

CLAT Community

daily QT

SECTIONAL TEST

114

DAYS TO GO FOR CLAT 2027



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OUR RANKERS

1 in every 4 of CLAT Community's students
are now placed in Top 5 NLU's.



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SUHIT KENDURKAR



RIYA CHAUHAN



SHEIKH EHSAN KHALEELULLAH



HRISHIT PODDAR



ROHAN YADAV



TEJAS ROY



ANIRUDDH BAJAJ



KABIR WADHWANI



CANCHI SISTLA AKSHARA



SHIVAM TRIPATHI



HARDIK GAUTAM



MANYA BHASKAR



NAMASHRITA GOPINATH



RONIL DHASAL



VEDA RAO



SAMANDAR SINGH



GANJI HAINDAVI



SAHISHNA



PRANAV. S

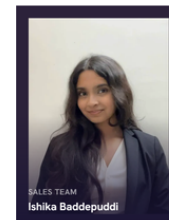
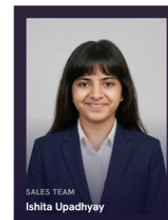
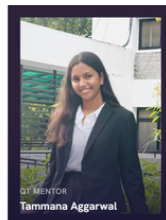
AND
MANY
MORE.

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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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Passage 1

Silverline Freight operates two regional sorting hubs that recorded a day's parcel intake for an internal audit. Hub North handled 40 parcels with a combined recorded weight that worked out to an average of 21 kg per parcel. Hub South, which specialises in lighter express and document consignments, handled 60 parcels; auditors noted that Hub South's combined recorded weight for the day came to exactly five-sevenths of Hub North's combined recorded weight. Later in the audit, discrepancies were flagged at both hubs — some entries at Hub North turned out to be oversized freight items wrongly logged as ordinary parcels, while a few entries at Hub South were traced to duplicate scans of the same physical item. Each question below describes its own specific correction, addition, or target, and should be answered using only the figures given in that question together with the baseline figures stated above.

Q1. What was the combined average weight of all parcels recorded across both hubs for the day, using the original recorded figures stated above?

- (A) 18 kg
- (B) 15.5 kg
- (C) 14.4 kg
- (D) 17.4 kg

Q2. Auditors found that 4 of Hub North's 40 recorded parcels were in fact oversized freight items, each weighing exactly 9 kg more than Hub North's original average. Once these 4 items are removed from Hub North's count and total, what is Hub North's corrected average parcel weight?

- (A) 18 kg
- (B) 20 kg
- (C) 12 kg
- (D) 7.2 kg

Q3. Starting from Hub North's corrected figures in the previous scenario (36 parcels, average 20 kg), one further parcel is added to Hub North. This raises Hub North's average by exactly 1 kg. What is the weight of this newly added parcel?

- (A) 57 kg
- (B) 58 kg
- (C) 21 kg
- (D) 36 kg

Q4. On a different occasion, Hub South received a new batch of 20 parcels from a partner courier. This batch's combined weight was exactly 30% of Hub South's original recorded total

(as stated in the passage). What is Hub South's new average parcel weight after including this batch?

- (A) 9.5 kg
- (B) 13 kg
- (C) 10.65 kg
- (D) 9.75 kg

Q5. Separately, 3 of Hub South's original 60 parcels are found to be duplicate scans of the same physical item and are removed entirely from Hub South's count and total. Each of these 3 parcels had been recorded at exactly 10 kg — Hub South's original average weight. What is Hub South's average weight after this removal?

- (A) 10 kg
- (B) 9.5 kg
- (C) Cannot be determined from the data given
- (D) 20 kg

Q6. Warehouse managers want to bring Hub North's corrected average (20 kg, over its 36 parcels) down to exactly 18 kg by removing a batch of oversized parcels, each weighing 42 kg. How many such parcels must be removed?

