
CDL Combination Vehicles Practice Test 2

Q1. Compared to a straight truck or bus, there are _____ things to inspect on a combination vehicle.

- A. Fewer
- B. The same number of
- C. More

Answer: C

Q2. How much space should be between the upper and lower fifth wheel after coupling?

- A. Just enough to see light through
- B. None
- C. About 1/4 inch

Answer: B

Q3. When backing a tractor under a trailer, you should:

- A. Always use the lowest reverse gear
- B. Always approach the trailer at a slight angle
- C. Do it quickly to ensure that the kingpin is locked into the fifth wheel

Answer: A

Q4. When you get ready to back under a trailer, you should line up:

- A. The kingpin with the edge of the driver's side locking jaw
- B. The left rear outer dual wheel with the kingpin
- C. Directly in front of the trailer

Answer: C

Q5. The air leakage rate for a combination vehicle (engine off, brakes off) should be less than _____ psi per minute.

- A. 3
- B. 2
- C. 1/2

Answer: A

Q6. To stop a trailer skid, you should:

- A. Use the trailer hand brake
- B. Counter-steer
- C. Release the service brakes

Answer: C

Q7. Before you back under a trailer, make sure the:

- A. Trailer brakes are locked
- B. Air supply knob is in
- C. Air brakes are off

Answer: A

Q8. There are 2 things that a driver can do to prevent a rollover. They are (1) Go slowly around turns; and (2): _____

- A. Keep both hands firmly on the steering wheel
- B. Keep the cargo as close to the ground as possible
- C. Keep the fifth wheel free play as small as possible

Answer: B

Q9. After the trailer has been coupled to the tractor, the tractor protection control valve should be placed in the _____ position.

- A. Down
- B. Up
- C. Normal

Answer: C

Q10. When uncoupling a trailer, after you have shut off the trailer air supply and locked the trailer brakes, you should:

- A. Back up gently to ease pressure on the fifth wheel locking jaws and then apply the tractor parking brakes
- B. Begin to lower the trailer landing gear
- C. Immediately put on your tractor parking brakes

Answer: A

Q11. After you lock the kingpin into the fifth wheel, you should check the connection by:

- A. Pulling forward 30 feet, turning right and left
- B. Pulling the tractor ahead sharply to release the trailer
- C. Pulling the tractor ahead gently with the trailer brakes locked

Answer: C

Q12. If you cannot make a turn without entering another traffic lane, you should:

- A. Turn wide before you start your turn
- B. Turn wide as you complete your turn
- C. Not make the turn – go to another place where you will not have to cross into another lane

Answer: B

Q13. Loss of air pressure in the emergency line causes:

- A. The relay valve to close
- B. The trailer's emergency brakes to come on
- C. An increase in air pressure to the service line

Answer: B

Q14. You have coupled with a semitrailer. Where should you put the front trailer supports before driving away?

- A. Raised 1/2 way with the crank handle secured in its bracket
- B. Fully raised with the crank handle secured in its bracket
- C. Raised 3/4 way with the crank handle removed

Answer: B

Q15. In normal driving, some drivers use the hand valve before the brake pedal to prevent a jackknife. Which of these statements is true?

- A. It should not be done
- B. It results in less skidding than using the brake pedal alone
- C. It is the best way to brake and keep the truck in a straight line

Answer: A

Q16. The tractor protection valve will close and the trailer emergency brakes will come on immediately when there is a major leak in the _____ brake line.

- A. Parking
- B. Service
- C. Emergency

Answer: C

Q17. You have a major leak in the service line and you put on the brakes. Service air pressure will escape and cause the:

- A. Trailer tank pressure to be lost
- B. Trailer emergency brakes to come on
- C. Tractor spring brakes to lock on

Answer: B

Q18. What will happen if the air lines are crossed when you hook to an old trailer?

- A. If the trailer has no spring brakes, you could drive away but you would not have trailer brakes
- B. The hand valve will apply the tractor brakes instead of the trailer brakes
- C. The brake lights will not come on when you press the brake pedal

Answer: A

Q19. Why should you lock the tractor glad hands to each other (or dummy couplers) when you are not towing a trailer?

- A. The connected brake circuit becomes a back-up air tank
- B. If you didn't, you could never build system pressure
- C. It will keep dirt and water out of the lines

Answer: C

Q20. You have pushed in the trailer supply valve. You should not move the tractor until the whole air system is:

- A. At normal pressure
- B. Empty
- C. Between 60 and 80 psi

Answer: A

Q21. Before you back under a trailer, make sure the:

- A. Trailer brakes are locked.
- B. Tractor protection valve is normal.
- C. Air brakes are off.

Answer: A

Q22. You are coupling a tractor to a semi-trailer and have backed up but are not under it. What should you hook up before backing under?

- A. The electrical service cable
- B. The emergency and service air lines
- C. Nothing: back up and lock the fifth wheel.

Answer: B

Q23. You should not back a tractor under a trailer until the whole air system is:

- A. At normal pressure
- B. Bled down to half the maximum pressure.
- C. Between 60 and 80 psi.

Answer: A

Q24. When you get ready to back under the semi-trailer you should line up.

- A. About 12 degrees off the line of the trailer.
- B. The kingpin to engage the driver's side locking jaw first.
- C. Directly in front of the trailer.

Answer: C

Q25. You are coupling a semi-trailer to your tractor but have not yet backed under. The trailer is at the right height when:

- A. The kingpin is about 1 ¼ inches above the fifth wheel.
- B. The end of the kingpin is even with the top of the fifth wheel.
- C. It will be raised slightly when the tractor is backed under it.

Answer: C