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## CDL Doubles/Triples Practice Test

**1. When driving with more than one trailer, which trailer should be the first one behind the tractor?**

- A. The shortest trailer.
- B. The heaviest trailer.
- C. The lightest trailer.

Answer: B

**2. Which of these statements about quick steering movements and doubles/triples is true?**

- A. Doubles/triples flip over from quick steering moves more easily than many other vehicles.
- B. You should put on the brakes at the same time you perform quick steering movements.
- C. Counter-steering is easier with doubles/triples than with most other vehicles.

Answer: A

**3. You are driving a 100 foot twin trailer combination at 50 mph. The road is dry and the visibility is good. You should keep at least \_\_\_\_ seconds of space ahead of you.**

- A. 9
- B. 10
- C. 11

Answer: C

**4. You should check the height of the trailer before connecting a convertor dolly to a second of third trailer. The trailer height is right when:**

- A. The trailer will be raised slightly when the convertor dolly is backed under it.
- B. The center of the kingpin lines up with the locking jaws.
- C. The kingpin rests on the fifth wheel.

Answer: A

**5. You are driving a 100-foot truck with double trailers at 30 mph. The road is dry. Visibility is good. You should keep at least \_\_\_\_ seconds of space ahead of you.**

- A. 9
- B. 10

C. 11

Answer: B

**6. With the hand valve on, you should test the trailer brakes by opening the service line valve at the rear of the rig. When you do this, you should hear:**

- A. The emergency line valve open and release air.
- B. The service brakes slowly move to the fully applied position.
- C. Air escape from the open valve.

Answer: C

**7. Empty trucks:**

- A. Require shorter stopping distances than full ones.
- B. May have poor tractions due to bouncing and wheel lockup.
- C. Are the easiest to stop since there is no shifting cargo.

Answer: B

**8. Which of these is not a good thing to do when driving on slippery roads?**

- A. Use the engine brake or speed retarder.
- B. Keep other traffic out of your side space.
- C. Use a light touch on the accelerator and brake pedals.

Answer: A

**9. Which of these statements about handling doubles and triples is true?**

- A. A triple bottom rig can stop quicker than a 5-axle tractor semi-trailer due to off-tracking.
- B. The rear trailer of a 100 foot triple is less likely to turn over than a single semi-trailer due to the crack-thewhip effect.
- C. A sudden movement with the steering wheel can result in a tipped over rear trailer.

Answer: C

**10. Before you can supply air to the air tanks of a second trailer, you need to:**

- A. Close the shut-off valves at the rear of both trailers.
- B. Open the shut-off valves at the rear of both trailers.
- C. Open the shut-off valves at the rear of the first trailer, and close the shut-off valves at the rear of the second trailer.

Answer: C

**11. You are driving with double trailers and must use your brakes to avoid a crash. For emergency braking you should:**

- A. Push the brake pedal as hard as you can and hold it there.
- B. Use controlled or stab braking.
- C. Use only the trailer brakes.

Answer: B

**12. If you want to couple a second trailer to your combination vehicle, secure it by using:**

- A. The trailer's spring brakes and emergency air brakes.
- B. Wheel chocks.
- C. Either of the above, if available.

Answer: C

**13. How can you be sure you supplied air to a second trailer?**

- A. Go to the rear of the second trailer and open the emergency line shut-off.
- B. Watch each trailer's air gauge for a drop of 30 psi.
- C. Apply the hand valve at 10 mph. You should stop in the same distance as a truck with one trailer at 5 mph.

Answer: A

**14. What is likely to happen if the pintle hook is unlocked while the dolly is still under the second trailer?**

- A. The air lines will rupture.
- B. The dolly tow bar may fly up.
- C. Nothing will happen unless the rig rolls forward.

Answer: B

**15. Converter dollies:**

- A. Often do not have spring brakes.
- B. Have little braking power because they are small.
- C. Usually need a glad hand converter.

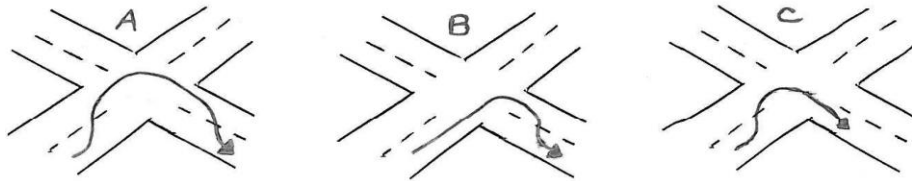
Answer: A

**16. You want to hook your combination to a second trailer that has no spring brakes. To do this without wheel chocks you should:**

- A. Supply air to the trailer air system with the tractor and then disconnect the emergency line.
- B. Make sure the trailer will roll freely when coupling.
- C. Hook the trailer electric cord to a portable generator for braking

Answer: A

**17. You wish to turn right from one two-lane, two-way street to another. The truck is too long to turn without swinging wide. You should turn like it shows in:**



- A. Figure A.
- B. Figure B.
- C. Figure C.

Answer: B

**18. Which of these statements about managing space to the sides is true?**

- A. Always keep your vehicle to the right side of your lane.
- B. High winds are not a problem for doubles and triples.
- C. You should avoid traveling next to others when possible.

Answer: C

**19. The best way to stop all skids is to:**

- A. Restore traction to the tires.
- B. Use stab or controlled braking.
- C. Counter-steer and accelerate.

Answer: A

**20. Some large trucks have convex or “spot” mirrors. These mirrors:**

- A. Are against the law in most states.

- B. Make things look smaller and farther away than they really are.
- C. Do not need to be checked as often as flat mirrors because they show a larger area.

Answer: B

**21. Driving a truck with double or triple trailers requires a driver to:**

- A. Allow more following distance than for smaller vehicles.
- B. Use special care in bad weather and mountain conditions.
- C. Do both of these things.

Answer: C

**22. The crack-the-whip effect that troubles trucks with trailers is most likely to tip over:**

- A. The rear trailer of a triple.
- B. The rear trailer of a double.
- C. A full trailer behind a truck.

Answer: A

**23. You are visually checking the coupling of a converter dolly to the rear trailer. How much space should be between the upper and lower fifth wheel?**

- A. It depends on the load.
- B. None.
- C.  $\frac{1}{2}$  to  $\frac{3}{4}$  inch.

Answer: B

**24. You are driving a set of doubles. A set of trailers wheels goes into a skid. Which of these is most likely to occur?**

- A. The rig will continue to move in a straight line no matter how much the steering wheel is turned.
- B. The rig will stay in a straight line but slide sideways.
- C. You will have a trailer jackknife.

Answer: C

**25. You are doing a walk-around inspection of a double or triple trailer rig. You should be sure the converter dolly air tank drain valves are \_\_\_\_ and the pintle hook is \_\_\_\_.**

- A. Open; free

B. Closed; latched

C. Open; latched

Answer: B