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Practice Questions

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1. You are driving on a dual carriageway and notice a large lorry ahead whose load appears to be shifting. The lorry driver shows no signs of awareness. What is the most appropriate immediate action?

- A. Overtake quickly before the load falls
- B. Sound your horn continuously until the driver reacts
- C. Flash your headlights repeatedly to alert the driver
- D. Increase your following distance and be prepared to brake or change lane

2. You are driving in slow-moving motorway traffic and a driver behind you is tailgating aggressively. Which response best reduces the risk without escalating the situation?

- A. Gradually increase your gap to the vehicle ahead and allow a larger buffer
- B. Brake sharply once to warn the tailgater to back off
- C. Match the tailgater's speed to prevent them from overtaking
- D. Switch on your hazard lights to signal your discomfort

3. When driving at 60 mph on a dry single carriageway, the Highway Code recommends maintaining at least a 2-second gap to the vehicle in front. In wet conditions, what should that gap become?

- A. 2 seconds — the same as in dry conditions
- B. At least 4 seconds
- C. 6 seconds
- D. 8 seconds

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4. You approach a junction where a pedestrian with a white cane is waiting to cross. The pedestrian appears uncertain about the traffic. What should you do?

- A. Sound your horn gently so they know you are there
- B. Slow down, be prepared to stop, and do not use the horn or flash lights
- C. Flash your headlights as a signal that it is safe to cross
- D. Proceed at normal speed as they have not yet stepped off the kerb



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5. While driving through roadworks at night, your view ahead is frequently broken by intermittent floodlights. What is the primary concentration hazard this creates?

- A. The risk that your brake lights will appear brighter than normal
- B. Increased likelihood of aquaplaning on wet road markings
- C. The chance that your automatic headlights will switch off in lit sections
- D. Temporary blind spots as your eyes adjust between bright and dark zones

6. A vehicle in front of you on a rural road brakes heavily for no apparent reason. Which explanation should you consider first before deciding how to respond?

- A. The driver is preparing to reverse into a field entrance
- B. The driver's brake lights are faulty and the car is not actually slowing
- C. The driver is testing whether you are following too closely
- D. There may be a hazard ahead that you cannot yet see

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7. You are waiting to emerge from a side road onto a busy 60 mph road. A gap appears but you estimate you would need to accelerate hard to complete the manoeuvre safely. What does the Highway Code advise?

- A. Emerge and accelerate quickly — brief inconvenience to following traffic is acceptable
- B. Flash your lights to request that oncoming traffic slow down
- C. Wait for a gap large enough to complete the manoeuvre without making other drivers adjust their speed
- D. Sound your horn to announce your intention before emerging

8. You have been driving on a motorway for three hours and feel your concentration beginning to lapse. Rest areas are 12 miles ahead. What should you do?

- A. Drink a strong coffee from a travel mug while driving to restore alertness
- B. Leave at the next exit to find a safe place to stop, even if it is sooner than 12 miles
- C. Stop on the hard shoulder briefly to rest your eyes
- D. Open a window and turn the radio up to stay alert for the remaining 12 miles

9. At a busy roundabout you notice a large goods vehicle signalling left but positioned in the right-hand lane. How should you interpret this?

- A. The driver has made a signalling error; treat the vehicle as exiting right
- B. Overtake on the inside as the driver is clearly not using the correct lane
- C. Sound your horn to make the driver aware of the lane error before proceeding
- D. The vehicle may need extra width to complete a left exit and you should give it space



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10. You are driving behind a motorcyclist on a wet road and they suddenly move to the outer edge of their lane. What is the most likely reason, and what should you do?

- A. They are signalling that you should overtake; move out to pass
- B. They have lost control; prepare to call the emergency services
- C. They are positioning to avoid a central diesel spill or surface hazard; increase your following distance
- D. They are making room for a vehicle emerging from a side road; move to the centre of your lane

11. You are driving at night on an unlit rural road and an oncoming vehicle fails to dip its headlights. What is the correct response?

- A. Slow down, look towards the left edge of the road, and avoid staring into the glare
- B. Flash your full beam repeatedly until the other driver dips
- C. Steer towards the centre line so the other driver has less room to continue
- D. Switch to full beam yourself so both drivers share the discomfort equally

12. Research cited in DVSA guidance shows that using a hands-free mobile phone while driving is dangerous primarily because of which factor?

- A. Bluetooth audio interferes with traffic broadcast signals
- B. The cognitive distraction of a conversation reduces hazard perception even without hand use
- C. The physical act of holding a device impairs steering
- D. Hands-free calls are only dangerous above 50 mph

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13. You are driving in a 30 mph zone and a ball rolls into the road ahead of you. No child is visible yet. What should your attitude and action be?

