

GEORGIA CLASS F LICENSE

Study Guide — Fire Apparatus / Non-Commercial

Version 4 • August 2026

Built from the Georgia Commercial Driver's Study Guide, October 2023 (edited June 2025), plus the Georgia Driver's Manual for state traffic law — the two books behind the non-commercial knowledge exam.

Developed by Georgia firefighters

Bring the Irons

Rules change — verify at dds.georgia.gov

How to use this guide. Sections 2 through 16 are the driving material the knowledge exam is drawn from, in the same order the state's manual covers it. Each section ends with an **EXAM KEY** box. Those boxes are not summaries — every item in them answers a question the state's manual itself flags as test material in its "Test Your Knowledge" boxes, or a number the exam is known to ask for. **Section 17 is Georgia traffic law from the Driver's Manual** — material the CDL book does not cover at all, but that the non-commercial exam can draw on. Section 18 is a table of every number worth memorizing. Where the manual gives two different figures for the same thing, this guide gives you both and says which question each one answers.

Section 1: Getting the License — Georgia Rules and Paperwork

Georgia's Class F is a non-commercial license class that authorizes you to drive a single vehicle with a Gross Vehicle Weight Rating (GVWR) of 26,001 pounds or more for non-commercial purposes — which is exactly what a fire engine, ladder truck, or tanker is when operated by a fire department. It is the non-commercial twin of the commercial Class B. (Class E is the twin of Class A, for combination vehicles towing more than 10,000 lbs — if your department runs a heavy apparatus that tows a large trailer, ask your chief whether you need E instead.) There are no endorsements on Class E/F licenses.

What you must do

- Be at least **18 years old** and hold a valid Georgia Class C driver's license.
- Pass the **knowledge exam** at a DDS Customer Service Center (touchscreen, multiple choice, **80% to pass**). DDS directs you to study the Georgia Commercial Driver's Study Guide — that content is Sections 2–15 here.
- Pass a **vision exam**: at least **20/60** in one eye (corrective lenses OK) and a horizontal field of vision of at least **140 degrees**.
- Submit **Form DS-36**, signed by your department or self-certified, attesting to at least **3 months or 3,000 miles** of driving experience in a vehicle of the class. **No road test is required**. Without the experience you can be issued a **Class FP instructional permit** after passing the knowledge test, then drive the apparatus with a properly licensed person seated beside you until you qualify.

Volunteer firefighter benefits

- The license is **free** for volunteer firefighters and is issued for **8 years**.
- Bring **Form DS-517** completed on department letterhead (or a letter from your chief on letterhead), plus proof of your current volunteer firefighter certification.
- Before you go: submit the online License/ID/Permit form at dds.drives.ga.gov (stays on file 60 days) and bring your current Georgia license.

EXAM KEY Class F = single vehicle **26,001+ lbs GVWR**, non-commercial • **18 years old** • vision **20/60** and **140°** • DS-36 = **3 months or 3,000 miles** • **80% to pass** • **no road test** • DS-517 + current certification = **free 8-year** license.

Section 2: Vehicle Inspection

Why, and when

Safety is the most important reason you inspect — safety for you and for other road users. That is the answer on the exam; not cost, not insurance, not the DOT. A defect found during an inspection can save you a breakdown or a crash. Federal and state rules also require inspection, and an inspector can put an unsafe vehicle **out of service** until it is fixed.

There are three kinds. The **pre-trip** inspection is done before each trip. **During the trip** you watch the gauges for signs of trouble, use your senses — **look, listen, smell, feel** — and at every stop check the critical items: **tires, wheels and rims, brakes, lights and reflectors, brake and electrical connections, trailer coupling, and cargo securement**. The **after-trip** inspection ends the day: inspect, then write the report. **Keep a copy of the inspection report in the vehicle for one day** so the next driver learns what you found.

What to look for — the failure points

Tires

- Too much or too little air pressure. **Check with a gauge** — you cannot judge inflation by looking or kicking.
- Bad wear: at least **4/32-inch tread in every major groove on the front (steering) tires** and **2/32 inch on all other tires**. No fabric showing through tread or sidewall.
- Damage: cuts, cracks, bulges, tread separation. A bulge means internal damage — the tire can fail at any time.
- Valve problems: damaged or leaking stems, missing caps.
- Mismatches: **duals that touch** each other or the vehicle, mismatched sizes, radial and bias-ply on the same axle (never legal), regrooved or recapped tires on the front of a bus.

Wheels, rims, and bearings

- **Rust trails or shiny threads around wheel nuts mean the nuts are loose.** After any tire change, stop and re-check the nuts a short while later — they loosen.
- Damaged rims; missing clamps, spacers, studs, or lugs; cracks.
- Mismatched, bent, or cracked lock rings. Wheels or rims repaired by welding are not safe.
- **Wheel bearing seals: check them for leaks.** A leaking seal starves the bearing.

Brakes and exhaust

- Cracked drums; shoes or pads with oil, grease, or brake fluid on them; shoes worn dangerously thin, missing, or broken.
- Exhaust: loose, broken, or missing pipes, mufflers, tailpipes, or mounting brackets; parts rubbing fuel lines or tires; any leak. A broken exhaust can put poison fumes in the cab.

Steering system

Know the parts in order: **steering wheel** → **steering shaft** → **gear box** → **pitman arm** → **drag link** → **steering arm** → **tie rod**, connecting to the steering knuckles and spindles at the wheels. Power steering adds a fluid reservoir, pump, hoses, and a power steering cylinder.

- Missing nuts, bolts, or cotter keys; bent, loose, or broken column, gear box, or tie rod.
- Power steering: leaking hoses or pump, low fluid.
- **Steering wheel play of more than about 10 degrees** (about **2 inches** at the rim of a 20-inch wheel) makes the vehicle unsafe to steer.

Suspension system

- **Cracked or broken spring hangers**, or hangers that let the axle move out of position.

- **Missing or broken leaves in any leaf spring.** One-fourth or more missing puts the vehicle out of service — but any broken leaf is dangerous, especially one that can hit a tire.
- **Leaking shock absorbers;** cracked or missing torque rods, U-bolts, or frame members; **damaged or leaking air suspension** parts.

Emergency equipment

Every vehicle must carry a properly charged and rated **fire extinguisher**, **three red reflective warning triangles**, and **spare electrical fuses** (unless the vehicle has circuit breakers). Check all three every pre-trip.

EXAM KEY Safety is the #1 reason to inspect • front **4/32**, others **2/32** • steering play **10° / 2 in** • steering parts: wheel → shaft → gear box → pitman arm → drag link → steering arm → tie rod • suspension defects: **broken spring leaves, cracked hangers, leaking shocks, leaking air suspension** • three kinds of emergency equipment: **extinguisher + 3 triangles + spare fuses** • rust around nuts = loose nuts • gauge, not your boot • **wheel bearing seals: check for leaks** • en route: watch gauges, use your senses, and check **tires, wheels, brakes, lights** at every stop.

The seven-step inspection method

Do it the same way every time so you learn the steps and skip nothing.

Step 1 — Vehicle overview

As you approach, look at general condition: damage, leaning to one side (flat tire, overload, shifted load), fresh oil, coolant, grease, or fuel underneath. Check the area around the vehicle for hazards to moving it — people, other vehicles, low wires, tree limbs. **Review the last vehicle inspection report** and check that reported problems were actually repaired.

Step 2 — Check the engine compartment

Parking brake on and/or wheels chocked. Check engine oil level; coolant level and hose condition; power steering fluid and hoses; windshield washer fluid; battery fluid, connections, and tie-downs; automatic transmission fluid; leaks of any kind; cracked or worn wiring insulation. Lower and secure the hood or cab.

- **Belts** (alternator, water pump, air compressor): check tightness by pressing on them, and look for cracking and wear. Loose belts won't turn the water pump or fan and the engine overheats. The book tells you to learn how much give each belt should have; **the figure normally taught and tested is up to about 3/4 inch of play.**
- **DEF (diesel exhaust fluid) tank: the level must be adequate — more than 1/8 tank.** The walkaround lists it, and the DEF indicator is one of the warning lights that must go out after start-up.

Step 3 — Start the engine and inspect inside the cab

- Gearshift in neutral or park, clutch in, start, and listen for unusual noises.
- **Oil pressure must come up to normal within seconds.** If it doesn't, shut down — the engine can be ruined fast and you can lose hydraulic steering assist.
- Ammeter/voltmeter charging; coolant and oil temperature rising gradually; warning lights and buzzers out.
- Check the controls for looseness, sticking, or damage: steering wheel, clutch, accelerator, foot brake, parking brake, transmission controls, horn, wipers and washers, all light switches.
- Mirrors and windshield clean, uncracked, unobstructed — clean and adjust before you roll. Confirm the required emergency equipment is aboard.

Step 4 — Turn off the engine and check the lights

Take the key with you — that way nobody can move the vehicle while you are walking around it. Turn on the low beams and four-way flashers, get out, and confirm they work.

Step 5 — Walkaround inspection

Turn off the headlights and flashers; turn on parking, clearance, side-marker, and identification lights plus the right-turn signal. Walk all the way around, cleaning lights and reflectors as you go.

- **Left front:** door glass and latches; wheel and rim, lug nuts, no misused spacers; tire inflation, valve stem and cap, damage, tread depth; suspension and brake, drum and hoses.
- **Front of the vehicle:** axle for cracks; **grab and shake the steering parts — no looseness**; windshield clean, wiper spring tension good, blades sound; **lights and reflectors clean and the proper color — amber at the front**; right turn signal working.
- **Right side:** everything as on the left, plus fuel tanks mounted securely, not leaking, caps on; no engine leaks; steps and handholds solid.
- **Rear:** red lights and reflectors clean and working; license plate secure; splash guards not dragging; rear wheels, tires, suspension, and brakes as on the front; compartments latched.
- **Underneath as you go:** drive shaft, exhaust, frame and cross members; nothing hanging, nothing leaking.

