

CLAT Community

daily
QT

SECTIONAL TEST

101

DAYS TO GO FOR
CLAT 2027



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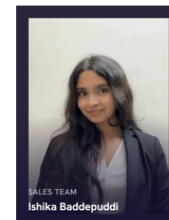
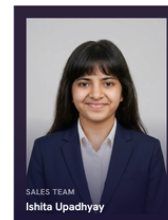
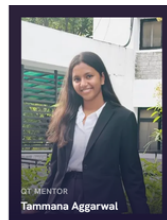
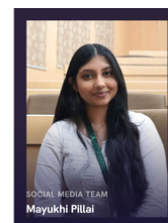
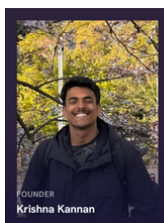
AND
MANY
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OUR COURSES



OUR MENTORS



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MENTORS' NOTE

Good morning everyone,

If you're reading this, you're already doing something that thousands of CLAT aspirants never do—you've shown up today. That might sound like a small thing, but over the next few months you'll realise that success in CLAT is rarely decided by one brilliant mock or one 12-hour study session. It's decided by the hundreds of ordinary days where you choose to sit down and study even when you don't feel like it.

The entire CLAT Community team is rooting for you. Whenever you're stuck, ask doubts, discuss questions, and make use of the people around you. You don't have to prepare alone. We hope today's material helps you take one more step towards your dream.

Now stop reading this note and get to work. Your future self will thank you for the effort you put in today.

All the best.

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DAILY QT

SECTION A — Passage 1

The Netravati Farmer Producer Company (FPC) aggregates paddy from member-farmers across the kharif season and sells processed rice through open-market and festival-season channels. Membership rolls, procurement prices, and warehouse quality logs are updated through the season, but the raw figures are not always ready to use directly — some entries include welfare-scheme bonuses that are not part of the price paid for produce, some totals must be reconstructed after bylaw-driven removals, and one warehouse's logbook records an unrelated reading altogether. Coordinators use these figures to track how the FPC's revenue, membership, and quality metrics are shifting from one season to the next. The six questions below are drawn from this season's audit of the FPC's records.

1. The Netravati FPC had 250 farmer-members enrolled at the start of the kharif season. During the season, 10 existing members who had not delivered any produce in the previous three seasons were struck off the rolls under the FPC's bylaws — a housekeeping removal unrelated to new enrolment. Separately, 40 new farmers joined and were added to the rolls after this removal was carried out. Find the overall percentage change in the FPC's membership by the end of the season, compared to the start.

- (A) 16%
- (B) 12%
- (C) 20%
- (D) 8%

2. Due to a fall in market prices, the FPC revised the price it pays farmers for paddy downward by exactly 12%, arriving at a new price of ₹154 per quintal. Find the price per quintal before this revision.

- (A) ₹136
- (B) ₹181
- (C) ₹172
- (D) ₹175

3. For its festival-season sale, the FPC's processed-rice unit incurs a total cost (procurement plus milling) of ₹1,800 per quintal-equivalent of rice. It wants to price the rice such that after

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offering a flat 10% discount off the marked price during the festival, it still earns a profit of exactly 20% on cost. Find the marked price per quintal (rounded to the nearest rupee).

- (A) ₹2,400
- (B) ₹2,376
- (C) ₹2,500
- (D) ₹2,160

4. Last season, the FPC's total revenue was ₹12,00,000, of which operating costs consumed exactly 60%. This season, revenue rose by 25% over last season, but operating costs rose disproportionately and now consume 68% of this season's higher revenue. Find the percentage change in the FPC's surplus (revenue minus operating costs) this season compared to last season.

- (A) 12.5% increase
- (B) 6% decrease
- (C) No change (0%)
- (D) 6.25% increase

5. An external auditor found that the season's reported average paddy-procurement price of ₹1,860 per quintal had been miscalculated: it wrongly included an ex-gratia flood-relief bonus of ₹60 per quintal paid to farmers in flood-affected zones, which is not part of the price paid for produce. Once this bonus is excluded, the true average price works out to be exactly 20% higher than the price paid in the previous season. Find the previous season's price per quintal.

