
CDL Combination Vehicles Practice Test 3

Q1. The air leakage rate for a combination vehicle (engine off, brakes on) should be less than ____ psi per minute.

- A. 2
- B. 3
- C. 4

Answer: C

Q2. You supply air to the trailer tanks by:

- A. Pushing in the trailer air supply valve.
- B. Pulling out the trailer air supply valve.
- C. Connecting the service line glad hand.

Answer: A

Q3. You have coupled with a semi-trailer. In what position should you put the front trailer supports/landing gear before driving away?

- A. Raised ½ way with the crank handle removed.
- B. Fully raised with the crank handle secured in its bracket.
- C. Three turns off the top with the crank handle secured in its bracket.

Answer: B

Q4. In normal driving, some drivers use the hand valve before applying the brake pedal to prevent a jack-knife.

Which of these statements are 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

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

- A. 1
- B. 2

C. 3

Answer: C

Q6. Why should you be sure that the fifth wheel plate is greased as required?

- A. To ensure good electrical connections.
- B. To prevent steering problems.
- C. To reduce heat and noise.

Answer: B

Q7. A driver crossed the air lines when hooking up to an old trailer. What will happen?

- A. If the trailer has no spring brakes, you can drive away, but you will not have trailer brakes.
- B. The hand valve will apply the tractor brakes instead of the trailer brakes.
- C. The brake pedal will work the trailer spring brakes instead of the air brakes.

Answer: A

Q8. Air lines on a combination vehicle are often colored to keep them from getting mixed up. The emergency line is ____; the service line is ____.

- A. Red; blue
- B. Black; Yellow
- C. Blue; Red

Answer: A

Q9. There are two things that a driver can do to prevent a roll-over. They are; (1) Keep the cargo as close to the ground as possible; and (2)

- A. Make sure that the brakes are properly adjusted.
- B. Go slowly around turns.
- C. Keep the fifth wheel's free play as tight as possible.

Answer: B

Q10. After you supply air to the trailer, make sure the air lines are not crossed and the trailer brakes are working. This is done by?

- A. Turning on the parking brakes from the cab.
- B. Applying and releasing the trailer brakes and listening for brake sounds.

C. Lifting the brake pedal.

Answer: B

Q11. Semi-trailers made before 1975 that are equipped with air brakes:

- A. Are easier to brake because they are heavier.
- B. Usually need a glad hand converter.
- C. Often do not have spring brakes.

Answer: C

Q12. Which of these statements is true?

- A. Always delay braking a heavy vehicle until you have no other choice.
- B. Light vehicles need more braking power to stop than heavy ones.
- C. "Bobtail" tractors can take longer to stop than a combination vehicle loaded to the maximum gross weight.

Answer: C

Q13. Why should you lock the tractor glad hands (or dummy couplers) to each other when you are not towing a trailer?

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

Answer: B

Q14. You are coupling a tractor and semi-trailer and have connected the air lines. Before backing under the trailer, you should:

- A. Supply air to the trailer system, then pull out the air supply knob to lock the trailer brakes.
- B. Make sure that the trailer brakes are off.
- C. Apply the brakes twice to alert others.

Answer: A

Q15. The hand valve should be used:

- A. Only with the foot brake.
- B. To test the trailer brakes.

C. Only when the trailer is fully loaded.

Answer: B

Q16. The safety catch for the fifth wheel locking lever must be ____ for a coupling to be complete.

- A. Over the locking lever.
- B. Under the locking lever.
- C. Through the locking lever.

Answer: A

Q17. The front trailer supports/landing gear are up and the trailer is resting on the tractor. Make sure:

- A. There is enough clearance between the tops of the tractor tires and the nose of the trailer.
- B. There is enough clearance between the tractor frame and the landing gear.
- C. Both A and B are correct.

Answer: C

Q18. Your emergency air line breaks or gets pulled apart while you are driving. The loss of pressure will cause the:

- A. Emergency trailer brakes to come on.
- B. Air compressor to unload instead of pumping air.
- C. Trailer supply valve to open.

Answer: A

Q19. You have a major leak in the service line and you put on the brakes.

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

Answer: A

Q20. You are driving a combination vehicle when the trailer breaks away, pulling apart both air lines. You would expect:

- A. The tractor to lose all air pressure.

- B. The tractor protection valve to close.
- C. The trailer supply valve to stay open.

Answer: B

Q21. You are about to back your tractor under a semi-trailer. The trailer is at the right height when the:

- A. Trailer landing gear is fully extended.
- B. End of the kingpin is even with the top of the fifth wheel.
- C. Trailer will be lifted slightly when the tractor backs under it.

Answer: C

Q22. How much space should be between the upper and lower fifth wheel after coupling?

- A. At least ½ inch.
- B. None
- C. Just enough to see light through it

Answer: B