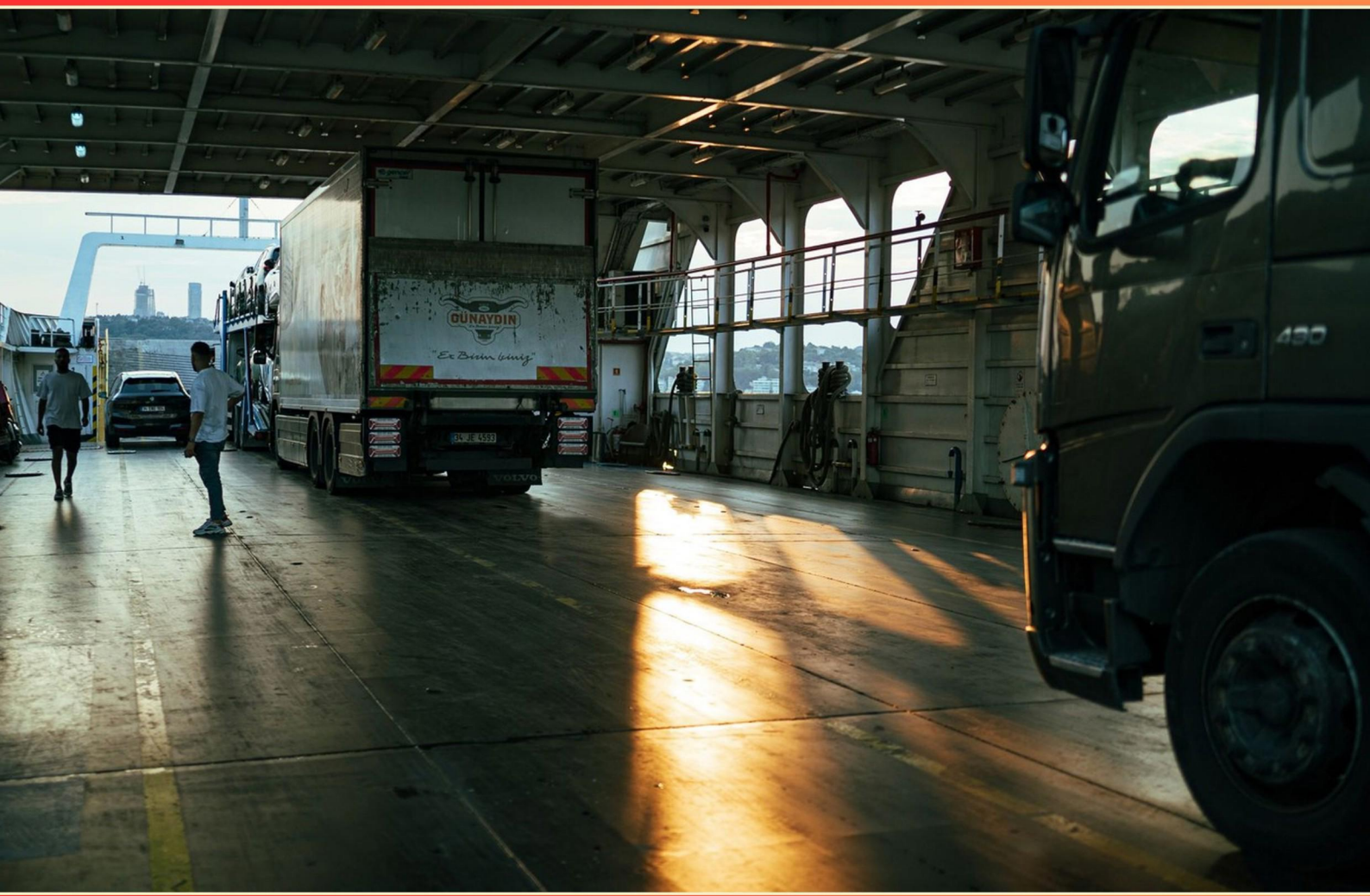
MASTER DRIVER QUALIFICATION 022-26 PRACTICE EXAM (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

VISIT US ONLINE FOR THE FULL VERSION STUDY GUIDE

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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.