- (A) ₹1,800
- (B) ₹1,550
- (C) ₹2,160
- (D) ₹1,500

Question 6 refers to the following table:

Warehouse	Quantity (quintals)	Moisture content (%)
P	200	12
Q	300	14
R	250	10

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S	250	16
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6. The table above shows four of the FPC's warehouses, the quantity of paddy each held (in quintals), and each lot's moisture content (a quality measure, in %) at the time of storage. A fifth entry on the same report sheet, for the Kolavli satellite warehouse (holding 100 quintals), lists a reading of 28 — but this is the ambient storage-room temperature in °C logged that day, not a moisture reading, and is not comparable to the other four entries. Find the quantity-weighted average moisture content, in %, across the four genuinely comparable warehouses only.

- (A) $\approx 14.45\%$
- (B) 13.1%
- (C) 12.75%
- (D) 13.0%

SECTION B — Passage 2

The Sahyadri Transport Authority (STA) monitors freight and passenger movement across a hill-district network of highway routes, a small goods-rail yard, and community cycling events it certifies for road-safety compliance. Its monitoring logs record vehicle speeds, journey times, and crossing durations, but a day's entry is rarely simple to read off directly — a rest break must be separated from actual travel time, a departure may be staggered rather than simultaneous, and a train's crossing time depends on whether the object it crosses is stationary or itself in motion. STA analysts recompute these figures every month to check that reported average speeds and journey durations are consistent with the raw logs. The six questions below are drawn from this month's STA audit.

7. A delivery van leaves the STA's Karvi depot for the Dabhol depot, 180 km away, travelling at a constant 45 km/h. Half an hour after the van departs, a truck leaves Dabhol for Karvi along the same route at a constant 60 km/h. Find how long after the van's departure the two vehicles meet.

- (A) 1.5 hours
- (B) ≈ 1.43 hours
- (C) 2 hours
- (D) ≈ 1.71 hours

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8. A cargo truck travels from the Karvi depot to the Sindhudurg depot, 240 km apart, driving continuously at an average speed of 60 km/h. On the return leg over the same route, its average driving speed drops to 40 km/h because of hill traffic; the driver also takes a 30-minute meal break during the return leg, which is not counted as travel time. Find the truck's average speed for the entire round trip, based on driving time only.

- (A) 48 km/h
- (B) 40 km/h
- (C) ≈ 45.71 km/h
- (D) 50 km/h

9. A goods train 280 m long crosses a stationary signal post in 20 seconds. Running at the same constant speed, it later crosses a platform in 50 seconds. Find the length of the platform.

- (A) 700 m
- (B) 450 m
- (C) 420 m
- (D) 400 m

10. Two trains, 150 m and 100 m long, run on parallel tracks in opposite directions at 54 km/h and 36 km/h respectively. Find the time they take to completely cross each other.

- (A) 10 seconds
- (B) 15 seconds
- (C) 6 seconds
- (D) 50 seconds

11. In a 1,200 m race certified by the STA, Rahul finishes 200 m ahead of Suresh. In a separate, identically certified 1,200 m race, Suresh finishes 150 m ahead of Tarun. Assuming each runner holds a constant speed across both races, by how many metres would Rahul beat Tarun in a 1,200 m race between the two of them?

- (A) 350 m
- (B) 300 m
- (C) 380 m
- (D) 325 m

12. Two cyclists in an STA-certified relay start together from the same point on a circular track 900 m long, riding in the same direction without stopping, at constant speeds of 18 km/h

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and 24 km/h respectively. Find after how much time (in minutes) they will next be together exactly at the starting point.

- (A) 18 minutes
- (B) 9 minutes
- (C) 12 minutes
- (D) 6 minutes



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Answer Key & Worked Solutions

SECTION A — Passage 1 Answers

Q1. Correct answer: (B) 12%

Worked solution: Start with 250 members. First apply the bylaw-driven removal (unrelated to new joins): $250 - 10 = 240$. Then add the 40 new farmers, who joined after this removal: $240 + 40 = 280$. Percentage change = $(280 - 250) / 250 \times 100 = 30/250 \times 100 = 12\%$.

Why the distractors are wrong: (A) 16% — ignored the removal entirely and computed the change using only the 40 new joins against the original 250 ($40/250$). (C) 20% — miscounted the net change as 50 instead of 30. (D) 8% — treated only half the net change (20 instead of 30) as the numerator.

