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QUESTION NO: 1

What is a hazard?

A. A hazard is more than an emergency.

B. A hazard is a material that you haul that requires placards.

C. A hazard is any road condition or other road user that is a possible danger.

D. A hazard is a truck with no placards that has hazardous materials.

ANSWER: C

Explanation:

A hazard is any road condition or other road user that is a possible danger. In commercial driving, hazards include anything that could require the driver to change speed or direction to avoid a collision or unsafe situation. They may arise from the roadway, such as a sharp curve, work zone, slippery surface, or obstructed lane, or from other road users, such as pedestrians, cyclists, vehicles merging into traffic, or drivers behaving unpredictably.

Recognizing hazards early is a core defensive-driving skill. CDL guidance emphasizes looking well ahead, checking mirrors regularly, and maintaining awareness of conditions around the vehicle so that a driver has sufficient time and space to respond safely. Early hazard recognition is especially important for commercial vehicles because their larger size, weight, and longer stopping distance can limit the driver's ability to make sudden maneuvers. The Federal Motor Carrier Safety Administration's Commercial Driver's License Manual discusses hazard perception and the importance of identifying potential dangers before they become emergencies. See the FMCSA Commercial Driver's License resources and the FMCSA CMV driver-safety guidance.

QUESTION NO: 2

What is the correct position of the shut-off valves for the first trailer of a doubles or triples set?

A. Fully closed

B. Fully open

C. Partially closed

D. Emergency shut-off valve closed; service shut-off valve open

ANSWER: B

Explanation:

Fully open is correct. In a doubles or triples combination, the first trailer is not the last vehicle in the combination, so its rear air connections must be available to supply air to the trailer or trailers behind it. The rear shut-off valves—also called cut-out cocks—control whether compressed air can flow through the trailer's service and emergency lines. Before coupling the next trailer, a driver opens the rear shut-off valves on each trailer that will tow another trailer. This allows the service brakes to be applied throughout the combination and allows the emergency air system to charge the following trailer properly.

The valve positions are part of the standard doubles/triples coupling procedure and should be checked during the walk-around inspection before moving the vehicle. Proper air-line configuration is essential because the trailer brakes depend on a continuous, correctly connected air supply from the tractor through each preceding trailer. The last trailer is handled differently because no trailer follows it, but the first trailer's rear shut-off valves must be fully open to support the remainder of the set. See the FMCSA Commercial Driver's License Manual and its Doubles and Triples guidance.

QUESTION NO: 3

Why must air tanks be drained?

A. Air tanks should never be drained

B. To keep oil and water from building up in the tank

C. To keep oil and toxic gas from building up in the tank

D. To keep the tanks cool while not in use

E. All of the above

ANSWER: B

Explanation:

“To keep oil and water from building up in the tank” is correct because compressed air naturally carries moisture. As the air cools inside an air-brake system’s reservoirs, that moisture condenses and collects at the bottom of the tanks. Small amounts of compressor lubricating oil can also enter the system and accumulate there. Draining the reservoirs removes these contaminants before they can impair the air-brake system.

Water accumulation is particularly hazardous in cold weather because it can freeze in air lines, valves, or other brake-system components. A blockage can interfere with the movement of air needed to apply or release the brakes. Moisture and oil may also contribute to corrosion and contamination of pneumatic components over time, reducing reliability and increasing maintenance needs. For these reasons, drivers must check and drain air tanks as part of the required air-brake inspection and maintenance routine, following the vehicle manufacturer’s procedures. The federal air-brake requirements establish the need for reliable, properly functioning air-brake systems; see 49 CFR § 393.40. The FMCSA Commercial Driver’s License Manual also covers air-brake inspection practices, including draining reservoir tanks.

