

Commercial Vehicle Operator's Registration (CVOR) Practice Test Questions

Question 1

1. All operators travelling outside Ontario with vehicles having a gross vehicle weight (GVW) greater than 11,793 kilograms (kg) should register for the International Registration Plan (IRP) and International Fuel Tax Agreement (IFTA)?
 - a. True
 - b. False

Question 2

2. The National Safety Code (NSC) was developed to establish a comprehensive code of:
 - a. Regulations that do not apply in Ontario
 - b. Regulations that each province must follow precisely
 - c. Minimum performance standards for the safe operation of larger commercial vehicles
 - d. Regulations for the military and other federal government commercial vehicles

Question 3

3. It is the provincial legislation that regulates operators within each province, not the National Safety Code (NSC) standards.
 - a. True
 - b. False

Question 4

4. Ontario-plated commercial motor vehicles operating in other provinces or in the United States must comply with the applicable legislation in each jurisdiction in which they operate.
 - a. True
 - b. False

Question 5

5. Trucks that have a gross weight or registered gross weight over _____kg or tow trucks, regardless of weight, require a Commercial Vehicle Operators' Registration (CVOR) certificate.
- a. 4,500
 - b. 4,000
 - c. 10,000
 - d. 11,793

Question 6

6. Buses that have a seating capacity of _____ or more passengers require a Commercial Vehicle Operators' Registration (CVOR) certificate.
- a. 12
 - b. 10
 - c. 24
 - d. 11

Question 7

7. Commercial Motor Vehicles plated in what jurisdiction(s) require Commercial Vehicle Operators' Registration (CVOR) certificate?
- a. Ontario
 - b. United States
 - c. Mexico
 - d. All of the above

Question 8

8. The truck and bus operator is the person responsible for the operation of a commercial motor vehicle. The operator is responsible for:
- a. Conduct of the driver, mechanical safety condition of the vehicle
 - b. Mechanical safety condition of the vehicle only
 - c. Conduct of the driver, mechanical safety condition of the vehicle and the shipping of goods and passengers in the vehicle
 - d. Mechanical safety of the vehicle, shipping of goods and passengers in the vehicle

Question 9

9. Commercial Vehicle Operators' Registration (CVOR) system monitors:
- a. Operator information and Commercial Vehicle Safety Alliance (CVSA) inspections
 - b. Convictions and reportable collisions
 - c. Ministry interventions
 - d. All of the above

Question 10

10. A Carrier Safety Rating is based on an operator's safety record, which includes:
- a. Collisions and convictions
 - b. Inspections
 - c. Facility audits
 - d. All of the above

Question 11

11. The Commercial Vehicle Impoundment Program (CVIP) applies to the following vehicles:
- a. Trucks, trailers and buses with a gross weight or registered gross weight greater than 4,500 kg including motor homes.
 - b. Trucks and trailers with a gross weight or registered gross weight greater than 4,500 kg, does not include buses.
 - c. Trucks, trailers and buses with a gross weight or registered gross weight greater than 4,500 kg.
 - d. All vehicles operating on Ontario's highways.

Question 12

12. The Commercial Vehicle Impound Program (CVIP) criteria is the same as Commercial Vehicle Safety Alliance (CVSA) Out-Of-Service Criteria:
- a. True
 - b. False

Question 13

13. Who is responsible for the cost of impoundment including transfer of load, towing, storage, etc.
- a. Ministry of Transportation
 - b. Individual currently driving the commercial vehicle
 - c. Registered owner of the vehicle
 - d. Towing company

Question 14

14. Vehicles required to have mandatory Truck Speed Limiters must ensure the device is set at:
- a. 90 km/h
 - b. 100 km/h
 - c. 105 km/h
 - d. 110 km/h

Question 15

15. What is the impound period for the second time a vehicle is found with critical defects within the previous 2 years?
- a. 30 days
 - b. 10 days
 - c. 15 days
 - d. 60 days

Question 16

16. A 2001 truck with a Manufacturer's Gross Vehicle Weight Rating (MGVWR) of 24,000 kg that is equipped with an electronic control module must have a working speed limiter.
- a. True
 - b. False

Question 17

17. Facility Audit results become a part of determining an operator's Carrier Safety Rating

- a. True
- b. False

Question 18

18. The three main elements of a Facility Audit are:

- a. Vehicle maintenance, carrier safety rating, and driver records / qualifications
- b. Vehicle maintenance, hours of service and driver records / qualifications
- c. Preventative maintenance, vehicle records and driver qualifications
- d. Vehicle maintenance, hours of service and carrier safety rating

Question 19

19. What is the legal requirement for an operator of commercial motor vehicles to have a safety program?

- a. Every operator must have a safety program
- b. Only large operators require a safety program
- c. A safety program is recommended and good practice however it is not required
- d. A safety program is recommended for operators with a poor safety record only

Question 20

20. Communication is key to the success of a safety program. What elements will help operators ensure good communication?

- a. Reporting system to management and trained staff
- b. Document training, incidents, collision, convictions, etc
- c. Set-up a tracking system to find records and schedule maintenance and training
- d. All of the above

Question 21

21. A driver of a commercial motor vehicle must carry the following documents to comply with Regulation 199/07 in relation to commercial motor vehicle daily inspection requirements:

- a. The appropriate schedule and inspection report(s) for each vehicle
- b. The inspection report for that day
- c. The inspection reports for the previous 7 days and associated schedules
- d. No documentation required to be carried in the vehicle.

Question 22

22. Buses not used for personal use are required to have semi-annual inspections by a licensed Motor Vehicle Inspection Station (MVIS) and trucks are required to have annual inspections.