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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!

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Questions

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1. What is the RVTT?

A. The RVTT is a handheld device for vehicle maintenance

B. The RVTT is also known as the Close Combat Tactical Trainer and is a realistic, comprehensive virtual training device used to train and develop battlefield skills. It is used primarily to train crews in convoy and reconnaissance operations.

C. A classroom course on driving safety

D. A system for weather prediction

2. In the uncoupling process, when are air lines disconnected?

A. After the trailer brake is released.

B. After wheel chocks are placed and before releasing the trailer brake.

C. After raising the landing gear.

D. Only if necessary, at any time.

3. What is the minimum following distance for a heavy vehicle under dry, normal conditions?

A. Two seconds behind the vehicle ahead.

B. Six seconds behind the vehicle ahead.

C. Four seconds behind the vehicle ahead.

D. Eight seconds behind the vehicle ahead.

4. Which describes a key responsibility of a Brigade Command in standardizing operator qualification across subordinate organizations?

A. Develop standard operating procedures (SOPs) to ensure subordinate organizations are provided clear guidance on training, certifying, and licensing operators on vehicles and equipment.

B. Centralize all licensing decisions at brigade level with no input from subordinates.

C. Allow each unit to create its own training standards without a common framework.

D. Eliminate SOPs and rely on verbal instructions.

5. How many tasks are included in NVD training?

A. Five

B. Four

C. Six

D. Three

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6. In slippery or wet conditions, how does ABS influence braking technique?

A. It prevents wheel lock by modulating pressure; maintain steady brake pressure and steer to avoid obstacles; do not pump brakes.

B. Pump brakes to build pressure quickly

C. Turn off ABS and brake manually

D. Brake gently and release quickly

7. What are the duty hour restrictions for personnel participating in or conducting night vision training?

A. There are no specific hour limits

B. All personnel must rest 12 hours between sessions

C. Duty hours should not exceed eight continuous hours a day for vehicle operators, instructors, data collectors, and support personnel; instructors conducting NVG training should be restricted to four hours within a 24-hour period

D. Instructors must limit training to two hours per day

8. Which item should be included in pre-trip tire inspections?

A. Tread depth, inflation pressure, cuts or bulges, sidewall damage, and lug nuts security

B. Interior upholstery quality

C. Exhaust system color

D. Fuel gauge reading

9. Who ensures newly assigned Army personnel receive a local hazards briefing?

A. The garrison safety office will ensure newly assigned Army personnel receive a local hazards briefing

B. Local hazards briefings are optional for new personnel

C. Local hazards briefing is conducted by the unit commander

D. Local hazards briefing is not required for returning personnel

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10. During Phase II (PH2) training and testing, what is the mandatory primary document used to conduct the equipment-specific operator's evaluation and Preventive Maintenance Checks and Services (PMCS)?

A. -5 TM for that equipment

B. -20 TM for that equipment

C. -10 Technical Manual (TM) for that specific equipment

D. -8 TM for that equipment

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Answers

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

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Explanations

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1. What is the RVTT?

A. The RVTT is a handheld device for vehicle maintenance

B. The RVTT is also known as the Close Combat Tactical Trainer and is a realistic, comprehensive virtual training device used to train and develop battlefield skills. It is used primarily to train crews in convoy and reconnaissance operations.

C. A classroom course on driving safety

D. A system for weather prediction

The RVTT refers to the Close Combat Tactical Trainer, a realistic, comprehensive virtual training system used to develop battlefield skills. It creates immersive, simulated combat scenarios so crews can practice mission thinking, teamwork, and decision-making in a safe environment. It's specifically designed to train crews in convoy and reconnaissance operations, focusing on route security, threat assessment, and coordinated movement. This makes it distinct from a handheld device for vehicle maintenance, a classroom driving-safety course, or a weather-prediction system, none of which cover the battlefield training and scenario-based practice that RVTT provides.

