Cheat Sheets
Cheat - take the test - get your LICENSE

DOS CHEATS and TIPS!

MICHIGAN CDL COMBINATION VEHICLES CHEAT SHEET

1. To test the service brakes on a combination vehicle:

- **Check for normal air pressure.**
- **Release the parking brakes, move the vehicle forward slowly, and apply trailer brakes with the hand control (trolley valve), if so equipped.**
- **You should feel the brakes come on.**

6 – Combination Vehicle Brake Check

2. The "crack-the-whip" effect that causes trailers to overturn is also known as:

- **"Rearward amplification."**

6 – Steer Gently

3. Valves that permit closing the air lines off when another trailer is not being towed are called:

- **Shut-off valves (also called cut-out cocks).**

6 – Shut-off Valves

4. The trailer air supply control is used to:

- **Control the tractor protection valve.**

6– Trailer Air Supply Control

TIPS FOR GETTING YOUR LICENSE FAST!

IMPORTANT LINKS

Michigan DOS: http://dri.vg/UGD

DOS CDL Information: http://dri.vg/O6k

DOS Appointments: http://dri.vg/gjC

Driver License Office Locations: http://dri.vg/r1g

Fees: http://dri.vg/JbV

DOS REQUIREMENTS CHECKLIST

☐ Valid Driver's License

☐ Medical Certificate: http://dri.vg/Iur

☐ Proof of Identity Documents: http://dri.vg/JbV

TESTS YOU WILL NEED TO TAKE

General Knowledge
Air Brakes (if applicable)
Pre-Trip Inspection
Basic Skills
CDL Road Test
Vision Exam

Applicable exams for desired endorsements:

- **Hazardous Materials**
- **Tank Vehicles**
- **Passengers**
- **School Bus**
- **Double/Triple Trailers**

Practice exam available online at:
www.TestQuestionsAndAnswers.com

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5. Before uncoupling a trailer from a tractor, unlock the fifth wheel by:

- **Raising the release handle lock.**
- **Pulling the release handle to the "open" position.**
- **Keeping legs and feet clear of the rear tractor wheels to avoid serious injury in case the vehicle moves.**

6 – Uncoupling Tractor-Semitrailers

6. The trailer air supply control valve allows you to:

- **Open and shut the tractor protection valve.**

6 – Tractor Protection Valve

7. A turn of the glad hand attached to the hose couplings between vehicles:

- **Will join and lock the couplers.**

6 – Hose Couplers (Glad Hands)

8. The tractor protection valve keeps air in the tractor or truck brake system in case:

- **The trailer should break away or develop a bad leak.**

6 – Tractor Protection Valve

9. The "emergency" position on older vehicle emergency control levers is used:

- **To shut the air off and put on the trailer emergency brakes.**

6 – Trailer Air Supply Control

10. When you drive a tractor-trailer combination with anti-lock brakes (ABS):

- **Use only the braking force necessary to stop safely and stay in control.**
- **Brake the same way, regardless of whether you have ABS on the tractor, the trailer, or both.**
- **As you slow down, monitor your tractor and trailer and back off the brakes (if it is safe to do so) to stay in control.**

6 – Braking with ABS

11. When a vehicle goes around a corner:

- **The rear wheels follow a different path than the front wheels.**

6 – Turn Wide

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12. The earliest and best way to recognize that the trailer has started to skid is by:

- **Seeing it in your mirrors.**

6 – Prevent Trailer Skids

13. After the trailer is locked onto the tractor, secure the vehicle by:

- **Putting the transmission in neutral.**
- **Putting the parking brakes on.**
- **Shutting off the engine and take the key with you so someone else won't move truck while you are under it.**

6 – Coupling Tractor-Semitrailers

14. The trailer air supply control on newer vehicles is a:

- **Red, eight-sided knob.**

6 – Trailer Air Supply Control

15. In place of parking brakes, converter dollies and trailers that do not have spring brakes have emergency brakes that come on:

- **Whenever the air supply knob is pulled out or the trailer is disconnected.**

6 – Trailer Service, Parking and Emergency Brakes

16. When only the trailer has anti-lock brakes (ABS):

- **The trailer is less likely to swing out, but if you lose steering control or start a tractor jackknife, let up on the brakes (if you can safely do so) until you regain control.**

6 – Braking with ABS

17. Use the dummy couplers when:

- **The air lines are not connected to a trailer.**

6 – Hose Couplers (Glad Hands)

18. In a trailer jackknife situation, once the brakes are released and the trailer wheels grip the road again:

- **The trailer will start to follow the tractor and straighten out.**

6 – Prevent Trailer Skids

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DOS CHEATS and TIPS!

