



CDL HazMat Endorsement

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1. What is the PRIMARY purpose of the federal Hazardous Materials Regulations (HMR) found in 49 CFR?

- A. To set minimum insurance requirements for carriers transporting dangerous goods
- B. To determine which materials qualify for exemption from commercial vehicle weight limits
- C. To establish maximum speed limits for vehicles carrying hazardous materials on interstate highways
- D. To communicate the risks of hazardous materials and ensure they are properly contained during transport

2. Under the federal HazMat regulations, which of the following individuals is ALWAYS required to comply when transporting hazardous materials in commerce?

- A. Any person who offers, accepts, or transports hazardous materials in commerce
- B. Only the shipping company that prepared the original shipping papers
- C. Only the driver if the vehicle exceeds 26,001 lbs GVWR
- D. Only carriers operating across state lines on federally designated routes

3. A driver's shipping papers for a hazardous materials load must be kept where while the vehicle is being driven?

- A. Locked in the cab's storage compartment behind the seat
- B. Within the driver's reach or in a pouch on the driver's door
- C. Posted on the exterior of the cargo doors for inspector access
- D. Filed with the carrier's dispatch office and available by radio request

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4. How many placards must be displayed on a vehicle that requires placarding under the federal HMR?

- A. One, on the rear of the vehicle only
- B. Three, one on each side and one on the rear
- C. Two, one on each side of the vehicle
- D. Four, one on each side, one on the front, and one on the rear

5. A driver is hauling a mixed load of hazardous materials from different hazard classes. At what aggregate weight threshold must the driver add placards for Table 2 materials?

- A. 1,001 lbs combined gross weight of all Table 2 hazardous materials
- B. 2,000 lbs combined net weight of all regulated materials on the vehicle
- C. Placards are always required regardless of weight for any hazardous material
- D. 500 lbs gross weight of any single material

6. Which statement BEST describes a CDL driver's personal responsibility under the HMR before moving a vehicle loaded with hazardous materials?

- A. The driver must contact the FMCSA regional office to confirm the load manifest before departure
- B. The driver's sole responsibility is safe operation of the vehicle; the shipper is responsible for all documentation
- C. The driver must verify only that placards are visible from 50 feet and that the load is secured
- D. The driver must ensure shipping papers are present, the load is properly placarded, and the cargo is safely packaged and loaded

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7. A driver notices that the shipping papers list a material as a hazardous substance but the package bears no required hazard label. What should the driver do?

- A. Proceed with the delivery and note the discrepancy in the logbook at the next stop
- B. Refuse to transport the shipment until the labeling discrepancy is corrected by the shipper
- C. Apply a generic DANGEROUS placard to the package from the truck's emergency kit
- D. Contact the consignee and let them decide whether the shipment should move



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8. The Emergency Response Guidebook (ERG) is required to be carried on vehicles transporting hazardous materials primarily because it:

- A. Contains the shipper's insurance and liability information for cargo claims
- B. Serves as legal proof that the driver completed HazMat endorsement training
- C. Provides first-responders and drivers with initial guidance on hazards and emergency actions for specific materials
- D. Lists all DOT-approved routes for each hazard class through urban areas

9. A shipper tenders a drum of corrosive liquid and lists it on the shipping paper only by its trade name, with no proper DOT shipping name, hazard class, or UN identification number. Under the HMR, this shipment is:

- A. Acceptable if the driver can identify the material using the trade name cross-reference in the ERG
- B. Non-compliant, because 49 CFR requires the proper shipping name, hazard class, ID number, and packing group on every hazmat shipping paper entry
- C. Non-compliant only if the material is a Poison Inhalation Hazard (PIH) or explosive
- D. Acceptable only if the gross weight is under 1,001 lbs and the package is properly labeled

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10. A carrier must file a written Hazardous Materials Incident Report (DOT Form F 5800.1) with the FMCSA when:

- A. Any placarded vehicle is involved in a traffic stop or DOT roadside inspection
- B. A driver transports a Table 1 material without the required HazMat endorsement
- C. A hazardous material is unintentionally released from its package during transportation
- D. A shipment of hazardous materials is delayed at a carrier terminal for more than 24 hours

11. Under 49 CFR, which situation correctly illustrates the regulatory concept that hazmat rules 'communicate risk' through the transport chain?

