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**QUESTION 1**

What factors determine your selection of a safe speed when going down a long, steep downgrade?

- A. Length of the grade and steepness of the grade only.
- B. Total weight of the vehicle and cargo.
- C. Total weight of the vehicle and cargo, length of the grade, steepness of the grade, road conditions, weather.
- D. Total weight of the vehicle, steepness of the grade, weather.

Correct Answer: C

QUESTION 2

Pushing in the trailer air supply knob will do what?

- A. Supply air to the service air line
- B. Supply air to the emergency air line
- C. Shut off air to the trailer air tank
- D. Put on the emergency brakes

Correct Answer: B

The correct answer is: Supply air to the emergency air line. The trailer air supply control knob is used to control the tractor protection valve. You push the knob in to supply the trailer with air (via the emergency air line) and pull it out to shut off the air and put on the trailer emergency brakes.

QUESTION 3

What is rearward amplification?

- A. Weight transfer to the rear axles when going up a hill in a double/triple
- B. \"Crack-the-whip\" effect when making quick lane changes
- C. The increased weight on the rear axles of a double or triple trailer
- D. Sudden, dangerous weight shift from the front to the rear trailer

Correct Answer: B

The correct answer is: "Crack-the-whip" effect when making quick lane changes. Rearward amplification is increased in doubles and triples. A conventional double has a rearward amplification of 2.0, which means that it is twice as likely to turn over as a standard 5 axle trailer. A triple has a rearward amplification of 3.5.



QUESTION 4

What is a dual air brake system?

- A. A dual air brake system has two separate air brake systems which use a single set of brake controls
- B. A dual air brake system has two separate air brake systems, the first system is called the primary system. The other is called the secondary system.
- C. A dual air brake system has two separate air brake systems, each system has its own air tanks, hoses, lines, etc
- D. A dual air brake system has two separate air brake systems, both systems supply air to the trailer if there is one.
- E. None of the above
- F. All of the above

Correct Answer: F

QUESTION 5

How can you test the low pressure warning signal?

- A. There is no way to test this
- B. Turn the electrical power off and step on and off the brake pedal to reduce air tank pressure. The low air pressure warning signal must come on before the pressure drops to less than 90 psi in the air tank.
- C. Turn the electrical power on and step on and off the brake pedal to increase air tank pressure. The low air pressure warning signal must come on before the pressure increases to more than 60 psi in the air tank.
- D. Turn the electrical power on and step on and off the brake pedal to reduce air tank pressure. The low air pressure warning signal must come on before the pressure drops to less than 60 psi in the air tank.
- E. Turn the electrical power off and step on and off the brake pedal to reduce air tank pressure. The low air pressure warning signal must come on before the pressure drops to less than 30 psi in the air tank.

Correct Answer: D

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