Step 6 — Check signal lights

Get in, turn off all lights, switch on the stop lights and the left-turn signal, get out, and confirm the brake lights and left-front and left-rear signals are clean and working.

Step 7 — Start the engine and check the brake system

- **Hydraulic brake check:** pump the pedal three times, then hold firm pressure for five seconds. The pedal must not move. If it sinks, there may be a leak — fix it before driving.
- **Parking brake test:** belt on, parking brake set, gently pull against it in a low gear — it must hold.
- **Service brake test:** at about 5 mph, apply firmly. Pulling to one side, an unusual feel, or delayed stopping means get it fixed.
- Air-braked vehicles have additional required checks — see Section 15.

EXAM KEY Seven steps in order: **overview** → **engine compartment** → **start/cab** → **lights (engine off)** → **walkaround** → **signal lights** → **brakes last** • step 1 includes **reviewing the last inspection report** • **key in your pocket** for step 4 so nobody moves the vehicle • oil pressure up **within seconds** • **belt play up to ~3/4 inch** • **DEF more than 1/8 tank** • hydraulic test = **pump 3, hold 5 seconds, no sink** • parking brake: pull against it in low gear.

Section 3: Basic Vehicle Control — Backing, Shifting, Braking

Accelerating, and starting on a hill

Speed up smoothly and gradually so the vehicle doesn't jerk; rough acceleration causes mechanical damage. Be very gradual when traction is poor — too much power spins the drive wheels, and if they start to spin, get off the accelerator.

Don't roll back when you start — you may hit someone behind you. With a manual transmission, **partly engage the clutch before you take your right foot off the brake. Put on the parking brake whenever you need it to keep from rolling back, and release it only once you have applied enough engine power to hold the vehicle.**

Steering and stopping

Hold the wheel firmly with **both hands on opposite sides**; a curb or pothole will rip a one-handed grip loose. To stop, push the pedal down gradually and control the pressure for a smooth, safe stop. With a manual transmission, push the clutch in when the engine is close to idle.

Backing safely

- **Get Out And Look (GOAL)** before you begin. Walk your path of travel and check clearance at the sides and overhead.
- **Back slowly**, in the lowest reverse gear, so you can correct and stop quickly.
- **Back and turn toward the driver's side** whenever possible, even if it means going around the block. Blind-side backing is dangerous because you can't see.
- Use both mirrors constantly.

- **Use a helper whenever possible.** Position them near the back where you can see them, and agree on hand signals first — **the most important one is STOP.**

Shifting gears

If you can't get into the right gear while driving, you have less control. Most heavy manual transmissions require **double clutching**: release the accelerator, push in the clutch and shift to neutral together, release the clutch, let engine and gears slow to the rpm the next gear needs, push in the clutch and shift up, then release the clutch and press the accelerator together. Downshifting is the same in reverse — you must **raise engine rpm in neutral** before dropping into the lower gear.

- **Two ways to know when to shift: engine speed (rpm) and road speed (mph).** Learn your engine's operating range and which speeds each gear covers.
- **Downshift before starting down a hill** — get into a gear low enough to let engine compression do most of the braking.
- **Downshift before entering a curve** — slow to a safe speed and shift down before the curve, then accelerate slightly through it for stability.
- **Automatics:** select a low range on downgrades to get greater engine braking.
- **Retarders** (exhaust, engine, hydraulic, electric) slow the vehicle and save the brakes — but when the drive wheels have poor traction they can cause a skid. **Turn the retarder off whenever the road is wet, icy, or snow-covered.** Retarders do NOT keep you from skidding; the manual asks that one as a true/false and the answer is false.

EXAM KEY GOAL before every back • back **slowly, toward the driver's side** • agree on **STOP** with your helper • **hill start: partly engage the clutch before releasing the brake, and use the parking brake — release it only when you have enough engine power** • two shift cues = **rpm and road speed** • downshift **before** hills and **before** curves — never on railroad tracks • **retarders OFF on slippery roads; they do not prevent skids.**

Section 4: Seeing and Communicating

Seeing ahead — the visual lead

Because stopping and lane changes take so much more distance in a heavy vehicle, you need to know what is coming **12 to 15 seconds ahead** — about **one block** at city speeds and about **a quarter mile** at highway speeds. **The two things to look for ahead are traffic and road conditions.** Watch for vehicles entering the road, brake lights, and traffic signals: a light that has been green a long while will probably change before you arrive. Don't stare — shift your attention near and far.

Seeing behind and beside — mirrors

Mirrors are your main way to see the sides and rear. Check them regularly, and especially before changing lanes, turning, merging, or slowing quickly. Glance; don't stare, or you'll miss what is ahead. **Convex (spot) mirrors show a wider area but make objects look smaller and farther away than they really are.** Adjust all mirrors before the trip.

Communicating your intentions

Communicating in safe driving means **letting other road users know you are there and what you intend to do** — it does not mean directing them.

- **Turns and lane changes:** signal early, signal continuously through the maneuver, cancel afterward. Change lanes slowly so a driver hidden in your blind spot has time to react.
- **Slowing down:** tap the brake pedal a few times to flash your brake lights when you must slow unexpectedly.
- **Driving slowly:** use the four-way flashers, where legal, whenever you are well below the speed of traffic.
- **Never direct traffic.** Waving another driver around is illegal and dangerous, and never rely on someone else's signal to pass — decide for yourself.
- The horn tells others you are there but can startle them. Use it when needed, not casually.

When you break down — reflective triangles

Turn on the four-way flashers immediately, and **put out your warning devices within 10 minutes**.

Situation	Triangle placement
One-way road or divided highway	10 feet, 100 feet, and 200 feet toward the approaching traffic
Two-lane road, traffic in both directions	One within 10 feet of the front or rear corner to mark the vehicle, one about 100 feet behind , one about 100 feet ahead
Hill, curve, or obstructed view	Move the rearmost triangle back 100 to 500 feet so drivers can see the warning from at least 500 feet away

When placing triangles, **hold them between yourself and oncoming traffic** so other drivers can see you.

EXAM KEY Look **12–15 seconds** ahead (**1 block city / ¼ mile highway**) • the two things to look for ahead: **traffic and road conditions** • **mirrors** are your main view of the sides and rear; convex mirrors make things look **smaller and farther** • communicating = making yourself seen and your intent known, **never directing traffic** • triangles out **within 10 minutes** • divided/one-way: **10 / 100 / 200 ft**; two-way: **10 ft at the corner, 100 behind, 100 ahead**.

Section 5: Speed Management and Stopping Distance

The four parts of stopping distance

The manual's formula is **perception + reaction + braking = total stopping distance**. On an air-braked vehicle there is a fourth piece: **brake lag**.

Part	Time	Distance at 55 mph
Perception — eyes see the hazard until the brain recognizes it	1¾ seconds for an alert driver	142 feet
Reaction — recognition until your foot hits the brake	¾ to 1 second	61 feet
Braking — dry pavement, good brakes	—	216 feet
Total stopping distance	—	419 feet
Brake lag — air brakes only, air flowing through the lines	about ½ second	about 32 feet
Total with air brakes	—	over 450 feet

Both totals get tested. **419 feet** is the figure in the speed-and-stopping section; **over 450 feet** is the figure in the air brakes section, because air-braked vehicles carry the lag. If the question mentions air brakes, it wants the larger number.

The manual charts the same three-part total at every speed. **These are worth knowing, because a question may name a speed other than 55:**

Speed	Perception	Reaction	Braking	Total
15 mph				72 ft
25 mph	65 ft	28 ft	47 ft	140 ft
35 mph	91 ft	39 ft	92 ft	222 ft

Speed	Perception	Reaction	Braking	Total
45 mph	117 ft	50 ft	152 ft	319 ft
55 mph	142 ft	61 ft	216 ft	419 ft

One conflict to be ready for at 45 mph. The chart in the current book (Figure 2.11) totals **319 feet**. A recalled exam item gave **346 feet** for 45 mph — a figure that appears in other versions of this material but not in the book you were handed. If 319 is on the answer sheet, take it; if it isn't and 346 is, take 346.

Speed changes everything

- **Double your speed and the braking distance roughly quadruples.** From 20 to 40 mph is 4 times the braking distance and 4 times the impact. Triple it, 20 to 60, and it is 9 times. At 80 mph it is 16 times. **At 60 mph your stopping distance is greater than the length of a football field.**
- **An empty vehicle can take longer to stop than a loaded one.** Brakes, tires, springs, and shocks on a heavy vehicle are designed to work best loaded; empty means less traction and easier wheel lockup. "Empty trucks have the best braking" is false.

Matching speed to the road surface

Condition	What to do
Wet road	Reduce speed by about one-third (55 → about 35 mph). Wet roads can double your stopping distance.
Packed snow	Reduce speed by one-half or more
Ice	Slow to a crawl; stop driving as soon as you safely can

- **Identifying slippery roads:** shaded spots stay icy long after open road dries; **bridges and overpasses freeze before the road**, so be careful near 32°F; **wet ice** (slight melting) is far more slippery than cold ice; **black ice** is a thin clear layer that makes the road merely look wet. Feel the front of your mirror, the mirror support, or the antenna — **ice on those means the road is icing too.**
- **Just after rain begins** the road is at its most slippery: water mixes with oil that hasn't washed away yet.
- **Hydroplaning** can happen at speeds **as low as 30 mph** with enough standing water, and is more likely with low tire pressure or worn tread. If it happens: **release the accelerator and push in the clutch.** Do not brake and do not try to turn.