- A. Hazard class labels on packages, placards on the vehicle, and proper shipping names on papers work together so anyone handling or responding to the shipment knows the danger present
- B. A carrier posts the total shipment value on the bill of lading so insurers can set premium rates
- C. The driver files a pre-trip inspection report listing each hazardous material by name with the motor carrier safety office before departure
- D. A driver calls the shipper after delivery to confirm the consignee received the package undamaged



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12. Which hazard class covers materials that are capable of catching fire when exposed to a spark or flame at temperatures at or below 141°F (60.5°C)?

- A. Class 2 — Flammable Gases
- B. Class 4 — Flammable Solids
- C. Class 3 — Flammable Liquids
- D. Class 5 — Oxidizers

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13. A driver is hauling oxygen cylinders for industrial use. Under 49 CFR 173.115, compressed non-flammable gases such as oxygen fall under which hazard class and division?

- A. Class 5, Division 5.1 — Oxidizer
- B. Class 2, Division 2.2 — Non-Flammable Gas
- C. Class 8 — Corrosive
- D. Class 2, Division 2.1 — Flammable Gas

14. According to the FMCSA CDL manual, how many sides of the vehicle must display the correct hazmat placards?

- A. Front and rear only
- B. All four sides
- C. Driver's side and rear only
- D. Front only

15. Which of the following best describes Class 1 hazardous materials under 49 CFR 173.50?

- A. Materials that are capable of detonation, deflagration, or rapid combustion due to chemical reaction
- B. Liquids with a flash point below 141°F
- C. Substances that emit ionizing radiation
- D. Compressed gases that are flammable

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16. A shipment of sodium metal reacts violently when it contacts water and ignites spontaneously in moist air. Under 49 CFR 173.124, this material is most accurately classified as:

- A. Division 4.3 — Dangerous When Wet
- B. Division 4.1 — Flammable Solid
- C. Division 4.2 — Spontaneously Combustible
- D. Class 3 — Flammable Liquid

17. Under 49 CFR 172.504, a driver is required to display hazmat placards when the aggregate gross weight of materials in any single hazard class reaches what threshold?

- A. 500 pounds
- B. 2,000 pounds
- C. 1,500 pounds
- D. 1,001 pounds

18. Hydrogen peroxide solution at 52% concentration by mass is classified under 49 CFR 173.128 as which division?

- A. Class 8 — Corrosive
- B. Class 6 — Toxic Substance
- C. Division 5.2 — Organic Peroxide
- D. Division 5.1 — Oxidizing Substance

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19. A cargo tank is loaded with a material bearing the Class 7 placard. According to the FMCSA CDL manual, what is the primary hazard associated with Class 7 materials?

- A. They release toxic gas when mixed with water
- B. They ignite when exposed to open flame below 100°F
- C. They corrode metal containers on contact
- D. They spontaneously emit ionizing radiation that can damage living tissue or electronic equipment

20. While reviewing shipping papers, a driver notices a material listed as a Division 6.1, Packing Group I substance. Under 49 CFR 173.132, this means the material:

- A. Is mildly irritating but not life-threatening in normal exposure
- B. Is highly toxic and poses a severe risk of death or serious injury during transport
- C. Is an oxidizer capable of causing combustion in other materials
- D. Is an infectious substance that can transmit disease



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21. Under 49 CFR 173.136, a substance is classified as Class 8 (Corrosive) based on its ability to cause what specific effect?

- A. Full-thickness destruction of intact skin tissue within a specified observation period, or a corrosion rate on steel or aluminum exceeding a defined threshold
- B. Lowering the flash point of a mixture to below 73°F when blended with flammable liquids
- C. Emission of toxic vapors that exceed the IDLH concentration at the point of release
- D. Immediate ignition of combustible materials on contact at ambient temperature

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22. A driver is transporting a material labeled as Class 9 (Miscellaneous Hazardous Material). According to 49 CFR 173.155, which of the following is the MOST accurate description of Class 9?

