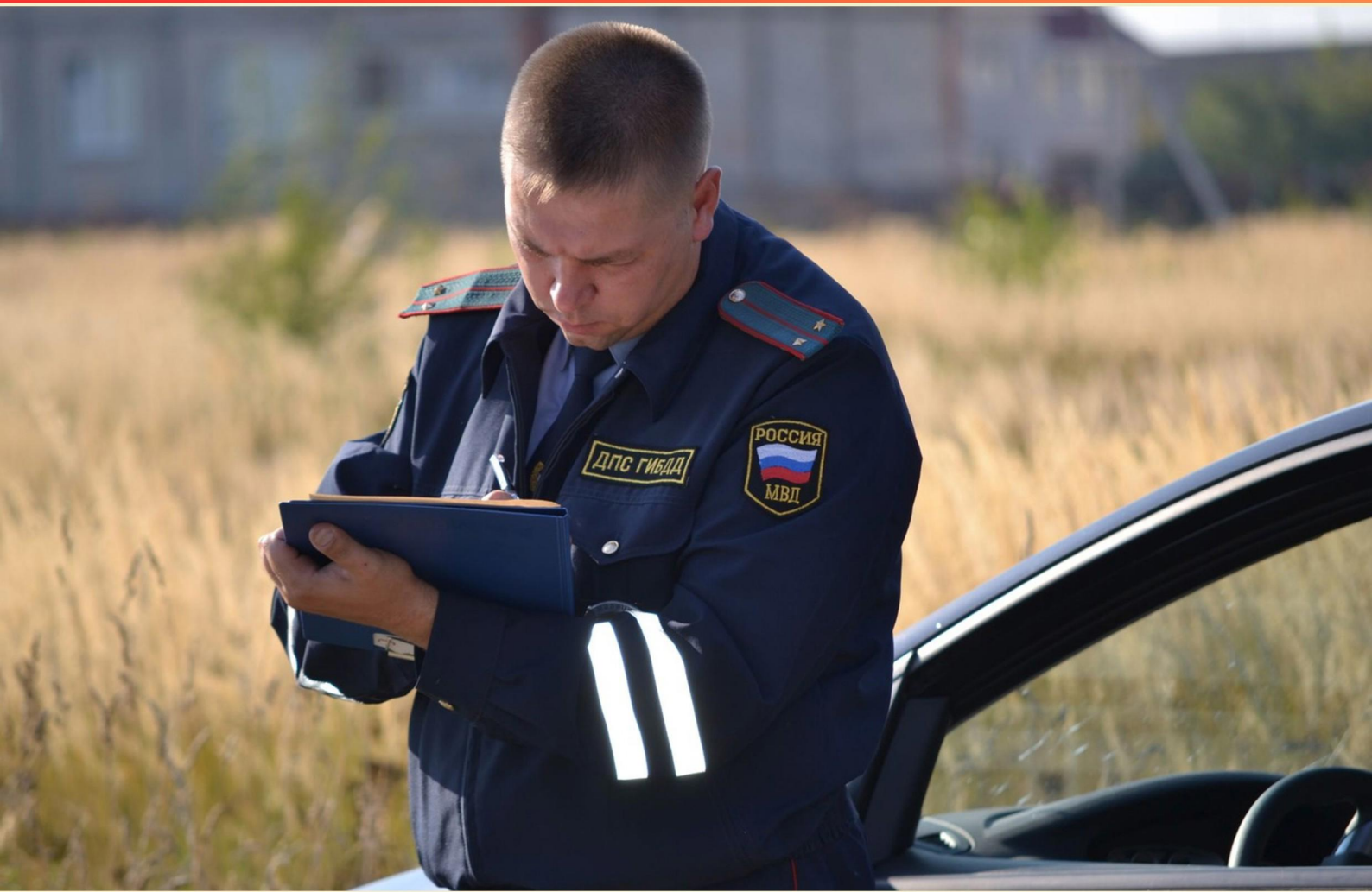


CRASH INVESTIGATIONS CLASS 315 PRACTICE TEST (SAMPLE)

STUDY GUIDE



**SAMPLE STUDY GUIDE
WITH LIMITED QUESTIONS**

**VISIT US ONLINE FOR
THE FULL VERSION STUDY GUIDE**

<https://crashinvestigationsclass315.examzify.com>



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Table of Contents

Copyright	1
Table of Contents	2
Introduction	3
How to Use This Guide	4
Questions	5
Answers	8
Explanations	10
Next Steps	15

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Introduction

Preparing for a certification exam can feel overwhelming, but with the right tools, it becomes an opportunity to build confidence, sharpen your skills, and move one step closer to your goals. At Examzify, we believe that effective exam preparation isn't just about memorization, it's about understanding the material, identifying knowledge gaps, and building the test-taking strategies that lead to success.

