

CAREER PATH TRAINING CORP

STUDY GUIDE FOR THE COMMERCIAL DRIVER'S LICENSE

INTRODUCTION

COMMERCIAL DRIVER LICENSE (CDL) ENDORSEMENT EXAM

DOUBLES - TRIPLES

SUPPORTING TEXT

COMMERCIAL DRIVER LICENSE MANUAL VERSION 2.0
SECTION 7 (**SECTION 6 IN SOME FLORIDA CDL MANUALS**)

PUBLISHER:

YOUR STATE DEPARTMENT OF DRIVER LICENSING

STUDY GUIDE USE INFORMATION

This Study Guide is designed to help you learn and understand the information necessary to successfully pass the CDL endorsement exam, **DOUBLES AND TRIPLES**. All persons seeking a commercial driver's License and will transport double and triple trailers must take this written test. Refer to the Commercial Driver License Manual to help you understand the correct information. Each question is referenced in the section the correct information can be found.

The study guide consists of 3 major parts. 1. **Key facts you need to know to pass the written test.** 2. **One practice test to measure your knowledge of the subject.** 3. **Answer sheet for self-grading the practice test.**

Study and learn all key facts in the study guide. This is the information you need to know to pass the test. When you feel you have read and understood the key facts, take the first practice test without using the answer sheet. Self-grade your first practice test. Re-study the key facts that refer to the questions you missed. If you missed 3 questions or less, you are ready to challenge the **CDL DOUBLES AND TRIPLES** written Test.

You have the option of taking this test at the same time you take your other written tests or waiting until after you have your **CDL Class A permit or license**. It is recommended that you take the three written tests you need to get your CDL Class A License first. If you pass the three you need and fail the Doubles and Triples test, the test center will hold all your tests until you successfully pass all the tests you challenged. It is recommended you take this test after you have additional training, more experience or your CDL permit or license.

Career Path Training Corp has no relationship with the CDL testing facilities. You must pass the **General Knowledge, Air Brakes and Combination Vehicles** test in order to receive a **CDL Class A Permit**. Once you have the Class A CDL permit, you will be qualified to attend the Skills portion of the Truck Driver Course. You can also challenge other written endorsement tests at this time.

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DOUBLES AND TRIPLES

KEY FACTS YOU NEED TO KNOW TO PASS THIS TEST.

Study these key facts until you are sure you know the information. More detailed information can be found in your Commercial Drivers License Manual in Section 7. (Section 6 in some Florida Manuals)

1. When pulling doubles and triples, the heaviest trailer is put directly behind the tractor.
2. Driving doubles and triples requires the driver to allow more following distance and use special care in bad weather and mountain conditions.
3. As a double and triple driver you have more dead axles than live axles.
4. The “crack the whip” effect is most likely to occur on a third trailer.
5. A sudden movement of the steering wheel can result in a tipped over rear trailer.
6. Double/triples tip over more easily than other vehicles.
7. A Converter dolly is used to couple the second trailer to the first trailer.
8. Converter dollies often don’t have spring brakes.
9. Converter dollies built on or after March 1, 1998 must have antilock brakes (ABS)
10. Converter dollies with ABS will have a yellow lamp on the left side of the dolly.
11. Always pull the converter dolly out from under the trailer before unhooking from the pulling trailer
12. There should be no space between your upper and lower fifth wheel plates.
13. A second trailer should be raised slightly when a converter dolly is backed under.
14. If the pintle-hook is unlocked with the dolly still under a trailer, the tow bar may fly up and cause personal or equipment damage.
15. If you are hooking a second trailer to a combination vehicle secure the trailer by use of wheel chocks or trailer spring brakes.
16. If you are hooking up a second trailer without spring brakes you do this by airing the trailer and then disconnecting the emergency line (this is without wheel chocks)
17. Before you supply air to the second trailer you should open the air shut off valve at the rear of the first trailer and close the shut off valve at the rear of second trailer.
18. Make sure that air is supplied to your second trailer by going to the rear or the last trailer and opening the shut off valve.
19. Always make sure that your converter air tank drains are closed and the pintle hook is latched.
20. Use the same coupling method for connection triples as described to do connect doubles.
21. Check t make sure air flows to all trailers connected.