QUESTION NO: 5

You should always test the trailer brakes before driving by

A. Using the hand valve

B. Pulling the air supply control

C. Using the foot brake

D. Using the hand valve or pulling the air supply control

ANSWER: D

Explanation:

Using the hand valve or pulling the air supply control is correct because these controls allow a driver to verify that the trailer’s air-brake system applies the trailer brakes before the vehicle is operated. With the trailer air system charged, pulling out the trailer air-supply control tests the trailer emergency-brake application. Where fitted, the hand valve can be used while moving forward slowly to apply the trailer service brakes independently and confirm normal brake action. These checks help confirm that the tractor and trailer are properly connected, air is reaching the trailer, and the trailer brakes respond as expected. The driver should perform the appropriate check safely, in an area clear of people and obstacles, as part of the pre-driving air-brake and coupling inspection. The Federal Motor Carrier Safety Administration’s Commercial Driver’s License Manual covers testing trailer service and emergency brakes during the vehicle-inspection and air-brake procedures. See the FMCSA English CDL Manual and the FMCSA CDL information page.

QUESTION NO: 6

What should be inspected on the landing gear for doubles/triples?

A. Fully raised with no missing parts

B. Crank handle in place and secured

C. If power operated, no air or hydraulic leaks

D. All the above

ANSWER: D

Explanation:

All the above is correct because a doubles/triples pre-trip inspection must confirm that the landing gear is in its safe travel configuration and that its operating components are secure and free of defects. The landing gear should be fully raised so it has adequate clearance from the road and should have no missing, damaged, or loose parts. A crank handle must be properly stowed in its holder and secured; this prevents it from swinging or dropping while the combination vehicle is moving. On equipment with power-operated landing gear, the driver must also inspect the associated air or hydraulic system for leaks, since a leak can affect the system's ability to operate safely and can signal a mechanical defect requiring attention. These checks are part of ensuring that the trailer can remain properly supported when uncoupled while also avoiding damage, loss of control, or road hazards during travel. The Commercial Driver's License inspection guidance emphasizes checking trailer components for secure mounting and proper condition, and federal safety standards require landing gear to be maintained so it can safely support the vehicle. See the Federal landing-gear safety requirement and the FMCSA CDL driver resources.

QUESTION NO: 7

Describe what the service line is for.

A. It carries air which is controlled by the foot brake or the trailer hand brake

B. It carries air which is controlled by the foot brake

C. It carries air which is controlled by the trailer hand brake

D. All of the above

ANSWER: A

Explanation:

The correct description is **"It carries air which is controlled by the foot brake or the trailer hand brake."** On an air-braked articulated vehicle or drawbar combination, the service line is the control line between the towing vehicle and trailer. It transmits a variable air-pressure signal to apply the trailer's service brakes in proportion to the braking command made by the driver. Pressing the foot brake sends this service-brake control pressure through the line so that the trailer brakes apply with the vehicle brakes. The trailer hand brake control can also operate the trailer service brakes, and its command is likewise conveyed through the service line. This line therefore supports normal controlled braking rather than merely supplying stored air to the trailer system. Drivers must understand this function when coupling, conducting brake checks, and responding to defects, because correct service-line connection is essential to coordinated braking across the combination. The UK Highway Code requires drivers to ensure that vehicles are safe and properly maintained, including braking equipment; see Highway Code, Annex 6. Detailed vehicle construction and braking requirements are set out in the Road Vehicles (Construction and Use) Regulations 1986.

QUESTION NO: 8

Why put the starter switch key in your pocket during the pre-trip inspection?

A. So you don't lose it.

B. You will need it to inspect the trailer.

C. So no one moves the vehicle while you are inspecting underneath it.

D. You will need it to open the side box.

ANSWER: C

Explanation:

Putting the starter switch key in your pocket prevents anyone else from starting or moving the vehicle while you are conducting the inspection, particularly when you are underneath or very close to the vehicle. A commercial vehicle can cause fatal crushing injuries if it moves unexpectedly while a driver is checking components such as the suspension, brakes, driveshaft, exhaust system, or frame. Keeping physical control of the ignition key is a simple lockout practice: it makes sure the person doing the inspection controls whether the vehicle can be started. This precaution supports the broader pre-trip requirement to inspect safely, on level ground where possible, with the parking brakes set and the vehicle secured against unintended movement. The CDL pre-trip inspection material specifically instructs drivers to put the key in their pocket before inspecting the vehicle, so another person cannot move it while the inspection is underway. This step protects the driver and anyone working nearby before the vehicle is placed in service. See the Federal Motor Carrier Safety Administration's vehicle inspection regulations and its CDL vehicle inspection test guidance.

