notice severe carbon deposits and what appears to be a minor leak coming from the exhaust system. This leak is close enough to the electrical wiring causing what appears to be heat damage.** 267

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**217** While inspecting the exhaust system of a vehicle, you notice what appears to be a makeshift patch used to stop an exhaust system leak.

268

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

---

*Category 17 Coupling Devices and Towing Methods*

**218** During an inspection of the lower fifth wheel assembly, you discover that two of the fasteners that mount the assembly to the frame are loose. There are a total 10 fasteners altogether.

290

- a. No violation, so no enforcement action necessary
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**219** During an inspection of the lower fifth wheel assembly, you discover that one of the fasteners that mount the assembly to the frame are loose. There are a total six fasteners altogether.

291

- a. No violation, so no enforcement action necessary
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**220** During an inspection of the lower fifth wheel assembly, you discover that two of the fasteners that mount the assembly to the frame are loose. There are a total six fasteners altogether.

292

- a. No violation, so no enforcement action necessary
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**221** During an inspection of mounting plates and pivot brackets on the lower fifth wheel assembly, you notice that there appears to be movement between the plates and brackets. What do you do?

293

- a. No violation, so no enforcement action necessary
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**222** During an inspection of the pivot brackets, you notice that only one of the pivot bracket pins is missing.

294

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**223** During an inspection of the lower fifth wheel latching fasteners, you determine that two of the six fasteners on the right side are ineffective, but the left side fasteners have no defects.

295

- a. No violation, so no enforcement action necessary

- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**224** During an inspection of the lower fifth wheel latching fasteners, you determine that one of the six fasteners on the right side is ineffective and one of the six fasteners on the left side is ineffective 297

- a. No violation, so no enforcement action necessary
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**225** During an inspection of the lower fifth wheel plate, you notice that there is a ¼ inch crack in it. 298

- a. No violation, so no enforcement action necessary
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**226** During a fifth wheel movement inspection, you determine that there is 3/8" movement between the upper and lower fifth wheel halves. 299

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**227** During a fifth wheel movement inspection, you determine that there is ½" movement between the upper and lower fifth wheel halves. 300

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**228** During a fifth wheel movement inspection, you determine that there is 5/8" movement between the upper and lower fifth wheel halves. 301

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**229** During an inspection of the kingpin, you notice that you can move the kingpin by hand slightly. You measure that movement to be only 1/8" 302

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**230** During an inspection of a pintle hook, you notice that there is a very small welded repair on the assembly. 303

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**231** During an inspection of a double saddle mount, you notice that there is horizontal movement between the upper and lower saddle mount halves that is  $\frac{3}{8}$  of an inch. 304

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**232** During an inspection of a double saddle mount, you notice that there is horizontal movement between the upper and lower saddle mount halves that is  $\frac{1}{4}$  of an inch. 305

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**233** During an inspection of a ball-bearing turntable on a full trailer, you notice that only seven of the 10 bolts on the top flange are effective. 306

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**234** During an inspection of a ball-bearing turntable on a full trailer, you notice that only six of the 10 bolts on the bottom flange are a effective. 307

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**235** During an inspection of a ball-bearing turntable on a full trailer, you notice that only five of the 8 bolts on the bottom flange are a effective. 308

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

---

*Category 18 Cab*

**236** During an inspection of the vehicle's cab, you notice that the passenger side door seems to be wired shut because it won't close properly. 309

- a. No violation
- b. Non-critical violation
- c. Critical violation

- d. Out-of-service violation

**237** During an inspection of the vehicle's cab, you notice that the passenger side door seems to be wired shut. The is loaded with pipe that blocks the door and the cab has a roof exit. 310

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**238** During an inspection of the vehicle's cab, you notice that the passenger side door seems to be wired shut. The is loaded with pipe that blocks the door but the cab has no roof exit. 311

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**239** During an inspection of the vehicle's hood, you notice that the fasteners are broken not allowing the hood to be secured. 312

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**240** During an inspection of a vehicle, you discover that the right rear vision mirror is hanging off the vehicle and is in danger of falling off (posing a hazard). 313

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**241** During an inspection of a combination vehicle, you notice that the front bumper is missing on the tractor due to an accident. Otherwise, the lighting and the rest of the vehicle seem to be free of defects. 314

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

---

*Category 19 Frame & Body*

**242** During an inspection of a five axle semitrailer, you notice that the trailer frame has a large crack in it to the point where it looks like the entire trailer frame may collapse. 315

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**243** During an inspection of a five axle semitrailer, you notice that the web area on the frame has a two inch crack extending upward toward the top flange. 316

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**244 During an inspection of a five axle semitrailer, you notice that the web area on the frame has a two inch crack extending downward toward the bottom flange.**

317

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**245 During an inspection of a five axle semitrailer, you notice that the siderail bottom flange has a ¾ inch crack.**

318

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**246 During an inspection of a five axle semitrailer, you notice that the siderail bottom flange has a 1 inch crack.**

319

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**247 During an inspection of a five axle semitrailer, you notice that the side rail bottom flange has a 1 ¼ inch crack.**

320

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**248 During inspection of the rear impact guard on a trailer, it appears that the guard is not close enough to the rear of the vehicle. After measuring the distance between the rearmost edge of the impact guard and the rear of the vehicle, you determine that it is 15 inches**

321

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**249 During inspection of the rear impact guard on a trailer, it appears that the guard is not close enough to the rear of the vehicle. After measuring the distance between the rearmost edge of the impact guard and the rear of the vehicle, you determine that it is 10 inches**