This guide was designed to help you do exactly that.

Whether you're preparing for a licensing exam, professional certification, or entry-level qualification, this book offers structured practice to reinforce key concepts. You'll find a wide range of multiple-choice questions, each followed by clear explanations to help you understand not just the right answer, but why it's correct.

The content in this guide is based on real-world exam objectives and aligned with the types of questions and topics commonly found on official tests. It's ideal for learners who want to:

- Practice answering questions under realistic conditions,
- Improve accuracy and speed,
- Review explanations to strengthen weak areas, and
- Approach the exam with greater confidence.

We recommend using this book not as a stand-alone study tool, but alongside other resources like flashcards, textbooks, or hands-on training. For best results, we recommend working through each question, reflecting on the explanation provided, and revisiting the topics that challenge you most.

Remember: successful test preparation isn't about getting every question right the first time, it's about learning from your mistakes and improving over time. Stay focused, trust the process, and know that every page you turn brings you closer to success.

Let's begin.

How to Use This Guide

This guide is designed to help you study more effectively and approach your exam with confidence. Whether you're reviewing for the first time or doing a final refresh, here's how to get the most out of your Examzify study guide:

1. Start with a Diagnostic Review

Skim through the questions to get a sense of what you know and what you need to focus on. Your goal is to identify knowledge gaps early.

2. Study in Short, Focused Sessions

Break your study time into manageable blocks (e.g. 30 – 45 minutes). Review a handful of questions, reflect on the explanations.

3. Learn from the Explanations

After answering a question, always read the explanation, even if you got it right. It reinforces key points, corrects misunderstandings, and teaches subtle distinctions between similar answers.

4. Track Your Progress

Use bookmarks or notes (if reading digitally) to mark difficult questions. Revisit these regularly and track improvements over time.

5. Simulate the Real Exam

Once you're comfortable, try taking a full set of questions without pausing. Set a timer and simulate test-day conditions to build confidence and time management skills.

6. Repeat and Review

Don't just study once, repetition builds retention. Re-attempt questions after a few days and revisit explanations to reinforce learning. Pair this guide with other Examzify tools like flashcards, and digital practice tests to strengthen your preparation across formats.

There's no single right way to study, but consistent, thoughtful effort always wins. Use this guide flexibly, adapt the tips above to fit your pace and learning style. You've got this!

Questions

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- 1. Under state law, a peace officer may investigate and file justifiable charges without regard to whether the accident occurred on property to which this chapter applies if the property damage meets what minimum apparent threshold?**
 - A. \$500
 - B. \$1000
 - C. \$2000
 - D. \$5000
- 2. Which area serves to guide traffic away from the incident and create a path around the site using channelizing devices?**
 - A. Transition Area
 - B. Advance Warning Area
 - C. Buffer Space
 - D. Incident Space
- 3. What is defined as any non-recurring event that causes a reduction of roadway capacity or an abnormal increase in demand and requires a law enforcement response?**
 - A. Incident
 - B. Accident
 - C. Collision
 - D. Event
- 4. How can non-occupant fatalities or injuries at a crash scene be identified?**
 - A. By analyzing only the vehicle's black box data
 - B. By counting the number of people at the scene
 - C. Through scene assessment, traffic control, and medical or coroner notifications; cross-check with witnesses and equipment
 - D. By reviewing the driver's license database
- 5. What is Detection in TIM?**
 - A. The dispatch of responders to the scene
 - B. The discovery of an incident is the first step in the TIM process.
 - C. The measurement of traffic volumes
 - D. The issuance of a citation

- 6. A peace officer may investigate and file justifiable charges if the accident results in injury or death or property damage of at least what amount?**
- A. \$500
 - B. \$1000
 - C. \$1500
 - D. \$2000
- 7. When should digital evidence be preserved at a crash scene?**
- A. After a delay for weather protection
 - B. Never
 - C. Immediately, by securing devices, documenting data displays, and collecting data in a forensically sound manner
 - D. Only after physical evidence is collected
- 8. Who has the authority to override a safety officer's orders after consultation with safety personnel and involved individuals?**
- A. Public Information Officer
 - B. Safety Officer
 - C. Incident Commander
 - D. Liaison Officer
- 9. Which laws provide authority and immunity to public agencies for removing vehicles and spilled cargo from the roadway?**
- A. Authority removal laws
 - B. Public safety ordinances
 - C. Liability limitation statutes
 - D. Towing regulation acts
- 10. Who serves as the go-between for command and the media, relaying information on the incident and response efforts?**
- A. Liaison Officer
 - B. Public Information Officer
 - C. Safety Officer
 - D. Incident Commander

