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Training provider: \_\_\_\_\_

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**CTFL-Automotive Software Tester  
Sample Exam Paper  
Syllabus Version 2.0**

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Written by:  
GermanTestingBoard e.V. – Examination Panel  
(SET CTFL\_AuT\_2018A)

According to ISTQB®/GTB-CTFL-exam procedures 2015

**ISTQB® Certified Tester Foundation Level Specialist:  
CTFL® Automotive Software Tester (CTFL®-AuT)**

## Introduction

This is a Sample Exam intended to help the candidates prepare for the real examination. It provides a set of questions whose format is similar to the CTFL®- Automotive Software Tester (CTFL-AuT) real exam.

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- 3) For almost every question exactly one correct answer is expected. In any exception to this rule, the possibility of multiple answers will be explicitly mentioned.

## General terms of the Sample Exam:

Number of questions: 40

Duration of the exam: 60 minutes

Total number of points: 40 (each question scores exactly one point)

Number of points to achieve the passing score (in real exam): 26 (or more)

Percentage to pass the (real) exam: 65% (or more)

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**Questions for the topic  
”Introduction“**

- 1. What are the six stages in the system product life cycle according to ISO/IEC 24748?**

		K1
a)	Concept, Development, Acceptance, Utilization, Support, Retirement	<input type="checkbox"/>
b)	Concept, Development, Production, Release, Support, Retirement	<input type="checkbox"/>
c)	Concept, Implementation, Production, Utilization, Support, Retirement	<input type="checkbox"/>
d)	Concept, Development, Production, Utilization, Support, Retirement	<input type="checkbox"/>

- 2. Which of the following statements is TRUE?**

		K1
a)	The release recommendation of the Certified Automotive Software Tester does NOT have any influence on the release.	<input type="checkbox"/>
b)	The release provisions of the test object do NOT have any influence on the work of the Certified Automotive Software Tester.	<input type="checkbox"/>
c)	The release recommendation of the Certified Automotive Software Tester does NOT have any influence on the level of maturity of the corresponding software.	<input type="checkbox"/>
d)	The release recommendation does NOT have any influence on the scope of delivery.	<input type="checkbox"/>

3. With which of the measures listed below can the objectives of an increasingly complex software development project be best achieved in the short run?

		K2
a)	By insourcing an outsourced projects	<input type="checkbox"/>
b)	By using effective methods and processes	<input type="checkbox"/>
c)	By ensuring efficient qualification of employees	<input type="checkbox"/>
d)	By outsourcing of complex projects	<input type="checkbox"/>

**Questions for the topic  
”Standards for the testing of E/E-Systems: Automotive SPICE®“**

4. Which Automotive SPICE process is particularly important from the point of view of an employee in the role of a Certified Automotive Software Tester?

		K1
a)	System requirements analysis	<input type="checkbox"/>
b)	Configuration management	<input type="checkbox"/>
c)	Software qualification test	<input type="checkbox"/>
d)	Project management	<input type="checkbox"/>

5. Which of the following is a dimension defined in Automotive SPICE?

		K1
a)	Process dimension	<input type="checkbox"/>
b)	Time dimension	<input type="checkbox"/>
c)	Resource dimension	<input type="checkbox"/>
d)	Objective dimension	<input type="checkbox"/>

6. According to Automotive SPICE® 3.x, which Software Test Qualification Process Capability Level is characterized by a combination of the following statements?

Work products have been reviewed, established and have been released.

AND

Process activities are planned towards objectives, monitored and adjusted

AND

Requirements for work products are defined.

		K2
a)	Capability level 0	<input type="checkbox"/>
b)	Capability level 1	<input type="checkbox"/>
c)	Capability level 2	<input type="checkbox"/>
d)	Capability level 3	<input type="checkbox"/>

7. Imagine you are participating in an Automotive SPICE® – Assessment in your role as integration tester and you are receiving the information that your process has been assessed as „L,“ using the process attribute PA 1.1.

Which ONE of the following options is correct?