322

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

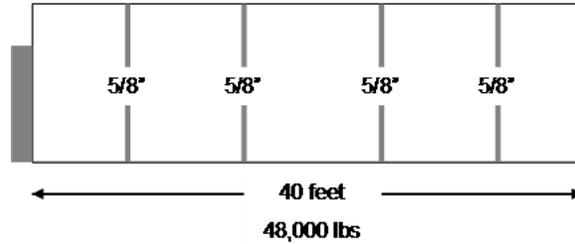
- 250 **During inspection of the upper rail area on a trailer, you notice that one of the roof bows/crossmembers is broken** 323
- a. No violation
  - b. Non-critical violation
  - c. Critical violation
  - d. Out-of-service violation
- 251 **During inspection of the upper rail area on a trailer, you notice that there appears to be a missing fastener but there are no accompanied cracks or areas that seem to be buckled.** 324
- a. No violation
  - b. Non-critical violation
  - c. Critical violation
  - d. Out-of-service violation
- 252 **During inspection of the upper rail area on a trailer, you notice that there appears to be a missing fasteners at adjacent roof bows at a small crack.** 325
- a. No violation
  - b. Non-critical violation
  - c. Critical violation
  - d. Out-of-service violation
- 253 **During inspection of the lower rail of a trailer, you notice that it is a large dent in it probably from something that hit it during the loading of cargo. It appears to be superficial damage and no degradation of the rail's integrity.** 326
- a. No violation
  - b. Non-critical violation
  - c. Critical violation
  - d. Out-of-service violation
- 254 **During inspection of the lower rail of a trailer, you notice that it is a large gouge in it probably from a rock or something that hit it during transit. It appears to be superficial damage and no degradation of the rail's integrity.** 327
- a. No violation
  - b. Non-critical violation
  - c. Critical violation
  - d. Out-of-service violation
- 255 **During inspection of a trailer's crossmembers, you notice two adjacent crossmembers that are broken and sagging below the lower rail.** 328
- a. No violation
  - b. Non-critical violation
  - c. Critical violation
  - d. Out-of-service violation
- 256 **During inspection of a trailer's crossmembers, you notice three adjacent crossmembers that are broken and sagging below the lower rail.** 329
- a. No violation

- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

Category 20 General Cargo

257 Use the figure on the right to answer the following three questions. What is the aggregate working load limit of the non-defective tiedowns used to secure the load?

269



**Weight of cargo:** 48,000 lbs  
**Length of cargo:** 40 feet blocked with headerboard  
**Type of securement:** Four 5/8 inch wire ropes secured indirectly  
**Possible defects:** One wire rope has 13 broken wires in one 4 inch section

- a. 21,200lbs
- b. 24,000lbs
- c. 24,900lbs
- d. 33,200lbs

258 Considering both length and weight is the vehicle in violation?

270

- a. No, there are no violations based on length and weight
- b. Yes, violation with length but not weight
- c. Yes, violation with weight but not length
- d. Yes, violations with BOTH length and weight

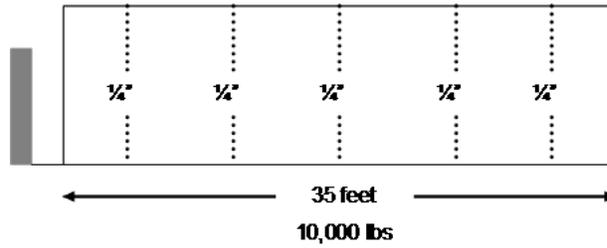
259 What type of enforcement action should be taken?

271

- a. No violation, so no enforcement action necessary
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

260 Use the figure on the right to answer the following three questions. What is the aggregate working load limit of the non-defective tiedowns used to secure the load?

272



**Weight of cargo:** 10,000 lbs  
**Length of cargo:** 35 feet NOT blocked with headerboard  
**Type of securement:** Five 1/2" unmarked chains secured indirectly  
**Possible defects:** One of the chains is repaired by using a cold shut repair link, another chain has several surface scratches.

- a. 16,000lbs
- b. 20,000lbs
- c. 18,000lbs
- d. 24,000lbs

261 Considering both length and weight is the vehicle in violation?

273

- a. No, there are no violations based on length and weight
- b. Yes, violation with length but not weight
- c. Yes, violation with weight but not length
- d. Yes, violations with BOTH length and weight

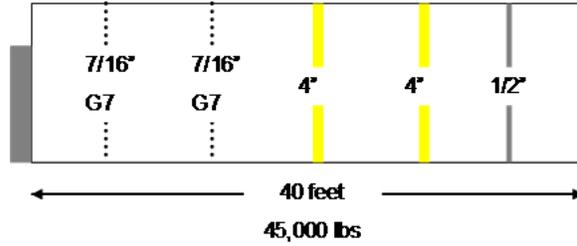
262 What type of enforcement action should be taken?

274

- a. No violation, so no enforcement action necessary
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

263 Use the figure on the right to answer the following three questions. What is the aggregate working load limit of the non-defective tiedowns used to secure the load?

275



**Weight of cargo:** 45,000 lbs  
**Length of cargo:** 40 feet blocked with headerboard  
**Type of securement:** two Grade 70 7/16 inch chains, two 4 inch synthetic webbing tiedowns, one 1/2 inch wire rope secured indirectly  
**Possible defects:** One of the chains is knotted, one of the synthetic webbing tiedowns is loose.

