

Arizona Class A License Practice Exam (Sample)

Study Guide



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SAMPLE

Questions

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- 1. What are two types of vehicle inspections required for commercial drivers?**
 - A. Pre-trip and random inspections**
 - B. Pre-trip and post-trip inspections**
 - C. Daily and weekly inspections**
 - D. Pre-journey and mid-journey inspections**
- 2. What is an acceptable method for securing cargo in a commercial vehicle?**
 - A. Use appropriate tie-downs or cargo nets**
 - B. Stack items loosely in the back**
 - C. Rely on the weight of the cargo to keep it secure**
 - D. Use ropes without knots**
- 3. What should a driver do in the event of an accidental spill of hazardous materials?**
 - A. Ignore the spill and continue driving**
 - B. Contact emergency services and follow proper procedures**
 - C. Attempt to clean it up without warning others**
 - D. Report it only at the end of the transport**
- 4. Which of the following vehicles requires a Class A License to operate?**
 - A. Standard passenger cars**
 - B. Pickup trucks under 26,000 lbs**
 - C. Buses with a capacity of 25 passengers or more**
 - D. Combination vehicles with a GCWR of 26,001 lbs or more**
- 5. How often should the driver check if the brakes are in adjustment?**
 - A. Once every 12 hours**
 - B. Once every 24 hours**
 - C. Every time the vehicle stops**
 - D. At all times**

- 6. What is the recommended action if your vehicle begins to skid on a wet road?**
- A. Steer in the opposite direction of the skid**
 - B. Brake hard to regain control**
 - C. Accelerate to pull out of the skid**
 - D. Steer in the direction of the skid**
- 7. Which of the following steps do you perform after you raise and secure the landing gear?**
- A. Perform tug test to check connection**
 - B. Supply air to trailer and test service brake**
 - C. Visual inspection on fifth wheel connection**
 - D. Attach air and electric lines to trailer**
- 8. What is the easiest and safest backing maneuver for a driver?**
- A. Straight backing**
 - B. Parallel backing**
 - C. Alley dock backing**
 - D. Offset driver's side backing**
- 9. When uncoupling a trailer, the landing gear should be:**
- A. Lowered before brakes are set or wheels are chocked**
 - B. Lowered onto firm ground**
 - C. Lowered to raise trailer 6 inches above tractor height**
 - D. Lowered after the trailer is uncoupled**
- 10. What may happen if you fail your driving skills test for the Class A License?**
- A. You can retake the test immediately**
 - B. You must wait at least 30 days to retake the test**
 - C. You can only retake the test after a month**
 - D. You must take additional training before retaking the test**

Answers

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1. B
2. A
3. B
4. D
5. D
6. D
7. B
8. A
9. B
10. B

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Explanations

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1. What are two types of vehicle inspections required for commercial drivers?

- A. Pre-trip and random inspections**
- B. Pre-trip and post-trip inspections**
- C. Daily and weekly inspections**
- D. Pre-journey and mid-journey inspections**

The two types of vehicle inspections required for commercial drivers are pre-trip and post-trip inspections. Pre-trip inspections are crucial because they allow the driver to check the vehicle's overall condition before hitting the road. This includes examining critical components such as brakes, lights, tires, and fluids to ensure everything is functioning properly, which is essential for safety and compliance with regulations. Post-trip inspections serve to identify any issues that may have developed during the day's driving. Drivers use this inspection to check for any damage, mechanical issues, or problems that need addressing before the next trip. This process not only ensures the continued safety of the vehicle but also helps maintain proper maintenance schedules. While random inspections can occur, they are typically conducted by enforcement officers rather than by the drivers themselves. Other options, such as daily and weekly inspections, or pre-journey and mid-journey inspections, are not formal requirements set forth in commercial driving regulations. Therefore, the combination of pre-trip and post-trip inspections is the standard practice for ensuring vehicle safety and operational integrity.