		K1
a)	„L“ not fulfilled	<input type="checkbox"/>
b)	„L“ partly fulfilled	<input type="checkbox"/>
c)	„L“ largely fulfilled	<input type="checkbox"/>
d)	„L“ fully fulfilled	<input type="checkbox"/>

**8. Which of the following statements about regression test strategy is TRUE, according to Automotive SPICE®?**

**K2**

a)	The regression test strategy defines the test stage specific test environments and which tests are to be executed in which test environments.	<input type="checkbox"/>
b)	The regression test strategy defines the selection of appropriate test cases for regression testing, including a set of test cases selected as a basis set to be executed.	<input type="checkbox"/>
c)	The regression test strategy typically defines the cross-test stage procedure for the selection of regression tests.	<input type="checkbox"/>
d)	The regression test strategy is an abstract description of the planned test levels and how to proceed within those test stages. It is valid for one organization or one program, for one or more projects.	<input type="checkbox"/>

**9. Which traceability requirements are referenced in Automotive SPICE® 3.x?**

**K2**

a)	Traceability of the testers' working hours to the executed test cases.	<input type="checkbox"/>
b)	Traceability of the specified test cases to the test results.	<input type="checkbox"/>
c)	Traceability of interface description to the specified maintainability tests.	<input type="checkbox"/>
d)	Traceability of the customer requirements to the specified integration tests.	<input type="checkbox"/>

10. You are the test manager for a tier-1-supplier and you are responsible for defining the component verification strategy and criteria according to Automotive SPICE® (SWE.4). The components to be verified are safety relevant ones (up to ASIL-B) as well as non-safety relevant components.

According to the process requirements of the OEM, the supplier should confirm MISRA-compliance and comply with the guidelines for functional safety.

Which of the following measures is **INAPPLICABLE** as part of a suitable verification strategy?

K3

a)	Dynamic Black-Box tests of the components with the objective of achieving 100% requirements coverage for the safety relevant components.	<input type="checkbox"/>
b)	Tool-supported measuring of the condition coverage of the tested components, to ensure 100% plausibility of the test results.	<input type="checkbox"/>
c)	Tool-supported static analysis to achieve MISRA compliance of the source code of the components.	<input type="checkbox"/>
d)	Code reviews to check the understandability and correctness of comments in the source code of the components.	<input type="checkbox"/>



**Questions for the topic  
”Standards for the testing of E/E-Systems: ISO 26262“**

**11. Which statement BEST describes the contribution of an Automotive Software tester to the safety culture?**

**K1**

a)	The tester ensures that all project team members contribute to the safety culture.	<input type="checkbox"/>
b)	The tester checks if all processes required for functional safety activities are implemented.	<input type="checkbox"/>
c)	The tester contributes to the development phases of the safety lifecycle.	<input type="checkbox"/>
d)	The tester carries out all activities that are related to functional safety.	<input type="checkbox"/>

**12. Which of the following statements regarding ASIL is TRUE?**

**K1**

a)	The ASIL of a hazard is the result of the hazard analysis and risk assessment.	<input type="checkbox"/>
b)	ASIL A represents the highest criticality, ASIL D the lowest one.	<input type="checkbox"/>
c)	An ASIL is assigned to all hazards classified.	<input type="checkbox"/>
d)	ASIL stands for „Automotive Security Integrity Level“.	<input type="checkbox"/>

**13. Which two volumes of ISO 26262 are the MOST IMPORTANT ones for the Automotive Software tester?**

**K1**

a)	Volume 4 (Product development at the system level), volume 6 (Product development at the software level)	<input type="checkbox"/>
b)	Volume 3 (Concept phase) and volume 6 (Product development at the software level).	<input type="checkbox"/>
c)	Volume 2 (Management of functional safety) and volume 6 (Product development at the software level).	<input type="checkbox"/>
d)	Volume 5 (Product development at the hardware level) and volume 6 (Product development at the software level).	<input type="checkbox"/>

**14. Which of the following statements regarding safety aspects is TRUE?**

**K2**

a)	For the development of automotive E/E systems, ISO 26262 describes requirements to ensure functional safety.	<input type="checkbox"/>
b)	Functional safety and cybersecurity of automotive E/E systems contradict each other.	<input type="checkbox"/>
c)	Functional safety of an automotive E/E system can be assumed if unreasonable risks for people can be avoided during the normal operation of this system.	<input type="checkbox"/>
d)	For the development of automotive E/E Systems, ISO 26262 describes the requirements to ensure cybersecurity.	<input type="checkbox"/>

