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QUESTION 1

What things should you check during a trip?

- A. Manifest and shipping papers.
- B. Check for load stability by slightly swerving from left to right within your lane.
- C. This is how can you test the trailer emergency brakes
- D. Map, directions, and weather report.
- E. Watch gauges, mirrors, use your senses to check for problems, look, listen, smell.

Correct Answer: E

QUESTION 2

On older trailers, what will happen if the emergency and service air lines are crossed?

- A. Nothing will happen, they are designed to be interchangeable
- B. The trailer spring brakes will release
- C. Water and oil will build up in the air tanks
- D. You could drive away, but you will not have trailer brakes

Correct Answer: D

The correct answer is: You could drive away, but you will not have trailer brakes. Older trailers don't have spring brakes so if the air supply in the trailer air tanks has leaked away, there will be no emergency brakes.

QUESTION 3

How can you avoid the effects that wet brakes can cause?

- A. Slow down.
- B. Gently put on the brakes. This presses linings against brake drums or discs and keeps mud, silt, sand, and water from getting in.
- C. Place transmission in a low gear.
- D. Increase engine rpm and cross the water while keeping light pressure on the brakes.
- E. When out of the water, maintain light pressure on the brakes for a short distance to heat them up and dry them out.
- F. All of the above

Correct Answer: F



QUESTION 4

Where will you find shut off valves on doubles and triples?

- A. Emergency air lines
- B. Service air lines
- C. Trailer brake system only
- D. [*]Both service and emergency air lines

Correct Answer: D

The correct answer is: Both service and emergency air lines. Shut-off valves (sometimes referred to as cut-out cocks) are located at the back of trailers used to tow other trailers. They are used for both the service and emergency air lines.

QUESTION 5

Charge the trailer air brake system and push the air supply knob in. Shut the engine off. Step on and off the brake pedal several times to reduce the air pressure in the tanks. The trailer air supply control should pop out when the air pressure falls into the pressure range specified by the manufacturer.

- A. This is no way to test anything
- B. This is how can you test the tractor protection valve
- C. This is how can you test the trailer emergency brakes
- D. This is how can you test that air flows to all trailers
- E. This is how can you test the trailer service brakes

Correct Answer: B

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