Curves, sight distance, and traffic flow

- **Curves:** posted curve speeds are set for cars in good weather. A tall, heavy apparatus must **slow to a safe speed before the curve** — braking inside the curve can lock the wheels — then **accelerate slightly through it** for stability. Take a curve too fast and you either skid off the road or roll over.
- **Sight distance:** you must be able to stop within the distance you can see. With low beams that is about **250 feet** — if you can't stop in that, you are overdriving your headlights.
- **Traffic flow:** in heavy traffic the safest speed is the speed of the traffic around you, up to the limit. Vehicles going the same direction at the same speed rarely collide.

EXAM KEY 142 + 61 + 216 = 419 ft at 55 mph; +32 ft of lag with air brakes → **over 450 ft** • the three parts: **perception, reaction, braking** • double speed = 4× braking distance (triple = 9×) • **empty can stop longer than loaded** — "empty trucks brake best" is **FALSE** • wet –1/3, packed snow –1/2, ice = crawl • **wet roads can double stopping distance** • **hydroplane from 30 mph** — **off the gas, clutch in, no brakes, no steering** • **black ice** = thin clear layer, road just looks wet • bridges freeze first.

Section 6: Space Management

Space ahead — following distance

The crash a heavy-vehicle driver causes most often is striking the vehicle in front. The rule:

- **Under 40 mph: at least 1 second for every 10 feet of vehicle length.** A 40-foot engine needs 4 seconds; a 60-foot ladder needs 6.
- **Over 40 mph: add 1 second.** The 40-foot engine at 55 mph needs 5 seconds; the 60-foot ladder needs 7. **A 30-foot vehicle at 55 mph needs 4 seconds** — 3 for the length, plus 1 for the speed. That exact question is in the manual.
- **How to measure it:** when the vehicle ahead passes a shadow, a pavement mark, or a sign, count "one-thousand-one, one-thousand-two..." until your front bumper reaches the same spot. Compare the count to the rule and drop back if you are short.
- On bad roads, in bad weather, or at night, add more.

Space behind — being tailgated

You can't stop others from following too closely, but you can make it safer: **increase your own following distance** so you never have to brake hard, avoid quick changes, signal early and slow gradually, and **do not speed up** — being tailgated at low speed is safer than at high speed. **Decreasing your following distance because someone is on your bumper is exactly wrong.** Don't flash your brake lights at them; let them pass when you can.

Space to the sides, overhead, and below

- **Sides:** stay centered in your lane and avoid traveling alongside other vehicles — they box you in, and strong crosswinds (especially leaving a tunnel or bridge) make lane-keeping hard. Drop back or pull ahead to keep an out.
- **Overhead: never assume a posted clearance is accurate** — repaving or packed snow may have reduced it. If you are not sure, go slowly or take another route. **The weight of the vehicle changes its height:** an empty vehicle sits higher than a loaded one. Watch overhangs, wires, and limbs when backing or parking. This one matters more to us than to most CDL candidates — know the height of every rig you drive.
- **Below:** watch for soft shoulders that can tip a heavy vehicle, and for railroad crossings and steep driveway aprons that catch low-clearance units.

Space for turns — the classic exam scenario

- **Right turns: turn slowly.** If you cannot make the turn without swinging into another lane, **turn wide as you complete the turn** and keep the rear of the vehicle close to the curb so drivers cannot pass you on the right. **Do not swing wide to the left as you start the turn** — a following driver will think you are changing lanes and try to pass you on the right, and you will crash into them as you complete the turn. If you must cross into the oncoming lane, watch for approaching traffic and give them room — **do not back up for them**, you may hit someone behind you.
- **Left turns:** reach the **center of the intersection** before you start the turn; turning too soon clips other vehicles because of off-tracking. If there are two turning lanes, **use the right-hand one** — starting from the inside lane means swinging right, and drivers there are hard to see.
- **Crossing or entering traffic:** you need a much larger gap than a car, and acceleration is slow. Once you start across, keep going.

EXAM KEY 1 second per 10 feet under 40 mph; +1 second over 40 — 30-ft vehicle at 55 mph = 4 seconds • measure by counting off a landmark • tailgated → **increase your own space ahead**, don't speed up (decreasing it is the wrong answer) • **never trust a posted clearance; an empty vehicle is taller** • right turn: rear near the curb, **swinging wide left first is a crash setup** — **TRUE** • left turn: reach the center first, use the **outer** lane.

Section 7: Seeing Hazards; Distracted, Aggressive, and Impaired Driving

What a hazard is

A hazard is **any road condition or road user that presents a possible danger** — not yet an emergency. Seeing it early is what buys you the room to act. The expert driver's habit: **always have a plan**. What if that car pulls out? What if that door opens? **You make the plan while the hazard is still a possibility, because there is no time to make one once it becomes an emergency.**

Road hazards

- **Work zones:** narrowed lanes, people and equipment beside traffic, uneven surfaces. Slow down, and use the four-ways if you must slow suddenly.
- **Drop-offs at the pavement edge** can pull a top-heavy vehicle sideways; **debris** may hide something solid — even an empty-looking box.
- **On- and off-ramps:** posted ramp speeds are set for cars. Go slower than posted in a heavy or top-heavy vehicle.

Road users who are hazards — the clues

- **Blocked vision:** vans, loaded cars, driveways and alleys hidden by buildings or plants, rental trucks whose drivers aren't used to limited vision.
- **Parked vehicles and delivery trucks:** watch for brake lights, backup lights, exhaust, wheels turned out, a driver in the seat — any of those means the vehicle or a door is about to move.
- **Pedestrians and cyclists** who are not looking your way; **children**, who will run out; walkers looking at phones.
- **Confused or impaired drivers:** slow driving, sudden stops, drifting, weaving, hugging the shoulder, windows down in cold weather. Give them room, and be extra alert around bar closing time.
- **Drivers signaling one thing and doing another**, or riding with a signal left on. Trust the vehicle's movement, not its signal.

Distracted driving

Anything that takes your **eyes, hands, or mind** off driving is a distraction: eating, adjusting controls, reaching for something, and above all phones. **Texting is the worst — it takes all three at once**, and it is prohibited for commercial drivers. The manual puts numbers on it: **dialing takes your eyes off the road for about 3.8 seconds; sending or reading a text, about 4.6 seconds**. At 55 mph you cover **80.7 feet every second** — so a dial is roughly **306 feet blind** and a text is **371 feet blind**, better than a football field either way. Pre-set your radio and climate controls, plan the route before you roll, and pull over to use a phone. **Recognize a distracted driver** by drifting, erratic speed, sudden braking, or a head that keeps dropping — and give them space.

Aggressive drivers and road rage

Aggressive driving is operating a vehicle in a selfish, bold, or pushy way without regard for others; **road rage** is when it escalates to an intent to harm. Don't make it worse: stay out of the left lane except to pass, don't block traffic, **don't make eye contact**, ignore gestures, and give an aggressive driver room to get past you. Reduce your own stress first — allow extra time, expect delays, and don't drive angry.

Alcohol, drugs, and fatigue

- Alcohol impairs **judgment first** — the ability to recognize you are impaired goes before coordination does. BAC depends on how much you drink, how fast, and your body weight. A standard drink is the same alcohol whether it is **12 oz of beer, 5 oz of wine, or 1.5 oz of liquor**; the liver clears about **one drink per hour** and the rest builds up in your blood.
- **Only time removes alcohol.** Coffee, cold showers, fresh air, and food do not sober anyone up.
- **Many medicines cause drowsiness** — the most common is an ordinary cold pill. If you must drive with a cold, you are better off with the cold than with the medicine. Never mix alcohol with other drugs.
- **Sleep debt is real:** you cannot save sleep up or borrow it, and you cannot pay the debt off with willpower. Most people need seven or eight hours per 24. **Many heavy-vehicle crashes happen between midnight and 6 a.m.**

- **Danger signals of drowsy driving:** eyes closing or going out of focus, trouble holding your head up, wandering thoughts, drifting or hitting the rumble strip, no memory of the last few miles, repeated yawning, tailgating or missing signs.
- **Only sleep cures fatigue.** If you can't stop for the night, pull off somewhere safe and nap — **a half-hour nap does more than a half-hour coffee stop.** No drug overcomes tiredness; it only postpones it.

EXAM KEY A hazard is a **possible** danger — **plan the escape before it becomes an emergency** • ramp speeds are posted for cars • texting takes **eyes, hands, and mind** — **4.6 seconds / 371 feet blind at 55 mph** (dialing 3.8 sec / 306 ft) • spot a distracted driver by drifting and erratic speed • aggressive driving vs. **road rage = intent to harm**; don't engage, no eye contact • **only time sobers you up; only sleep cures fatigue** • **cold pills make you sleepy** — **TRUE** • **coffee and fresh air sober you up** — **FALSE** • sleep debt is only paid with sleep • midnight–6 a.m. is the danger window.

Section 8: Night Driving

You are at greater risk at night because you cannot see hazards as soon, so you have less time to respond. The problems fall into three groups.

Driver factors

- **Vision:** no one sees as sharply in dim light, and eyes need time to adjust after brightness.
- **Glare:** oncoming headlights can blind you briefly, and recovery takes seconds — at 55 mph you cover more than 400 feet in that time. **Don't look at oncoming lights; look slightly right, at the edge line.** If another driver won't dim theirs, don't retaliate with your high beams.
- **Fatigue:** see Section 7. If you are drowsy, sleep before you drive — night is when it bites.