QUESTION NO: 9

All vehicles with air brakes must have a low air pressure warning signal.

A. True

B. False

C. Only some vehicles

ANSWER: A

Explanation:

True is correct. A vehicle equipped with an air-brake system must provide the driver with a low-air-pressure warning signal. This safety feature is essential because air pressure is the force that applies and maintains braking capability in an air-brake system. If system pressure falls too far, the driver needs immediate notice to stop safely and correct the problem before effective braking is compromised.

For commercial motor vehicles, the warning must be an audible or visual signal that activates before air pressure drops below a specified safe threshold. Federal safety standards require a low-pressure warning device in the air-brake system, and CDL pre-trip inspection procedures require drivers to verify that the warning activates as pressure is reduced. During the inspection, drivers should watch for the warning signal to come on before pressure falls below 60 psi in vehicles with air brakes. Recognizing this warning promptly is a core air-brake safety practice and helps prevent loss-of-braking emergencies.

See 49 CFR § 393.51, warning devices and low air pressure indication and the FMCSA CDL Manual, Section 5: Air Brakes.

QUESTION NO: 10

Which three hazard classes should not be loaded into a trailer that has a heater air conditioner unit?

A. Class 1 explosives, Class 3 flammable liquids, division 2.1 flammable gas

B. Class 2 explosives, Class 3 flammable solids, division 2.1 inhalation hazard

C. Class 1 explosives, Class 8 corrosives, division 5 oxidizers

ANSWER: A

Explanation:

Class 1 explosives, Class 3 flammable liquids, division 2.1 flammable gas is correct because these materials present a severe ignition and fire risk where a trailer's heating or air-conditioning equipment could provide a heat source, spark, or other ignition source. Explosives can undergo a violent reaction when exposed to heat or fire, while flammable liquids and flammable gases can create ignitable vapors that may be set off by equipment that is not specifically designed and

maintained for safe hazardous-material service. CDL hazmat guidance therefore treats these materials as requiring special precautions when a trailer has this type of equipment. The driver must verify that the vehicle and its equipment are suitable before loading, and must follow the applicable operating restrictions rather than assuming that installed climate-control equipment is safe around flammable or explosive cargo.

Federal requirements specifically address the transportation of Division 1.1, 1.2, and 1.3 explosives, Division 2.1 flammable gases, and Class 3 flammable liquids in vehicles equipped with heaters, requiring safeguards so operation does not create a fire hazard. See 49 CFR § 177.834 and the PHMSA hazardous-materials regulations.

QUESTION NO: 11

Vehicle handling can become unsafe if the weight is not properly balanced. Hard steering can be caused by

A. Too little weight on the driving axles

B. Too much weight on the steering axles

C. Under loaded front axles

D. High center of gravity

ANSWER: B

Explanation:

Too much weight on the steering axles is correct. Proper weight distribution is essential because axle loading directly affects how the vehicle responds to steering input. When excessive weight is placed on the steering axle, the tires press harder against the road surface and create greater rolling and turning resistance. This increases the force needed to turn the steering wheel, especially at low speeds and during tight turns. The driver may experience heavy, difficult steering and reduced ability to make smooth, controlled steering corrections. Excessive steering-axle loading also places added stress on steering components, suspension parts, and front tires, increasing wear and the risk of mechanical damage. Before driving, a commercial driver should verify that the vehicle is loaded within legal axle and gross-weight limits, that cargo is distributed appropriately, and that the load is properly secured. These checks help preserve predictable handling and ensure that steering performance remains safe throughout the trip. The Federal Motor Carrier Safety Administration's Commercial Driver's License Handbook discusses vehicle inspection and safe operation principles. Federal weight requirements are also addressed in 23 CFR § 658.17.