- a. 18,050 lbs
- b. 22,050 lbs
- c. 26,800 lbs
- d. 30,800 lbs

264 Considering both length and weight is the vehicle in violation?

276

- a. No, there are no violations based on length and weight
- b. Yes, violation with length but not weight
- c. Yes, violation with weight but not length
- d. Yes, violations with BOTH length and weight

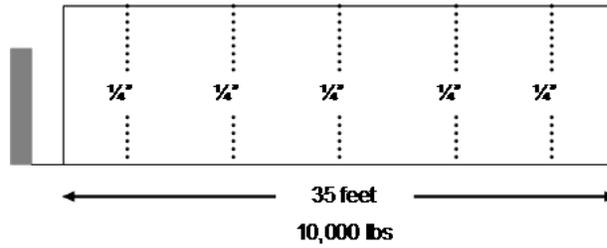
265 What type of enforcement action should be taken?

277

- a. No violation, so no enforcement action necessary
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

266 Use the figure on the right to answer the following three questions. What is the aggregate working load limit of the non-defective tiedowns used to secure the load?

278



**Weight of cargo:** 10,000 lbs  
**Length of cargo:** 35 feet NOT blocked with headerboard  
**Type of securement:** Five  $\frac{1}{2}$ " unmarked chains secured indirectly  
**Possible defects:** One of the chains is repaired by using a cold shut repair link, another chain has several surface scratches.

- a. 3900 lbs
- b. 5000 lbs
- c. 5200 lbs
- d. 6500 lbs

267 Considering both length and weight is the vehicle in violation?

279

- a. No, there are no violations based on length and weight
- b. Yes, violation with length but not weight
- c. Yes, violation with weight but not length
- d. Yes, violations with BOTH length and weight

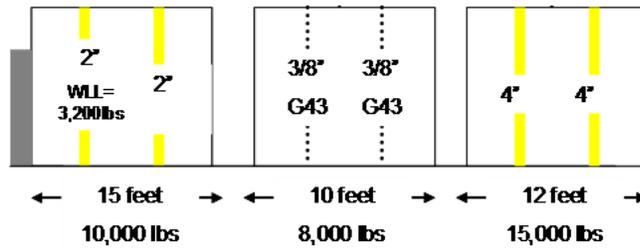
268 What type of enforcement action should be taken?

280

- a. No violation, so no enforcement action necessary
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

269 Use the figure on the right to answer the following three questions. What is the aggregate working load limit of the non-defective tiedowns used to secure each piece of cargo

281



**Weight of cargo:** Piece 1 – 10,000 lbs, Piece 2 – 8,000 lbs, Piece 3 – 15,000 lbs

**Length of cargo:** Piece 1 – 15 feet blocked with headerboard, Piece 2 – 10 feet NOT blocked with headerboard, Piece 3 – 12 feet NOT blocked with headerboard

**Type of securement:** Piece 1 – two 2 inch synthetic webbing tiedowns with one tiedown having a manufacturer's tag showing a WLL of 3,200 lbs, Piece 2 – two 3/8 inch Grade 43 chains, Piece 3 – Two 4 inch synthetic webbing tiedowns

**Possible defects:** No visual defects on any of the tiedowns

- a. Piece 1 – 4,000 lbs, Piece 2 – 10,800 lbs, Piece 3 – 8,000 lbs
- b. Piece 1 – 6,400 lbs, Piece 2 – 13,200 lbs, Piece 3 – 8,000 lbs
- c. Piece 1 – 5,200 lbs, Piece 2 – 13,200 lbs, Piece 3 – 8,000 lbs
- d. Piece 1 – 5,200 lbs, Piece 2 – 10,800 lbs, Piece 3 – 8,000 lbs

270 Considering both length and weight is the vehicle in violation?

282

- a. No, there are no violations based on length and weight for all pieces
- b. Yes, violation with length but not weight on at least one of the pieces
- c. Yes, violation with weight but not length on at least one of the pieces
- d. Yes, violations with BOTH length and weight on at least one of the pieces

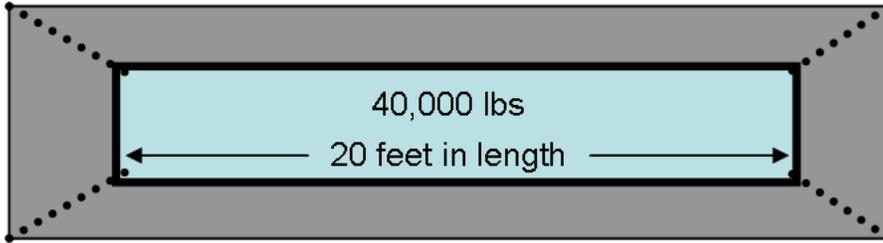
271 What type of enforcement action should be taken?

283

- a. No violation, so no enforcement action necessary
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

272 Use the figure on the right to answer the following three questions. What is the aggregate working load limit of the non-defective tiedowns used to secure the load?

284



**Weight of cargo:** 40,000 lbs  
**Length of cargo:** 20 feet  
**Type of securement:** Four ½ inch wide grade 80 chains secured directly  
**Possible defects:** No visual defects on any of the chains

- a. 20,000 lb
- b. 24,000 lb
- c. 40,000 lb
- d. 48,000 lb

273 Considering both length and weight is the vehicle in violation?

285

- a. No, there are no violations based on length and weight
- b. Yes, violation with length but not weight
- c. Yes, violation with weight but not length
- d. Yes, violations with BOTH length and weight

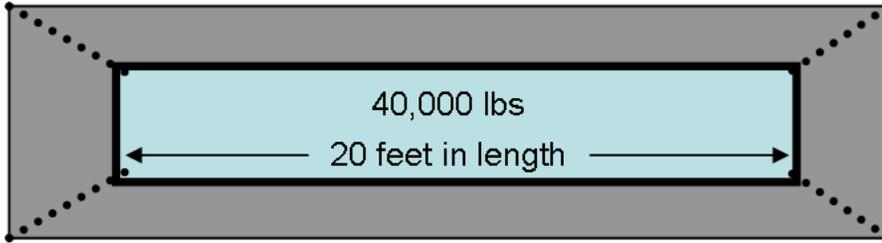
274 What type of enforcement action should be taken?