**15. Which of the following statements BEST describes the contribution of an Automotive Software tester in the safety lifecycle?**

**K2**

a)	The tester executes tests related to functional safety primarily during the product development phase.	<input type="checkbox"/>
b)	The tester executes tests related to functional safety primarily during the concept phase.	<input type="checkbox"/>
c)	The tester executes tests related to functional safety to the same extent in all phases of the safety lifecycle.	<input type="checkbox"/>
d)	The tester executes tests related to functional safety primarily during the post-release phase, while in production.	<input type="checkbox"/>

**16. ISO 26262 recommends the use of specific test design techniques and test types depending on the Automotive Safety Integrity Level (ASIL).**

**Which statement is TRUE?**

**K2**

a)	For safety requirements with a higher ASIL, more extensive testing must be done in comparison to safety requirements with a lower ASIL, as the number of recommended test design techniques and test types is higher.	<input type="checkbox"/>
b)	For safety requirements with a higher ASIL, more extensive testing must be done in comparison to safety requirements with a lower ASIL, as the recommended test design techniques and test types lead to more test cases.	<input type="checkbox"/>
c)	For safety requirements with a higher ASIL, an more extensive testing in comparison to safety requirements with a lower ASIL often occurs, as the number of recommended test design techniques and test types doubles with each ASIL.	<input type="checkbox"/>
d)	For safety requirements with a higher ASIL, more extensive testing in comparison to safety requirements with a lower ASIL often occurs, as the recommended test design techniques and test types lead to more test cases.	<input type="checkbox"/>

17. The following table shows a ISO 26262 methods table regarding code coverage metrics.

Methods		ASIL			
		A	B	C	D
1a	Statement coverage	++	++	+	+
1b	Branch coverage	+	++	++	++
1c	Modified condition decision coverage (MC/DC)	+	+	+	++

Which of the following decisions documented in the test plan is consistent with the above methods table?

K3

a)	For ASIL A, branch coverage is used and statement coverage is not used, as 100% branch coverage implies 100% statement coverage.	<input type="checkbox"/>
b)	For ASIL B, statement coverage is used and branch coverage is not used, as it is positioned at a higher position in the table and is therefore more important.	<input type="checkbox"/>
c)	For ASIL D, MC/DC coverage is used as it is the only possible option.	<input type="checkbox"/>
d)	For ASIL B, statement coverage is used and branch coverage is not used, as 100% statement coverage implies 100% branch coverage.	<input type="checkbox"/>

**Questions for the topic:  
„Standards for the testing of E/E-Systems: AUTOSAR“**

**18. Which of the following statements regarding AUTOSAR is TRUE?**

**K1**

a)	AUTOSAR defines a closed architecture, which can only be used by the companies, who are members of the AUTOSAR consortium.	<input type="checkbox"/>
b)	AUTOSAR is not compliant to international standards.	<input type="checkbox"/>
c)	AUTOSAR supports only AUTOSAR-control units.	<input type="checkbox"/>
d)	AUTOSAR standardizes the basic functionality of the software of automotive control devices.	<input type="checkbox"/>

**19. Which of the following statements regarding AUTOSAR is TRUE?**

**K1**

a)	The integration test of the AUTOSAR software in a virtual test environment cannot be implemented, as real hardware is necessary.	<input type="checkbox"/>
b)	The RTE is a suitable test interface for the system test of the software.	<input type="checkbox"/>
c)	The AUTOSAR acceptance test must be performed to prove the AUTOSAR conformity of the software.	<input type="checkbox"/>
d)	AUTOSAR-specific tests are limited to the software of a single control device.	<input type="checkbox"/>