- A. Materials that combine two or more hazard classes into a single placard category
- B. Materials that present a hazard during transport but do not meet the definition of any other hazard class, including elevated-temperature materials, magnetized materials, and environmentally hazardous substances
- C. Materials exclusively regulated by the EPA rather than DOT during ground transport
- D. Materials that are non-regulated and require no placarding under any circumstances

23. Where must a commercial motor vehicle driver keep shipping papers for hazardous materials while driving?

- A. Within reach while the driver's seat belt is fastened, or in a pouch on the driver's door
- B. In the glove compartment or locked storage box
- C. Filed with the motor carrier's dispatcher before departure
- D. Attached to the outside of the cargo door nearest the load

24. Which of the following pieces of information is NOT required to appear on a shipping paper for a hazardous material?

- A. The UN or NA identification number
- B. The proper shipping name
- C. The hazard class or division number
- D. The shipper's net profit margin for the shipment

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25. What is the correct order of the basic description on a hazardous materials shipping paper when listing a single hazardous material entry?

- A. Packing group, proper shipping name, ID number, hazard class
- B. Proper shipping name, hazard class, ID number, packing group
- C. Hazard class, ID number, proper shipping name, packing group
- D. ID number, proper shipping name, hazard class, packing group

26. When a vehicle is not attended by the driver, where must shipping papers for hazardous materials be kept?

- A. Locked inside the vehicle cab at all times
- B. Visible from outside the vehicle through the windshield
- C. Attached to the cargo trailer's exterior in a weatherproof sleeve
- D. In a pouch on the driver's door or on the driver's seat

27. A driver is transporting a mix of hazardous and non-hazardous materials on the same bill of lading. How must the hazardous materials entries be identified so they stand out from the non-hazardous entries?

- A. They must be entered in a different font size that is at least twice as large
- B. They must carry the shipper's USDOT registration number printed next to each entry
- C. They must be highlighted in a contrasting color, asterisked, or entered before all non-hazardous entries
- D. They must appear on a completely separate document from the non-hazardous items

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28. A shipper prepares a shipping paper for 'Flammable Liquid, n.o.s.' containing toluene and xylene. Which additional requirement applies to this n.o.s. entry?

- A. The technical names of at least the two most hazardous constituents must appear in parentheses after the proper shipping name
- B. The packing group may be omitted since the entry is already listed as n.o.s.
- C. The flash point in degrees Fahrenheit must be printed immediately after the hazard class
- D. The shipper must attach a Material Safety Data Sheet in place of the standard description



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29. Which statement correctly describes the shipper's certification that must appear on a hazardous materials shipping paper?

- A. It must be signed by the receiving carrier's terminal manager upon acceptance of the freight
- B. It must be notarized by a state-licensed official before the shipment may move in interstate commerce
- C. It declares that the shipper has prepared the shipment in proper condition per applicable regulations and that the material is properly classified, described, packaged, marked, and labeled
- D. It is only required for Class 1 explosives and Class 7 radioactive materials

30. A driver picks up a shipment of Division 2.1 (flammable gas) and later adds a stop with a non-hazardous freight pickup. The new bill of lading does not list any hazardous materials. What must the driver do regarding the original hazardous materials shipping papers?

- A. Discard the old papers since the newer bill of lading supersedes them
- B. Retain the original hazardous materials shipping papers and keep them accessible throughout the trip
- C. Transfer the hazardous materials description onto the new bill of lading and destroy the original
- D. Forward the original papers to the next carrier by fax before departing the new pickup location



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Answer Key & Explanations

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1. D — To communicate the risks of hazardous materials and ensure they are properly contained during transport

Per 49 CFR 171.1 and the FMCSA CDL Manual HazMat section, the HMR exist to communicate the risks of hazardous materials and to ensure those materials are properly contained — protecting drivers, the public, and emergency responders.

2. A — Any person who offers, accepts, or transports hazardous materials in commerce

49 CFR 171.2 states that any person who offers for transport, accepts for transport, or transports hazardous materials in commerce must comply with the HMR, regardless of vehicle size or whether travel is intrastate or interstate.

