

VFIS Emergency Vehicle Driver Training (EVDT) Instructor Practice Test (Sample)

Study Guide



Everything you need from our exam experts!

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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. Which term means the use of backups to control systems or operations?**
 - A. Risk Segregation**
 - B. Risk Separation**
 - C. Risk Duplication**
 - D. Risk Transfer**

- 2. NFPA 1010 is best described as standards for which area?**
 - A. Standards for Fire Fighting Professional Operations**
 - B. Standards for Water Rescue Procedures**
 - C. Standards for Building Code Enforcement**
 - D. Standards for EMS Dispatch Protocols**

- 3. Which term is commonly abbreviated as CRM in fire service training?**
 - A. Crew Resource Management**
 - B. Risk Segregation**
 - C. Risk Transfer**
 - D. Risk Separation**

- 4. Stopping at 40 mph**
 - A. 4's safety cushion, 240ft traveled, 210ft distance to stop**
 - B. 4's safety cushion, 320ft traveled, 340ft distance to stop**
 - C. 5's safety cushion, 400ft traveled, 340ft distance to stop**
 - D. 3's safety cushion, 200ft traveled, 100ft distance to stop**

- 5. What is the crash rate per 100,000 when no patients are on board?**
 - A. 7.0 per 100,000**
 - B. 16.5 per 100,000**
 - C. 0.7 per 100,000**
 - D. 70 per 100,000**

- 6. Which of the following correctly pairs a category with its percentage for On Duty Firefighter Deaths?**
- A. Non Fire Emergency – 9%**
 - B. Training – 10%**
 - C. EMS – 4%**
 - D. Firegrounds – 35%**
- 7. Which term describes the isolation of an exposure from other exposures, hazards, or perils to reduce severity?**
- A. Risk Segregation**
 - B. Risk Separation**
 - C. Risk Duplication**
 - D. Risk Transfer**
- 8. What does Practical Application involve for EMS vehicle operations?**
- A. Drive emergency vehicles without training.**
 - B. Schedule annual CME credits.**
 - C. Evaluate personal driving records.**
 - D. Review the policies, procedures, and guidelines to EMS vehicle operations specific to your state and local jurisdiction.**
- 9. What is the Auxiliary Function?**
- A. Primary propulsion system**
 - B. Emergency signaling only**
 - C. Supplement primary function and enhance the core capabilities**
 - D. Diagnostic telemetry**
- 10. NFPA 1010 is the standard for which domain?**
- A. Standards for Wide Range of Fire Fighting Professional Operations**
 - B. Standards for EMS Patient Care Protocols**
 - C. Standards for Ambulance Design Standards**
 - D. Standards for Firefighter Training and Qualification**

Answers

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

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Explanations

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1. Which term means the use of backups to control systems or operations?

- A. Risk Segregation**
- B. Risk Separation**
- C. Risk Duplication**
- D. Risk Transfer**

Using backups to control systems or operations relies on duplicating critical components and data so a ready-to-take-over copy can assume control if the primary system fails. This redundancy—having copies that can immediately or quickly transition control—captures the idea of duplicating assets to ensure continued operation and oversight despite disruptions. The other terms describe spreading, shifting, or distributing risk across different areas, rather than creating exact copies to maintain control, so they don't fit as well for the concept of backups driving system continuity.

2. NFPA 1010 is best described as standards for which area?

- A. Standards for Fire Fighting Professional Operations**
- B. Standards for Water Rescue Procedures**
- C. Standards for Building Code Enforcement**
- D. Standards for EMS Dispatch Protocols**

NFPA 1010 focuses on how fire service personnel are qualified to perform their duties. It sets the standards for fire service professional qualifications, detailing the job performance requirements, skills, and knowledge firefighters must demonstrate to operate safely and effectively. This makes it best described as standards for Fire Fighting Professional Operations, since it centers on the competencies and credentials needed for those performing firefighting tasks. The other areas—water rescue procedures, building code enforcement, and EMS dispatch protocols—are governed by different standards or codes. Water rescue is covered by standards specific to rescue operations, building code enforcement relates to safety and construction codes, and EMS dispatch protocols pertain to emergency communications.

3. Which term is commonly abbreviated as CRM in fire service training?

- A. Crew Resource Management**
- B. Risk Segregation**
- C. Risk Transfer**
- D. Risk Separation**

In fire service training, CRM stands for Crew Resource Management, a framework for optimizing how the whole crew works together under stress. It centers on clear communication, effective leadership, teamwork, shared situational awareness, and managing workload so that every available resource—people, information, and equipment—is used to keep operations safe and successful. This concept comes from aviation and is adapted to firefighting to reduce human error through structured briefs, clear speaking and listening, assertive follow-through, cross-checks, and timely debriefs. The other terms—risk segregation, risk transfer, and risk separation—are general risk management ideas and aren't the standard meaning of CRM in fire service training. So the term commonly abbreviated as CRM is Crew Resource Management.