2. In the uncoupling process, when are air lines disconnected?

A. After the trailer brake is released.

B. After wheel chocks are placed and before releasing the trailer brake.

C. After raising the landing gear.

D. Only if necessary, at any time.

In uncoupling, the priority is to prevent any movement of the trailer and to isolate the braking system before separation. You place wheel chocks against the trailer wheels to lock it in place, then disconnect the air lines so the trailer brake system isn't pressurized as you separate. Only after the lines are disconnected do you release the trailer brake. This sequence keeps the trailer from rolling and avoids unwanted brake action when the hitch is disengaged.

3. What is the minimum following distance for a heavy vehicle under dry, normal conditions?

A. Two seconds behind the vehicle ahead.

B. Six seconds behind the vehicle ahead.

C. Four seconds behind the vehicle ahead.

D. Eight seconds behind the vehicle ahead.

Maintaining a following distance in seconds helps scale with speed, which is crucial for heavy vehicles. Because trucks are heavier, they need more distance to stop once the lead vehicle brakes. Under dry, normal conditions, the minimum safe gap is four seconds behind the vehicle ahead. That four-second buffer gives you enough time to perceive the slowdown, react, and brake without colliding. Two seconds is typically too short for a heavy vehicle, while six or eight seconds would be more conservative and usually reserved for adverse conditions or very high speeds. If weather or road conditions are poor, increase the following time beyond four seconds to account for longer stopping distances and reduced traction.

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4. Which describes a key responsibility of a Brigade Command in standardizing operator qualification across subordinate organizations?

A. Develop standard operating procedures (SOPs) to ensure subordinate organizations are provided clear guidance on training, certifying, and licensing operators on vehicles and equipment.

B. Centralize all licensing decisions at brigade level with no input from subordinates.

C. Allow each unit to create its own training standards without a common framework.

D. Eliminate SOPs and rely on verbal instructions.

Establishing a uniform training and qualification framework across subordinate units. The Brigade Command is responsible for providing clear, standardized guidance that ensures all operators of vehicles and equipment meet the same training, certification, and licensing requirements. By developing standard operating procedures, it creates a consistent set of steps, expectations, and criteria that every unit follows, which improves safety, readiness, and interoperability during operations. Centralizing licensing decisions without subordinate input undermines local needs and flexibility. Allowing each unit to create its own standards without a common framework defeats consistency. Relying on verbal instructions and removing formal SOPs leads to inconsistent practices and gaps in documentation.

5. How many tasks are included in NVD training?

A. Five

B. Four

C. Six

D. Three

NVD training is built around a fixed set of five tasks. This count keeps the curriculum balanced, ensuring learners can demonstrate a complete range of required skills—from basic control and procedures to more advanced safety practices—within a clear sequence. Because the program explicitly defines five tasks, that number represents the official total for what the training covers. If the total were four, six, or three, it would miss at least one essential area or introduce an element not part of the standard syllabus, which is why five is the best answer.

6. In slippery or wet conditions, how does ABS influence braking technique?

A. It prevents wheel lock by modulating pressure; maintain steady brake pressure and steer to avoid obstacles; do not pump brakes.

B. Pump brakes to build pressure quickly

C. Turn off ABS and brake manually

D. Brake gently and release quickly

ABS keeps wheels from locking, so you can steer while braking on slick surfaces. In wet or slippery conditions, press the brake pedal firmly and hold it steady—the ABS will automatically modulate pressure to prevent lockup. You should not pump the brakes; pumping can confuse the system and reduce control. Focus on steering to avoid obstacles while the brakes do their work, and expect the brake pedal to pulse or vibrate—normal ABS activity. Don't turn off ABS; use it to maintain steering control. The idea of braking gently and releasing quickly isn't necessary with ABS, since the system is designed to allow firm braking with continuous pressure while preserving steering.