Roadway factors

- Pedestrians, cyclists, animals, and unlit vehicles are hard to see. **Drive slow enough to stop within the range of your headlights.**
- Unfamiliar roads and drunk drivers both raise the risk after dark.

Vehicle factors

- **Low beams reach about 250 feet; high beams about 350 to 500 feet. Use high beams whenever it is safe and legal to do so** — always running low beams seriously cuts your ability to see, and the manual asks "you should use low beams whenever you can" as a true/false. **The answer is false. Dim within 500 feet of an oncoming vehicle.** For following, the two books differ: the CDL book says dim when following within **500 feet**; Georgia's Driver's Manual says dim when following closely, **within 200 feet**. Know both — see Section 17.
- **Dirty headlights give as little as half the light they should.** Clean headlights, reflectors, marker lights, and the windshield inside and out during the pre-trip.
- Confirm every light works: taillights, markers, clearance lights, signals, brake lights. Clean glasses, and no sunglasses at night.

EXAM KEY Low beams ~250 ft, high beams 350–500 ft • **"use low beams whenever you can" is FALSE** — **use high beams when it is safe and legal** • **dim within 500 ft** of oncoming traffic and when following within 500 ft • dirty headlights = **half** the light • beat glare by looking at the **right edge line** • never overdrive your headlights.

Section 9: Fog, Winter, and Hot-Weather Driving

Fog

Fog can appear suddenly and vary in density. **The best advice is not to drive in it** — pull into a rest area and wait. If you must drive: slow down **before** you enter the fog, **use low beams and fog lights** (high beams reflect back into your eyes), be ready to stop, **do not pass**, and **never stop in a traffic lane** — a stopped vehicle in fog is a target.

Winter driving — the extra checks

- **Coolant and antifreeze** at the proper level and concentration; defrosters, heaters, and mirror/window heaters working.
- **Wipers and washers**: blades pressing hard enough to clear snow, fluid full and treated with antifreeze. If they fail in a storm, stop and fix them — driving blind is not an option.
- **Tires**: proper tread (drive tires must dig in, steering tires must steer). **Chains**: carry the right number, check for broken hooks and links, and learn to install them before you need them.
- **Exhaust system tight** — leaks are deadly with the windows rolled up. Lights and reflectors clean; road splash filthies them fast, so check en route. Windows and mirrors clear of ice before starting.
- **Wet brakes**: driving through heavy rain or standing water makes the brakes **weak, uneven, or grabby** — which can mean lost braking power, wheel lockup, or pulling to one side. Slow down, shift to a low gear, **apply gentle pressure while crossing** to keep water out, keep light pressure afterward to heat and dry them, then **make a test stop** when it is safe. Don't use heavy brake and throttle together — you'll overheat the drums.
- **Technique**: start gently, test traction with light braking when it is safe, cut speed by half or more on packed snow, increase following distance, and stop driving when ice makes it unsafe.

Hot weather

- **Inspect tires every 2 hours or 100 miles**. Heat raises pressure — **never bleed air out of a hot tire**; it will be under-inflated once it cools. **If a tire is too hot to touch, stay stopped until it cools** — it can blow out or catch fire.
- **Engine**: watch the coolant temperature, keep the oil level right (oil cools as well as lubricates), and if it overheats, shut down. **Never remove a radiator cap while the system is hot and pressurized** — "safe as long as it isn't overheated" is not the answer; wait until it cools.
- **Road**: in extreme heat, tar bleeds to the surface and the road gets slippery — worst in the afternoon.

EXAM KEY Fog: **don't drive**; **low beams** if you must; **never stop in a traffic lane** • winter: **exhaust leaks kill**, cut speed **in half** on packed snow • **wet brakes** = weak, uneven, grabby — dry them with light pressure in a low gear, then **test stop** • heat: tires every **2 hours / 100 miles** • **letting air out of hot tires is WRONG** • **never open a hot radiator**.

Section 10: Railroad Crossings

Types of crossings

- **Passive crossings** have no traffic control device — a round yellow advance warning sign, pavement markings, and a crossbuck are all you get. The CDL book says the decision to stop or proceed "rests entirely in your hands," meaning nothing will stop you but your own judgment. **Do not read that as permission to roll through**. Georgia law still forces a stop in the six situations below, the crossbuck itself requires you to **yield to the train**, and the state's own 7-step procedure is built around **preparing to stop** at every crossing. If a test question offers you "stop" against "it's up to you," **stop is the answer**.
- **Active crossings** have flashing red lights, sometimes with bells and gates. **Stop when the lights begin to flash** and before the gate lowers. Stay stopped until the gates rise and the lights stop flashing. **Never drive around a lowered gate**.
- The **crossbuck** requires you to yield to the train. A sign beneath it tells you how many tracks.

When Georgia law requires you to STOP

This is state traffic law from the Georgia Driver's Manual, not the CDL book — and it is the part people miss, because the CDL book never states it. **You must always stop within 50 feet, but not less than 15 feet, from the nearest rail**

whenever any one of these applies:

1. **The signal is flashing.**
2. **The crossing gates are lowered.**
3. **A flagman is giving a signal.**
4. **A train is approaching so closely as to create an immediate hazard.**
5. **A train gives a warning signal** and is an immediate hazard because of its speed or nearness to the crossing.
6. **A stop sign is posted** at the crossing.

Under no circumstances drive through, around, or under a crossing gate while it is lowered. After stopping, **stay stopped** until all tracks are clear, the warning signals stop flashing, the gates are raised, and it is safe to proceed.

Georgia's 7 steps at a highway-rail grade crossing

1. **Approach with care.**
2. **Prepare to stop.**
3. **Look both ways and listen carefully.**
4. **If it won't fit, don't commit** — do not enter a crossing unless you can drive completely through without stopping.
5. **Look again.**
6. **Cross the tracks with care.**
7. **Keep going once you start.**

Driving procedures

- **Never race a train.** You cannot accurately judge a train's speed or distance — trains look slower and farther away than they are, and a freight train cannot stop for you.
- **Don't expect to hear it.** Cab noise means you won't hear the horn until the train is dangerously close.
- **Don't rely on the signals alone** — look anyway, especially at crossings with no gates or lights.
- **Double tracks require a double check.** A train on one track can hide a train on the other. After one clears, make sure no other train is coming before you start across.
- Reduce speed to a point that lets you stop short of the tracks if you must. Yard areas and crossings in town are just as dangerous as rural ones.

Crossing the tracks

- **Never shift gears while crossing** — a missed shift can leave you stalled on the rails.
- **Never let traffic trap you on the tracks.** Be sure you can get all the way across before you start. **A typical tractor-trailer needs at least 14 seconds to clear a single track and more than 15 seconds to clear a double track** — a long apparatus is in the same family.
- **Steep approaches can hang up a low-slung unit.** The vehicles that get stuck are the low-clearance ones — lowboys, car carriers, moving vans — and long units with a lot of overhang. Know the crossings in your district that have a hump.
- **If you do get stuck or stall on the tracks:** get out of the vehicle and away from the tracks immediately. Find the **Emergency Notification System (ENS) sign** on the signpost or signal housing — it carries the railroad's emergency number and the **DOT crossing number** — and call for help, telling them a vehicle is on the tracks. (Standard rail-safety practice is to move away at an angle **toward** the oncoming train, so debris is thrown away from you.)

EXAM KEY STOP — within 50 feet but not less than 15 feet from the nearest rail — whenever the signal flashes, the gates are down, a flagman signals, a train is an immediate hazard, a train sounds a warning, or a stop sign is posted. Given a choice between "stop" and "it's up to you," **stop wins**. • **Never drive through, around, or under a lowered gate** • stay stopped until tracks are clear, signals are off, and gates are up • the 7 steps: approach with care, **prepare to stop**, look and listen, **if it won't fit, don't commit**, look again, cross with care, **keep going once you start** • expect a train **any time, any track, either direction**; never race one — you cannot judge a train's speed • **no shifting on the tracks** • clear **completely** before starting — **14 sec single track, 15+ sec double** • **low-clearance and long-overhang vehicles get stuck** • stalled = get out, get away, call using the **ENS / DOT crossing number**.

Section 11: Mountain Driving and Downgrades

On a downgrade gravity takes over, and your job is to hold a safe speed without cooking the brakes. **Your safe speed depends on the total weight of the vehicle and load, the length and steepness of the grade, the road and weather conditions, and your traction.** Never exceed a posted maximum safe speed for the grade.

Use the engine, not the brakes

Engine braking is greatest near governed rpm in a low gear. **Shift down before you start down** — with modern transmissions you may not be able to downshift once you are rolling downhill, and forcing it can leave you in neutral with no engine braking at all. Rule of thumb: **go down the hill in a gear no higher than the one you would need to climb it. The service brakes are only a supplement to the engine.**

Proper braking technique (snub braking)

1. Once in the proper low gear at a safe speed, **apply the brakes just hard enough to feel a definite slowdown**, until your speed drops to about **5 mph below your safe speed**.
2. **Release the brakes** — the application should last about **3 seconds**.
3. When your speed climbs back to the safe speed, repeat. Example: safe speed 40 — brake firmly to 35, release, let it build to 40, brake again.

Brake fade

Brakes work by friction, which makes heat. Too much heat and they stop the vehicle poorly — **brake fade**. Faded brakes need heavier pedal pressure for the same result, and continued overuse leaves you with nothing. **Fade will not recover until the brakes cool — you cannot pump them back. Brakes out of adjustment fade sooner**, because the ones still working take the whole load.