- A. Anticipate that a child may follow and be prepared to stop, slowing progressively
- B. Maintain speed — children know not to run into traffic
- C. Flash your headlights to warn the child before braking
- D. Sound your horn and slow slightly so a child can hear you coming



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14. A driver cuts in front of you aggressively on a motorway and then slows down. You feel a surge of anger. Which response is safest and consistent with the Highway Code's attitude guidance?

- A. Sound your horn firmly to express your disapproval and then back off
- B. Accelerate to match their speed and maintain a close gap to discourage further lane changes
- C. Take a breath, drop back to re-establish a safe gap, and avoid any retaliatory action
- D. Move to the outside lane and overtake them to restore your road position

15. You are travelling at 60 mph on a dry single carriageway. A child runs into the road 100 metres ahead. Which component of your total stopping distance is most likely to be the deciding factor in whether you stop in time?

- A. Braking distance, because it is longer than thinking distance at this speed
- B. Thinking distance, because reaction time is always the longest element
- C. Braking distance is irrelevant once the brakes are applied fully
- D. They are equal at 60 mph, so neither dominates

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16. A driver travelling at 30 mph on a wet road needs to stop urgently. Approximately how much longer is their total stopping distance compared with the same stop on a dry road, according to the Highway Code guidance?

- A. Twice as long
- B. One and a half times as long
- C. The same — only speed matters
- D. Three times as long

17. You are following a large lorry on a motorway at 65 mph in good visibility. Which gap should you maintain to satisfy the two-second rule?

- A. A gap of two car lengths, regardless of speed
- B. A gap of 50 metres, which is the fixed motorway minimum
- C. The gap equalling your thinking distance only
- D. The gap that takes you at least two seconds to cover after the lorry passes a fixed point



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18. It starts to rain heavily while you are on a dual carriageway. What adjustment should you make to your following distance?

- A. Keep the same gap but cover the brake pedal
- B. Close the gap slightly so you can see the road surface ahead more clearly
- C. Increase the gap by half a second only
- D. Double the gap you were keeping in dry conditions

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19. Your car begins to skid while cornering on a bend. Which action is most likely to correct a rear-wheel skid?

- A. Steer sharply in the opposite direction to the skid
- B. Brake firmly to transfer weight to the front wheels
- C. Accelerate hard to pull the rear wheels back into line
- D. Steer gently into the direction of the skid and ease off the accelerator

20. You are about to drive on a motorway and notice the road surface is covered in packed snow. How should you adjust your following distance compared with a dry motorway?

- A. Double it, as you would in rain
- B. Increase it to at least ten times the normal dry distance
- C. No change is needed if you have winter tyres fitted
- D. Triple it to allow for reduced visibility

21. A driver's thinking distance at 50 mph is approximately 15 metres. What is their overall stopping distance on a dry road at that speed?

- A. 53 metres
- B. 23 metres
- C. 75 metres
- D. 36 metres

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22. You are driving at 70 mph on a motorway when you suddenly hit a large patch of standing water. Your car begins to aquaplane. What is the correct response?

- A. Steer sharply toward the edge of the lane to find drier tarmac immediately
- B. Hold the steering wheel lightly and ease off the accelerator without braking until your tyres regain contact
- C. Accelerate briefly to plane over the water and then brake hard on the far side
- D. Brake progressively to slow the wheels back into contact with the water

23. Before a long motorway journey you check your tyres. What is the minimum legal tread depth across the central three-quarters of the tyre width for a car in the UK?

- A. 2.0 mm
- B. 1.6 mm
- C. 1.0 mm
- D. 3.0 mm

24. You are driving at 30 mph on a residential street when a pedestrian steps off the pavement 15 metres ahead. Why is this situation particularly dangerous despite you being within the speed limit?

- A. The Highway Code only quotes stopping distances for speeds above 40 mph
- B. The total stopping distance at 30 mph is approximately 23 metres, which is greater than the available 15 metres
- C. At 30 mph thinking distance alone is 23 metres, so you cannot react in time
- D. Braking distance at 30 mph is 6 metres, so you would stop well within 15 metres

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25. You notice your brakes feel 'spongy' and the pedal sinks further than usual when you press it. What is the most likely cause and the correct action?

- A. Cold brake discs; drive gently for a few miles until they warm up
- B. Worn brake pads vibrating the callipers; reduce speed and drive to a garage
- C. Air in the hydraulic brake lines; you should not drive the vehicle until a qualified technician has bled the brakes
- D. Overfilled brake fluid reservoir; drain some fluid and continue cautiously



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26. Which road-surface condition causes the greatest reduction in tyre grip for the least visible warning?

