

Trucking Rodeo Practice Test (Sample)

Study Guide



Everything you need from our exam experts!

Copyright © 2025 by Examzify - A Kaluba Technologies Inc. product.

ALL RIGHTS RESERVED.

No part of this book may be reproduced or transferred in any form or by any means, graphic, electronic, or mechanical, including photocopying, recording, web distribution, taping, or by any information storage retrieval system, without the written permission of the author.

Notice: Examzify makes every reasonable effort to obtain from reliable sources accurate, complete, and timely information about this product.

SAMPLE

Questions

SAMPLE

- 1. What is the main purpose of the CSA program?**
 - A. To monitor financial health of carriers**
 - B. To assess driver training programs**
 - C. To prioritize unsafe motor carriers for enforcement action**
 - D. To analyze market competition among carriers**
- 2. In 2015, federal and state governments collected a total of nearly how many cents in tax for each gallon of on highway diesel fuel?**
 - A. 51.8 cents**
 - B. 41.6 cents**
 - C. 30.2 cents**
 - D. 62.4 cents**
- 3. How much does the maintenance increase by with the addition of a natural gas fuel system per mile?**
 - A. 0-1 cent**
 - B. 1-2 cents**
 - C. 2-3 cents**
 - D. 3-4 cents**
- 4. Hard evidence shows safety belts prevent how many serious injuries each year?**
 - A. 250,000**
 - B. 350,000**
 - C. 400,000**
 - D. 300,000**
- 5. True or False: FMCSA requires extinguishers to handle a tire fire, which can re-flash the fire?**
 - A. True**
 - B. False**
 - C. Only if the extinguisher is empty**
 - D. Depends on the extinguisher type**

- 6. What can states not govern in relation to trucking operations?**
- A. Idling regulations**
 - B. Mud flaps requirements**
 - C. Parking on ramps**
 - D. Rates and tariffs**
- 7. In 2015, commercial combination trucks logged over how many miles?**
- A. 150.5 billion**
 - B. 169.8 billion**
 - C. 200.1 billion**
 - D. 220.2 billion**
- 8. What is the best practice regarding following distances on icy roads?**
- A. Maintain the same following distance as on dry roads**
 - B. Triple the following distance**
 - C. Only increase the distance in snow**
 - D. Decreased following distance**
- 9. On what date did FMCSA finalize the rule to rescind the need for submit and retain DVIRs?**
- A. January 1, 2015**
 - B. June 15, 2014**
 - C. December 18, 2014**
 - D. February 28, 2015**
- 10. Under TEA-21, what program was created for improving truck driver safety and enforcement?**
- A. National Driver Safety Initiative**
 - B. Motor Carrier Safety Program**
 - C. Safe Roads Act**
 - D. Carrier Safety Initiative**

Answers

SAMPLE

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

SAMPLE

Explanations

SAMPLE

1. What is the main purpose of the CSA program?

- A. To monitor financial health of carriers**
- B. To assess driver training programs**
- C. To prioritize unsafe motor carriers for enforcement action**
- D. To analyze market competition among carriers**

The main purpose of the CSA program, or Compliance, Safety, Accountability program, is to prioritize unsafe motor carriers for enforcement action. This program was implemented by the Federal Motor Carrier Safety Administration (FMCSA) to enhance road safety by monitoring and addressing safety compliance and performance issues among commercial motor carriers. The CSA program includes various data analysis methodologies to evaluate the safety records of motor carriers and their drivers. By focusing on safety performance, the program aims to identify high-risk carriers and encourage them to improve their safety practices, thus reducing the chances of accidents and violations on the road. This proactive approach helps regulators allocate their resources where they are most needed, ensuring that enforcement actions are targeting those who pose a greater risk to public safety. The other choices, while related to aspects of the transport industry, do not capture the primary goal of the CSA program, which is centered around safety and accountability rather than financial health, driver training, or market competition analysis.

2. In 2015, federal and state governments collected a total of nearly how many cents in tax for each gallon of on highway diesel fuel?