Escape ramps

An escape ramp is a lane built beside a steep downgrade — loose gravel, an upgrade, or both — **designed to stop a runaway vehicle without injuring the driver**. Know where they are on your routes, and if your brakes fail, **use one without hesitating**. Any ramp beats any crash. With no ramp, take the least hazardous escape route: an open field, or a side road that flattens or climbs.

EXAM KEY Safe speed depends on: total weight, length and steepness of the grade, road and weather, traction • **low gear BEFORE the grade** — engine braking is primary, brakes are **only a supplement (TRUE)** • snub: firm to **5 mph below safe speed**, release (**~3 seconds**), repeat • fade = **overheating and out-of-adjustment brakes**, and it won't come back until it cools • brakes fail downhill → **escape ramp, always**.

Section 12: Emergencies — Steering, Brake Failure, Blowouts

Steering out of danger

Stopping is not always the safest thing to do in an emergency — that is true, and the manual asks it that way. You often lack the room, and **you can almost always turn to miss an obstacle faster than you can stop.**

- **Keep both hands on the wheel** — a quick emergency turn tears a one-handed grip loose.
- **Do not brake while you are turning hard.** It is easy to lock the wheels in a turn and skid out of control.
- Turn no more than needed. The sharper the turn, the greater the chance of a skid or rollover.
- **Be ready to countersteer** — turn back the other way once you are past the hazard. Treat the swerve and the countersteer as one move.
- **Why right is usually better than left:** a driver stopped or drifting in your lane will most likely pull back into it, and going left puts you into oncoming traffic. If you are blocked on both sides, right is still better — at least you are not forcing someone into a head-on. **Most shoulders will hold a heavy vehicle**, so the shoulder is a real escape route.

Leaving the road — dropping a wheel onto the shoulder

This is the sequence the manual gives, and the speed in it gets tested:

1. **Avoid braking. Do not touch the brakes until your speed has dropped to about 20 mph** — then brake **very gently**, because the surface is loose and you will skid.
2. **Keep one set of wheels on the pavement if you can.** That is what keeps you in control.
3. **Stay on the shoulder until the vehicle has stopped**, if the shoulder is clear. Then **signal and check your mirrors** before pulling back onto the road.
4. **If you are forced back onto the road before you can stop:** hold the wheel tightly and **turn sharply enough to get right back on. Do not try to edge gradually back on** — the tires can grab the pavement edge unexpectedly and throw you across the road.
5. **The moment both front tires are on the pavement, countersteer.** Treat it as one **steer-countersteer** move, not two decisions.

How to stop quickly and safely

- **Controlled braking:** apply as hard as you can **without locking the wheels**, with very small steering movements. If a wheel locks, release and re-apply.
- **Stab braking (no ABS):** apply all the way; release when the wheels lock; re-apply as soon as they start rolling. **It can take up to a second for the wheels to start rolling again** — re-apply too soon and the vehicle won't straighten out.
- **With ABS: brake hard and keep steering. Do not pump the pedal.** ABS may or may not shorten your stopping distance — what it does is **let you steer around an obstacle while braking** and prevent skids from over-braking.
- **How to know if you have ABS:** trucks and buses have a **yellow ABS malfunction lamp on the instrument panel** (trailers have one on the left side). It **comes on at start-up as a bulb check and then goes out**. If it stays on, or comes on while driving, you may have lost ABS. You can also check the certification label for the build date — air-brake trucks and buses built on or after **March 1, 1998** are required to have it.
- **If the ABS is not working you still have normal brakes.** You just drive it as a vehicle without ABS.

Brake failure

Hydraulic brakes fail from loss of pressure or from fade on a long hill. If the pedal is spongy or goes to the floor:

1. **Downshift** to let the engine slow the vehicle.
2. **Pump the pedal** — it sometimes builds enough pressure to stop.
3. **Use the parking brake** — it is separate from the hydraulic system. Hold the release so you can back off if the vehicle starts to skid.
4. **Find an escape route while you still have speed to steer with:** an open field, a side street, an uphill slope. Turning uphill is a natural stopper — just don't let the vehicle roll back afterward.

Tire failure — blowouts

The signs: a loud bang (the vehicle may not react for a second — don't wait to feel it), thumping or heavy vibration, or steering that suddenly feels heavy, which usually means a front tire. Treat any of them as a blowout:

- **Hold the wheel firmly with both hands** — a front blowout can twist it out of one hand instantly.
- **Stay off the brake. Braking hard to stop quickly after a blowout is the wrong answer** — it can cost you control. Let the vehicle slow itself, then brake gently once it is under control and pull off.
- After stopping, **check all the tires** — a rear dual can be flat without you feeling a thing.

EXAM KEY "Stopping is not always safest" — TRUE; you can turn quicker than you can stop • both hands, **no braking while turning**, countersteer after • **off the pavement: stay off the brake until about 20 mph, then brake gently**; keep one set of wheels on the pavement; forced back on before stopping = **turn sharply, never edge back on**, then countersteer • **go right, not left** — the other driver returns to their lane and left means oncoming traffic • controlled vs. stab braking; **ABS = brake hard and steer, never pump** • **you know you have ABS by the yellow malfunction lamp** — bulb check at start-up, then out • **ABS not working = you still have normal brakes (TRUE)** • **blowout: grip hard, stay off the brake** — hard braking is the wrong answer.

Section 13: Skid Control and Recovery

A skid happens whenever the tires lose their grip. There are only four causes:

- **Over-braking** — braking too hard and locking the wheels (or using a retarder on a slick surface).
- **Over-steering** — turning more sharply than the vehicle can follow.
- **Over-acceleration** — too much power to the drive wheels, spinning them.
- **Driving too fast** — **most serious skids come from driving too fast for conditions**. Drivers who adjust to conditions rarely have to over-brake or over-steer in the first place.

Drive-wheel skids — the most common

By far the most common skid is the rear wheels losing traction. If they **spin** from over-acceleration, just get off the accelerator (on ice, push in the clutch too). If they **lock** from over-braking, the rear slides sideways trying to overtake the front — a spin-out. To correct:

1. **Stop braking.** That lets the rear wheels roll and grip again.
2. **Countersteer.** As the vehicle comes back on course it wants to keep turning — turn the wheel quickly the other way or you will skid the opposite direction.

Front-wheel skids

Driving too fast, worn front tires, or too little weight on the front axle makes the front end plow **straight ahead no matter how you steer. The only cure is to let the vehicle slow down** — stop turning and braking so hard until traction returns. Steering will not help you until it does.

EXAM KEY Four causes: **over-brake, over-steer, over-accelerate, too fast for conditions** — the last one causes most serious skids • rear braking skid = **stop braking, then countersteer fast** • front-wheel skid = **only slowing helps**; steering does nothing until traction returns.

Section 14: Fires and Accident Procedures

Causes of vehicle fires

- **After a crash:** spilled fuel meeting hot surfaces, or improper use of flares.

- **Tires — the two causes the manual asks for: under-inflated tires, and duals that touch each other.** Friction heat ignites them.
- **Electrical:** shorts from damaged insulation or loose connections.
- **Fuel:** smoking around fueling, improper fueling, loose fuel connections.

If your vehicle catches fire

- **Get off the road and stop in an open area**, away from buildings, trees, brush, and other vehicles. **Do not pull into a service station.** Notify emergency services of the problem and your location.
- **Engine fire: shut the engine off** (that stops the fuel flow) **and don't open the hood if you can avoid it** — opening it feeds the fire air. Shoot the extinguisher **through the louvers, the radiator, or from underneath.**
- **Cargo or compartment fire: keep the doors shut.** Opening them supplies oxygen and the fire can flare violently.

Fighting the fire — the right agent

Fire	Use	Never use
Fuel (gasoline, diesel), grease	B:C extinguisher, dry chemical; smother a small one with sand or dirt	Water — it spreads the burning liquid
Electrical	B:C extinguisher, CO ₂ , dry chemical	Water — shock hazard
Tires	Lots of water — a burning tire must be cooled	—
Wood, paper, cloth	A:B:C extinguisher or water	—

- **A B:C extinguisher is not good for ordinary combustibles — wood, paper, and cloth.** That takes an A:B:C or water.
- **Technique: stay as far from the fire as the extinguisher allows** — getting as close as possible is the wrong answer. **Position yourself upwind** and let the wind carry the agent to the fire; **aim at the source or base of the fire**, not up in the flames; and **keep going until whatever was burning has been cooled** — no visible flame does not mean it can't restart.
- **Only fight a fire if you know what is burning and how to fight it.** If you are not sure — especially with hazardous materials — wait for firefighters. You may be the firefighter, but on the exam that is still the answer.

If you are in or at an accident

1. **Protect the area first** — keep a second crash from happening. Park out of the roadway if you can, turn on the flashers, and **set out reflective triangles.**
2. **Notify authorities.** Call as soon as the scene is protected, and give the location precisely.
3. **Care for the injured** if qualified help has not arrived: **do not move a severely injured person** unless fire or traffic makes it necessary, stop heavy bleeding with direct pressure, and keep the injured warm.

EXAM KEY Two causes of tire fires: **under-inflated tires and duals that touch** • fire: open area, **engine off, hood shut**, foam through the louvers; cargo doors stay **shut** • **B:C = fuel + electrical; it is NOT good for wood, paper, or cloth** — that needs A:B:C • **never water on fuel or electrical; lots of water to cool a burning tire** • **stay as FAR from the fire as you can** — not close • upwind, **aim at the base**, keep cooling • at a crash, **protect the area first**, then notify, then care for the injured — **don't move the severely injured** unless fire or traffic forces it.