QUESTION NO: 13

Bus passengers should NOT

A. Stand while on a bus

B. Stand behind the standee line

C. Stand across from other passengers

D. Stand in front of the standee line

ANSWER: D

Explanation:

"Stand in front of the standee line" is correct because the standee line establishes the forward boundary for standing passengers on a bus. This line, typically located on the floor near and behind the driver's seat, must remain clear so the driver has sufficient space and visibility to operate the vehicle safely. A passenger standing ahead of that line can interfere with the driver's movement, obstruct access to controls or mirrors, distract the driver, and create a hazard during braking, turning, or an emergency maneuver.

Commercial-driver passenger-safety guidance requires drivers to ensure that passengers do not stand forward of the standee line. This is an important operational rule because safe passenger placement protects both the driver and everyone

aboard, particularly when the bus is moving or passengers are boarding and exiting. The CDL passenger-transportation material explains the standee line requirement as part of safely managing passengers and preventing unsafe conditions in the driver's area. See the California Commercial Driver Handbook: Transporting Passengers Safely and the FMCSA standee-line guidance.

QUESTION NO: 14

Which of the following is often referred to as a smooth bore tank?

A. Portable Tank

B. Tank with a stainless steel interior

C. Baffled liquid tanks

D. Unbaffled liquid tank

ANSWER: D

Explanation:

An unbaffled liquid tank is often called a smooth-bore tank because its interior has no baffles—internal partitions designed to limit liquid movement. The smooth interior is especially important for tankers that haul food-grade products, such as milk, because it can be cleaned and sanitized more effectively. However, the lack of baffles permits substantial liquid surge. When the vehicle accelerates, brakes, or changes direction, the liquid continues moving within the tank and can affect the vehicle's handling and stopping distance. CDL tank-vehicle training therefore emphasizes anticipating surge, maintaining a safe following distance, braking smoothly, and avoiding abrupt steering movements when operating a smooth-bore tanker. The U.S. Commercial Driver's License Manual identifies tank vehicles as cargo tanks with capacities of 1,000 gallons or more and explains that liquid surge is a significant handling concern, particularly in unbaffled tanks. See the FMCSA Commercial Driver's License Manual and the California Commercial Driver Handbook—Tank Vehicles.

QUESTION NO: 15

You should use low beams whenever you can.

A. True

B. False

ANSWER: B

Explanation:

False is correct because safe commercial-driving guidance generally calls for using high beams at night whenever conditions allow, rather than using low beams at all times. High beams provide a longer viewing distance, helping a driver identify roadway hazards, curves, pedestrians, animals, and stopped vehicles early enough to react safely. This increased forward visibility is particularly important for commercial vehicles because of their greater weight and longer stopping distances.

Low beams are required in specific situations where high beams would create glare or reflect light back toward the driver, such as when meeting oncoming traffic, following another vehicle closely, or driving in fog, rain, snow, smoke, or dust. In those conditions, low beams improve safety by reducing glare and maintaining more usable visibility. The CDL manual's night-driving guidance emphasizes using high beams when it is safe to do so and changing to low beams when required by traffic or weather conditions. See the California Commercial Driver Handbook, Section 2 and the FMCSA driver safety guidance.

QUESTION NO: 16

If you are stopped on an incline, how can you start moving without rolling back?

A. Shift to neutral

B. Fully engage the clutch

C. Apply the parking brake

D. Aggressively pump the accelerator

ANSWER: C

Explanation:

Apply the parking brake is correct because it securely holds the vehicle stationary on the incline while the driver prepares to move. For a vehicle with a manual transmission, the driver can select the appropriate starting gear, begin releasing the clutch until the engine starts to take the load, and then release the parking brake as the vehicle begins to pull forward. This coordinated method prevents uncontrolled rearward movement and gives the driver time to establish enough engine power and clutch engagement for a smooth start.