**Questions for the topic  
„Standards for the testing of E/E – Systems: Comparison“**

**20. Which of the following statements regarding the objectives of Automotive SPICE® and the ISO 26262 is NOT TRUE?**

**K1**

a)	Automotive SPICE® has the objective of rating the capability of the development processes of the sub-contractors by using assessments.	<input type="checkbox"/>
b)	ISO 26262 has the objective of rating the capability of the development processes of the supplier by using assessments.	<input type="checkbox"/>
c)	ISO 26262 has the objective of avoiding risks from systematic errors during development by specifying suitable requirements and processes.	<input type="checkbox"/>
d)	ISO 26262 has the objective of defining requirements for the processes and methods to be used by the tester in the development of E/E-Systems.	<input type="checkbox"/>

**21. Which of the following statements is TRUE?**

**K2**

a)	Automotive SPICE® defines the test techniques to be used for each test level.	<input type="checkbox"/>
b)	ISTQB defines the test techniques to be used depending on the test levels.	<input type="checkbox"/>
c)	ISO 26262 and Automotive SPICE® define method tables for all mentioned test levels.	<input type="checkbox"/>
d)	Depending on the ASIL, the method tables of the ISO 26262 recommend test techniques that shall be used.	<input type="checkbox"/>

**Questions for the topic  
„Testing in virtual environment – Test environments in general “**

**22. Which items are part of an automotive specific test environment?**

**K1**

a)	Control computer, simulation software, data logger	<input type="checkbox"/>
b)	Real-time capable computer, network accesses, report database	<input type="checkbox"/>
c)	Measuring devices, specification documents, laboratory	<input type="checkbox"/>
d)	Data management tool, operating system, environment model	<input type="checkbox"/>

**23. Which interfaces are used to collect and distribute information in an electronic control unit (ECU)?**

**K1**

a)	Environment model, bus system and diagnosis interface	<input type="checkbox"/>
b)	Analogue and digital inputs, watchdog and internal data memory	<input type="checkbox"/>
c)	Analogue and digital inputs, supply voltage and diagnosis interface	<input type="checkbox"/>
d)	Analogue and digital inputs, bus system and diagnosis interface	<input type="checkbox"/>

**24. Which of the statements is true?**

**K2**

a)	In a closed-loop-system, the output signals of the test object are directly linked to the inputs of the test object.	<input type="checkbox"/>
b)	In a closed-loop-system, the output signals of the test object are linked to the inputs of the test object via an environment model.	<input type="checkbox"/>
c)	In an open-loop-system, the output signals of the test object are directly linked to the inputs of the test object.	<input type="checkbox"/>
d)	In an open-loop-system, the output signals of the test object are linked to the inputs of the test object via an environment model.	<input type="checkbox"/>



**Questions for the topic  
”Testing in virtual environment: XIL – Test environments “**

**25. Which of the following statements is NOT true?**

**K1**

a)	In the Model-in-the-Loop (MiL) test environment, the test object is readable for humans.	<input type="checkbox"/>
b)	In the Model-in-the-Loop (MiL) test environment, the test object exists as a model.	<input type="checkbox"/>
c)	In the Model-in-the-Loop (MiL) test environment, additional hardware is necessary.	<input type="checkbox"/>
d)	A Model-in-the-Loop (MiL) test environment is used early in the development process.	<input type="checkbox"/>

**26. Which of the following statements is NOT true?**

**K1**

a)	In the Software-in-the-Loop (SiL) test environment, additional hardware is necessary.	<input type="checkbox"/>
b)	In the Software-in-the-Loop (SiL) test environment, the test object exists as compiled object code.	<input type="checkbox"/>
c)	In the Software-in-the-Loop (SiL) test environment, a wrapper is necessary to stimulate and observe inputs and outputs.	<input type="checkbox"/>
d)	In the Software-in-the-Loop (SiL) test environment, the number of access points is limited by the wrapper.	<input type="checkbox"/>

**27. Which tests are typically performed in a Software-in-the-Loop (SiL) test environment?**

K1

a)	Tests of the response time for diagnosis requests.	<input type="checkbox"/>
b)	Tests for electromagnetic compatibility.	<input type="checkbox"/>
c)	Performance tests of the target hardware.	<input type="checkbox"/>
d)	Interface and integration tests.	<input type="checkbox"/>