Section 15: Air Brakes — Know This Cold

Fire apparatus over 26,000 lbs run air brakes, and the exam leans hard on this section. An air brake system is really **three systems**: the **service brakes** (normal stops, worked by the pedal), the **parking brakes** (the knob), and the **emergency brakes**, which use parts of both to stop the vehicle if the air system fails.

The parts and their numbers

- **Air compressor:** pumps air into the tanks; driven by gears or a belt. If belt-driven, check the belt's condition and tightness. If the compressor has its own oil supply, check the level.
- **Governor:** controls when the compressor pumps. It **cuts out** (stops pumping) around **125 psi** and **cuts in** (resumes) around **100 psi**. The manual's pre-trip and leak-test text describes cut-out as a range of **120–140 psi**, since it varies by manufacturer — know 100/125 as the standard answer and 120–140 as the range.
- **Air storage tanks:** hold enough air for several brake applications even if the compressor quits.
- **Tank drains — know why:** compressed air carries **water and compressor oil**, and **water can freeze in cold weather and cause brake failure**. **Drain the tanks completely at the end of each driving day**, or verify the automatic drains work.
- **Alcohol evaporator (some systems):** puts alcohol into the air to cut ice risk in cold weather. Check and fill daily in winter — and still drain the tanks.
- **Safety (pop-off) valve:** protects the tank from over-pressure, usually set to open at **150 psi**. If it ever releases, something is wrong — get it repaired.
- **Brake pedal (treadle):** harder pressure means more air applied. **Every application uses air**, and fanning the pedal can let air out faster than the compressor replaces it.
- **Foundation brakes (S-cam drum, most common):** air pushes the brake chamber pushrod, which moves the **slack adjuster**, twisting the camshaft; the S-shaped cam forces the shoes against the drum. Wedge brakes and disc brakes also exist.
- **Supply pressure gauge** tells you **how much air is in the tanks**. The **application pressure gauge** tells you **how much air you are applying right now** — and a rising application requirement to hold the same speed means the brakes are fading.
- **Low air pressure warning — required on every vehicle with air brakes.** A signal you can see must come on **before pressure falls below 55 psi** (or one-half the governor cut-out on older vehicles). A **wig-wag** arm drops into view **below 55 psi** and rises back out above it.
- **Front brake limiting valve** (some pre-1975 vehicles): a "normal / slippery" control that cut front brake pressure in half. Testing showed **front-wheel braking is good under all conditions** — front-wheel skids from braking are unlikely even on ice — so leave it in **normal**. The manual asks this as a true/false; the answer is **true**, front brakes are good in all conditions.
- **Spring brakes:** powerful springs held back by air pressure. When pressure drops into the **20 to 45 psi** range (**typically 20 to 30**), the springs apply the brakes automatically — that is the parking and emergency function. The yellow diamond-shaped knob lets air **out** to apply them and pushes in to release. **Never push the brake pedal down while the spring brakes are on** — the combined force can damage the brakes.
- **Dual air systems** (most newer heavy vehicles): a **primary and a secondary system, each with its own tanks and lines, so one failure leaves the other working**. **Before driving, let pressure build to at least 100 psi in both systems**. In a dual system the warning **must come on before pressure drops below 60 psi in either system**.
- **ABS on air brakes:** required on air-brake trucks and buses built on or after **March 1, 1998** (tractors, March 1, 1997). **You know your vehicle has it by the yellow ABS malfunction lamp on the instrument panel** — it lights at start-up as a bulb check, then goes out. Check the certification label for the build date if you are unsure.

The 55 vs. 60 psi question

The book gives both numbers and they answer different questions. **55 psi** is the equipment requirement in the air brake parts section: the warning device — and the wig-wag — must operate before the tanks fall below 55. **60 psi** is the dual-system standard in the inspection and dual-brake sections: the light and buzzer must come on before either system drops below 60. If the question is about the warning device itself, answer 55; if it is about a dual air system or the pre-trip check, answer 60.

Air brake inspection — added to the seven steps

- **Test the low pressure warning:** with the system charged, shut the engine off, turn the key on, and **fan the brakes down**. The warning must come on before pressure drops below 60 psi.
- **Check spring brake activation:** keep fanning — the parking brake knob should **pop out** and the spring brakes apply when pressure falls into the **20–45 psi** range.
- **Check the pressure build-up rate:** in a dual system at operating rpm, pressure should build **from 85 to 100 psi within 45 seconds**. (Older single systems: 50 to 90 psi within 3 minutes at 600–900 rpm.)
- **Static leakage test:** fully charged (typically 125 psi), engine off, parking brake released — the loss must be **less than 2 psi per minute** for a single vehicle (3 for a combination).
- **Applied leakage test:** build to governor cut-off, shut the engine off, chock the wheels, release the parking brake, and **fully apply the foot brake and hold it for one minute**. After the initial pressure drop, the loss must be **less than 3 psi per minute** for a single vehicle (4 for a combination).
- **Check governor cut-in and cut-out:** run the engine — pumping should stop around **125 psi**; fan the brakes down — pumping should resume around **100 psi**.
- **Test the parking brake:** stopped, brake set, gently pull against it in a low gear — it must hold. **Test the service brakes:** at about 5 mph, apply firmly and note any pull, unusual feel, or delay.
- **Check the slack adjusters** (S-cam brakes): park on level ground, **chock the wheels, release the parking brake**, and pull hard on each one you can reach, with gloves on. **More than about 1 inch of movement where the pushrod attaches means it needs adjustment**. Out-of-adjustment brakes are the most common problem found in roadside inspections — and **automatic slack adjusters still have to be inspected**, not assumed.

Using air brakes on the road

- **Normal stops:** steadily increasing pedal pressure for a smooth stop; with a manual, don't push the clutch in until the engine is near idle.
- **Brake lag:** hydraulic brakes work instantly, but air takes **about half a second** to reach the brakes. Total stopping distance = perception + reaction + **brake lag** + braking. **The lag adds about 32 feet at 55 mph, putting the total over 450 feet**.
- **Emergency stops:** controlled or stab braking, exactly as in Section 12.
- **If the low air warning comes on: stop and park safely right away**, while you can still control the brakes. The spring brakes will apply themselves at 20–45 psi, and a vehicle whose brakes come on by themselves in traffic is a hazard. Controlled braking is possible only while air remains.
- **Parking: use the parking brake whenever you park**. "I'll only be away a short time" is not an exception — the manual asks that one as a true/false and the answer is **false**. **Two real exceptions:** brakes that are very hot from a downgrade (let them cool first) and brakes that are wet in freezing weather (they can freeze locked — **use wheel chocks instead**).
- **Downgrades:** everything in Section 11 applies — low gear first, engine braking primary, snub braking.

EXAM KEY Governor **cut-in ~100 / cut-out ~125** (range 120–140) • safety valve **150** • **warning device before 55**; **dual-system check before 60**; **wig-wag 55** • springs apply **20–45** (typically 20–30) • **slack adjuster ≤ 1 inch** — chock the wheels and release the parking brake to check • leakage **< 2 static / < 3 applied** per minute, single vehicle, **pedal held one minute** • build **85→100 psi in 45 seconds** • **both systems to 100 psi before driving** • lag **½ second / 32 ft / over 450 ft total** • **drain tanks daily** — water freezes and causes brake failure • **supply gauge = air in the tanks**; **application gauge = air being applied** • never pedal-brake with spring brakes on • **front-wheel braking is good under all conditions (TRUE)** • "short stop, no parking brake needed" is **FALSE** • **ABS = yellow malfunction lamp**.

Section 16: Cargo, Weight, and Load Security

The manual is blunt about why this matters: **loose cargo that falls off can kill somebody else, and loose cargo inside can kill you in a quick stop or a crash**. On apparatus this is hand tools, bottles, and loose gear in the cab — and the rule about not blocking your emergency equipment lands differently when the emergency equipment is the

whole point of the truck.

What you are responsible for

Whether or not you loaded it yourself, **you** are responsible for four things:

1. **Inspecting your cargo.**
2. **Recognizing overloads and poorly balanced weight.**
3. **Knowing the cargo is secured and does not obscure your view** ahead or to the sides.
4. **Knowing the cargo does not restrict your access to emergency equipment.**

When to inspect it

- **Pre-trip:** confirm the vehicle is not overloaded and the load is balanced and secured.
- **Within the first 50 miles** after starting a trip — inspect the cargo and its securing devices again and make any adjustments. Things settle and straps loosen once you are rolling.
- **Then re-check after every 3 hours or 150 miles, and after every break** — plus as often as necessary to keep the load secure.

The weight words

- **GVW — Gross Vehicle Weight:** what a single vehicle plus its load actually weighs. **GVWR — Gross Vehicle Weight Rating:** the **maximum** the manufacturer specifies for that vehicle plus load. The rating is the ceiling; the weight is what you have. Same distinction for **GCW** and **GCWR** on a combination.
- **Axle weight** is what one axle or set of axles puts on the ground. **Tire load** is the maximum safe weight a tire can carry at a stated pressure — printed on the sidewall. Suspensions and coupling devices carry their own manufacturer ratings too.
- States cap GVW, GCW, and axle weights, often through a **bridge formula** that allows less axle weight the closer the axles sit together.
- **Overloading wrecks steering, braking, and speed control** — crawling on upgrades, gaining too much speed on downgrades, longer stopping distances, and brakes that can fail from overwork. **In bad weather or in the mountains, even the legal maximum may not be safe.**

Balance and center of gravity

- **Don't be top-heavy.** A high center of gravity — cargo piled high, or heavy items on top — makes you far more likely to tip over, and it is worst **in curves or in a sudden swerve**. Keep the load as low as you can and **put the heaviest parts under the lightest**. This is the same physics that makes a loaded tanker and a ladder truck squirrely.
- **Too much weight on the steering axle** makes steering hard and damages the axle and tires.
- **Too little weight on the front axle** — from shifting the load too far back — makes the steering axle too light to **steer safely**.
- **Too little weight on the drive axles** costs you traction; the drive wheels spin, and in bad weather you may not keep moving at all.