286

- a. No violation, so no enforcement action necessary
- b. Non-critical violation
- c. Critical violation
- d. Out-of-Service violation

275 Use the figure on the right to answer the following three questions. What is the aggregate working load limit of the non-defective tiedowns used to secure the load?

287



**Weight of cargo:** 40,000 lbs  
**Length of cargo:** 20 feet  
**Type of securement:** Four ½ inch wide grade 80 chains secured directly with load binders, each with a WLL of 8,000 lbs.  
**Possible defects:** No visual defects on any of the chains

- a. 16,000 lb
- b. 20,000 lb
- c. 24,000 lb
- d. 32,000 lb

276 Considering both length and weight is the vehicle in violation?

288

- a. No, there are no violations based on length and weight
- b. Yes, violation with length but not weight
- c. Yes, violation with weight but not length
- d. Yes, violations with BOTH length and weight

277 What type of enforcement action should be taken?

289

- a. No violation, so no enforcement action necessary
- b. Non-critical violation
- c. Critical violation
- d. Out-of-Service violation

278 During inspection of the vehicle's steering wheel, you measure the lash/free play to be 4 ½ inches. The Wheel is 20" in diameter and it is a power steering system.

22



- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

279 During inspection of the vehicle's steering wheel, you measure the lash/free play to be 7 inches. The Wheel is 18" in diameter and it is a power steering system.

23

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

280 During inspection of the vehicle's steering wheel, you measure the lash/free play to be 7 ¾ inches. The Wheel is 19" in diameter and it is a power steering system.

24

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

281 During inspection of the vehicle's steering wheel, you measure the lash/free play to be 5 ¾ inches. The Wheel is 20" in diameter and it is a power steering system.

26

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

282 During inspection of the vehicle's steering wheel, you measure the lash/free play to be 5 inches. The Wheel is 19" in diameter and it is a manual steering system.

27

- a. No violation
- b. Non-critical violation

- c. Critical violation
- d. Out-of-service violation

**283** During inspection of the vehicle's steering wheel, you measure the lash/free play to be 4 ½ inches. The Wheel is 18" in diameter and it is a power steering system. 28

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**284** During inspection of the vehicle's steering wheel, you measure the lash/free play to be 2 ½ inches. The Wheel is 21" in diameter and it is a manual steering system. 29

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**285** During inspection of the vehicle's steering wheel, you measure the lash/free play to be 6 inches. The Wheel is 21" in diameter and it is a manual steering system. 31

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**286** During inspection of the vehicle's steering wheel, you measure the lash/free play to be 3 ¼ inches. The Wheel is 22" in diameter and it is a manual steering system. 32

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**287** During inspection of the steering column, you notice that one of the U-bolts seems loose. 33



- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**288** During inspection of the steering wheel and steering column, you notice that the steering wheel is slightly loose on the steering column.

34

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of--service violation

**289** During inspection of the pitman arm, you notice it contained an obvious welded repair

35



- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

290 During inspection of the steering gear box you notice that there are stress cracks on the mounting brackets causing them to be loose

36



- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

291 During inspection of the ball and socket joints, you use your hand to determine that there is 1/8 of an inch of movement between steering linkage and axle assembly

37



- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

292 During inspection of the ball and socket joints, you use your hand to determine that there is 3/8 of an inch of movement between steering linkage and axle assembly

38

- a. No violation
- b. Non-critical violation

- c. Critical violation
- d. Out-of-service violation

**293** During inspection of the drag link, you notice that there is a stress crack but it is only ¼ of an inch long.

39



- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**294** While inspecting the drag link, you notice what looks like a crack. You determine that it is the paint chipping off.

40



- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**295** While inspecting the steering system, you notice that the steering gear shaft seems to not be moving in sync with the other steering components. It seems to be getting slightly snagged on something.

41

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

296 While inspecting the steering system, you notice that there is looseness of the pitman arm on the steering gear output shaft.

42



- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

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*Category 33 Wheels*

297 During an inspection of the left steering axle wheel, you notice that there are two missing wheel fasteners. There are a total of 10 fastener positions and the two missing fasteners are NOT adjacent to each other.

82

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

298 During an inspection of the left steering axle wheel, you notice that there are two missing wheel fasteners. There are a total of 10 fastener positions and the two missing fasteners are adjacent to each other.

83

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

299 During an inspection of the left steering axle wheel, you notice that there are two missing wheel fasteners. There are a total of 8 fastener positions and the two missing fasteners are NOT adjacent to each other.

84

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**300** During an inspection of one of the wheels, you notice that there are is a small crack about 2 inches in length that does not go from hole to hole.

85



- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**301** During an inspection of one of the wheels, you notice that there are is a small crack about 2 ½ inches in length that extends between two stud holes.

86



- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

302 During an inspection of one of the wheels, you notice that there are large scrapes covering many areas of the wheel.

87



- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

303 During an inspection of one of the wheels, you notice that there are two small cracks on the wheel. The first crack is approximately 1 inch in length and the second crack is approximately 2 inches in length.

88



- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

304 During an inspection of one of the wheels, you notice that there is one crack that is approximately 4 inches in length.