Answers

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

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Explanations

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1. Under state law, a peace officer may investigate and file justifiable charges without regard to whether the accident occurred on property to which this chapter applies if the property damage meets what minimum apparent threshold?

- A. \$500
- B. \$1000**
- C. \$2000
- D. \$5000

When the law sets an apparent property damage threshold, it defines when a peace officer can act beyond where the accident happened. If damage at the scene appears to be at least one thousand dollars, the officer may investigate and file justifiable charges regardless of whether the accident occurred on property covered by this chapter. This threshold targets more substantial property loss, ensuring accountability for notable damage even when the location would normally limit enforcement. If the damage looks less than one thousand, the broadened authority doesn't apply, and the enforcement approach would follow the other rules for incidents on or off that property. Higher thresholds would restrict more cases, while a lower threshold would broaden them beyond what the statute specifies.

2. Which area serves to guide traffic away from the incident and create a path around the site using channelizing devices?

- A. Transition Area**
- B. Advance Warning Area
- C. Buffer Space
- D. Incident Space

The Transition Area is the part of the incident scene layout where traffic is guided away from the incident and a safe path around the site is created using channelizing devices. It sits between the Advance Warning Area, which warns drivers of the incident, and the Work Area, and is where cones, barriers, and other devices direct motorists along a controlled bypass around the scene. This zone protects responders by shaping the flow of traffic before it reaches the actual work space. The other zones serve warning, separation, or working space roles rather than directing traffic around the site.

3. What is defined as any non-recurring event that causes a reduction of roadway capacity or an abnormal increase in demand and requires a law enforcement response?

- A. Incident**
- B. Accident
- C. Collision
- D. Event

Non-recurring traffic disruptions that reduce roadway capacity or cause an abnormal increase in demand and require law enforcement response are called incidents. This term covers a wide range of situations beyond crashes—things like disabled vehicles, debris on the road, or other unexpected conditions that slow traffic and require police to manage safety and reroute or control flow. It's broader than an accident or collision, which are specific types of incidents involving vehicle damage. It's also more general than an event, which is typically planned and isn't automatically tied to reduced capacity or a police response.

4. How can non-occupant fatalities or injuries at a crash scene be identified?

- A. By analyzing only the vehicle's black box data
- B. By counting the number of people at the scene
- C. Through scene assessment, traffic control, and medical or coroner notifications; cross-check with witnesses and equipment**
- D. By reviewing the driver's license database

The key idea is using a multi-source approach at the scene to identify anyone affected beyond the vehicle's occupants. Thorough scene assessment and proper traffic control help preserve evidence and reveal all victims, and prompt medical or coroner notifications flag potential fatalities quickly. Then you verify and enrich that information by cross-checking with witnesses who saw what happened and with available data from equipment and records—such as surveillance footage, traffic cameras, on-scene sensors, and EMS or hospital reports. This combination ensures pedestrians, cyclists, or bystanders who were struck are identified, even if they weren't inside a vehicle or didn't appear clearly in vehicle data. Relying only on the vehicle's black box data misses non-occupants; simply counting people at the scene isn't reliable for identifying injuries or fatalities; and a driver's license database won't reveal non-occupants involved in the crash.

5. What is Detection in TIM?

- A. The dispatch of responders to the scene
- B. The discovery of an incident is the first step in the TIM process.**
- C. The measurement of traffic volumes
- D. The issuance of a citation

Detection in TIM is recognizing that something is wrong on the roadway—the moment an incident becomes known and triggers the Traffic Incident Management process. This start is what gets responders alerted and the incident response rolling. Detection can come from motorists reporting an event, automated sensors or cameras flagging unusual congestion, or responders on scene noting hazards. After detection, responders are dispatched to the scene, which is a separate step in TIM. Measuring traffic volumes or issuing citations aren't part of detecting an incident; they pertain to data collection or enforcement and occur outside the detection step.

6. A peace officer may investigate and file justifiable charges if the accident results in injury or death or property damage of at least what amount?