22. There are more items to inspect such as coupling systems and additional air and electrical lines.
23. Do the brake check on double or triple trailer as you would any combination vehicle. Check section 6.5.2
24. Convex or spot mirrors make things look smaller and farther away.
25. Open air valves at rear of last trailer to see if air is coming through to all trailers.
26. You should always avoid traveling next to others when possible.
27. For emergency braking you should use stab and controlled braking.
28. The best way to stop all skids is to restore traction to the tires.
29. If a set of trailer wheels go into a skid while pulling doubles/triples, you will have a trailer jackknife.
30. Empty trucks may have poor traction due to bounce and wheel hop.
31. If you are driving a 200-foot vehicle at 30 MPH on a clear day with good roads, your following distance should be 10 seconds.
32. Do not use engine brakes or retarders when driving on slippery roads.

Now that you know the key facts in section (7), take the practice test without referring to the answer sheet. Self-grade your test and re-study the missed questions. (That is if you have any missed questions) you may want to put your answers on a separate sheet of paper so you can take the test more than once. If you don't understand the question, go to your CDL manual and review the section that is referenced at each question. You can find the correct information in the referenced sections.

DOUBLES AND TRIPLES PRACTICE TEST

Read each question and all the answers carefully. Select the most correct answer. After answering all questions in the practice test, check them with the answer sheet for correctness. You can also check your answers for correctness by reading the Commercial Drivers License Manual, section 7. The questions listed are only similar to the ones that you can expect to find on the actual CDL written test. By studying this guide, you will be able to determine the most correct answer when you take the CDL written DOUBLES AND TRIPLES Test.

When taking the CDL written test, follow these basic test-taking rules:

- 1. Read the entire question and all answers before selecting your answer. Remember there maybe more than one right answer and you need to select the most correct answer.**
- 2. Do not read words into the questions that are not there.**
- 3. Watch for words that may change the meaning of the question, i.e. (NOT, EXCEPT, etc.)**
- 4. Follow all instructions, oral or written.**

SECTION 7 – DOUBLES AND TRIPLES

1. The “crack the whip” effect that troubles trucks with trailers is MOST likely to tip over: (7.1.2)
 - A. The rear trailer of a triple.
 - B. The rear trailer of a double.
 - C. A full trailer behind a truck.
 - D. One axle trailer behind a two-axle tractor.
2. Which of these statements about quick steering movements and doubles/triples is true? (7.1.2)
 - A. Doubles/triples flip over more easily than many vehicles as a result of quick steering moves.
 - B. The brakes should be applied while making quick steering movements on doubles/triples.
 - C. Counter-steering is easier with doubles/triples.
 - D. Drivers of doubles/triples need not worry about quick lane changes because it cannot be done with these vehicles.
3. You are driving a set of doubles and the drive wheels skid. Which of these is most likely to occur? (7.1.6)
 - A. The rig continues in a straight line and moving forward no matter how much the steering wheel is turned.
 - B. The rig stays in a straight line, but slides sideways.
 - C. A jackknife.
 - D. The engine will stall.

4. You are driving a set of doubles and must make a quick stop to avoid a crash, you should: (5-8 & 5-9)
- A. Push the brake pedal as hard as you can and hold it there.
 - B. Use controlled or stab braking.
 - C. Use light, steady pressure on the brake pedal.
 - D. Use only the trailer brake.
5. Driving a double or triple trailer vehicle requires a driver to: (7.1.4)
- A. Look far ahead to allow smooth driving.
 - B. Allow more following distance than for smaller vehicles.
 - C. Use special care in bad weather and mountain conditions.
 - D. All of the above.
6. If you want to couple a second trailer to your combination vehicle, secure it by using: (7.2)
- A. The trailer spring brakes.
 - B. The trailer emergency air brakes.
 - C. Wheel chocks.
 - D. Any of the above, if available.
7. Converter dollies: (7.2.1)
- A. Often do not have spring brakes.
 - B. Have little braking power because they are small.
 - C. Usually need a glad hand converter.
 - D. All of the above.
8. What is a converter dolly? (7.2.1)
- A. A coupling device of one or two axles and a 5th wheel.
 - B. An axle that can be converted into a 5th wheel.
 - C. A 5th wheel that can connect two axles together.
 - D. A device used to convert a 5th wheel into a dolly.
9. When driving a truck with more than one trailer: (7.2.1)
- A. The short trailer goes in front of the long trailer.
 - B. The heaviest trailer must always be in the first position behind the tractor.
 - C. The lightest trailer must be in the first position.
 - D. You must make sure they are both the same weights.