3. B — Within the driver's reach or in a pouch on the driver's door

The FMCSA CDL Manual and 49 CFR 177.817 require that shipping papers be within the driver's immediate reach while driving, or in a pouch on the driver's door, so emergency responders can locate hazard information quickly.

4. D — Four, one on each side, one on the front, and one on the rear

49 CFR 172.516 requires four placards — one on each side and one on each end (front and rear) — so the hazard class is visible from any approach direction.

5. A — 1,001 lbs combined gross weight of all Table 2 hazardous materials

49 CFR 172.504 requires placards for Table 2 hazardous materials when the aggregate gross weight of all such materials on the vehicle reaches 1,001 lbs or more; Table 1 materials require placards in any quantity.

6. D — The driver must ensure shipping papers are present, the load is properly placarded, and the cargo is safely packaged and loaded

The FMCSA CDL Manual and 49 CFR 177.800 place responsibility on the driver to verify that shipping papers are correct, the vehicle is properly placarded, and the hazardous materials are safely loaded and packaged before moving the vehicle.

7. B — Refuse to transport the shipment until the labeling discrepancy is corrected by the shipper

49 CFR 177.801 and the FMCSA CDL Manual state that a driver must not accept or transport a hazardous materials shipment that does not meet all regulatory requirements, including proper labeling — refusing the load is the correct action.

8. C — Provides first-responders and drivers with initial guidance on hazards and emergency actions for specific materials

The ERG, referenced in the FMCSA CDL Manual HazMat section, gives drivers and emergency responders quick-reference information on the dangers of specific materials and recommended initial isolation and protective action distances during an incident.



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9. B — Non-compliant, because 49 CFR requires the proper shipping name, hazard class, ID number, and packing group on every hazmat shipping paper entry

49 CFR 172.202 mandates that every hazardous materials entry on a shipping paper include the proper shipping name, hazard class or division, UN/NA identification number, and packing group — trade names alone never satisfy this requirement regardless of weight.

10. C — A hazardous material is unintentionally released from its package during transportation

49 CFR 171.16 requires carriers to submit DOT Form F 5800.1 within 30 days whenever a hazardous material is unintentionally released from its package during transportation in commerce, because an uncontained release directly defeats the HMR's goal of product containment.

11. A — Hazard class labels on packages, placards on the vehicle, and proper shipping names on papers work together so anyone handling or responding to the shipment knows the danger present

The FMCSA CDL Manual explains that the HMR create an integrated system — labels, placards, markings, and shipping papers — each layer communicating risk to handlers, drivers, enforcement officers, and emergency responders at every point in the transport chain, fulfilling 49 CFR 171.1's stated purpose.

12. C — Class 3 — Flammable Liquids

Under 49 CFR 173.120, Class 3 (Flammable Liquids) are liquids with a flash point at or below 60.5°C (141°F), distinguishing them from the higher flash-point combustible liquids and from solid or gaseous flammable materials in other classes.

13. B — Class 2, Division 2.2 — Non-Flammable Gas

49 CFR 173.115 defines Division 2.2 as non-flammable, non-poisonous compressed gases; oxygen in cylinders meets this definition even though it supports combustion, because the gas itself does not ignite.

14. B — All four sides

The FMCSA CDL Hazardous Materials section and 49 CFR 172.516 require that placards be placed on all four sides of the vehicle so they are visible from any direction of approach.

15. A — Materials that are capable of detonation, deflagration, or rapid combustion due to chemical reaction

49 CFR 173.50 defines Class 1 (Explosives) as any substance or article designed to produce an explosion or rapid release of gas and heat through chemical reaction, covering Divisions 1.1 through 1.6.

16. A — Division 4.3 — Dangerous When Wet

49 CFR 173.124 defines Division 4.3 (Dangerous When Wet) as materials that, on contact with water, become spontaneously flammable or emit flammable or toxic gases — sodium's violent water reaction places it squarely in this division.