Preventing rollback is especially important in a commercial motor vehicle because of its size, weight, stopping distance, and the potential presence of traffic, pedestrians, cargo, or another vehicle immediately behind it. A controlled hill start also helps protect the clutch, driveline, and any trailer connection from the shock loads that can result from attempting to move abruptly. CDL guidance emphasizes maintaining positive control of the vehicle and using the parking brake whenever it is necessary to keep the vehicle from moving. See the California Commercial Driver Handbook and the FMCSA commercial driver licensing information.

QUESTION NO: 17

Name some things you should check on the front of your vehicle during the walk-around inspection?

A. oil, transmission, air compressor, radiator

B. Low beams, high beams, four way flashers, turn signals

C. windshield, wipers, mirrors, hood latches

D. tires, steering parts, suspension parts, headlights

E. None of the above

ANSWER: B

Explanation:

Low beams, high beams, four way flashers, turn signals is correct because a front-of-vehicle walk-around includes verifying that the vehicle's required front lighting and signaling equipment operates properly. The driver should activate the appropriate switches and visually confirm that the low-beam headlights illuminate, the high beams function when selected, both front turn signals flash correctly, and the four-way hazard flashers operate. These checks help ensure the vehicle can be seen by other road users and can clearly communicate the driver's intended turns, lane changes, stops, or emergency condition.

This is an important pre-trip safety task because lighting defects may make a commercial motor vehicle unsafe to operate, particularly in darkness, poor weather, or heavy traffic. A systematic inspection also helps the driver identify an inoperative lamp, incorrect flashing pattern, or other defect before entering service. The FMCSA Commercial Driver's License Manual includes checking the operation and condition of lights as part of the vehicle inspection process. See the FMCSA Commercial Driver's License Manual and FMCSA's vehicle inspection requirements.

QUESTION NO: 18

What are the two special conditions where you should downshift?

A. Before entering a curve and before going up a hill.

B. Before starting down a hill and before entering a curve.

C. Before starting down a hill and before going up a hill.

D. If there is an accident or for sudden heavy rain.

ANSWER: B

Explanation:

Before starting down a hill and before entering a curve is correct because downshifting *before* these situations puts the vehicle in an appropriate gear while it is still stable and traveling at a manageable speed. On a downgrade, selecting a lower gear early allows engine braking to help control speed and reduces reliance on the service brakes. This is especially important for large commercial vehicles, since excessive braking on a long or steep downgrade can overheat the brakes and seriously reduce their effectiveness. Before a curve, downshifting in advance helps the driver enter at a safe speed and gives the engine enough pulling power to maintain control through the turn. Gear changes should be completed before the vehicle is committed to the curve, rather than attempted while turning. The Commercial Driver's License Manual teaches drivers to select a gear that prevents the need to brake heavily on downgrades and to slow to a safe speed before curves. See the FMCSA CDL Manual resources and the California Commercial Driver Handbook.

QUESTION NO: 19

Why make emergency plans when you see a hazard?

A. You will have more time to act if you see hazards before they become emergencies.

B. You will have less time to act if you see hazards before they become emergencies.

C. So you will have a plan to communicate the risk.

D. Because all hazards turn into emergencies.

ANSWER: A

Explanation:

You will have more time to act if you see hazards before they become emergencies. Safe commercial driving depends on recognizing developing risks early and deciding what actions may be needed before the situation becomes immediate. A hazard can be a vehicle entering the roadway, poor traction, an obstruction, an unstable load, or a changing traffic pattern. When the driver identifies it early, there is time to check mirrors, reduce speed, increase following distance, choose an escape route, warn other road users when appropriate, and prepare to stop or steer safely if conditions worsen.

This advance planning is a core defensive-driving practice because emergencies often leave little or no time for careful decision-making. Looking well ahead and asking what could happen next turns hazard recognition into a practical response plan. The Commercial Driver's License guidance emphasizes seeing hazards early and making plans to reduce the chance that they develop into emergencies. This supports smoother, safer vehicle control and helps protect passengers, pedestrians, and other traffic. See the FMCSA CDL Driver Safety resources and the FMCSA regulations and driver-safety information.