Securing the load

- **Blocking** is shaped to fit snugly against the cargo at the front, back, or sides and is secured to the deck to stop it sliding. **Bracing** runs from the upper part of the cargo down to the floor or walls.
- **Tiedowns: at least one for every 10 feet of cargo — and never fewer than two, no matter how small the piece.** A 20-foot load therefore takes **two**. Tiedowns must be the proper type and strength and attached correctly to the vehicle.
- **The securement system's combined working load limit must be at least one-half the weight** of the article or group of articles it holds.
- **Header boards** — "headache racks" — block cargo from coming forward into you in a crash or hard stop. Keep the front-end structure in good condition.

- **Two reasons to cover cargo: to protect people from spilled cargo, and to protect the cargo from weather.** Spill protection is a legal requirement in many states. Glance at your covers in the mirrors as you drive — a flapping cover can tear loose and block somebody's view.
- **Sealed and containerized loads:** you cannot inspect what is sealed, but you are still responsible for **not exceeding gross weight and axle weight limits.**

Loads that need extra care

- **Dry bulk tanks** ride with a high center of gravity and the load shifts — be slow and careful in curves and sharp turns.
- **Hanging loads and livestock** are unstable and lean in curves, moving the center of gravity and inviting a rollover. Ramps and off-ramps are where it bites.
- **Oversized loads** need permits, are often restricted to certain hours, and may require "wide load" signs, flags, flashing lights, or an escort.

EXAM KEY Four responsibilities: inspect the cargo • recognize overloads and bad balance • know it is secured and does not block your view • know it does not block your emergency equipment • inspect again within the first 50 miles, then every 3 hours or 150 miles and after every break • GVWR/GCWR = the manufacturer's maximum; GVW/GCW = what it actually weighs • legal maximum weight may still be unsafe in bad weather or mountains • high center of gravity = rollover, worst in curves; heaviest cargo goes under the lightest • too little weight on the front axle = you cannot steer safely; too little on the drive axles = no traction • one tiedown per 10 feet, minimum two always — a 20-ft load takes 2 • securement working load limit $\geq$ half the cargo weight • cover cargo to protect people from spills and the cargo from weather • sealed load: you still owe the gross and axle weight limits.

Section 17: Georgia Traffic Law — the Driver's Manual Half

Everything up to here came from the state's **CDL** study guide. This section comes from the **Georgia Driver's Manual**, the book behind the ordinary non-commercial knowledge exam — and Class F is a non-commercial license. The CDL book never states most of what follows, which is exactly why it is worth knowing. The railroad mandatory-stop rule in Section 10 came from here too.

The three most basic traffic laws

1. **Obey traffic control devices** — lights and signs.
2. **Obey the traffic directions of a law enforcement officer or firefighter, even when those directions contradict the traffic control devices.** Worth knowing from both sides of the badge: when you are the one directing traffic at a scene, your hand outranks the signal.
3. **Never drive on a roadway closed** for construction, a special event, or any other official reason.

Right-of-way

- **Uncontrolled intersection, two vehicles arriving together: the driver on the left yields to the driver on the right.**
- **Four-way stop:** everyone yields to pedestrians, then **first to arrive, first to proceed**; arriving at the same time, **yield to the vehicle on your right.**
- **Turning left** at an intersection, alley, or driveway — yield to all oncoming traffic. **Entering a road from an alley, driveway, or private road** — stop and yield to everything already on the roadway or sidewalk.
- **Right turn on red** is legal unless posted otherwise, but only after a **complete stop** and yielding to all traffic and pedestrians. A **left turn on red** is legal from the left lane of a one-way onto a one-way going left, same conditions.
- **Yield sign:** slow to a safe speed, be prepared to stop, and stop if you must.
- **Green light is not permission to enter a blocked intersection** — wait until it is clear.

- **Emergency vehicles** running lights and siren: slow, move to the shoulder or as far right as you can, and **stop** — without blocking an intersection or the turn they need to make.

EXAM KEY Three basic laws: obey devices • **obey an officer's or firefighter's directions even over the devices** • never drive a closed road • uncontrolled intersection = **yield to the vehicle on your RIGHT** • four-way stop = pedestrians, then **first to arrive**, ties to the right • right on red only after a **complete stop** • green light ≠ enter a blocked intersection • emergency vehicle = pull right and **stop**.

Speed

- **Georgia's default speed limits** where nothing is posted: **30 mph** in an urban or residential district • **35 mph** on an unpaved county road • **70 mph** on a rural interstate • **65 mph** on an urban interstate or multi-lane divided highway • **55 mph** everywhere else.
- **Super Speeder**: a conviction for **75 mph or more on a two-lane road**, or **85 mph or more on any road**, adds a **\$200 state fee** on top of the local fine. Not paying it suspends your license and adds \$50.
- **Driving too slowly is its own offense** — you may not impede the normal flow of traffic, and on a multi-lane road you may not stay in the passing lane while being overtaken. Up to **\$1,000 and 3 points**.
- **The "Slow Poke" law (HB 459)**: move out of the passing lane for faster traffic. **Authorized emergency vehicles on official duty are one of the listed exceptions**, along with traffic conditions, weather, exiting or turning left, tolls, and highway maintenance.

Passing

- **No passing within 100 feet of a railroad crossing**, and **none within 100 feet of a bridge, viaduct, or tunnel**.
- No passing where there is a solid yellow line on your side, double yellow lines, or a "Do Not Pass" sign.
- You must be able to complete the pass and be **fully back in your lane before oncoming traffic is within 200 feet** — and before the passing zone ends or an intersection begins.
- Signal left to go, check mirrors **and turn your head for the blind spot**, and signal right before coming back. Do not return until you can see the passed vehicle in your mirror.

Headlights and night

- **Headlights are required from one-half hour after sunset to one-half hour before sunrise, any time it is raining, and whenever visibility is limited.**
- **Dim your high beams within 500 feet of an approaching vehicle, and within 200 feet when following another vehicle** — also on lighted roads, in rain, fog, snow, or smoke, and any time your vision drops below 200 feet. (The CDL book gives 500 feet for both cases; Georgia law is the 200-foot figure for following.)
- If visibility gets bad, **use the edge line as your guide**, not the center line, so you are not steering toward oncoming traffic.

EXAM KEY GA default speeds: **30** urban/residential • **35** unpaved county • **70** rural interstate • **65** urban interstate or multi-lane divided • **55** everything else • **Super Speeder = 75+ on a two-lane or 85+ anywhere → \$200 state fee** • impeding traffic = up to **\$1,000 and 3 points**; emergency vehicles are exempt from the Slow Poke law • **no passing within 100 ft of a railroad crossing, bridge, viaduct, or tunnel**; be back in your lane before oncoming traffic is **within 200 ft** • headlights **½ hour after sunset to ½ hour before sunrise**, in rain, or when visibility is limited • dim within **500 ft oncoming / 200 ft following**.

Stopping, standing, and parking

- **Never** on a sidewalk or crosswalk, in an intersection, on a bridge or in a tunnel, **on railroad tracks**, on a controlled-access roadway, in the median of a divided highway, or on the street side of a parked vehicle.
- **Only momentarily, to pick up or drop off**: in front of a driveway • within **15 feet of a fire hydrant** • within **20 feet of a crosswalk** • within **30 feet of a stop sign, yield sign, or signal** • within **20 feet of a fire station driveway** •

within **75 feet of the spot across the street from a fire station driveway** • within **50 feet of a railroad crossing**.

- A **disabled vehicle** must be moved off the highway if at all practical, leaving free passage and a **clear view of your vehicle for 200 feet in each direction**.
- **Backing up is prohibited on a controlled-access roadway**. For buses and large vehicles the manual says to use all mirrors and a **reliable person to observe and direct** — the same rule as Section 3.

Work zones

- A **flagger in a work zone has the same authority as a regulatory sign**. Disobeying one is disobeying the law.
- Speeding in a work zone is a **misdemeanor of a high and aggravated nature** — **\$100 to \$2,000**, up to 12 months, or both.
- **Yield the right-of-way to any work vehicle showing flashing amber lights**, moving or stationary. They often work at about 5 mph in a live lane.
- **Orange means road work**. Four tips: reduce speed, watch for the signs, shift your lane position away from workers, and expect the unexpected.

School buses

- **Yellow flashing lights**: the bus is preparing to stop — slow down and be ready to stop.
- **Red lights and the extended stop arm**: it is **unlawful to pass**, in either direction, and you stay stopped until the bus moves or shuts off its signals **and** every child is clear of the roadway.
- **The one exception is a highway divided by a median** — traffic on the opposite side is not required to stop, though you should still be watching for children.
- Penalties: mandatory court appearance, up to **6 points**, up to **\$1,000**.

EXAM KEY Parking: **15 ft** hydrant • **20 ft** crosswalk • **30 ft** stop sign/signal • **20 ft** fire station driveway • **75 ft** across from one • **50 ft** railroad crossing • never on tracks, a bridge, or in a median • disabled vehicle = clear view **200 ft** each way • **no backing on a controlled-access road** • **a flagger has the same authority as a regulatory sign**; work-zone speeding **\$100–\$2,000** • **yield to any flashing amber work vehicle** • school bus: **yellow = prepare to stop; red lights + stop arm = never pass**, median-divided highway is the only exception, and you stay stopped until the children are clear — up to **6 points / \$1,000**.