2. What is an acceptable method for securing cargo in a commercial vehicle?

- A. Use appropriate tie-downs or cargo nets**
- B. Stack items loosely in the back**
- C. Rely on the weight of the cargo to keep it secure**
- D. Use ropes without knots**

Using appropriate tie-downs or cargo nets is a fundamental method for securing cargo in a commercial vehicle. This practice ensures that the load remains stable during transit, preventing it from shifting or falling. Tie-downs are designed specifically to handle the forces that occur during acceleration, braking, and turns, thus providing safety for both the driver and other road users. Cargo nets can also help to contain and restrain the load, particularly when it's irregularly shaped or consists of multiple items. In contrast, stacking items loosely in the vehicle would increase the risk of movement and potential load shift, which can lead to accidents. Relying solely on the weight of the cargo may not adequately secure the load, especially if the vehicle encounters sudden stops or turns, which could cause the cargo to shift and become hazardous. Using ropes without knots fails to provide a secure hold, as they may unravel or slip during transit, compromising safety. Each of these alternatives lacks the reliability and effectiveness of proper tie-downs or cargo nets.

3. What should a driver do in the event of an accidental spill of hazardous materials?

- A. Ignore the spill and continue driving**
- B. Contact emergency services and follow proper procedures**
- C. Attempt to clean it up without warning others**
- D. Report it only at the end of the transport**

In the event of an accidental spill of hazardous materials, the driver should contact emergency services and follow proper procedures. This action is critical because hazardous materials can pose significant risks to public safety, health, and the environment. By notifying emergency services, trained professionals can respond appropriately, ensuring that the spill is managed safely and efficiently. The importance of following proper procedures cannot be overstated. These procedures are designed to contain the spill, protect individuals in the vicinity, and mitigate environmental damage. This may involve establishing a safe perimeter, utilizing protective equipment, and adhering to regulations pertaining to hazardous materials. Ignoring the spill and continuing to drive would exacerbate the situation, as it could lead to further contamination and endanger the safety of other road users and nearby communities. Attempting to clean up the spill without notifying others can be perilous, as the driver may lack the necessary training and equipment to safely handle hazardous materials. Reporting the spill only at the end of the transport would delay critical response actions, undermining the safety of the situation and potentially leading to greater harm. Thus, contacting emergency services and following established protocols is the most responsible and effective course of action in such circumstances.

4. Which of the following vehicles requires a Class A License to operate?

- A. Standard passenger cars**
- B. Pickup trucks under 26,000 lbs**
- C. Buses with a capacity of 25 passengers or more**
- D. Combination vehicles with a GCWR of 26,001 lbs or more**

To operate a combination vehicle with a Gross Combined Weight Rating (GCWR) of 26,001 pounds or more, a Class A License is required. This type of license is specifically designed for operators of large and heavy vehicles, which often include large trucks and trailers. The Class A License ensures that the driver has the necessary training and knowledge to manage the complexities and responsibilities associated with handling such heavy and potentially hazardous combinations. A combination vehicle often consists of a towing vehicle and one or more trailers, and because they can be significantly heavier and more difficult to maneuver than standard vehicles, the licensing system establishes a higher standard for those who wish to operate them. The emphasis on weight allows for a clear distinction of which vehicles require additional skills and knowledge. In contrast, standard passenger cars and pickup trucks under 26,000 pounds do not require a Class A License, as these vehicles fall within the capabilities that can be managed by those with a standard driver's license. Buses with a capacity of 25 passengers or more typically require a Class B License, which is intended for driving larger passenger vehicles but does not extend into the combination vehicle category that necessitates a Class A.

5. How often should the driver check if the brakes are in adjustment?

- A. Once every 12 hours**
- B. Once every 24 hours**
- C. Every time the vehicle stops**
- D. At all times**

The requirement to check if the brakes are in adjustment at all times highlights the critical importance of brake function in vehicle safety. Maintaining proper brake adjustment ensures that the vehicle can stop effectively and reduces the risk of accidents due to brake failure, which is particularly crucial in commercial driving scenarios where larger vehicles are involved. Regular checks allow drivers to be alert to any changes in brake performance that may signal a need for maintenance or adjustment. This proactive approach is essential for ensuring not only the safety of the driver but also the safety of other road users. While more specific intervals for brake checks might be relevant for certain situations, emphasizing constant awareness helps instill a habit of vigilance that is invaluable in commercial driving contexts.