Q2. Correct answer: (D) ₹175

Worked solution: Let the original price be P. A 12% fall means the new price is 88% of P: $0.88P = 154$, so $P = 154 / 0.88 = ₹175$.

Why the distractors are wrong: (A) ₹136 — multiplied 154 by 0.88 again instead of dividing by it. (B) ₹181 — used 15% instead of the stated 12% ($154 / 0.85 \approx 181$). (C) ₹172 — added 12% of the new price to itself ($154 \times 1.12 \approx 172$), rather than solving $0.88P = 154$ for P.

Q3. Correct answer: (A) ₹2,400

Worked solution: Required selling price = cost $\times 1.20 = 1,800 \times 1.20 = ₹2,160$. Since the selling price is 90% of the marked price (after a 10% discount), Marked Price = $2,160 / 0.9 = ₹2,400$.

Why the distractors are wrong: (B) ₹2,376 — combined the 20% mark-up and 10% discount multiplicatively as $1,800 \times 1.2 \times 1.1$ instead of dividing by $(1 - 0.10)$. (C) ₹2,500 — wrongly computed the 20% profit on the selling price rather than on cost ($1,800/0.8 = 2,250$, then $2,250/0.9 = 2,500$). (D) ₹2,160 — forgot to adjust for the discount and used the required selling price itself as the marked price.

Q4. Correct answer: (C) No change (0%)

Worked solution: Last season: revenue = 12,00,000; cost = 60% of it = 7,20,000; surplus = 4,80,000. This season: revenue = $12,00,000 \times 1.25 = 15,00,000$; cost = 68% of 15,00,000 = 10,20,000; surplus = $15,00,000 - 10,20,000 = 4,80,000$. The surplus is unchanged, so the change is 0%.

Why the distractors are wrong: (A) 12.5% increase — assumed surplus rises in the same proportion as revenue, ignoring the cost-ratio increase. (B) 6% decrease and (D) 6.25% increase

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— both come from applying the cost percentages to the wrong base (last season's revenue instead of this season's, or vice versa).

Q5. Correct answer: (D) ₹1,500

Worked solution: First remove the bonus: $1,860 - 60 = ₹1,800$, the true average price this season. This is 120% of the previous season's price: $1.20 \times P = 1,800$, so $P = 1,800 / 1.20 = ₹1,500$.

Why the distractors are wrong: (A) ₹1,800 — stopped after removing the bonus and never reversed the 20% increase. (B) ₹1,550 — forgot to subtract the bonus and applied the 20% reversal to the reported 1,860 instead ($1,860 / 1.20 = 1,550$). (C) ₹2,160 — multiplied 1,800 by 1.20 instead of dividing by it.

Q6. Correct answer: (B) 13.1%

Worked solution: Total quantity = $200 + 300 + 250 + 250 = 1,000$ quintals. Weighted sum = $(200 \times 12) + (300 \times 14) + (250 \times 10) + (250 \times 16) = 2,400 + 4,200 + 2,500 + 4,000 = 13,100$. Weighted average moisture = $13,100 / 1,000 = 13.1\%$.

Why the distractors are wrong: (A) $\approx 14.45\%$ — wrongly folded in the 5th warehouse's temperature reading (28) as if it were moisture data: $(13,100 + 100 \times 28) / 1,100 \approx 14.45\%$. (C) 12.75% — used an incorrect set of weights. (D) 13.0% — took a plain (unweighted) average of the four percentages, $(12 + 14 + 10 + 16) / 4$, ignoring the differing quantities.

SECTION B — Passage 2 Answers

Q7. Correct answer: (C) 2 hours

Worked solution: Let t = hours after the van departs. The van covers $45t$ km. The truck, delayed by 0.5 h, travels for $(t - 0.5)$ h at 60 km/h, covering $60(t - 0.5)$ km. Together they cover the full 180 km: $45t + 60(t - 0.5) = 180 \Rightarrow 105t - 30 = 180 \Rightarrow 105t = 210 \Rightarrow t = 2$ hours.

