
CDL Air Brakes Practice Test 2

Q1. If your vehicle has an alcohol evaporator, it is there to:

- A. Rid the wet tank of alcohol that condenses and sits at the bottom
- B. Eliminate the need for daily tank draining
- C. Reduce the risk of ice in air brake valves in cold weather

Answer: C

Q2. The application pressure gauge shows how much air pressure you:

- A. Have in the air tanks
- B. Have in the modulating control valve
- C. Are applying to the brakes

Answer: C

Q3. You should know that your brakes are fading when:

- A. You have to push harder on the brake pedal to control your speed on a downgrade
- B. The brake pedal is spongy when pressure is applied
- C. Pressure on the brake pedal is released and speed increases

Answer: A

Q4. The S-cam:

- A. Controls the flow of air into each of the brake chambers
- B. Pulls the brake shoes away from the drum and allows the wheels to roll freely
- C. Forces the brake shoes against the inside of the brake drum.

Answer: C

Q5. Your vehicle has a dual air brake system. If a low air pressure warning comes on for the secondary system, you should:

- A. Bring the vehicle to a safe stop and continue only when the system is fixed
- B. Reduce your speed and test the remaining system while underway
- C. Reduce your speed and drive to the nearest garage for repairs

Answer: A

Q6. If your truck has a properly functioning dual air brake system and minimum size air tanks, the air pressure should build from 85 to 100 psi within _____ seconds:

- A. 15
- B. 30
- C. 45

Answer: C

Q7. A slack adjuster probably needs to be adjusted if it moves more than about ____ inch when you pull hard on it:

- A. 1
- B. 1/2
- C. 1/4

Answer: A

Q8. How should you check that your service brakes are working properly?

- A. Park on a slight incline, drain off air pressure, set parking brakes, and check for movement
- B. Park on level ground, wait for normal air pressure, release the parking brake and move truck forward slowly (about 5 mph), and apply the brakes firmly using the brake pedal
- C. Park on level ground, chock the wheels, engage the parking brake when you have the correct amount of air pressure to do so, and shut off the engine

Answer: B

Q9. If you must make an emergency stop, brake so you:

- A. Can steer and your vehicle stays in a straight line
- B. Can steer hard while braking hard
- C. Use the hand brake first

Answer: A

Q10. When the brakes are applied, the brake shoes (or linings) are pressed against the:

- A. Slack adjuster
- B. Brake drum
- C. S-cam

Answer: B

Q11. Under ideal conditions, a truck with air brakes going 55 mph would require a stopping distance of:

- A. More than 400 feet
- B. 100-300 feet
- C. Less than 100 feet

Answer: A

Q12. The use of air brakes on a long and/or steep downgrade under normal conditions is only a supplement to:

- A. The braking effect of the engine
- B. The use of the front brake limiting valve
- C. The use of the spring brakes

Answer: A

Q13. The air brake lag distance at 55 mph on dry pavement adds about _____ feet to your stopping distance.

- A. 12
- B. 32
- C. 52

Answer: B

Q14. Repeatedly pressing and releasing (fanning) the brake pedal may result in:

- A. A loss of air pressure
- B. A build up of brake air pressure
- C. No change in air pressure

Answer: A

Q15. The air compressor should stop pumping at about _____ psi.

- A. 100
- B. 150
- C. 125

Answer: C

Q16. All air brake equipped vehicles have:

- A. A supply pressure gauge
- B. An air use gauge
- C. A backup hydraulic system

Answer: A

Q17. Emergency controlled braking is when you:

- A. Apply the brakes as hard as you can without locking the wheels
- B. Brake as hard as you can, release the brakes when the wheels lock, and put the brakes back on again when the wheels start rolling
- C. Apply the hand valve for one second, then push hard on the brake pedal

Answer: A

Q18. The braking power of the spring brakes:

- A. Is not affected by the condition of the service brakes
- B. Depends on the service brakes being in adjustment
- C. Increases when the service brakes are hot

Answer: B

Q19. During normal driving, spring brakes are usually held back by:

- A. Bolts
- B. Air pressure
- C. Spring pressure

Answer: B

Q20. To test air service brakes, you should:

- A. Stop the vehicle, put it in low gear, depress the service brake, and then gently pull against the brakes
- B. Brake firmly when slowly moving forwards
- C. Brake firmly when slowly moving backwards

Answer: B

Q21. The safety valve is set to automatically reduce pressure at _____ psi.

- A. 100
- B. 150
- C. 200

Answer: B

Q22. If your truck's air compressor has its own oil supply, when should you first check the oil level?

- A. During your first en-route inspection
- B. Immediately after stopping
- C. Before driving

Answer: C

Q23. To check the free play of manual slack adjusters of S-cam brakes, you should park on:

- A. Level ground, chock the wheels, and release the parking brakes
- B. Level ground and apply the parking brakes
- C. A slight grade, release the parking brakes, and apply the service brakes, watching for vehicle movement

Answer: A

Q24. Emergency stab braking is when you:

- A. Press hard on the brake pedal and apply full hand valve until you stop
- B. Use light steady pressure
- C. Brake as hard as you can, release the brakes when the wheels lock, and put on the brakes again when the wheels start rolling.

Answer: C

Q25. Which of these is NOT a proper time to apply the parking brakes?

- A. If the brakes are very hot (e.g. after just coming down a steep grade)
- B. If you will only be stopped for less than one hour
- C. If you are going to test the parking brakes to make sure that they hold

Answer: A