- A. 51.8 cents**
- B. 41.6 cents**
- C. 30.2 cents**
- D. 62.4 cents**

The total tax collection on highway diesel fuel in 2015 was approximately 51.8 cents per gallon. This figure includes federal excise taxes as well as state-level taxes. The federal government imposed a standard diesel fuel tax, which was part of that total, and many states also imposed their own additional taxes to support local infrastructure and highway funding. This comprehensive approach ensures that revenues are directed toward maintaining and improving transportation infrastructure, a key priority as the trucking industry heavily relies on well-maintained roads. Understanding the components of this tax figure is important for stakeholders in the trucking industry, as it directly affects fuel costs and overall operating expenses.

3. How much does the maintenance increase by with the addition of a natural gas fuel system per mile?

- A. 0-1 cent
- B. 1-2 cents**
- C. 2-3 cents
- D. 3-4 cents

The correct choice indicates that the maintenance costs increase by 1 to 2 cents per mile with the addition of a natural gas fuel system. This aligns with industry observations that, while natural gas systems can be beneficial in terms of reducing fuel costs and vehicle emissions, they also introduce unique components and systems that require additional maintenance. These costs stem from the need for specialized checks and services, including the upkeep of fuel lines, tanks, and pressure regulators that are not necessary for traditional diesel systems. Given that the increase is relatively modest—1 to 2 cents per mile—this reflects a balance between the advantages of using natural gas and the additional considerations for vehicle care and maintenance. The other ranges do not accurately represent the typical increase seen in the industry, as higher amounts would suggest a more significant burden on maintenance than what is generally observed.

4. Hard evidence shows safety belts prevent how many serious injuries each year?

- A. 250,000
- B. 350,000**
- C. 400,000
- D. 300,000

The statistic stating that safety belts prevent approximately 350,000 serious injuries each year is derived from well-conducted research and data analyses regarding vehicle safety. This number reflects the significant impact that seat belts have on reducing the number and severity of injuries sustained during motor vehicle accidents. Safety belts are designed to keep occupants securely in place in the event of a collision, which minimizes the chances of being ejected from the vehicle or suffering extreme forces that could lead to serious harm. This figure emphasizes the critical role of safety belts in enhancing overall road safety. Effective public health campaigns and mandated seat belt laws have contributed to the widespread use of safety belts, further supporting the notion that they are one of the most effective measures to prevent severe injuries and fatalities on the road. Understanding this statistic can help reinforce the importance of buckling up for drivers and passengers alike.

5. True or False: FMCSA requires extinguishers to handle a tire fire, which can re-flash the fire?

A. True

B. False

C. Only if the extinguisher is empty

D. Depends on the extinguisher type

The statement is false, as the FMCSA (Federal Motor Carrier Safety Administration) does not mandate that fire extinguishers specifically be required to handle a tire fire. Tire fires present a unique challenge due to the materials involved, which can make them difficult to extinguish. While having a fire extinguisher on board is essential for a variety of fire situations, the FMCSA guidelines do not specify that extinguishers must be effective specifically against tire fires. It's worth noting that if extinguishers are unsuitable for certain fires, like those caused by burning tires, this highlights the importance of proper training and understanding the limitations of fire extinguishers. Additionally, the effectiveness can depend on many factors, including the size and type of the fire, which may not be directly addressed in the FMCSA requirements.

6. What can states not govern in relation to trucking operations?

A. Idling regulations

B. Mud flaps requirements

C. Parking on ramps

D. Rates and tariffs

States cannot govern rates and tariffs related to trucking operations because these aspects are primarily regulated at the federal level. The Interstate Commerce Commission, which has authority over the transportation of goods across state lines, ensures uniformity in pricing strategies to prevent a patchwork of different rates and tariffs that could complicate interstate commerce. This federal oversight promotes fairness and competition, maintaining a stable and predictable environment for both carriers and shippers. In contrast, states do have the authority to implement regulations on other operational aspects such as idling regulations, mud flap requirements, and parking on ramps, which can vary based on local conditions and policies. These regulations are focused on areas that are pertinent to preserving safety, public health, and environmental standards.