- A. Black ice, because it forms a near-invisible glaze on the road
- B. Wet tarmac, because water pools are clearly visible
- C. Packed snow, because it looks white and drivers always slow down
- D. Loose gravel, because it is obvious from the road markings

27. You are driving at 60 mph behind another vehicle when you realise your thinking distance alone already exceeds the gap you are leaving. What does this indicate?

- A. You are within the safe two-second rule so no action is needed
- B. You are maintaining exactly the right distance for a 60 mph road
- C. Your brakes must be defective because braking distance should exceed thinking distance
- D. You would not even begin to brake before reaching the vehicle ahead if it stopped suddenly

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28. You are about to drive your car and notice the engine oil level is below the minimum mark on the dipstick. What should you do?

- A. Top up the oil to the correct level before driving
- B. Only check oil when the engine is warm, then decide
- C. Drive carefully to the nearest garage before topping up
- D. You can drive safely until the oil warning light comes on

29. On a clear dry day at 70 mph on a motorway you are using the two-second rule. Heavy rain then begins. A driver behind you is still less than two seconds from your bumper. What is the most important action for you?

- A. Increase your own gap to the vehicle ahead to at least four seconds, since you cannot control the driver behind
- B. Flash your hazard lights for two seconds to warn the tailgater
- C. Brake gently to signal to the driver behind to back off
- D. Move to the left lane regardless of slower traffic there



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30. A driver travelling at 70 mph applies the brakes to a car with well-maintained brakes on a dry motorway. They achieve the Highway Code braking distance of 75 metres. If their tyres were worn to exactly the legal minimum tread depth, what effect would this most likely have?

- A. Braking distance would increase because reduced tread depth diminishes water dispersal and grip even on nominally dry roads
- B. No effect — braking distance depends only on speed and brake condition, not tyre tread
- C. The legal minimum tread depth guarantees the same performance as new tyres
- D. Braking distance would decrease as less rubber means less rolling resistance



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Answer Key & Explanations

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1. D — Increase your following distance and be prepared to brake or change lane

The Highway Code advises drivers to anticipate hazards and increase following distance when a potential danger is identified ahead; overtaking or using the horn aggressively creates additional risk.

2. A — Gradually increase your gap to the vehicle ahead and allow a larger buffer

The Highway Code states you should never brake sharply in retaliation; creating a larger cushion ahead reduces the chance of a rear-end collision and gives the tailgater space to overtake safely.

3. B — At least 4 seconds

The Highway Code states that the minimum following distance should be doubled in wet conditions, extending the 2-second rule to at least 4 seconds to account for reduced braking efficiency.

4. B — Slow down, be prepared to stop, and do not use the horn or flash lights

The Highway Code advises that the horn and headlight flashes must not be used to direct or pressure vulnerable road users; you should slow down and give them time and space to cross safely.

5. D — Temporary blind spots as your eyes adjust between bright and dark zones

Alternating between intense floodlit areas and unlit stretches causes momentary loss of night vision (dark adaptation), creating temporary blind spots — a recognised observation hazard highlighted in DVSA guidance on roadwork driving.

6. D — There may be a hazard ahead that you cannot yet see

The Highway Code emphasises anticipation: a driver ahead braking unexpectedly is the strongest signal of an unseen hazard, so you should ease off and scan ahead rather than assume a mechanical fault or deliberate action.

7. C — Wait for a gap large enough to complete the manoeuvre without making other drivers adjust their speed

The Highway Code states that you should only emerge when you can do so without forcing other road users to change speed or direction, because at 60 mph the stopping distance is significant and a marginal gap creates serious risk.

8. B — Leave at the next exit to find a safe place to stop, even if it is sooner than 12 miles

The Highway Code states you should stop in a safe place as soon as you feel drowsy; the hard shoulder is not a rest stop, and stimulants or distractions are not substitutes for genuine rest.

9. D — The vehicle may need extra width to complete a left exit and you should give it space

The Highway Code and DVSA guidance note that large vehicles often need extra road space to negotiate roundabouts and may approach in an unexpected lane; drivers should give way and not assume the signal is an error.



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10. C — They are positioning to avoid a central diesel spill or surface hazard; increase your following distance

Motorcyclists frequently adjust their lane position to avoid surface hazards such as diesel, standing water, or drain covers; the Highway Code asks drivers to be aware of these movements and maintain a safe distance.

11. A — Slow down, look towards the left edge of the road, and avoid staring into the glare

Rule 114 of the Highway Code advises looking away from oncoming glare towards the nearside edge of the road and slowing down; retaliating with full beam or aggressive steering worsens visibility for both drivers.

