

Texas Compressed Natural Gas (CNG) Delivery Truck Driver Practice Exam (Sample)

Study Guide



Everything you need from our exam experts!

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SAMPLE

Questions

- 1. What is the primary focus of Texas Natural Resources Code, §116.103?**
 - A. Defining unsafe vehicle conditions**
 - B. Setting registration requirements**
 - C. Determining the penalty assessment process**
 - D. Establishing enforcement agencies**
- 2. What is a Fuel Supply Container used to store?**
 - A. Electric power**
 - B. Liquid fuels**
 - C. LNG or CNG**
 - D. Compressed air**
- 3. What is a Cargo Transport Container specifically designed for?**
 - A. Transporting solid waste**
 - B. Carrying LNG or CNG**
 - C. Delivering natural gas to homes**
 - D. Storing fuel oil**
- 4. What does CFR stand for in regulatory terms?**
 - A. Code of Federal Regulations**
 - B. Comprehensive Federal Regulations**
 - C. Civil Federal Rights**
 - D. Corporation for Federal Research**
- 5. What is the format required for marking on CNG labels?**
 - A. Plain black text on a white background**
 - B. A blue background with silver or white reflective luminous material**
 - C. Only numeric indicators**
 - D. Unmarked labels are acceptable if inspected**

- 6. Which standard addresses the integrity of compressed natural gas fuel containers?**
- A. 49 CFR 571.304**
 - B. CGA S-1.1**
 - C. ANSI/IAS PRD 1**
 - D. ANSI/CSA PRD 1b**
- 7. What is the nonrefundable fee for the employee-level rules examination?**
- A. \$30**
 - B. \$40**
 - C. \$50**
 - D. \$60**
- 8. Who is exempt from the examination fee?**
- A. All applicants**
 - B. Only employees**
 - C. Military service members, veterans, or spouses**
 - D. Company representatives**
- 9. What is the time frame for postmarking the CNG Form 1020 after initial notification to AFS?**
- A. 7 calendar days**
 - B. 14 calendar days**
 - C. 30 calendar days**
 - D. 21 calendar days**
- 10. What is the qualification level required to take the Railroad Commission's qualifying examination for CNG operations?**
- A. Manager Level**
 - B. Employee Level**
 - C. Operator Level**
 - D. Supervisor Level**

Answers

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

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Explanations

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1. What is the primary focus of Texas Natural Resources Code, §116.103?

- A. Defining unsafe vehicle conditions**
- B. Setting registration requirements**
- C. Determining the penalty assessment process**
- D. Establishing enforcement agencies**

The primary focus of Texas Natural Resources Code, §116.103, is to define unsafe vehicle conditions. This section outlines various standards and regulations related to the safety and operation of vehicles, particularly concerning those that use compressed natural gas. Understanding these unsafe vehicle conditions is crucial for ensuring that CNG delivery trucks operate safely and do not pose risks to the driver, the public, or the environment. By establishing clear definitions of what constitutes unsafe vehicle conditions, this section helps to guide both regulatory enforcement and compliance efforts within the industry. The emphasis on safety is essential for maintaining high operational standards, especially when dealing with alternative fuel vehicles, as it ensures that all vehicles meet minimum safety requirements before being allowed on the road.

2. What is a Fuel Supply Container used to store?

- A. Electric power**
- B. Liquid fuels**
- C. LNG or CNG**
- D. Compressed air**

A Fuel Supply Container is specifically designed to store LNG (Liquefied Natural Gas) or CNG (Compressed Natural Gas). These substances are both forms of natural gas, with CNG being stored at high pressure and LNG being stored in a liquid state at very low temperatures. The primary purpose of these containers is to safely hold and transport natural gas in its various forms for use in vehicles, particularly those designed to run on natural gas, including delivery trucks. The specialized construction of these containers ensures that they can withstand the necessary pressures and temperatures associated with either form of natural gas, ensuring safe and efficient storage and transport. This makes them critical components in the infrastructure supporting natural gas vehicles, which are becoming increasingly popular due to their environmental benefits and efficiency compared to traditional fossil fuels. In contrast, containers meant for electric power, liquid fuels, or compressed air are designed for entirely different applications and requirements, making them unsuitable for the specific function of storing LNG or CNG.

3. What is a Cargo Transport Container specifically designed for?

- A. Transporting solid waste**
- B. Carrying LNG or CNG**
- C. Delivering natural gas to homes**
- D. Storing fuel oil**

A Cargo Transport Container designed for transporting is specifically tailored for carrying liquefied natural gas (LNG) or compressed natural gas (CNG). This specialized equipment is built to safely handle the properties and pressures of these gases, ensuring that they are transported securely and without leakage. These containers are engineered with materials and designs that can withstand extremely low temperatures associated with LNG and the high pressures associated with CNG. The application of such containers is essential for the safe and efficient movement of natural gas fuels within the supply chain. The other options, while related to the transportation and storage of various types of materials, do not specifically pertain to the functions of a Cargo Transport Container meant for LNG or CNG. For example, transporting solid waste, delivering natural gas directly to homes, or storing fuel oil requires different types of containers and systems specifically designed for those purposes.

4. What does CFR stand for in regulatory terms?

- A. Code of Federal Regulations**
- B. Comprehensive Federal Regulations**
- C. Civil Federal Rights**
- D. Corporation for Federal Research**

In regulatory terms, CFR stands for Code of Federal Regulations. This is a comprehensive collection that organizes and publishes all the rules and regulations created by federal agencies in the United States. The CFR is essential for understanding federal rules that govern various areas, including transportation, environmental standards, labor, and more. The Code of Federal Regulations is an important resource for truck drivers and companies involved in the transportation industry, including those dealing with Compressed Natural Gas (CNG). It outlines safety standards, operating procedures, and compliance requirements that must be adhered to, ensuring that all entities operate safely and legally within federal guidelines. Understanding what CFR stands for and its significance helps professionals in the field keep informed about the regulations that affect their operations and enhances their capability to maintain compliance with federal laws.