7. In 2015, commercial combination trucks logged over how many miles?

- A. 150.5 billion**
- B. 169.8 billion**
- C. 200.1 billion**
- D. 220.2 billion**

In 2015, commercial combination trucks logged over 169.8 billion miles, reflecting the significant role that these vehicles play in the overall transportation system in the United States. This high mileage indicates not only the volume of goods being transported but also the extensive use of combination trucks for freight movement across vast distances. These trucks are integral in both regional and national supply chains, as they facilitate the efficient delivery of products from manufacturers to consumers. The recorded mileage demonstrates the importance of maintaining and improving road infrastructure, as well as ensuring safety regulations to support the heavy usage of these vehicles. Thus, understanding this statistic highlights the scale of the trucking industry and its impact on the economy.

8. What is the best practice regarding following distances on icy roads?

- A. Maintain the same following distance as on dry roads**
- B. Triple the following distance**
- C. Only increase the distance in snow**
- D. Decreased following distance**

Maintaining a proper following distance on icy roads is crucial for safety, as it allows for greater reaction time should sudden stops or emergencies occur. When driving on icy surfaces, the traction between the tires and the road is significantly reduced, meaning that vehicles will take longer to stop. Tripling the following distance compared to what one would maintain on dry roads compensates for the increased stopping distance required due to these slippery conditions. This extended distance provides a buffer that helps prevent accidents, allowing drivers enough space to react to the movements of vehicles ahead of them without skidding or losing control. In contrast, maintaining the same following distance as on dry roads can lead to dangerous situations, as drivers may not have enough space to stop safely. Simply increasing the distance in snow does not adequately address the severe conditions found on icy roads, where the risk of slides and skids is much greater. Decreasing the following distance is never advisable, especially on icy roads, as this only increases the potential for collisions. Thus, tripling the following distance is the most effective strategy to ensure safe travel under these hazardous conditions.

9. On what date did FMCSA finalize the rule to rescind the need for submit and retain DVIRs?

A. January 1, 2015

B. June 15, 2014

C. December 18, 2014

D. February 28, 2015

The rule to rescind the requirement to submit and retain Driver Vehicle Inspection Reports (DVIRs) was finalized on December 18, 2014. This decision reflected a shift in regulatory approach, aimed at reducing bureaucratic burdens on drivers and companies while still maintaining safety standards. The FMCSA recognized that many inspections were redundant and that the focus should be on ensuring vehicles were safe and well-maintained, rather than solely completing paperwork. The other dates listed do not align with the finalization of the rule, indicating that they were either before the rule was established or pertained to different regulatory changes. This specific date is significant because it marks a change in compliance requirements for trucking operations, impacting how drivers and companies manage vehicle inspections moving forward.

10. Under TEA-21, what program was created for improving truck driver safety and enforcement?

A. National Driver Safety Initiative

B. Motor Carrier Safety Program

C. Safe Roads Act

D. Carrier Safety Initiative

The Motor Carrier Safety Program was created under the Transportation Equity Act for the 21st Century (TEA-21) to enhance the safety of truck drivers and improve enforcement measures on the nation's highways. This program focuses on various safety initiatives designed to minimize the risks associated with commercial motor vehicle operations. It emphasizes compliance with safety regulations, driver training, and vehicle inspections, which collectively contribute to reducing accidents and improving road safety. The Motor Carrier Safety Program enables the federal government to work closely with state governments in enforcing regulations and providing funding for safety programs. This collaborative effort enhances the capability of law enforcement agencies to monitor and ensure that motor carriers operate safely and adhere to established standards. Understanding this context highlights the importance of the Motor Carrier Safety Program in addressing truck driver safety and enforcement, aligning with the broader goals of enhancing roadway safety and protecting both drivers and the public.