89



- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

305 During an inspection of one of the wheels, you notice that there is a crack extending from the hand hole to the stud hole.

90



- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**306 During an inspection of one of the wheels, you notice that 3 out of the 8 stud holes are elongated.**

91



- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**307 During an inspection of one of the wheels, you notice that 6 out of the 10 stud holes are elongated.**

92

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**308 During an inspection of the wheel fasteners, you notice that one of the fasteners is completely stripped.**

93

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**309 During an inspection of a spoke wheel you see one 1 ½ inch crack along the web area of the wheel.**

94

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**310 During an inspection of a spoke wheel you see two half inch cracks along the web area.**

95

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**311 During an inspection of a spoke wheel you see four cracks each about 1/2 inch in length** 96

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**312 During an inspection of wheel, you notice that the hub cap is missing and you have an open view of the hub assembly.** 97

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

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*Category 34 Tires*

**313 During inspection of the tires on the front steering axle, you notice that the tread seems worn. You measure two adjacent tread grooves and determine that the tread depth is 1/32 of an inch.** 330

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**314 During inspection of the tires on the front steering axle, you notice that the tread seems worn. You measure two adjacent tread grooves and determine that the tread depth is 1/8 of an inch.** 331

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**315 During inspection of the tires on the front steering axle, you notice that the tread seems worn. You measure two adjacent tread grooves and determine that the tread depth is 4/16 of an inch.** 332

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**316 During inspection of the tires on the front steering axle, you notice that the tires say " regroovable" but have not been regrooved. There don't appear to be any other defects in the tires.** 333

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**317 During inspection of the tires on the front steering axle, you notice that the tires appear to be regrooved. There don't appear to be any other defects in the tires. Load limit is 5000 lb.** 334

- a. No violation

- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**318** During inspection of the tires on the front steering axle, you notice that there the sidewall is damaged but the ply cord is not exposed. 335

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**319** During inspection of the tires on the front steering axle, you notice that there the sidewall is damaged to the point that the ply cord is exposed. 336

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**320** During inspection of the tires on the front steering axle, you notice that there is 1/4" bulge due to a section repair where the sidewall was damaged 337

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**321** During inspection of the tires on the front steering axle, you notice that there is knot in the sidewall and it appears that the sidewall may be separating. 338

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**322** During inspection of the tires on axle 3 of a 5 axle semitrailer, you determine that the tread groove depth is only 1/32 of an inch in two adjacent major tread grooves on three different locations on the tire. 339

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**323** During inspection of the tires on axle 3 of a 5 axle semitrailer, you determine that the tread groove depth is only 1/8 of an inch in two adjacent major tread grooves on three different locations on the tire. 340

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

324 While inspecting the front suspension, you notice that the U-bolts shift left and right from their normal position when the driver rocks the steering wheel back and forth.



- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

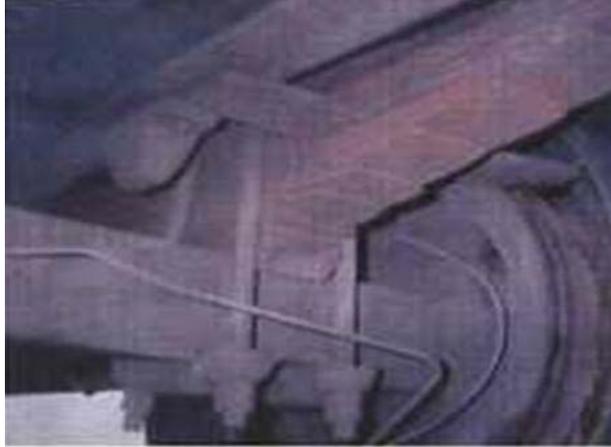
325 While inspecting the front suspension, you notice that one of the U-bolts that positions the axle and suspension together is bent.



- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**326** While inspecting the front suspension, you notice that one of the springs is displaced to the point that it could make contact with the drum

45



- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**327** While inspecting the front suspension, you notice that the U-bolt is rusty.

46

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

**328** While inspecting the front suspension, you notice that the U-bolt is rusty.

47

- a. No violation
- b. Non-critical violation
- c. Critical violation
- d. Out-of-service violation