QUESTION NO: 20

You should decrease your following distance if somebody is following you too closely.

A. True

B. False

ANSWER: B

Explanation:

False is correct. When another driver is following a commercial vehicle too closely, the safe response is to increase—not decrease—your following distance from the vehicle ahead. Creating more space in front gives the driver a larger safety cushion and more time to brake gradually or take other controlled action if traffic slows suddenly. It also reduces the likelihood that the close-following vehicle will strike the rear of the commercial vehicle if an abrupt stop becomes necessary.

The commercial-driver training guidance describes this as maintaining space ahead so that a driver can avoid a sudden stop; the extra distance allows a gradual speed reduction and gives the tailgating driver an opportunity to react. A driver should maintain a safe speed, avoid unnecessary sudden braking, and use appropriate communication or lane-position choices when safe to do so. The governing principle is to manage the space around the vehicle, particularly by increasing the available stopping and reaction distance ahead. See the Federal Motor Carrier Safety Administration's CMV driving safety information and the Commercial Driver Manual section on space management and tailgaters.

QUESTION NO: 21

You are driving a 60 foot truck at 55 MPH, how much space (in seconds) should you keep in front of you?

A. 5 seconds

B. 6 seconds

C. 7 seconds

D. 8 seconds

ANSWER: C

Explanation:

7 seconds is correct because the standard CDL following-distance guideline is based on the commercial vehicle's length and speed. For speeds below 40 mph, allow at least one second of following distance for every 10 feet of vehicle length. A 60-foot truck therefore needs six seconds as its base following distance. At speeds over 40 mph, add one additional second. Since the truck is traveling at 55 mph, the required minimum forward space is six seconds plus one additional second, for a total of seven seconds.

This time-based method gives a commercial driver enough distance to recognize a hazard, react, and brake safely. It is especially important because large trucks require substantially more stopping distance than passenger vehicles, and the needed distance can increase further in poor weather, reduced visibility, heavy traffic, or when carrying a heavy load. The driver should measure the interval by watching the vehicle ahead pass a fixed roadside object, then counting until the front of the truck reaches that same object. Federal CDL guidance addresses proper space management and following distance in the FMCSA Commercial Driver's License Manual; see also the FMCSA CMV driving safety guidance.

QUESTION NO: 23

What is the minimum number of tiedowns for any flatbed load?

A. One

B. Two

C. Four

D. Six

ANSWER: A

Explanation:

One is the minimum possible number of tiedowns under the federal cargo-securement rules, provided the load is a single article that is 5 feet long or shorter and weighs 1,100 pounds or less. This is the minimum baseline for a qualifying small, light article secured on a flatbed. The tiedown must still be properly attached, tightened, and used with suitable blocking or bracing where needed so that the cargo cannot shift during transit. Drivers must inspect the securement system before driving and reexamine it as required during the trip.

The number required for a particular load depends on the article's length and weight, as well as whether a commodity-specific securement rule applies. Since the question asks for the minimum number rather than the number generally required for larger or heavier freight, one is the accurate answer. The Federal Motor Carrier Safety Regulations specify that an article meeting the 5-foot-or-less and 1,100-pound-or-less threshold must be secured by at least one tiedown. See 49 CFR § 393.110 and the FMCSA Cargo Securement Rules.

QUESTION NO: 24

What is the main purpose of a trailer shut-off valve?

A. It works the trailer brakes

B. To be used only for emergency stopping

C. A coupling device that connects the air lines between converter dollies and trailers

D. To close the air lines of the last trailer to prevent air from leaking out

ANSWER: D

Explanation:

The correct answer is **"To close the air lines of the last trailer to prevent air from leaking out"**. A trailer shut-off valve, also called a cut-out cock, is installed at the rear of trailers that may be used in combination vehicles. Its purpose is to seal the service and emergency air connections when no additional trailer is attached behind that trailer. Closing the valve prevents compressed air from escaping through the unused gladhand connections, helping the air-brake system maintain the pressure needed for safe operation.