10. With the hand valve on, you should test trailer brakes by opening the service line valve at the rear of the rig. When you do this, you should hear: (7.3.1)
- 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.
 - D. Nothing, there should be no pressure in the line.
11. You should be sure that the trailer height is correct before connecting a converter dolly to a second or third trailer. If the trailer height is correct: (7.2.1)
- A. It will be slightly lower than the center of the fifth wheel.
 - B. The center of the kingpin will line up with the locking jaws.
 - C. The kingpin will be resting on the fifth wheel.
 - D. The fifth wheel will be touching the trailer.
12. When you check the converter dolly to the rear trailer coupling, how much space should be between the upper and lower fifth wheel plates? (7.2.1)
- A. The space will be different for heavy loads than light loads.
 - B. There should be no space between the upper and lower fifth wheel plates.
 - C. There should be $\frac{1}{2}$ to $\frac{3}{4}$ inch of space to keep from tipping the rear trailer.
 - D. Drivers are not able to visually check this coupling point.
13. How should you check for air to the rear of the second trailer (to be sure you supplied air to the system)? (7.2.1)
- A. Open the emergency line shut off.
 - B. Open the hand valve with the rig parked.
 - C. Watch for a drop of 30 psi on the air gauge.
 - D. Apply the hand valve at 40 mph. It will stop in the same distance as one trailer at 40 mph if the brakes are working.
14. If a converter dolly is still under the second trailer and you unlock the pintle hook, what will happen? (7.2.2-4)
- A. The trailer brakes will unlock.
 - B. The airlines will rupture.
 - C. The dolly tow bar may fly up.
 - D. Nothing will happen unless the rig rolls forward.

15. Before you can supply air to the air tanks of a second trailer you need to: (7.2.1)
- A. Close the shut-off valve 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 valve at the rear of the second trailer.
 - C. Close the shut-off valves at the rear of the first trailer and open the shut-off valve at the rear of the second trailer.
16. After connecting the airlines between the tractor and the trailer, but before backing under the trailer, you should: (6.1 & 7.2.1)
- A. Pull ahead to test the glad hands.
 - B. Supply air to the trailer system.
 - C. Make sure the trailer brakes are off.
 - D. Check the parking brake.
17. After completing the step in question # 16, what would you do next? (6.1 & 7.2.1)
- A. Pull ahead and continue with your trip.
 - B. Back under the trailer.
 - C. Pull out the trailer air supply valve.
 - D. None of the above.
18. If only the service line comes apart while you are driving, you will notice that:(6.2)
- A. The emergency tractor brakes will come on.
 - B. The parking brakes will come on.
 - C. Nothing happens until you try to use the service brakes.
 - D. Trailer air will exhaust.
19. The landing gear is up and the trailer is resting on the tractor. Be sure there is enough clearance between: (7.2.1)
- A. The landing gear is totally up and secured.
 - B. The tops of the tractor tires and the nose of the trailer.
 - C. The tractor frame and the landing gear.
 - D. All of the above.
20. When pulling doubles or triples it is very important to remember: (7.1)
- A. That the stopping distance is much less than with an automobile.
 - B. The stopping distance is much greater than a normal tractor semi-trailer.
 - C. You don't have to slow down as much for curves as with an automobile.
 - D. All of the above are correct.

21. How would you know if your converter dolly is equipped with Antilock Brakes/ (7.1.8)
- A. If the brake pads are covered with a dust shield
 - B. It will have a sign on the converter pintle hook.
 - C. It will have a yellow lamp on the left side of the converter
 - D. You must ask the previous driver.
22. After backing the dolly under the second trailer, the next thing to do is raise the landing gear. (7.2/1)
- A. True
 - B. False
23. When visually checking the coupling of a converter dolly to the rear trailer, how much space should be between the upper and lower 5th wheel?(7.2.1)
- A. You cannot visually check this coupling
 - B. $\frac{1}{2}$ to $\frac{3}{4}$ inch
 - C. None
 - D. Depends on the load
24. When doing a walk around inspection a double or triple trailer rig, you should be sure the converter dolly air tank drain valves are _____ and the pintle hook is _____. (7.3)
- A. Closed: Free
 - B. Opened: Latched
 - C. Closed: Latched
 - D. Open: Free
25. The landing gear is up and the trailer is resting on the tractor 5th wheel, Be sure there is enough clearance between: (7.3.1)
- A. The tops of the tractor tires and the nose of the trailer.
 - B. The tractor frame and the landing gear.
 - C. The landing gear and the ground.
 - D. All of the above.

**DOUBLES AND TRIPLES
PRACTICE TEST
ANSWER SHEET**

1. A
2. A
3. C
4. B
5. D
6. D
7. A
8. A
9. B
10. C
11. A
12. B
13. A
14. C
15. C
16. B
17. C
18. C
19. D
20. B
21. C
22. B
23. C
24. C
25. D