## **Appendix L: Subject Grades**

## Subject Grades

| Code      | Name                | Age | M/F | Law | CMV | CDL | Mech. | Previous Job   | Years exp. | Grade %            |
|-----------|---------------------|-----|-----|-----|-----|-----|-------|--|------------|--------------------|
| FL3 S1    | Jose Rodriguez      | 50  | M   | N   | N   | N   | N     | USMC/Finance Manager   | 10         | 66                 |
| FL1 S1    | Jeff Sanderson      | 43  | M   | Y   | Y   | N   | N     | Georgia Public Service Commission Transportation Enforcement Officer | 9          | 80                 |
| FL2 S1    | Stacy Marziotto     | 44  | F   | N   | N   | N   | N     | Student  | 17         | 67                 |
| FL10 S1   | RW Lanier           | 32  | M   | N   | N   | N   | N     | Corrections  | 5          | 62                 |
| FL11 S1   | Patti Riora         | 46  | F   | Y   | Y   | Y   | N     | Truck Diver  | 23         | 61                 |
| FL12 S1   | Darin Hurst         | 34  | M   | Y   | N   | N   | N     | Deputy Sheriff   | 5          | 77                 |
| FL13 S1   | Troy Thompson       | 34  | M   | N   | N   | N   | N     | Pharmacy Technician  | 14         | 82                 |
| FL 14 S1  | Sean C. Hrye        |     | M   | Y   | N   | N   | N     | Police Officer   | 2 ½        | 59                 |
| FL15 S1   | Robert Allen        | 59  | M   | Y   | N   | N   | N     | Duty Officer   | 2          | 61                 |
| Fl 16 S1  | Robert Richards     | 59  | M   | Y   | Y   | N   | Y     | Auto and Truck Heavy Equipment Mechanic                              | 28         | 79                 |
| CO13 S1   | Paul Pane           | 52  | M   | N   | N   | N   | Y     | Auto Body Repair Shop Owner  | 5          | 79                 |
| FL4 S2    | Joe Gubino          | 45  | M   | N   | N   | N   | Y     | Sales  | 20         | Blank answer sheet |
| FL5 S2    | Diana Morales       | 31  | F   | N   | Y   | N   | N     | U.S. Army  | 8          | 78                 |
| FL6 S2    | Joseph Bennett      | 33  | M   | N   | Y   | N   | N     | Curriculum Coordinator   | 4          | 66                 |
| FL17 S2   | Katrina Bristow     | 27  | F   | Y   | N   | N   | N     | Senior Criminal Justice Info. Tech. F.D.L.E                          | 1          | 66                 |
| FL18 S2   | Wayne R. Kennedy    | 48  | M   | Y   | Y   | N   | N     | Manager of Eckerd Drugs  | 10         | 63                 |
| FL19 S2   | Ricky Johns         | 46  | M   | Y   | N   | N   | N     | Law Enforcement Police Officer                                       | 13 ½       | 69                 |
| FL20 S2   | Michael Edwards     | 56  | M   | N   | N   | N   | N     | USAF Marksmanship Instructor/ Gunsmith                               | 11         | 77                 |
| FL21 S2   | David Herring       | 33  | M   | Y   | N   | N   | N     | Deputy Sheriff   | 2 ½        | 63                 |
| FL22 S2   | Michael Croft       | 24  | M   | N   | N   | N   | N     | Land Document Specialist   | 2          | 69                 |
| FL23 S2   | Robert E. Schilling | 48  | M   | Y   | N   | N   | N     | Deputy Sheriff, City Police Officer- Investigator                    | 19 ½       | 65                 |
| CO11 S2   | William Pope        | 56  | M   | N   | N   | N   | N     | File Clerk   | 20         | 81                 |
| CO14 S2   | Chris Miller        | 34  | M   | Y   | N   | N   | N     | (blank)  | 7 mo.      | 74                 |
| OH-MI7 S2 | Carol Heinowski     | 40  | F   | N   | N   | N   | N     | Michigan United Conservation   | 3          | 80                 |

|            |                    |    |   |   |   |   |   |  |            |    |
|------------|--------------------|----|---|---|---|---|---|--|------------|----|
|            |                    |    |   |   |   |   |   | Club   |            |    |
| OH-MI8 S2  | Matt Kinnucan      | 43 | M | Y | N | Y | N | US Air Force Security Police                       | 6          | 73 |
| OH-MI9 S2  | Pam Deadrick       | 46 | F | Y | N | N | N | RSPA HM Inspector                                  | 10         | 56 |
| OH-MI10 S2 | Matthew Fabry      | 27 | M | N | N | N | N | Community Corrections (County Jail)                | 3          | 55 |
| CO12 S3    | Donald Pace        | 41 | M | Y | N | N | N | Law Enforcement                                    | 9          | 80 |
| FL7 S3     | Jeff Cooper        | 34 | M | N | Y | N | N | Environmental Regulator and Compliance             | 1 ½        | 87 |
| OH-MI6 S2  | Cynthia Briggs     | 27 | F | N | N | N | N | Administrative Asst.                               | 2          | 57 |
| FL 30 S3   | Eric Suttan        | 37 | M | M | Y | Y | N | Truck Driver                                       | 4          | 66 |
| FL29       | Janyres Vasquez    | 43 | F | N | Y | N | N | Weight Inspector-Wild Wood Station                 | 5          | 71 |
| FL28 S3    | Lenza Lee Mullins  | 47 | M | Y | N | N | N | County Deputy                                      | 14         | 92 |
| FL27 S3    | Henry Orjeda       | 32 | M | Y | N | N | N | Police Officer                                     | 4          | 68 |
| FL26 S3    | Guy P. Johnson     | 34 | M | N | N | N | Y | Dept. of Homeland Security-Transportation Screener | 2          | 70 |
| FL25 S3    | Bernard Radcliffe  |    | M | N | Y | N | Y | Motor Vehicle Inspector                            | 20         | 72 |
| FL24 S3    | Michael Nielsen    | 47 | M | Y | N | N | N | Inventory Control Manager                          | 6          | 69 |
| FL9 S3     | Cynthia B. Witty   | 44 | F | N | N | N | N | Transportation Asst. Investigative Assistance-ATF  | 14         | 58 |
| FL8 S3     | Scott Weinzappel   | 43 | M | Y | Y | N | N | South Carolina Transport Police                    | 12         | 74 |
| CO6 S3     | Tom Williams       | 42 | M | N | N | N | Y | Window Installer                                   | 6          | 79 |
| CO7 S1     | Armando Aviles     | 50 | M | N | N | N | N | Constuction Labor                                  | 24         | 80 |
| CO10 S1    | Larry G. King      | 54 | M | N | Y | Y | Y | Truck Driver                                       | 9          | 81 |
| CO8 S2     | Steve Hernandez    | 32 | M | M | Y | Y | Y | Auto Mechanic, Truck Driver                        | 8 mo.      | 74 |
| CO9 S3     | Terri L. Stirewalt | 35 | F | Y | Y | N | N | Corrections  | 5          | 71 |
| CO2 S2     | Robert Dodson      | 60 | M | Y | Y | Y | Y | Mechanic   | 6          | 79 |
| CO3 S3     | Jhon McBride       | 37 | M | N | N | N | N | Logistics  | 3          | 65 |
| CO1 S1     | Harry Thomas       | 62 | M | Y | Y | N | N | FPM Colorado Division                              | 17         | 84 |
| OH-MI3     | Michael R. Quattro | 60 | M | N | N | N | N | Dock Supervisor                                    | 17         | 64 |
| OH-MI2     | Andrea L Carpenter | 39 | F | Y | Y | N | N | Motor Vehicle Enforcement Officer                  | Since 1989 | 71 |
| OH-        | Stephen J.         | 30 | M | N | N | N | N | Casualty   | 6-7        | 79 |