4. Stopping at 40 mph

- A. 4's safety cushion, 240ft traveled, 210ft distance to stop**
- B. 4's safety cushion, 320ft traveled, 340ft distance to stop**
- C. 5's safety cushion, 400ft traveled, 340ft distance to stop**
- D. 3's safety cushion, 200ft traveled, 100ft distance to stop**

The concept here is how stopping distance is composed and what a safe following distance looks like at a given speed. At 40 mph, a 4-second safety cushion translates into the distance you would travel before you start braking. Since 40 mph is about 58.7 feet per second, four seconds of space equals roughly $58.7 \times 4 \approx 235$ feet, which rounds to about 240 feet. That is why the option lists 240 feet traveled for the cushion. Once you start braking, the distance you need to come to a complete stop from 40 mph is the braking distance. Using a reasonable emergency braking deceleration (roughly 0.25 g, or about 8.0 ft/s²), the braking distance from 40 mph is about $v^2/(2a) \approx (58.7)^2/(2 \times 8) \approx 210$ feet. That matches the 210 feet distance to stop. So this choice makes sense: a 4-second safety cushion, about 240 feet of travel before braking, and about 210 feet of braking distance. The other options don't align with these calculated distances for 40 mph, so they don't fit the expected stopping behavior.

5. What is the crash rate per 100,000 when no patients are on board?

- A. 7.0 per 100,000**
- B. 16.5 per 100,000**
- C. 0.7 per 100,000**
- D. 70 per 100,000**

Crashes per 100,000 trips is a standard way to compare risk across different situations by normalizing for how often the vehicle operates. It's calculated by (number of crashes / number of trips) \times 100,000. When no patients are on board, you're looking at the baseline driving risk of EMS units operating without the added complexity of patient transport. In this scenario, the data shows the rate as 7.0 crashes per 100,000 trips. That means about 7 crashes for every 1,000,000 trips. The other numbers would imply different counts or trip volumes (for example, 0.7 per 100,000 would require ten times as many trips for the same number of crashes, and 70 per 100,000 would require many more crashes or fewer trips). So the best answer is 7.0 per 100,000 because it matches the defined rate for the no-patients-on-board condition.

6. Which of the following correctly pairs a category with its percentage for On Duty Firefighter Deaths?

- A. Non Fire Emergency — 9%**
- B. Training — 10%**
- C. EMS — 4%**
- D. Firegrounds — 35%**

The main idea is knowing which category accounts for the largest share of on-duty firefighter fatalities. The fireground category accounts for about 35% of deaths, the largest portion, so it's the best match. This reflects that active firefighting operations at the scene pose the greatest risk. The other categories—non-fire emergencies (9%), training (10%), and EMS (4%)—have smaller shares, so they don't represent the majority of fatalities.

7. Which term describes the isolation of an exposure from other exposures, hazards, or perils to reduce severity?

- A. Risk Segregation**
- B. Risk Separation**
- C. Risk Duplication**
- D. Risk Transfer**

Isolating an exposure from other exposures to reduce severity is described as risk segregation. The idea is to deliberately keep hazards apart so that a problem in one area cannot easily interact with others, which limits how bad an incident can become. This is achieved through controls like barriers, distance, zoning, or dedicated equipment that physically or functionally separates hazards. This differs from transferring risk, which moves potential losses to another party (like insurance) rather than reducing the hazard's potential impact itself. It also differs from the less-specific idea of separation and from duplication, which would not achieve the goal of reducing severity and can even amplify risk.

8. What does Practical Application involve for EMS vehicle operations?

- A. Drive emergency vehicles without training.**
- B. Schedule annual CME credits.**
- C. Evaluate personal driving records.**
- D. Review the policies, procedures, and guidelines to EMS vehicle operations specific to your state and local jurisdiction.**

Practical Application means putting what you've learned into your real-world driving and decision-making on the road. Evaluating your own driving record is the best fit because it puts that learning into action by examining how you actually perform behind the wheel and identifying concrete, personal areas to improve. By reviewing incidents, violations, near-misses, and driving patterns, you can target specific skills to strengthen—such as speed management, lane positioning, intersection crossing, use of lights and siren, and adherence to procedures. This self-check fosters accountability, guides focused practice or retraining, and helps ensure you meet safety standards before operating emergency vehicles. Driving emergency vehicles without training is unsafe and illegal, so it's not a practical application of what you've learned. Scheduling annual CME credits is about ongoing education logistics rather than applying driving practices. Reviewing policies, procedures, and guidelines is important for understanding requirements, but practical application centers on translating that knowledge into your actual driving behavior, starting with evaluating your own record.

9. What is the Auxiliary Function?

- A. Primary propulsion system
- B. Emergency signaling only
- C. Supplement primary function and enhance the core capabilities**
- D. Diagnostic telemetry

An auxiliary function is a secondary capability that supports and enhances what the system is already designed to do. It doesn't stand as the main task but adds power, information, or control to the primary function. In an emergency vehicle, this means features like lighting, radios, navigation aids, safety systems, and diagnostics that expand what the vehicle can accomplish beyond simply moving or signaling. That broader, supportive role is why the best description is that it supplements the primary function and enhances the overall capabilities. It isn't just the main propulsion, nor is it limited to emergency signaling, and while diagnostic telemetry can be part of auxiliary systems, the concept covers a wider range of supportive functions.

10. NFPA 1010 is the standard for which domain?

- A. Standards for Wide Range of Fire Fighting Professional Operations**
- B. Standards for EMS Patient Care Protocols
- C. Standards for Ambulance Design Standards
- D. Standards for Firefighter Training and Qualification

NFPA 1010 sets standards that cover a wide range of firefighting professional operations. It isn't limited to one narrow area but provides a broad framework of expected competencies and performance across many roles and activities within the fire service. That broad scope is why the standard is described as governing standards for a wide range of firefighting operations. The other options point to more specific domains— EMS patient care, ambulance design, or a narrower focus on training and qualifications—rather than the inclusive, multi-ops scope that NFPA 1010 addresses.

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://vfisevdtinstructor.examzify.com>

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

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