- a. True
- b. False

Question 23

23. In the Hours of Service requirements, drivers must follow a 7 or 14 day cycle. Who designates the cycle that the driver will follow?

- a. The driver
- b. The operator
- c. Both the operator and the driver must agree
- d. Depends on the vehicle you are driving

Question 24

24. In Ontario what is the maximum driving time allowed during a day?

- a. 8 hours
- b. 10 hours
- c. 12 hours
- d. 13 hours

Question 25

25. If a driver is on a 7 day cycle under the Hours of Service legislation, after accumulating _____ on duty hours a driver must no longer drive a commercial motor vehicle to which the regulation applies?

- a. 70
- b. 60
- c. 0 – There are only limits on the number of hours driver per day

Question 26

26. Under the Hours of Service regulation, which of the following documents would be considered a supporting document and therefore would be required to be kept for 6 months?

- a. hotel receipt
- b. fax receipt
- c. movie ticket
- d. all of the above

Question 27

27. A driver's dangerous goods training certificate can be issued and signed by a college that provided training?

- a. True
- b. False

Question 28

28. The shipping document for the dangerous goods being transported should be attached to the packaging for the dangerous good.

- a. True
- b. False

Question 29

29. When can you remove the placards from a vehicle carrying dangerous goods?

- a. When conditions change such that placards are no longer required.
- b. When you leave the vehicle
- c. When you stop driving
- d. Once you have reached your destination

Question 30

30. What class of licence is required to drive a straight truck with commercial plates and a registered gross weight (RGW) of 12,000 kg?

- a. Class G or above
- b. Class M or above
- c. Class D or above
- d. Class B or above

Question 31

31. What does the validation sticker of a commercial motor vehicle plate expire?

- a. At the beginning of the month of validation
- b. At the end of the month of validation
- c. The birthday of the registered owner
- d. Does not expire

Question 32

32. The validation sticker for the licence plate on a commercial motor vehicle must be located on the front plate in the upper right hand corner.

- a. True
- b. False

Question 33

33. There are limits to the length, width, height and weight of vehicles that can travel on Ontario highways.

- a. True
- b. False

Question 34

34. The ministry issues four different types of oversized / overweight permits; annual, project, single trip and special vehicle configuration.

- a. True
- b. False

Question 35

35. The cargo securement standards do not allow the use of a tiedown unless:

- a. it is marked with its working load limit
- b. the standard does not require specific tiedowns
- c. it is marked by the manufacturer with respect to its working load limit
- d. The driver must carry a certificate identifying the correct tiedowns have been used

Commercial Vehicle Operator's Registration (CVOR) Practice Test Answers

Question 1

- a. True – it also includes operators travelling outside Ontario with more than three axles regardless of weight.

Question 2

- c. Minimum performance standards for the safe operation of larger commercial vehicles

Question 3

- a. True – Operators should refer to Ontario legislation and regulations to identify their responsibilities.

Question 4

- a. True – Operators are responsible to follow the requirements of the jurisdiction in which they are travelling.

Question 5

- a. 4,500

Question 6

- b. 10 – Note: there are some exemptions for buses used exclusively for personal use.

Question 7

- d. All of the above

Question 8

- c. Conduct of the driver, mechanical safety condition of the vehicle and the shipping of goods and passengers in the vehicle.

Question 9

- d. All of the above

Question 10

- d. All of the above

Question 11

- c. Trucks, trailers and buses with a gross weight or registered gross weight greater than 4,500 kg.

Question 12

- b. False – CVIP criteria contains more serious and critical conditions that are prescribe by regulation, than a vehicle that only meets the CVSA Out-of-Service criteria.

Question 13

- c. Registered owner of the vehicles

Question 14

- c. 105 km/h

Question 15

- a. 30 days

Question 16

- a. True – Speed limiters are required on commercial vehicles built after December 31, 1994 with a GVWR of 11,794 kg, if equipped with an electronic control module.

Question 17

- a. True – It is essential that an operator demonstrate a high level of compliance to ensure an acceptable safety rating is maintained.

Question 18

- b. Vehicle maintenance, hours of service and driver records / qualifications

Question 19

- c. A safety program is recommended and good practice however it is not required

Question 20

- d. All of the above

Question 21

- a. The appropriate schedule and inspection report(s) for each vehicle

Question 22

- a. True – Buses, school purposes vehicles and accessible vehicles require a semi-annual inspection and trucks and trailers require an annual inspection.

At the time of inspection an inspection sticker will be applied to the vehicle and the driver will receive a copy of the inspection certificate and report.

Question 23

- b. The operator

Question 24

- d. 13 hours

Question 25

- a. 70

Question 26

- d. all of the above – All of the documents could be supporting documents as an officer may be able to use them to determine compliance with the regulation.

Question 27

- b. False – The dangerous good training certificate must be issued and signed by the current employer.

Question 28

- b. False – The paperwork must be within reach of the driver or if the trailer is left in a yard, paperwork must be with the person in charge of the yard or in a waterproof container in a conspicuous location on the trailer.

Question 29

- a. When conditions change such that placards are no longer required.

Question 30

- c. Class D or above – Class D applies to any truck or motor vehicle combination exceeding 11,000 kg gross weight or 11,000 kg RGW provided the towed vehicle is not over 4,600 kg.

Question 31

- b. At the end of the month of validation

Question 32

- a. True

Question 33

- a. True – For larger vehicles there is an Oversized / Overweight Permit application process.

Question 34

- a. Each oversized / overweight permit will have specific conditions attached and these must be strictly adhered to.

Question 35

- c. it is marked by the manufacturer with respect to its working load limit