**Appendix M: Subjective Data: SME Comments**

Item Analysis:

Sample 1 Test:

| Test Q       | Data Q  | Notes   |
|--------------|---------|---|
| 6            | 133/134 | Repeat Question for Question #5, corresponds to questions #133, and #134 in database. It looks like the wrong picture was added into the database. The image needs to be of a 4-axle truck-tractor semitrailer.   |
| 9            | 145     | One SME says that this image is not a triple with lift axle   |
| 10           | 149     | One SME says that this image is a full trailer combination, not a driveaway towaway. Only a driveaway towaway if straight truck is being delivered as a product   |
| 15           | 159     | Correct answer is C, "Lower left exterior corner of the passenger's side windshield." However, it should say "lower <b>RIGHT</b> exterior corner..." Also mention in the question that the vehicle is a truck tractor power unit.   |
| 17           | 161     | At beginning of last sentence, change "will" to "can".  |
| 21           | 99      | Change "d" option to "None of these", also specify in the question that this is a domestic shipment, bulk or non-bulk   |
| 22           | 100     | Change "d" option to "None of these", also specify in the question that this is a domestic shipment, bulk or non-bulk   |
| 23           | 101     | Change "d" option to "None of these", also specify in the question that this is a domestic shipment, bulk or non-bulk   |
| <b>37-30</b> |         | <b>Bulk or non-bulk?</b>  |
| 37           | 122     | The correct answer in the database is "D, None". However, all of the answers were recorded into the database incorrectly. The answers should be as follows:<br>a. T<br>b. N<br>c. H<br>d. None of the above<br><br>Correct answer should be c. H.<br>Note that "none of the above" should be written for a all the "d" answers from the endorsement section |
| <b>43</b>    |         | <b>None fit?</b>  |
| 44           | 129     | Add "(when required)" to end of sentence  |
| <b>45</b>    |         | <b>Can we indicate? (ie. Nurse practitioner)</b>  |
| 51           | 178     | Review for question accuracy. I believe correct answer is d. 6 not c. 5. Double check how to record violations. It's possible the correct answer is b. 4 depending on whether the violations are split by a short rest period   |
| 52           | 179     | Review for question accuracy based on 51/178  |
| 53           | 180     | Review for question accuracy based on 51/178  |

|         |     |   |
|---------|-----|---|
| 51      |     | Is answer 1 violation? (not an option)  |
| 62      |     | From the time they return to duty?  |
| 73      | 249 | Change 480" to 40'  |
| 78      | 223 | The question was cut off on the test so it could not be read in its entirety  |
| 82      | 234 | May want to specify whether brake is "fully" defective or "1/2" a defective brake   |
| 83      | 235 | May want to specify whether brake is "fully" defective or "1/2" a defective brake   |
| 89      | 81  | Answer on test says a. no violation, but I believe that it should be b. non-critical violation. Image needs to go because it misrepresents since it's not showing the PASSENGER side window |
| 95      | 266 | Question does not specify whether it is talking about "under the driver/sleeper compartment".   |
| 102     | 310 | The word "cab" Is missing at the beginning of the second sentence   |
|         |     |   |
| 103     | 311 | The word "cab" Is missing at the beginning of the second sentence   |
| 104     |     | Recognize the argument for 393.201 applying to power units 393.100 would come into play and 393.201 for power rail.   |
| 106     |     | Assuming no adjacent roof bows?   |
| 124     | 37  | Remove image because it doesn't represent the question, and change wording to "steering arm to tie rod".  |
| 127     |     | Disc wheel or spoke wheel?  |
| 131     | 332 | Change 4/16" to 1/4"  |
| 134     | 339 | Question does not specify whether they are "dual tires" involved.   |
| 137     |     | Needs to be more specific.  |
| 138     |     | Be specific. Roil or leaf spring?   |
| 139-140 |     | Same questions.   |

Sample Test 2:

|    |     |   |
|----|-----|---|
| 9  | 149 | One SME says that this image is a full trailer combination, not a driveaway towaway. Only a driveaway towaway if straight truck is being delivered as a product   |
| 15 | 159 | Correct answer is C, "Lower left exterior corner of the passenger's side windshield." However, it should say "lower <b>RIGHT</b> exterior corner..." Also mention in the question that the vehicle is a truck tractor power unit. |
| 17 |     | Is there a correct answer?  |
| 19 | 161 | At beginning of last sentence, change "will" to "can".  |