**28. Which three items are all parts of a Hardware-in-the-Loop (HiL) test environment?**

K1

a)	Test case generator, rest bus simulation, power supply	<input type="checkbox"/>
b)	Breakout box, software compiler, real parts	<input type="checkbox"/>
c)	Power supply, real-time capable computer, electric error simulation	<input type="checkbox"/>
d)	Electric error simulation, signal processing, processor simulation	<input type="checkbox"/>

**29. Which statement regarding the test environment is true?**

**K1**

a)	For integration tests is only the Hardware-in-the-Loop (HiL) test environment suitable.	<input type="checkbox"/>
b)	For component tests a Model-in-the-Loop (MiL) test environment and Software-in-the-Loop (SiL) test environment are both suitable.	<input type="checkbox"/>
c)	For system tests, a Model-in-the-Loop (MiL) and Hardware-in-the-Loop (HiL) test environments are both suitable.	<input type="checkbox"/>
d)	Any XiL test environment can be used on every test level.	<input type="checkbox"/>

**30. Which statement regarding a Model-in-the-Loop (MiL) test environment is most likely TRUE?**

**K2**

a)	The test execution duration of the simulation depends on the complexity of the model and the computing power of the test system.	<input type="checkbox"/>
b)	Access to bus and diagnosis interfaces are implemented in the environment.	<input type="checkbox"/>
c)	The environment model provides extensive implementations of physical processes (like for example electromagnetic compatibility or cable breaks).	<input type="checkbox"/>
d)	The simulation of the Model-in-the-Loop (MiL) test environment can only be started and stopped. Pausing the simulation is not possible.	<input type="checkbox"/>

**31. Which test is typically performed at a Component Hardware-in-the-Loop (HiL) test environment?**

**K2**

a)	Test of the overall system requirements for the vehicle.	<input type="checkbox"/>
b)	Test of the driving behavior of the chassis.	<input type="checkbox"/>
c)	Test of the electronic control unit functions for correct behavior.	<input type="checkbox"/>
d)	Test of the data exchange between the electronic control units.	<input type="checkbox"/>

**32. Which statement is TRUE?**

**K2**

a)	The cost of a detected error in the test object is highest if the error is found in the Model-in-the-Loop (MiL) test environment.	<input type="checkbox"/>
b)	A Hardware-in-the-Loop (HiL) test environment is a more realistic test environment than a Software-in-the-Loop (SiL) test environment.	<input type="checkbox"/>
c)	The amount of effort for design, commissioning and maintenance of a Hardware-in-the-Loop (HiL) test environment is lower than a Software-in-the-Loop (SiL) test environment.	<input type="checkbox"/>
d)	Hardware components are tested in a Software-in-the-Loop (SiL) test environment.	<input type="checkbox"/>

33. You are a member of a test team and you are to test the software code of an electronic control unit. The electronic control unit has been provided as a model and as a development board by the development team, as no electronic control unit hardware is available yet. The test is supposed to ensure the mechanisms for error detection and error handling in the electronic control unit work properly.

Which test environment is to be preferred in this situation given the test types?

		K3
a)	A Hardware-in-the-Loop (HiL) test environment, as errors for the test of the error handling can only be simulated in this test environment.	<input type="checkbox"/>
b)	A Software-in-the-Loop (SiL) test environment, as development boards are available and error detection is to be tested.	<input type="checkbox"/>
c)	A Model-in-the-Loop (MiL) test environment, as no hardware is available yet and the test object is available as a model.	<input type="checkbox"/>
d)	If no electronic control unit hardware is available, the software cannot be tested.	<input type="checkbox"/>

**Questions for the topic  
”Static test techniques“**

**34. Which statement regarding coding standards is TRUE?**

**K1**

a)	A coding standard defines the necessary test practices (e.g. test techniques, test logging).	<input type="checkbox"/>
b)	A coding standard defines the necessary test specification languages (e.g. test automation, test case selection).	<input type="checkbox"/>
c)	A coding standard defines the necessary development practices (e.g. commenting, naming conventions).	<input type="checkbox"/>
d)	A coding standard defines the necessary modelling techniques (e.g. states, state transitions).	<input type="checkbox"/>