- A. \$500
- B. \$1000**
- C. \$1500
- D. \$2000

The event tests the threshold that triggers a peace officer's ability to investigate and file charges after a crash. When there are injuries or deaths, officers may investigate regardless of damage, but for property damage alone, the trigger is the damage reaching a minimum amount. That minimum is \$1000, so property damage of \$1000 or more satisfies the condition. This helps focus criminal attention on more significant property loss while smaller damages are usually handled outside criminal charges. A smaller amount, like \$500, would not meet the trigger. Higher damages such as \$1500 or \$2000 do meet the trigger as well, but the minimum amount to trigger the action is \$1000.

7. When should digital evidence be preserved at a crash scene?

- A. After a delay for weather protection
- B. Never
- C. Immediately, by securing devices, documenting data displays, and collecting data in a forensically sound manner**
- D. Only after physical evidence is collected

Digital evidence at a crash scene must be preserved immediately to maintain its integrity and ensure it is admissible in court. Vehicles and devices can contain crucial data—such as call logs, GPS locations, vehicle event data, dashcam footage, and infotainment interactions—that may be volatile or easily altered if the device is left on, connected to networks, or handled without care. Acting right away by securing devices, documenting what data displays show (photos, notes), and collecting data in a forensically sound manner (creating proper copies, maintaining chain of custody, using validated methods and tools) helps prevent data from being modified, wiped, or overwritten. Delays can lead to changes in timestamps, loss of volatile information, or evidence tampering, and waiting until after physical evidence is collected misses opportunities to capture digital data in its original state.

8. Who has the authority to override a safety officer's orders after consultation with safety personnel and involved individuals?

- A. Public Information Officer
- B. Safety Officer
- C. Incident Commander**
- D. Liaison Officer

The person in command is the one who has the final say in directing incident operations, including the authority to override a safety officer's orders after proper consultation. The Incident Commander gathers input from safety personnel and those involved, weighs the risks against the incident objectives, and can make the ultimate decision to proceed with a different course of action if it's necessary to protect people or achieve mission goals. The Safety Officer focuses on identifying hazards and recommending protective measures, but they do not have the final authority to unilaterally override decisions—the IC does. Roles like Public Information Officer or Liaison Officer don't carry the authority to override safety orders; they specialize in communication and coordination.

9. Which laws provide authority and immunity to public agencies for removing vehicles and spilled cargo from the roadway?

- A. Authority removal laws**
- B. Public safety ordinances
- C. Liability limitation statutes
- D. Towing regulation acts

The key idea is that public agencies need explicit legal authority to act quickly to remove hazards from roadways and protection from liability for those actions. Authority removal laws provide that framework, granting the agency the power to remove vehicles and spilled cargo and offering immunity for those removal actions performed in good faith within established procedures. This combination ensures prompt roadway clearance and safety without exposing the agency to unnecessary civil liability. The other options don't specifically pair the authority to act with immunity for removal work: public safety ordinances cover general safety rules, not the removal authority or the immunity; liability limitation statutes focus on capping damages rather than authorizing removal or shielding agencies; towing regulation acts regulate towing operations and fees, not the immunity framework for public entity removals.

10. Who serves as the go-between for command and the media, relaying information on the incident and response efforts?

- A. Liaison Officer
- B. Public Information Officer**
- C. Safety Officer
- D. Incident Commander

The Public Information Officer handles communications with the public and media, serving as the bridge between command and outside information. This role is specifically tasked with relaying accurate, timely updates about the incident and the response, coordinating media inquiries, and issuing official statements so messaging stays consistent with the incident plan. They may lead media briefings and work with a Joint Information Center to manage information flow, while safeguarding sensitive details and avoiding rumors. The Liaison Officer connects with other agencies but isn't the primary media spokesperson. The Safety Officer focuses on safety for responders and operations, not information dissemination. The Incident Commander sets overall command and objectives, but the daily media communications are managed by the Public Information Officer.

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Next Steps

Congratulations on reaching the final section of this guide. You've taken a meaningful step toward passing your certification exam and advancing your career.

As you continue preparing, remember that consistent practice, review, and self-reflection are key to success. Make time to revisit difficult topics, simulate exam conditions, and track your progress along the way.

If you need help, have suggestions, or want to share feedback, we'd love to hear from you. Reach out to our team at hello@examzify.com.

Or visit your dedicated course page for more study tools and resources:

<https://crashinvestigationsclass315.examzify.com>

We wish you the very best on your exam journey. You've got this!

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