|       |     |   |
|-------|-----|---|
| 21    | 99  | Change “d” option to “None of these”, also specify in the question that this is a domestic shipment, bulk or non-bulk   |
| 22    | 100 | Change “d” option to “None of these”, also specify in the question that this is a domestic shipment, bulk or non-bulk   |
| 23    |     | What is the UN number? (this info. Could make a difference in the answer.)  |
| 38    |     | What type of trailer? Tank?   |
| 39    | 122 | Same as question 38-- The correct answer in the database is “D, None”. However, all of the answers were recorded into the database incorrectly. The answers should be as follows:<br>a. T<br>b. N<br>c. H<br>d. None of the above<br><br>Correct answer should be c. H.<br>Note that “none of the above” should be written for a all the “d” answers from the endorsement section |
| 43    |     | Should say interstate commerce. In MI, all 4 answers would apply.   |
| 44    | 129 | Add “(when required)” to end of sentence  |
| 46-47 |     | We only have jurisdiction over CMV issues, but depending on the conviction, a driver can lose both his CDL and operator’s license.  |
| 51    | 178 | Review for question accuracy. I believe correct answer is d. 6 not c. 5. Double check how to record violations. It’s possible the correct answer is b. 4 depending on whether the violations are split by a short rest period   |
| 52    | 179 | Review for question accuracy based on 51/178  |
| 53    | 180 | Review for question accuracy based on 51/178  |
| 54-56 |     | Logbook examples are blank.   |
| 64-65 |     | If the driver is shut down at 3 am on 10-07, then 32 hours later, at 11 am on 10-08, he is eligible to drive again. But that answer is not a choice.  |
| 72    |     | More info needed. 2 in wide sheeting can be separated into 1 in strips if the strips are the same length and color and separated by a space of not more than 1 in.  |
| 78    | 223 | The question was cut off on the test so it could not be read in its entirety  |
| 85-87 |     | Measurement fractions are hard to read.   |
| 89    | 81  | Answer on test says a. no violation, but I believe that it should be b. non-critical violation. Image needs to go because it misrepresents since it’s not showing the PASSENGER side window   |
| 98    |     | Cannot answer w/out more info. Is horizontal movement > or < 3/8?   |

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|---------|-------|--|
|         |       |  |
| 107     | 325   | Change the word “appears” to “is”  |
| 109     | 272   | All multiple choice answers were copied wrong when entered into the database. They should say:<br>A. 3,900 lbs<br>B. 5,000 lbs<br>C. 5,200 lbs<br>D. 6,500 lbs<br><br>Correct answer is C. 5200 lbs.<br>Actually, I believe the image was recorded wrong, not the answers. |
| 124     | 33    | Change the word “seems” to “is”  |
| 132     |       | <b>Bus or Truck?</b>   |
| 139/140 | 46/47 | These questions are the same. Storyboards need to be checked to see if one of the questions was copied wrong   |
|         |       |  |
|         |       |  |

Sample Test 3:

|    |         |  |
|----|---------|--|
| 6  | 133/134 | Repeat Question for Question #5, corresponds to questions #133, and #134 in database. It looks like the wrong picture was added into the database. The image needs to be of a 4-axle truck-tractor semitrailer.  |
| 16 | 159     | Correct answer is C, “Lower left exterior corner of the passenger’s side windshield.” However, it should say “lower <b>RIGHT</b> exterior corner...” Also mention in the question that the vehicle is a truck tractor power unit.  |
| 21 | 100     | Change “d” option to “None of these”, also specify in the question that this is a domestic shipment, bulk or non-bulk  |
| 22 | 102     | <b>Is it domestic or International?</b>  |
| 23 | 101     | Change “d” option to “None of these”, also specify in the question that this is a domestic shipment, bulk or non-bulk  |
| 24 | 103     | <b>Bad question?—Several different UN #s and classes for “common fireworks”.</b>   |
| 29 |         | <b>Is answer A supposed to read “dangerous when wet” ?</b>   |
| 40 | 122     | <b>Same question as 39--</b> The correct answer in the database is “D, None”. However, all of the answers were recorded into the database incorrectly. The answers should be as follows:<br>a. T<br>b. N<br>c. H<br>d. None of the above<br><br>Correct answer should be c. H. |

|            |             |   |
|------------|-------------|---|
|            |             | Note that “none of the above” should be written for a all the “d” answers from the endorsement section  |
| 44         | 129         | Add “(when required)” to end of sentence  |
| 51         | 178         | Review for question accuracy. I believe correct answer is d. 6 not c. 5. Double check how to record violations. It’s possible the correct answer is b. 4 depending on whether the violations are split by a short rest period |
| 52         | 179         | Review for question accuracy based on 51/178  |
| 53         | 180         | Review for question accuracy based on 51/178  |
|            |             |   |
| 54-56      | 181,182,183 | No graphs on the logbook to answer the questions.   |
| 66         | 52          | Bad question?   |
| 75         | 249         | Change 480” to 40’  |
| 86         | 234         | May want to specify whether brake is “fully” defective or “1/2” a defective brake   |
| 89         | 76          | Note: is it the driver’s side that is affected?   |
| 91         | 260         | Not enough info. Note: if the refrigerating unit is leaking oil or water there is no violation, water could just be condensation. If it is leaking fuel than there is a problem.  |
| 98         | 293         | Not enough info. Note: How many plays are we talking about? A certain amount would put it out of service.   |
| 103        | 310         | The word “cab” Is missing at the beginning of the second sentence   |
| 109-111    |             | Same as questions 112 & 114. There is no correct answer.  |
|            |             |   |
| 54, 55, 56 | 325         | Omit this question when scoring because the lines were never added to the log book. Add correct lines from storyboard.  |
| 109        | 272         | I believe the image was recorded wrong because the answers don’t correspond to the image.   |
| 139/140    | 46/47       | These questions are the same. Storyboards need to be checked to see if one of the questions was copied wrong  |
|            |             |   |
|            |             |   |
|            |             |   |