17. D — 1,001 pounds

49 CFR 172.504(c) sets the general placard threshold at 1,001 lbs (454 kg) aggregate gross weight for Table 2 materials in any single hazard class; certain Table 1 materials (like explosives) require placarding in any quantity.

18. D — Division 5.1 — Oxidizing Substance

49 CFR 173.128 places inorganic peroxides such as hydrogen peroxide solutions with oxidizing properties in Division 5.1 (Oxidizers); organic peroxides in Division 5.2 are carbon-based compounds, which hydrogen peroxide is not.



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19. D — They spontaneously emit ionizing radiation that can damage living tissue or electronic equipment

Class 7 (Radioactive) materials, as defined in 49 CFR 173.403, are substances whose specific activity exceeds 70 Bq/g and which emit ionizing radiation (alpha, beta, gamma, or neutron) that poses a direct health and equipment hazard.

20. B — Is highly toxic and poses a severe risk of death or serious injury during transport

49 CFR 173.132 defines Division 6.1 as poisonous/toxic materials; Packing Group I denotes the highest hazard level — substances with oral, dermal, or inhalation LC50/LD50 values indicating severe acute toxicity that could be fatal.

21. A — Full-thickness destruction of intact skin tissue within a specified observation period, or a corrosion rate on steel or aluminum exceeding a defined threshold

49 CFR 173.136 defines Class 8 corrosives as liquids or solids that cause full-thickness destruction of intact skin tissue within a set observation period, or that show a corrosion rate on steel or aluminum exceeding 6.25 mm per year at 55°C in standardized testing.

22. B — Materials that present a hazard during transport but do not meet the definition of any other hazard class, including elevated-temperature materials, magnetized materials, and environmentally hazardous substances

49 CFR 173.155 defines Class 9 (Miscellaneous) as materials that present a hazard during transport that is not covered by Classes 1–8, including lithium batteries, dry ice, elevated-temperature materials, magnetized materials, and marine pollutants — all of which require the Class 9 placard when thresholds are met.

23. A — Within reach while the driver's seat belt is fastened, or in a pouch on the driver's door

Under 49 CFR 177.817(e), shipping papers must be within the driver's reach while the seat belt is fastened, or in a pouch on the driver's door, so they are immediately accessible for inspection or emergency response.

24. D — The shipper's net profit margin for the shipment

49 CFR 172.202 requires the proper shipping name, hazard class or division, identification number, and packing group on shipping papers, but financial data such as profit margin has no regulatory basis and is never required.

25. D — ID number, proper shipping name, hazard class, packing group

49 CFR 172.202(a) specifies that the basic description must appear in this sequence: identification number, proper shipping name, hazard class or division, and packing group — in that exact order.

26. D — In a pouch on the driver's door or on the driver's seat

Per 49 CFR 177.817(e), when the driver is not in the vehicle the shipping papers must be in a holder on the inside of the driver's door or on the driver's seat so emergency responders can find them quickly.

27. C — They must be highlighted in a contrasting color, asterisked, or entered before all non-hazardous entries

49 CFR 172.201(a)(1) requires that hazardous materials entries on a mixed shipping paper be distinguished from non-hazardous entries by highlighting, an identifying color, an asterisk, or by being listed before all non-hazardous entries.

28. A — The technical names of at least the two most hazardous constituents must appear in parentheses after the proper shipping name



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Under 49 CFR 172.203(k), for n.o.s. and other generic proper shipping names, the technical names of at least two constituents most predominately contributing to the hazard must be entered in parentheses in association with the basic description.

29. C — It declares that the shipper has prepared the shipment in proper condition per applicable regulations and that the material is properly classified, described, packaged, marked, and labeled

49 CFR 172.204(a) requires the offeror (shipper) to sign a certification stating that the hazardous material is properly classified, described, packaged, marked, and labeled, and is in proper condition for transportation in accordance with applicable regulations.

30. B — Retain the original hazardous materials shipping papers and keep them accessible throughout the trip

49 CFR 177.817 requires that shipping papers accompany the hazardous materials for the entire trip; adding non-hazardous freight does not eliminate the obligation to retain and keep accessible the original hazardous materials shipping papers.



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