MICHIGAN CDL COMBINATION VEHICLES CHEAT SHEET

19. Using the trailer handbrake to straighten out the rig in a trailer jackknife situation is:

- **The wrong thing to do since the brakes on the trailer wheels caused the skid in the first place.**

6 – Prevent Trailer Skids

20. When uncoupling a trailer from a tractor, you must use the following steps:

- **Step 1. - Position Rig.**
- **Step 2. - Ease Pressure on Locking Jaws.**
- **Step 3. - Chock Trailer Wheels.**
- **Step 4. - Lower the Landing Gear.**
- **Step 5. - Disconnect Air Lines and Electrical Cable.**
- **Step 6. - Unlock Fifth Wheel.**
- **Step 7. - Pull Tractor Partially Clear of Trailer.**
- **Step 8. - Secure Tractor.**
- **Step 9. - Inspect Trailer Supports.**
- **Step 10. - Pull Tractor Clear of Trailer.**

6 – Uncoupling Tractor-Semitrailers

21. Every combination vehicle has two air lines:

- **The service line and;**
- **The emergency line.**

6 – Trailer Air Lines

22. Shut-off valves (also called cut-out cocks) are used in the:

- **Service and supply air lines at the back of trailers used to tow other trailers.**

6 – Shut-off Valves

23. Each trailer and converter dolly has one or more air tanks that are filled by the:

- **Emergency (supply) line from the tractor.**

6 – Trailer Air Tanks

24. To set up your combination vehicle to check airflow to all trailers:

- **Use the tractor parking brake and/or chock the wheels to hold the vehicle.**
- **Wait for air pressure to reach normal, then push in the red "trailer air supply" knob.**
- **Use the trailer handbrake to provide air to the service line.**

6 – Combination Vehicle Brake Check

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DOS CHEATS and TIPS!

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25. When coupling a tractor to a trailer, back under the trailer:

- **Using lowest reverse gear.**
- **Slowly to avoid hitting the kingpin too hard.**
- **And stop when the kingpin is locked into the fifth wheel.**

6 – Coupling Tractor-Semitrailers

26. After the trailer is locked onto the tractor, connect the electrical cord and check air lines by:

- **Plugging the electrical cord into the trailer and fasten the safety catch.**
- **Checking both air lines and electrical line for signs of damage.**
- **Making sure air and electrical lines will not hit any moving parts of vehicle.**

6 – Coupling Tractor-Semitrailers

27. You pull out the trailer air supply control knob to:

- **Shut off the trailer air supply and put on the trailer emergency brakes.**

6 – Trailer Air Supply Control

28. Never use the hand valve for parking because:

- **All the air might leak out unlocking the brakes (in trailers that don't have spring brakes).**

6 – Trailer Hand Valve

29. When the trailer's wheels lock up and swing into the other lane, this is known as a:

- **Trailer jackknife.**

6 – Prevent Trailer Skids

30. If your tanks have automatic drains, they will keep most moisture out however:

- **You should still open the drains every day to make sure.**

6 – Trailer Air Tanks

31. It is very important for safety that you use wheel chocks when you park trailers without spring brakes because:

- **Eventually, air pressure in the trailer air tank(s) will leak away and then there will be no brakes.**

6– Trailer Service, Parking and Emergency Brakes

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DOS CHEATS and TIPS!