Sharing the road

- **Pedestrians**: stop and remain stopped for a pedestrian in a crosswalk when they are on your half of the roadway or approaching within one lane of it — and when turning, at stop signs, at green lights if they are still in the crosswalk, and when pulling out of a driveway. **A pedestrian with a white cane or a guide dog has the right of way at all times**. On a multi-lane road, **stop at least 10 feet before the crosswalk** so the driver in the next lane can see them.
- **Bicycles**: pass with at least **3 feet of clearance**. If you cannot change lanes, you must slow to **at least 10 mph below the posted limit, or 25 mph, whichever is more**, before going around. Violation is a misdemeanor up to \$250. Never drive or park in a bike lane.
- **Motorcycles get the full lane** — never share it — and deserve **three to four seconds** of following distance. Intersections are where most car-motorcycle crashes happen, and a motorcycle's signal may not self-cancel, so wait for the maneuver, not the blinker.

Emergency vehicles — including ours

- **The Move Over law**. Approaching any emergency, sanitation, or utility vehicle stopped on the shoulder with flashing yellow, amber, white, red, or blue lights, **move over a lane if you safely can; if you cannot, slow below the speed limit and be prepared to stop**.
- **Following fire apparatus**: a driver not on official business **may not follow fire apparatus responding to an alarm closer than 200 feet**, and **may not park within 500 feet of fire apparatus stopped at a fire**. Worth

knowing in both directions — it is the law protecting our rigs on scene.

Other laws that get asked

- **Coasting downhill with the transmission in neutral is illegal** — which lines up exactly with the engine-braking rule in Section 11.
- **DUI: 0.08** for a driver 21 or over, **0.02** under 21. Having a prescription is not a defense if the medication impairs you. (The **0.04** limit in the CDL book applies to commercial drivers operating a CMV — Class F is non-commercial, so the number for you is 0.08.)
- **Hands-free law (HB 673):** you may not hold or support a phone with any part of your body, write or read any text-based communication, or watch or record video. Penalties run **\$50/1 point**, **\$100/2 points**, then **\$150/3 points**.
- **Safety belts:** required for everyone in the front seat and for **all occupants under 18**. Georgia is a **primary** enforcement state — an officer can stop you for the belt alone. Children **under 8** need an appropriate child restraint.
- **Trucks and vehicles pulling trailers** must leave enough space between themselves and the vehicle ahead of the same kind that an overtaking driver can pull into the gap — the anti-"caravanning" rule. **Trailers wider than 8 feet 6 inches are not allowed** on Georgia highways, and **riding in a towed trailer is prohibited**.
- **Headphones or any device that impairs your hearing are illegal while driving**, as is anything obstructing your view. A load or passengers that block your view or interfere with the controls make the vehicle illegal to drive.
- **Crossing a median** anywhere but an authorized crossover is unlawful, and **aggressive driving** — operating with intent to annoy, harass, intimidate, injure, or obstruct — is a high and aggravated misdemeanor.

EXAM KEY Pedestrians: **stop and remain stopped; white cane or guide dog always has the right of way; 10 ft back** at a crosswalk on a multi-lane road • bicycles: **3 feet of clearance**, or slow to **10 under the limit / 25 mph, whichever is more** • motorcycles: **full lane, 3–4 seconds • Move Over, or slow below the limit and be ready to stop** • **never follow apparatus within 200 ft; never park within 500 ft of apparatus at a fire • coasting downhill in neutral is illegal** • DUI **0.08** (0.02 under 21; 0.04 is the CMV number, not yours) • hands-free: **no holding a phone at all** • belts: front seat and everyone **under 18**, primary enforcement • trailers over **8 ft 6 in** are banned and **nobody rides in a towed trailer**.

Section 18: Cram Sheet — Every Number to Memorize

Read this table the morning of the exam.

Item	Number
Class F GVWR threshold (single vehicle, non-commercial)	26,001 lbs or more
Minimum age / license you must already hold	18 • valid GA Class C
Vision minimum	20/60 in one eye • 140° field
Driving experience (DS-36)	3 months or 3,000 miles
Volunteer firefighter license (DS-517)	Free , issued for 8 years
Passing score	80%
Tread depth — front (steering) / all other tires	4/32 in • 2/32 in
Steering wheel free play limit	10° (~2 in on a 20-in wheel)
Emergency equipment	Extinguisher • 3 reflective triangles • spare fuses
Hydraulic brake check	Pump 3 times, hold 5 seconds , no pedal movement
Warning devices out within	10 minutes
Triangles — one-way or divided highway	10, 100, and 200 ft toward traffic
Triangles — two-way road	10 ft at the corner • 100 ft behind • 100 ft ahead
Triangles — hill, curve, or obstruction	Back 100–500 ft ; visible from 500 ft
Hot-weather tire checks	Every 2 hours or 100 miles
Cargo re-inspection	First 50 miles , then every 3 hours or 150 miles and after every break
Cargo tiedowns	1 per 10 ft of cargo , never fewer than 2
Securement working load limit	At least ½ the weight of the cargo
Look ahead	12–15 seconds (~1 block city / ¼ mile highway)
Following distance	1 sec per 10 ft of length; +1 sec over 40 mph
Following distance — 30-ft vehicle at 55 mph	4 seconds
Stopping at 55 mph — perception / reaction / braking	142 ft (1¾ s) / 61 ft (¾–1 s) / 216 ft
Total stopping distance at 55 mph	419 ft — over 450 ft with air brakes
Total stopping distance — 25 / 35 / 45 mph	140 ft • 222 ft • 319 ft (a recalled exam item gave 346 ft at 45)
Engine belt play	Up to about ¾ inch
DEF tank level	More than 1/8 tank
Double your speed → braking distance	About 4× longer (triple = 9×)
Speed reduction — wet / packed snow / ice	Cut 1/3 • cut 1/2 • crawl , then stop

Item	Number
Hydroplaning can begin at	As low as 30 mph
Low beams / high beams sight distance	~250 ft • ~350–500 ft
Dim high beams within	500 ft of oncoming traffic
Downgrade snub braking	To 5 mph below safe speed, release ~3 sec , repeat
Wheels off onto the shoulder — when you may brake	About 20 mph , then very gently
Railroad crossing — required stop distance	Within 50 ft, not less than 15 ft from the nearest rail
GA default speed limits	30 urban/residential • 35 unpaved county • 70 rural interstate • 65 urban interstate or divided • 55 other
Super Speeder threshold	75+ mph two-lane • 85+ mph any road → \$200 state fee
Headlights required	½ hour after sunset to ½ hour before sunrise , in rain, or when visibility is limited
Dim high beams (Georgia law)	500 ft oncoming • 200 ft following
No passing within	100 ft of a railroad crossing, bridge, viaduct, or tunnel
Parking clearances	15 ft hydrant • 20 ft crosswalk • 30 ft stop sign/signal • 50 ft railroad crossing
Fire station parking clearance	20 ft from the driveway • 75 ft from the spot across the street
Following fire apparatus / parking near it	No closer than 200 ft • no parking within 500 ft of apparatus at a fire
Passing a bicycle	3 feet , or slow to 10 mph under the limit or 25 mph , whichever is more
Following a motorcycle	3 to 4 seconds
DUI limit — non-commercial	0.08 (0.02 under 21; 0.04 applies to CMV drivers)
Clearing a railroad crossing (typical tractor-trailer)	14 sec single track • 15+ sec double
Governor cut-in / cut-out	~100 psi • ~125 psi (range 120–140)
Air tank safety valve opens at	150 psi
Low air warning device / wig-wag	Before 55 psi • wig-wag drops 55 psi
Low air warning — dual system check	Before 60 psi in either system
Spring brakes fully apply at	20–45 psi (typically 20–30)
Dual system pressure before driving	100 psi in both systems
Slack adjuster maximum play	About 1 inch
Air leakage, single vehicle — static / applied	< 2 psi/min • < 3 psi/min (pedal held 1 minute)

Item	Number
Pressure build-up (dual system)	85 → 100 psi within 45 seconds
Air brake lag	About ½ second — ~32 ft at 55 mph
ABS required on air-brake trucks and buses built	On or after March 1, 1998
Drain air tanks	At the end of each driving day

Test-day checklist

- Submit the online License/ID/Permit form at **dds.drives.ga.gov** beforehand (stays on file 60 days).
- Bring: **current Georgia driver's license • Form DS-36** (signed by your department or self-certified) • **Form DS-517** on department letterhead, or a letter from your chief • **proof of current volunteer firefighter certification**.
- **Knowledge and vision exams only — there is no road test.**
- Re-read every EXAM KEY box and the table above the morning of the exam.
- You need **80%**. Read all four choices before answering — the exam favors the most complete correct answer.

Sources: Georgia Commercial Driver's Study Guide, October 2023 (edited June 2025), Sections 1, 2, and 5 — dds.georgia.gov. Georgia Driver's Manual — Section 5: Traffic Laws (pp. 17–25), Section 8: Safety Guidelines, and Section 9: Sharing the Road, which supply Section 16 here and the railroad mandatory-stop rule in Section 10; neither appears in the CDL book. Georgia DDS, "Get a Non-Commercial Class E or F" and "Get a Non-Commercial Class EP or FP Permit." O.C.G.A. §§ 40-5-23, 40-5-27, 40-5-28. Rules change — verify at dds.georgia.gov before you test.