12. B — The cognitive distraction of a conversation reduces hazard perception even without hand use

DVSA guidance and Rule 149 of the Highway Code explain that hands-free phone use can be equally distracting to handheld use because the mental engagement of a conversation — not the physical handling — degrades hazard awareness and reaction time.

13. A — Anticipate that a child may follow and be prepared to stop, slowing progressively

The Highway Code specifically uses a ball rolling into the road as an example of a hazard requiring anticipation; a child is likely to follow without looking, so progressive slowing and readiness to stop is the correct attitude.

14. C — Take a breath, drop back to re-establish a safe gap, and avoid any retaliatory action

The Highway Code explicitly states that drivers should be courteous, avoid confrontation, and never react aggressively; retaliating by tailgating, using the horn in anger, or undertaking escalates danger for all road users.

15. A — Braking distance, because it is longer than thinking distance at this speed

At 60 mph the braking distance (73 metres) is considerably longer than the thinking distance (18 metres), so braking distance is the dominant component of the 91-metre total stopping distance.

16. A — Twice as long

The Highway Code states that in wet conditions your stopping distance can be at least twice the dry stopping distance, because reduced tyre-to-road friction approximately doubles the braking distance component.

17. D — The gap that takes you at least two seconds to cover after the lorry passes a fixed point

The two-second rule requires you to count at least two seconds between the vehicle ahead passing a fixed point and your own vehicle reaching it — the actual distance this represents increases with speed.

18. D — Double the gap you were keeping in dry conditions

The Highway Code advises that in wet weather you should at least double the gap you would leave in dry conditions, because wet roads significantly increase braking distances.

19. D — Steer gently into the direction of the skid and ease off the accelerator

To correct a rear-wheel skid you should steer gently into the skid (in the same direction the rear is sliding) and ease off the accelerator, allowing the tyres to regain grip gradually.

20. B — Increase it to at least ten times the normal dry distance

In snow and ice stopping distances can be up to ten times greater than on a dry road, so the Highway Code recommends leaving a gap that is at least ten times larger than in dry conditions.

21. A — 53 metres

At 50 mph the Highway Code gives a thinking distance of 15 metres and a braking distance of 38 metres,



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giving a total stopping distance of approximately 53 metres.

22. B — Hold the steering wheel lightly and ease off the accelerator without braking until your tyres regain contact

During aquaplaning the tyres are riding on a film of water with no road contact; you should hold the wheel lightly and ease off the accelerator — braking or harsh steering can cause loss of control before grip is restored.

23. B — 1.6 mm

The legal minimum tread depth for car tyres in the UK is 1.6 mm across the central three-quarters of the tyre width and around the entire circumference.

24. B — The total stopping distance at 30 mph is approximately 23 metres, which is greater than the available 15 metres

At 30 mph the total stopping distance (thinking distance 9 m + braking distance 14 m) is approximately 23 metres — greater than the 15 metres available — so a collision is unavoidable even at the legal limit.

25. C — Air in the hydraulic brake lines; you should not drive the vehicle until a qualified technician has bled the brakes

A spongy brake pedal that sinks unusually low typically indicates air in the hydraulic system, which is compressible and reduces braking force — the vehicle must not be driven until a qualified mechanic has bled and checked the system.

26. A — Black ice, because it forms a near-invisible glaze on the road

Black ice is the most hazardous low-visibility surface condition because it forms a transparent layer that is extremely difficult to see, yet reduces grip dramatically — often to a fraction of dry-road levels.

27. D — You would not even begin to brake before reaching the vehicle ahead if it stopped suddenly

If the gap is shorter than your thinking distance (18 m at 60 mph), you would physically reach the vehicle ahead before your foot even reaches the brake pedal — you must immediately increase the gap.

28. A — Top up the oil to the correct level before driving

Driving with oil below the minimum level risks serious engine damage and failure; you should top up to within the correct range before driving — checking with the engine cold and the car on level ground.

29. A — Increase your own gap to the vehicle ahead to at least four seconds, since you cannot control the driver behind

You cannot control the vehicle behind, but you can protect yourself by doubling your own following gap to at least four seconds in rain — this gives you more reaction time and reduces the risk of a chain-reaction collision.

30. A — Braking distance would increase because reduced tread depth diminishes water dispersal and grip even on nominally dry roads

Even on a nominally dry road, worn tyres at minimum tread provide less grip than new tyres, increasing braking distance — the legal minimum is a safety floor, not a performance guarantee, and braking distances will be greater than the Highway Code's ideal-condition figures.



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