6. What is the recommended action if your vehicle begins to skid on a wet road?

- A. Steer in the opposite direction of the skid**
- B. Brake hard to regain control**
- C. Accelerate to pull out of the skid**
- D. Steer in the direction of the skid**

When a vehicle begins to skid on a wet road, the recommended action is to steer in the direction of the skid. This method helps the driver regain control over the vehicle's direction by aligning the wheels with the path of the skid. For instance, if the rear of the vehicle is sliding to the left, turning the steering wheel to the left can help bring the rear wheels back in line with the front wheels. This technique, often referred to as "steering into the skid," is essential in helping the driver stabilize the vehicle and avoid potential loss of control. The other options suggest counterproductive actions. For instance, braking hard during a skid can exacerbate the loss of control, as this can lock the wheels and lead to additional skidding. Accelerating to pull out of the skid may seem like a solution, but it can worsen the loss of control as it could increase the vehicle's speed in an uncontrolled state. Steering in the opposite direction of the skid may also lead to further loss of control, as the vehicle will not properly align itself with the direction it is traveling. Therefore, steering in the direction of the skid is the best practice to maintain vehicle control during such situations.

7. Which of the following steps do you perform after you raise and secure the landing gear?

- A. Perform tug test to check connection**
- B. Supply air to trailer and test service brake**
- C. Visual inspection on fifth wheel connection**
- D. Attach air and electric lines to trailer**

After raising and securing the landing gear, the next logical step involves supplying air to the trailer and testing the service brake. This procedure is crucial for ensuring that the braking system functions correctly before the trailer is put into operation. When the landing gear is raised and secured, the trailer is now at the proper height for the next steps in the coupling process. Supplying air to the trailer is important because it charges the trailer's air brake system, ensuring that it is ready for operation. Testing the service brake ensures that the brake system is responsive and that the trailer is safe for movement, mitigating the risk of malfunctions while on the road. Performing a tug test, conducting a visual inspection on the fifth wheel connection, and attaching air and electric lines to the trailer are also important steps in the proper coupling process. However, they follow after confirming that the service brakes are operational. Thus, testing the service brake is the appropriate next step after securing the landing gear.

8. What is the easiest and safest backing maneuver for a driver?

- A. Straight backing**
- B. Parallel backing**
- C. Alley dock backing**
- D. Offset driver's side backing**

Straight backing is recognized as the easiest and safest backing maneuver for a driver, particularly in terms of visibility and control. When performing a straight back maneuver, the driver simply needs to reverse the vehicle in a straight line, which allows for a clear view of the area behind the truck, reducing the risk of collisions with pedestrians, objects, or other vehicles. In this maneuver, drivers can maintain control by using their mirrors effectively and by keeping the steering wheel steady, making it easier to navigate without requiring complex adjustments. The simplicity of this action minimizes the chances of making mistakes that could occur in more complicated backing maneuvers, such as turning the steering wheel too much or misjudging distances. While other backing techniques like parallel backing, alley dock backing, and offset driver's side backing have their own specific uses and benefits, they generally require greater skill and precision, as well as increased awareness of surrounding obstacles. This complexity can lead to a higher chance of accidents if not executed properly. Therefore, straight backing stands out as the safest option particularly for novice drivers or in situations where the space allows for it.

9. When uncoupling a trailer, the landing gear should be:

- A. Lowered before brakes are set or wheels are chocked**
- B. Lowered onto firm ground**
- C. Lowered to raise trailer 6 inches above tractor height**
- D. Lowered after the trailer is uncoupled**

When uncoupling a trailer, it is important to lower the landing gear onto firm ground to ensure stability. This practice helps to distribute the weight of the trailer evenly, preventing any shifting or rolling that could occur if the ground is not stable. By establishing a stable base, the risk of the trailer tipping or becoming difficult to control is minimized, ensuring a safer environment for the operator and others nearby. Lowering the landing gear onto firm ground also allows for easier maneuverability when reconnecting the tractor later. It provides a solid anchor for the trailer, making it less susceptible to wind or other external forces that could cause it to move unexpectedly. This approach is essential for maintaining safety protocols during the process of uncoupling and re-hitching that heavy loads involve.

10. What may happen if you fail your driving skills test for the Class A License?

- A. You can retake the test immediately**
- B. You must wait at least 30 days to retake the test**
- C. You can only retake the test after a month**
- D. You must take additional training before retaking the test**

If you fail your driving skills test for the Class A License, the requirement to wait at least 30 days before retaking the test is designed to ensure that drivers have enough time to improve their skills and knowledge of safe driving practices. This waiting period allows individuals to reflect on the areas where they struggled during the test and encourages them to receive additional practice or professional training to improve their skills before attempting the test again. This approach enhances road safety by helping to ensure that applicants are adequately prepared for the responsibilities that come with holding a Class A License. It's crucial for applicants to understand that simply relying on an immediate retake may not provide them with the necessary development of skills needed to pass the driving skills test successfully.