5. What is the format required for marking on CNG labels?

- A. Plain black text on a white background**
- B. A blue background with silver or white reflective luminous material**
- C. Only numeric indicators**
- D. Unmarked labels are acceptable if inspected**

The requirement for marking on CNG labels is to use a blue background with silver or white reflective luminous material. This specific format is crucial for ensuring that CNG vehicles are easily identifiable, especially in low-light conditions. The reflective qualities of the materials enhance visibility, making it easier for emergency responders and others on the road to recognize the presence of compressed natural gas, which is important for safety reasons. The blue color is standardized within the industry for clear communication and to prevent confusion with other types of fuel. This adherence to specific labeling requirements helps avoid accidents and ensures that regulations are met. Proper marking plays a significant role in overall safety and operational effectiveness in environments where CNG is used.

6. Which standard addresses the integrity of compressed natural gas fuel containers?

- A. 49 CFR 571.304**
- B. CGA S-1.1**
- C. ANSI/IAS PRD 1**
- D. ANSI/CSA PRD 1b**

The correct choice regarding the standard that addresses the integrity of compressed natural gas (CNG) fuel containers is 49 CFR 571.304. This standard is part of the Code of Federal Regulations that governs motor vehicle safety and includes specific requirements for the construction and performance of fuel containers used in vehicles. The focus of this regulation is to ensure that the fuel systems, including the containers for CNG, are safe and can withstand various stresses and conditions that may occur during operation. This encompasses aspects like material integrity, pressure testing, and specific design criteria, all crucial to preventing leaks and ensuring the safe transportation of CNG. In contrast, the other options pertain to various aspects of standards and practices related to gas and fuel systems. CGA S-1.1 focuses on gas cylinder safety, while ANSI/IAS PRD 1 and ANSI/CSA PRD 1b address pressure relief devices and related equipment, rather than the overall integrity of fuel containers themselves. Understanding the scope of each of these standards helps clarify why 49 CFR 571.304 is the appropriate choice for CNG fuel container integrity.

7. What is the nonrefundable fee for the employee-level rules examination?

- A. \$30
- B. \$40**
- C. \$50
- D. \$60

The nonrefundable fee for the employee-level rules examination is set at \$40. This fee is established as part of the regulatory framework governing examinations in the CNG sector and represents the administrative costs associated with processing the examination, materials, and maintaining compliance with industry standards. Understanding the fee structure is essential for candidates, as it helps them budget for necessary expenses related to qualifying for employment in the CNG delivery field. It's also important to note that because the fee is nonrefundable, candidates should ensure preparedness before registering for the exam to avoid losing the fee due to a missed opportunity or failure to pass. Other fee amounts mentioned do not align with the established cost, making the \$40 fee the correct and definitive answer.

8. Who is exempt from the examination fee?

- A. All applicants
- B. Only employees
- C. Military service members, veterans, or spouses**
- D. Company representatives

Military service members, veterans, or their spouses are exempt from the examination fee as a recognition of their service. This exemption serves to support those who have served in the armed forces, acknowledging the sacrifices they and their families have made. It is a common practice in many states and jurisdictions to offer such exemptions as part of broader benefits to military personnel and their families. While other groups, such as company representatives and employees, may have different regulations or benefits, they do not typically receive the same recognition in the form of an examination fee waiver. Therefore, the specific exemption for military service members, veterans, or spouses emphasizes the importance of honoring these individuals for their contributions and service, making it an important consideration in the regulatory framework.

9. What is the time frame for postmarking the CNG Form 1020 after initial notification to AFS?

- A. 7 calendar days
- B. 14 calendar days**
- C. 30 calendar days
- D. 21 calendar days

The correct answer is based on the regulatory requirements governing the timeline for postmarking the CNG Form 1020 after the initial notification to the Alternative Fueling Station (AFS). Specifically, regulations stipulate that the form must be postmarked within a period of 14 calendar days from the date of initial notification. This timeframe is crucial as it ensures that all necessary documentation is submitted in a timely manner, allowing for proper processing and compliance with established guidelines for CNG delivery operations. Understanding this requirement is important for drivers and operators, as adhering to the prescribed timeline helps maintain the integrity of operations and avoids any potential penalties for non-compliance. Furthermore, being aware of this deadline allows for better planning in the operational process, ensuring that all paperwork is handled appropriately and in accordance with state regulations.

10. What is the qualification level required to take the Railroad Commission's qualifying examination for CNG operations?

- A. Manager Level
- B. Employee Level**
- C. Operator Level
- D. Supervisor Level

The qualification level required to take the Railroad Commission's qualifying examination for CNG operations is the Employee Level. This level is designed for individuals who directly operate and maintain compressed natural gas systems. It ensures that employees have the foundational knowledge and skills necessary to safely manage CNG equipment and adhere to regulatory standards. The Employee Level training typically covers essential topics such as safety procedures, equipment handling, emergency response, and basic operational protocols. This knowledge is critical for individuals who will be involved in the day-to-day operations of CNG delivery, allowing them to perform their roles effectively and safely. Other levels, such as Manager Level, Operator Level, and Supervisor Level, imply a higher degree of responsibility and understanding that may not be necessary for basic operational tasks. These positions often require additional training and oversight capabilities that go beyond the scope of what an employee role necessitates, focusing more on management and operational strategy rather than direct CNG handling. Therefore, for foundational qualifications necessary for CNG operations, the Employee Level is the appropriate starting point.