- (A) 5
- (B) 12
- (C) 3
- (D) 72

Passage 2

Nandini Dairy Cooperative sources raw milk from two collection routes before blending it into standardised products. Route A brings in milk from smaller hillside farms across three separate tankers each morning, with fat content that varies noticeably from tanker to tanker. Route B brings in a single larger consignment of milk from plains-based dairies, more uniform in fat content but typically lower. All blending at the cooperative's plant is done purely by volume, and every litre of raw milk is treated as interchangeable once it enters the blending vat, except for its fat percentage and its procurement cost. Auditors periodically re-test stored batches and have, on occasion, found recording errors in a consignment's logged fat percentage. Each question below describes its own tanker readings, blend targets, or costs, and should be answered using only the figures stated in that question.

Q7. On a given morning, Route A's three tankers deliver 2,000 L at 6% fat, 3,000 L at 4% fat, and 1,000 L at 3% fat. What is the fat percentage of Route A's combined delivery for that morning?

- (A) 4%
- (B) 4.5%
- (C) $4\frac{1}{3}\%$
- (D) 4.8%

Q8. Route A's combined storage on a certain day tested at 5.4% fat. The cooperative blends this storage with a separately procured tanker of unknown fat percentage, in the ratio 1 : 4 (Route A storage : new tanker) by volume, to produce a blend testing at 3% fat. What is the fat percentage of the new tanker?

- (A) 2%
- (B) 0.6%
- (C) 2.25%
- (D) 2.4%

Q9. A 720 L tank is filled with pure Route A milk at 5.4% fat. To prepare a diluted blend, an operator repeatedly draws out 90 L of the tank's current contents and replaces it with pure water, doing this a total of 3 times. What fraction of the tank's final contents (by volume) is still the original Route A milk?

- (A) $\frac{343}{512}$
- (B) $\frac{5}{8}$
- (C) $\frac{49}{64}$
- (D) $\frac{169}{512}$

Q10. Route A's storage already holds 5,000 L averaging 5% fat. A new consignment of 1,000 L, testing at 7.4% fat, is added to this storage. The resulting combined storage is then blended with Route B's milk, which tests at 4% fat, to produce 'Farm Standard' milk at a target of 4.8% fat. In what ratio (by volume) must the combined Route A storage be mixed with Route B's milk?

- (A) 4: 13
- (B) 4: 3
- (C) 3: 4
- (D) 4: 7

Q11. Route B's 4,000 L supply had been uniformly logged at 4% fat. A recalibration later showed that one 500 L sub-batch within this supply, originally logged at 4% fat, was actually only 2% fat — every other litre's reading was confirmed correct. This corrected Route B milk is now blended with Route A's storage, which tests at 5.4% fat, to produce 'Premium Standard' milk at a target of 4.5% fat. In what ratio must Route A's storage be mixed with the corrected Route B milk?

- (A) 5: 9
- (B) 6: 5
- (C) 5: 6
- (D) 5: 18

Q12. The cooperative prepares two batches of 'Value Milk': Batch 1 is 5,000 L blended at a cost price of Rs. 22 per litre, and Batch 2 is 3,000 L blended at a cost price of Rs. 30 per litre. Both batches are poured into one tank and the entire 8,000 L is sold together at a single uniform price of Rs. 30 per litre. What is the cooperative's overall profit percentage on this combined sale?

- (A) 20%
- (B) 16.67%
- (C) 15.38%
- (D) 11.11%

ANSWER KEY

Question 1

Correct answer: (C) 14.4 kg

Question 2

Correct answer: (B) 20 kg

Question 3

Correct answer: (A) 57 kg

Question 4

Correct answer: (D) 9.75 kg

Question 5

Correct answer: (A) 10 kg

Question 6

Correct answer: (C) 3

Passage 2 — Nandini Dairy Cooperative (Mixtures and Allegation)

Question 7

Correct answer: (B) 4.5%

Question 8

Correct answer: (D) 2.4%

Question 9

Correct answer: (A) $\frac{343}{512}$



Question 10

Correct answer: (B) 4 : 3

Question 11

Correct answer: (C) 5 : 6

Question 12

Correct answer: (A) 20%





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*WHERE ACHIEVERS HELP
YOU ACHIEVE!*



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