

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 longest trailer
 - C. The lightest trailer

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 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

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

4. You should check the height of the trailer before connecting a converter dolly to a second or third trailer.
The trailer height is right when:
 - A. The trailer will be raised slightly when the converter 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

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

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

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

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 you side space
 - C. Use a light touch on the accelerator and brake pedals

9. Which of these statements about handling of 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 the whip effect
 - C. A sudden movement with the steering wheel can result in a tipped over rear trailer

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 the first trailer
 - 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

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
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
13. 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
14. 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
15. 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
16. 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
17. 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 of a double
 - C. A full trailer behind a truck
18. 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
19. You are driving a set of doubles. A set of trailer 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
20. 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
21. Is it important to be careful when driving doubles and triples?
 - A. Yes
 - B. No
22. Special care should be taken when pulling two or three trailers because more things can go wrong and are less stable than other commercial vehicles?
 - A. True
 - B. False

23. Doubles and triples are not as likely to turn over as are other combination vehicles.
- A. True
 - B. False
24. Is it alright to not check all the critical parts when doing a pre-trip inspection on doubles or triples?
- A. Yes
 - B. No
25. When driving doubles or triples how would they be driven to avoid rollover or jackknifing?
- A. Fast
 - B. Smoothly
 - C. Slowly
26. Doubles and triples take up more space and are longer than other commercial vehicles, but do they need more space to turn?
- A. Yes
 - B. No
27. For the safest handling on the road when pulling doubles and triples how should the load be positioned?
- A. The lighter load in first position, the heavier in the rear
 - B. The heavier load in first position, the lighter in the rear
 - C. It does not matter which trailer is heavier
28. What is a converter dolly used for?
- A. To couple tow or three trailers behind a tractor truck
 - B. To help move cargo in a semi-trailer
 - C. To couple a to a tractor
29. Do all converter dollies have spring brakes?
- A. Yes
 - B. No
30. What three methods can you use to secure a second trailer before coupling?
- A. Release dolly brake by opening the air tank petcock or if the dolly has spring Brake, use the dolly parking brake control
 - B. Use the tractor and first semi-trailer to pick up the converter dolly and move it into position
 - C. All of the above
 - D. None of the above
31. The dolly tow bar may fly up if you unlock the pintle hook with the converter dolly still under the rear trailer.
- A. True
 - B. False
32. You should use different methods for uncoupling second and third trailers.
- A. True
 - B. False
33. Coupling and uncoupling methods are the same for more common tractor-trailer combinations, but there are other ways of coupling and uncoupling the many types of truck-trailer combinations that are in use.
- A. True
 - B. False
34. There are more things to inspect on a combination vehicle than on a single vehicle.
- A. True
 - B. False
35. Should you do a walk around inspection when preparing to pull Doubles or Triples?
- A. Yes
 - B. No