Why the distractors are wrong: (A) 1.5 hours — the truck's own travel time when they meet ($t - 0.5$), mistaken for the time since the van's departure. (B) ≈ 1.43 hours and (D) ≈ 1.71 hours — arise from adding the 0.5-hour delay with the wrong sign, or ignoring it altogether, before solving for t .

Q8. Correct answer: (A) 48 km/h

Worked solution: Driving time onward = $240 / 60 = 4$ h. Driving time on return (excluding the break) = $240 / 40 = 6$ h. Total driving time = 10 h; total distance = 480 km. Average speed = $480 / 10 = 48$ km/h. The break is irrelevant since only driving time is used.

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Why the distractors are wrong: (B) 40 km/h — simply read off the slower leg's speed without doing the calculation. (C) ≈ 45.71 km/h — wrongly included the 30-minute break in the total time ($480/10.5 \approx 45.71$). (D) 50 km/h — took a plain arithmetic mean of the two speeds, $(60+40)/2$, instead of the distance-weighted (harmonic) average.

Q9. Correct answer: (C) 420 m

Worked solution: Speed of the train = $280 \text{ m} / 20 \text{ s} = 14 \text{ m/s}$. While crossing the platform, the train covers its own length plus the platform's length: $14 \times 50 = 700 \text{ m} = 280 + L$, so $L = 700 - 280 = 420 \text{ m}$.

Why the distractors are wrong: (A) 700 m — forgot to subtract the train's own length from the total distance covered while crossing the platform. (B) 450 m and (D) 400 m — arise from a rounding or arithmetic slip in computing the train's speed or the total distance.

Q10. Correct answer: (A) 10 seconds

Worked solution: Since the trains move in opposite directions, relative speed = $54 + 36 = 90 \text{ km/h} = 90 \times 5/18 = 25 \text{ m/s}$. Total distance to be covered while crossing = sum of lengths = $150 + 100 = 250 \text{ m}$. Time = $250/25 = 10$ seconds.

Why the distractors are wrong: (C) 6 seconds — used only one train's length (150 m) instead of the sum of both lengths. (D) 50 seconds — wrongly treated the trains as moving in the same direction and subtracted the speeds ($54 - 36 = 18 \text{ km/h} = 5 \text{ m/s}$) instead of adding them. (B) 15 seconds — an arithmetic slip while converting km/h to m/s.

Q11. Correct answer: (D) 325 m

Worked solution: Race 1: when Rahul covers 1,200 m, Suresh covers 1,000 m, so speed ratio Rahul:Suresh = $1200:1000 = 6:5$. Race 2: when Suresh covers 1,200 m, Tarun covers 1,050 m, so Suresh:Tarun = $1200:1050 = 8:7$. Scale both ratios to a common Suresh value: multiply the first by 8 and the second by 5, giving Rahul:Suresh:Tarun = $48:40:35$. When Rahul covers 1,200 m (48 units, so 1 unit = 25 m), Tarun covers $35 \times 25 = 875 \text{ m}$. Rahul beats Tarun by $1,200 - 875 = 325 \text{ m}$.

Why the distractors are wrong: (A) 350 m — simply added the two winning margins (200 + 150), ignoring that the margins are measured over different runners' paces. (C) 380 m — scaled Suresh's margin over Tarun using the wrong ratio before adding it to Rahul's margin. (B) 300 m — a further ratio-scaling slip.

Q12. Correct answer: (B) 9 minutes

Worked solution: Convert speeds: $18 \text{ km/h} = 300 \text{ m/min}$; $24 \text{ km/h} = 400 \text{ m/min}$. Time for one full lap: slower cyclist = $900/300 = 3 \text{ min}$; faster cyclist = $900/400 = 2.25 \text{ min}$. They are

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both back at the start together at a time that is a common multiple of 3 and 2.25 minutes. The LCM of 3 and 2.25 ($= 9/4$) is 9 minutes — at $t = 9$ min the slower cyclist has done exactly 3 laps and the faster exactly 4 laps.

Why the distractors are wrong: (D) 6 minutes — rounded 2.25 min down to 2 min before taking the LCM (LCM of 3 and 2 is 6), an invalid shortcut since lap time isn't a whole number of minutes. (A) 18 minutes and (C) 12 minutes — come from similar mishandling of the fractional lap time when finding the common multiple.

— End of Set —



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