MICHIGAN CDL COMBINATION VEHICLES CHEAT SHEET

32. To get traction back if the trailer starts to swing into the other lane:

- **Release the brakes.**

6 – Prevent Trailer Skids

33. Railroad-highway crossings can also cause problems, particularly when pulling trailers with low underneath clearance because:

- **Those trailers can get stuck on raised crossings.**

6– Railroad-highway Crossings

34. If you mistakenly cross the emergency and service air lines on older vehicles without spring brakes:

- **You could drive away but you wouldn't have trailer brakes.**

6 – Hose Couplers (Glad Hands)

35. The procedure for stopping a trailer skid or jackknife is to:

- **Recognize the Skid.**
- **Stop Using the Brake.**

6 – Prevent Trailer Skids

36. "Bobtail" tractors (tractors without semitrailers):

- **Take longer to stop than a tractor-semitrailer loaded to maximum gross weight.**

6 – Brake Early

37. Trailers will have yellow anti-lock brake (ABS) malfunction lamps located:

- **On the left side, either on the front or rear corner.**

6 – Trailers Required to Have ABS

38. When coupling a tractor to a trailer, check connections for security by:

- **Raising the trailer landing gear slightly off ground.**
- **Pulling the tractor gently forward while the trailer brakes are still locked to check that the trailer is locked onto the tractor.**

6 – Coupling Tractor-Semitrailers

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DOS CHEATS and TIPS!

MICHIGAN CDL COMBINATION VEHICLES CHEAT SHEET

39. When going around a corner, you must steer so that the rear end does not run over the curb, pedestrians, etc. however, you must steer the rear of the vehicle as close to the curb as possible so that:

- **Other drivers won't try to pass you on the right.**

6 – Turn Wide

40. When backing your vehicle:

- **Check the outside mirrors on both sides frequently.**

6 – Backing with a Trailer.

41. There is much less danger of _____ when using just the foot brake.

- **Causing a skid or jackknife**

6 – Trailer Hand Valve

42. When lightly loaded, the very stiff suspension springs and strong brakes:

- **Give poor traction and make it very easy to lock up the wheels.**

6 – Brake Early

43. Before backing your vehicle:

- **Look at your line of travel before you begin.**
- **Get out and walk around the vehicle.**
- **Check your clearance to the sides and overhead, in and near the path your vehicle.**

6 – Backing with a Trailer.

44. To test the emergency brakes on a combination vehicle:

- **Charge the trailer air brake system and check that the trailer rolls freely.**
- **Stop and pull out the trailer air supply control (also called tractor protection valve control or trailer emergency valve), or place it in the "emergency" position.**
- **Pull gently on the trailer with the tractor to check that the trailer emergency brakes are on.**

6 – Combination Vehicle Brake Check

Cheat Sheets

DOS CHEATS and TIPS!

MICHIGAN CDL COMBINATION VEHICLES CHEAT SHEET

45. When coupling a trailer to a tractor, you must use the following steps:

- **Step 1. - Inspect Fifth Wheel.**
- **Step 2. - Inspect Area and Chock Wheels.**
- **Step 3. - Position Tractor.**
- **Step 4. - Back Slowly.**
- **Step 5. - Secure Tractor.**
- **Step 6. - Check Trailer Height.**
- **Step 7. - Connect Air Lines to Trailer.**
- **Step 8. - Supply Air to Trailer.**
- **Step 9. - Lock Trailer Brakes.**
- **Step 10. - Back Under Trailer.**
- **Step 11. - Check Connection for Security.**
- **Step 12. - Secure Vehicle.**
- **Step 13. - Inspect Coupling.**
- **Step 14. - Connect the Electrical Cord and Check Air Lines.**
- **Step 15. - Raise Front Trailer Supports (Landing Gear).**
- **Step 16. - Remove Trailer Wheel Chocks.**

6 – Coupling Tractor-Semitrailers

46. When performing a pre-trip inspection on combination vehicle coupling system areas, check the sliding fifth wheel to ensure:

- **The slide isn't damaged or parts are missing.**
- **It is properly greased.**
- **All locking pins are present and locked in place.**
- **If air powered--no air leaks.**
- **That the fifth wheel is not so far forward that tractor frame will hit landing gear, or the cab hit the trailer, during turns.**