This is particularly important in doubles and triples configurations. Air must be available throughout the connected trailers for normal service-brake operation and emergency-brake protection. When the final trailer has no trailer connected behind it, the unused rear air lines must be shut off so they do not create an air leak. Before operating, a driver should ensure the valves at the rear of the last trailer are closed and that the valves between connected units are open. The FMCSA Commercial Driver's License Manual describes these shut-off valves in its doubles/triples air-line connection procedures. See the FMCSA CDL Manual, Section 7 and the FMCSA Commercial Driver's License Manual.

QUESTION NO: 25

What are two main things to look for ahead while driving?

A. Road signs and detours.

B. Fire and Flooding.

C. Bridges and Tunnels.

D. Truck Stops and Police.

E. Traffic and road conditions.

ANSWER: E

Explanation:

Traffic and road conditions are the two main things to look for ahead while driving. Effective visual search means actively scanning well down the road rather than focusing only on the area immediately in front of the vehicle. Looking ahead for

traffic allows a commercial driver to identify slowing vehicles, stopped traffic, lane changes, merging traffic, intersections, pedestrians, and other developing situations early enough to adjust speed or position smoothly. Looking ahead for road conditions helps the driver recognize curves, hills, work zones, reduced lane widths, surface hazards, weather-related problems, and other conditions that can affect stopping distance, traction, clearance, or safe speed. This advance awareness is especially important in a commercial vehicle because larger vehicles require more time and distance to react, brake, and maneuver safely. The CDL manual emphasizes looking far enough ahead to identify potential hazards and maintain adequate space for safe decisions. Consistent scanning of traffic and roadway conditions supports hazard recognition, appropriate speed management, and defensive driving before a situation becomes urgent. See the FMCSA commercial motor vehicle driver-safety guidance and the Oregon Commercial Driver Manual.

QUESTION NO: 26

What is the correct amount of space between the upper and lower parts of the fifth wheel on the dolly when coupled to a trailer?

A. 1/2 inch

B. 4/32 of an inch

C. Less than one inch

D. No space

ANSWER: D

Explanation:

When the dolly is correctly coupled to the trailer, there must be **no space** between the upper and lower fifth-wheel plates. The trailer's upper coupler plate must rest flat on the lower fifth wheel of the dolly. This full, flush contact shows that the trailer is seated properly and that the kingpin has entered and locked into the fifth-wheel jaws at the correct height. A visible gap is a serious coupling warning because it can indicate that the trailer is riding on the closed fifth-wheel jaws rather than being securely captured by them. Before moving, the driver should visually inspect the fifth wheel to confirm there is no daylight between the plates, verify that the locking jaws are closed around the kingpin, and perform a tug test with the trailer brakes applied. These inspection steps are part of the standard coupling procedure described in the Commercial Driver's License Manual. See the FMCSA CDL Manual, Section 2: Driving Safely and the FMCSA commercial driver training resources.

QUESTION NO: 27

You should let air out of hot tires so the pressure goes back to normal.

A. True

B. False

ANSWER: B

Explanation:

False is correct. Tire pressure naturally rises as a vehicle is driven because friction and road conditions heat the tires and the air inside them. This higher reading is expected and does not mean that the tires are overinflated. A commercial driver should never release air from tires while they are hot in an attempt to restore the cold-pressure reading. Doing so can leave the tires dangerously underinflated after they cool, increasing heat buildup, wear, handling problems, and the risk of tire failure.

Proper inflation pressure must be checked when tires are cold, meaning the vehicle has been parked long enough for the tires to return to ambient temperature, or before the vehicle has been driven. Use the manufacturer's specified cold tire pressure, generally shown on the vehicle's tire-information label or in its documentation, rather than attempting to adjust a hot-tire reading. The FMCSA pre-trip inspection guidance specifically instructs drivers to check tire inflation and identify underinflated tires as a safety defect. The Federal Motor Carrier Safety Administration also provides tire-safety information at

FMCSA CMV Driving Tips: Tires. Additional guidance on checking tire pressure when cold is available from the National Highway Traffic Safety Administration.