**35. Which of the following statements regarding MISRA C:2012 is TRUE?**

**K2**

a)	Rules of the category required must not be neglected by the developer, even if he gives a reason.	<input type="checkbox"/>
b)	The binding character of guidelines is predefined for every organization.	<input type="checkbox"/>
c)	Rules of the category mandatory should avoid typical coding anomalies.	<input type="checkbox"/>
d)	MISRA guidelines are fully testable by static analysis tools.	<input type="checkbox"/>

36. The requirements for a car radio on system level are given below:
- 1) After switching it on, the system shows the message „Welcome“ for 3 seconds.
  - 2) In a switched on state, the radio is in one of the states „active“, „passive“ or „in maintenance“ and in a switched off state the last state is saved.
  - 3) In a switched on state the radio function is engaged by pressing the button „Radio“.
  - 4) If the CD function is engaged and no CD is in the drive, the system shows the message “No Disc”.

Which of the following statements about the given quality criteria for requirements according to ISO/IEC/IEEE 29148 is TRUE?

K3

a)	Requirement 1 is not verifiable.	<input type="checkbox"/>
b)	Requirement 2 is not singular.	<input type="checkbox"/>
c)	Requirement 3 is inconsistent.	<input type="checkbox"/>
d)	Requirement 4 is not unambiguous.	<input type="checkbox"/>

**Questions for the topic  
”Dynamic test techniques“**

**37. Which of the following statements regarding requirement based tests is CORRECT?**

**K1**

a)	Requirement based tests are only focused on the coverage of requirements and do not allow the use of intuitive or explorative tests.	<input type="checkbox"/>
b)	Requirement based tests have the objective to test the requirements until they are consistent and complete.	<input type="checkbox"/>
c)	Requirement based tests have the objective to cover requirements with test cases.	<input type="checkbox"/>
d)	Requirement based tests verify the test object independently from the quality of the customer requirements for the fulfilment of customer requests.	<input type="checkbox"/>

**38. Which of the following statements is NOT a description of a fault injection test?**

**K2**

a)	Fault injection tests insert faults in the behavior of external components to detect that the system can deal with erroneous situations.	<input type="checkbox"/>
b)	Fault injection tests insert faults in internal interfaces, e.g. as lost messages.	<input type="checkbox"/>
c)	Fault injection tests insert faults in the system specification, e.g. as too low parameters for the required performance.	<input type="checkbox"/>
d)	Fault injection tests insert faults in the operating unit that show as internal defects.	<input type="checkbox"/>



**39. What is especially important in the selection of test design techniques in the context of ISO 26262?**

**Choose the BEST POSSIBLE answer.**

**K3**

a)	White-box-test design techniques should be preferred over black-box-test design techniques, as the tester can take advantage of knowledge of the code.	<input type="checkbox"/>
b)	The recommendation of the ISO 26262 for the identified ASIL is the decisive factor for the selection of the test design techniques.	<input type="checkbox"/>
c)	The combination of the suitability of the test basis and the test level together with a high risk of non-detected errors is the decisive factor for the test design techniques to be selected.	<input type="checkbox"/>
d)	Intuitive test design techniques should always be preferred over structure based test design techniques.	<input type="checkbox"/>

40. Below is a decision with three single conditions (B1 AND B2) OR B3. The task for the tester is to design test cases according to the principle of the modified condition decision test (MC/DC).

The tester has already designed three test cases:

- 1) B1 = TRUE, B2 = TRUE, B3 = FALSE
- 2) B1 = FALSE, B2 = TRUE, B3 = FALSE
- 3) B1 = FALSE, B2 = TRUE, B3 = TRUE

Which of the following test cases is necessary to achieve 100% modified condition decision coverage?

		K3
a)	B1 = TRUE, B2 = FALSE, B3 = TRUE	<input type="checkbox"/>
b)	B1 = TRUE, B2 = TRUE, B3 = TRUE	<input type="checkbox"/>
c)	B1 = FALSE, B2 = FALSE, B3 = FALSE	<input type="checkbox"/>
d)	B1 = TRUE, B2 = FALSE, B3 = FALSE	<input type="checkbox"/>

**Space for your notes:**  
(will neither be read nor rated in the correction)

**Space for your notes:**  
(will neither be read nor rated in the correction)