

Truck Driver interview questions

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What to expect

Truck driver interviews usually mix a check of your licence and compliance history with practical scenario questions about how you handle fatigue, loads and delays on the road. Employers are testing whether you can be trusted with an expensive vehicle and someone else's freight without direct supervision for days at a time.

- **Process:** Questions about how you carry out routine tasks like pre-trip inspections, route planning or logbook entries, checked step by step for gaps in practice.
- **Safety and compliance:** Questions probing your knowledge of fatigue management rules, load restraint standards and Heavy Vehicle National Law obligations.
- **Behavioural:** Past-experience questions about fatigue, time pressure or dealing with dispatch, looking for evidence of judgement rather than just intentions.
- **Scenario:** Hypothetical situations on the road, such as a shifting load or a mechanical fault, testing decision-making under pressure.

Expect an opening check of your licence class, endorsements and driving record, followed by behavioural questions about past trips, then two or three scenario questions to see how you'd handle a live problem on the road. Some employers add a yard or short driving assessment after the interview to confirm your handling and reversing skills.

1. Walk me through your pre-trip inspection process before setting off on a multi-day interstate run.

Why they ask

This checks whether your inspection habits are thorough enough to catch defects before they become roadside breakdowns or compliance issues.

How to structure your answer

Answer as a step-by-step walkthrough, in the order you actually perform the checks, from tyres and lights through to coupling and load security, ending with what you do if you find a fault.

Example answer

"I start at the front of the unit and work back: tyres and wheel nuts, lights and indicators, then brakes and air lines. I check the coupling between tractor and trailer, then walk the trailer checking the load restraint and tarps are tight. I log any defect on the spot; if it's something that affects safe operation, like a brake issue, I get it looked at before I leave rather than hoping it holds for the trip."

2. Tell me about a time you had to manage fatigue on a long haul and had to adjust your plans because of it.

Why they ask

Fatigue management is one of the biggest compliance and safety risks in this role, so employers want a real example rather than a general policy statement.

How to structure your answer

Use STAR: describe the situation and task, the action you took to manage the fatigue risk, and the result for the delivery and your compliance record.

Example answer

"On a two-day run I was scheduled to make a delivery window that would have meant driving past my rest break under the fatigue rules. I called dispatch as soon as I realised the timing wouldn't work, explained I needed to take my break, and we agreed to push the delivery back rather than risk a

fatigue breach. The load still arrived, just later than the original estimate, and I stayed compliant with my logbook."

3. You're running close to a delivery deadline and a weighbridge check shows your load has shifted. What do you do?

Why they ask

This tests whether you'll prioritise safety and compliance over a deadline when the two are in conflict.

How to structure your answer

Treat this as a judgement-under-pressure scenario: state the immediate safety action first, then how you'd manage the customer and dispatch communication, then the longer-term fix.

Example answer

"I'd pull over safely and re-secure the load before continuing, even if it costs time, because a shifted load is a safety risk to me and other road users. I'd call dispatch straight away to explain the delay and give them a realistic new arrival time so they can update the customer. Once the load is properly restrained and I've checked the weighbridge reading again, I'd continue the trip."

4. How do you keep your logbook and electronic work diary compliant with Heavy Vehicle National Law?

Why they ask

This checks practical knowledge of fatigue and record-keeping regulations, not just awareness that they exist.

How to structure your answer

Explain your understanding of the rule first, then give a concrete example of how you apply it day to day.

Example answer

"I record my work and rest hours as they happen rather than at the end of the day, so the electronic work diary matches what actually occurred. I plan my rest breaks around the base hours I'm working under, and if a delay pushes me close to a limit, I take the break rather than push on and fix the paperwork later."

5. A dispatcher asks you to skip a scheduled rest break to make a delivery window. How do you handle it?

Why they ask

This is a common real-world pressure point between compliance obligations and commercial demands, and employers want to see you won't be talked into a breach.

How to structure your answer

Answer as a scenario response: state your position clearly, explain how you'd communicate it professionally, and describe the outcome you'd aim for.

Example answer

"I'd tell the dispatcher directly that I can't skip the break, since that would put me over my legal driving hours and put the load, the licence and other drivers at risk. I'd offer an updated arrival time based on taking the break as planned, and suggest they let the customer know early so it doesn't come as a surprise. Keeping the conversation practical rather than argumentative usually gets it sorted quickly."

6. What would you do if you discovered a mechanical defect mid-route, well away from a depot?

Why they ask

This tests problem-solving and communication when you're on your own and can't just hand the issue to someone else on site.

How to structure your answer

Walk through the decision process: assess the severity, decide whether it's safe to continue, then explain who you'd contact and what you'd tell them.

Example answer

"First I'd assess whether the defect affects safe operation, like brakes or steering, versus something minor like a warning light. If it's serious, I'd pull over safely, contact dispatch to explain the issue and location, and arrange a mobile mechanic or breakdown recovery rather than risk driving on. If it's minor, I'd note it, monitor it and report it fully at the next scheduled stop or on return to depot."