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7. What are the duty hour restrictions for personnel participating in or conducting night vision training?

A. There are no specific hour limits

B. All personnel must rest 12 hours between sessions

C. Duty hours should not exceed eight continuous hours a day for vehicle operators, instructors, data collectors, and support personnel; instructors conducting NVG training should be restricted to four hours within a 24-hour period

D. Instructors must limit training to two hours per day

Duty hour rules for night vision training are about preventing fatigue to keep people safe and effective during operations. The guidance sets a clear limit for most personnel involved: no more than eight continuous hours of duty in a day, covering vehicle operators, instructors, data collectors, and support staff. Instructors who are actively conducting NVG training have an even tighter constraint: they should not be exposed to more than four hours of NVG training within any 24-hour period. This distinction recognizes the higher cognitive and operational load on instructors during training, requiring more frequent breaks to stay sharp. Options that claim there are no hour limits, or that require excessive rest (like twelve hours) or overly restrictive two-hour limits, don't fit the established fatigue safety approach. The correct rule balances practical training needs with the essential goal of maintaining alertness and performance.

8. Which item should be included in pre-trip tire inspections?

A. Tread depth, inflation pressure, cuts or bulges, sidewall damage, and lug nuts security

B. Interior upholstery quality

C. Exhaust system color

D. Fuel gauge reading

In pre-trip tire inspections you focus on the safety and reliability of the tires by checking conditions that can lead to loss of control or a flat. Tread depth matters because it determines traction and the ability to shed water; insufficient tread increases stopping distance and the risk of hydroplaning. Inflation pressure is crucial because over- or under-inflated tires heat up more and wear unevenly, affecting handling and tire life; you should verify the pressure is at the vehicle's specified level when tires are cold. Cuts or bulges signal internal damage that can lead to a sudden failure, so any such deformities are a red flag. Sidewall damage also compromises the tire's integrity and should be addressed before driving. Lug nuts security is essential because loose or missing lug nuts can cause the wheel to come loose, with potentially catastrophic consequences; all lugs should be present and properly torqued. Other items like interior upholstery quality, exhaust system color, or fuel gauge readings aren't part of the tire inspection and don't affect tire safety on the trip.

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9. Who ensures newly assigned Army personnel receive a local hazards briefing?

A. The garrison safety office will ensure newly assigned Army personnel receive a local hazards briefing

B. Local hazards briefings are optional for new personnel

C. Local hazards briefing is conducted by the unit commander

D. Local hazards briefing is not required for returning personnel

Newly assigned personnel need to be informed about hazards specific to the installation and local area as part of in-processing. The garrison safety office coordinates and ensures this local hazards briefing is provided, standardizes the content, and keeps records showing who has received it. This installation-level responsibility ensures consistency across units, so the briefing isn't merely optional or left to individual commanders. Returning personnel generally don't require a new local hazards briefing unless there have been changes to local hazards, which is why the focus is on those newly assigned.

10. During Phase II (PH2) training and testing, what is the mandatory primary document used to conduct the equipment-specific operator's evaluation and Preventive Maintenance Checks and Services (PMCS)?

A. -5 TM for that equipment

B. -20 TM for that equipment

C. -10 Technical Manual (TM) for that specific equipment

D. -8 TM for that equipment

For Phase II, the checks and the operator's evaluation are guided by the equipment's own operator-focused manual. The -10 Technical Manual for that specific equipment contains the step-by-step PMCS procedures, inspection criteria, acceptable limits, and fault-reporting guidance that the evaluator uses to judge whether the operator performs the checks correctly. Because PMCS must be done to standardized, official instructions, the -10 TM is the authoritative source that ensures consistency and fairness across trainees. Other manuals exist for different maintenance tasks or levels, but they do not define the mandatory operator-level PMCS steps for this equipment, so they aren't used as the primary reference in this context.

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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://masterdriver02226.examzify.com

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

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