6 – Additional Things to Check During a Walkaround Inspection

47. Before coupling a tractor to a trailer, check the trailer height:

- **The trailer should be low enough that it is raised slightly by the tractor when the tractor is backed under it.**
- **Raise or lower the trailer as needed. (If the trailer is too low, the tractor may strike and damage the trailer nose; if the trailer is too high, it may not couple correctly.)**
- **Check that the kingpin and fifth wheel are aligned.**

6 – Coupling Tractor-Semitrailers

48. The trailer air brakes may not work correctly if:

- **Water and oil build up in the air tanks.**

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6 – Trailer Air Tanks

49. Always test the trailer brakes before driving with:

- **The hand valve or by pulling the air supply (tractor protection valve) control.**
- **Pull gently against them in a low gear to make sure the brakes work.**

6 – Hose Couplers (Glad Hands)

50. During the test of airflow to all trailers, if you do NOT hear air escaping from both lines:

- **Check that the shut-off valves on the trailer(s) and dolly(ies) are in the OPEN position.**

6 – Combination Vehicle Brake Check

51. A major leak in the emergency line will cause the tractor protection valve to:

- **Close and the trailer emergency brakes to come on.**

6 – Trailer Service, Parking and Emergency Brakes

52. Before coupling a tractor to a trailer, to supply air to the trailer:

- **From cab, push in "air supply" knob or move tractor protection valve control from the "emergency" to the “normal" position to supply air to the trailer brake system.**
- **Wait until the air pressure is normal.**
- **Check brake system for crossed air lines.**
- **When you are sure trailer brakes are working, start engine.**
- **Make sure air pressure is up to normal.**

6 – Coupling Tractor-Semitrailers

53. If for any reason you get stuck on railroad tracks:

- **Get out of the vehicle and away from the tracks.**
- **Check signposts or signal housing at the crossing for emergency notification information.**
- **Call 911 or other emergency number.**
- **Give the location of the crossing using all identifiable landmarks, especially the DOT number, if posted.**

6 – Railroad-highway Crossings

54. You push in the trailer air supply control knob to:

- **Supply the trailer with air.**

6 – Trailer Air Supply Control

55. If the spring brakes don't release when you push the trailer air supply control:

- **Check the air line connections.**

6 – Hose Couplers (Glad Hands)

56. When coupling a tractor to a trailer, never back under the trailer at an angle because:

- **You might push the trailer sideways and break the landing gear.**

6 – Coupling Tractor-Semitrailers

57. Before coupling a tractor to a trailer, check the brake system for crossed air lines by:

- **Shutting the engine off so you can hear the brakes.**
- **Apply and release trailer brakes and listen for sound of trailer brakes being applied and released. You should hear the brakes move when applied and air escape when the brakes are released.**
- **Check the air brake system pressure gauge for signs of major air loss.**

6 – Coupling Tractor-Semitrailers

58. When backing a trailer, you turn the steering wheel:

- **In the opposite of the direction you want to go.**

6 – Backing with a Trailer

59. When performing brake checks on combination vehicles you must:

- **Check That Air Flows to All Trailers.**
- **Test Tractor Protection Valve.**
- **Test Trailer Emergency Brakes.**
- **Test Trailer Service Brakes.**

6 – Combination Vehicle Brake Check

60. The trailer and converter dolly air tanks provide pressure to operate:

- **The trailer and converter dolly brakes.**

DOS CHEATS and TIPS!

MICHIGAN CDL COMBINATION VEHICLES CHEAT SHEET

6 – Trailer Air Tanks

61. Any time you apply the brakes hard:

- **Check the mirrors to make sure the trailer is staying where it should be.**

6 – Prevent Trailer Skids

62. Before uncoupling a trailer from the tractor, to position the rig:

- **Make sure the surface of parking area can support weight of trailer.**
- **Have the tractor lined up with the trailer. (Pulling out at an angle can damage landing gear.)**

6 – Uncoupling Tractor-Semitrailers

63. After chocking the trailer wheels and before uncoupling a trailer from the tractor:

- **If trailer is empty, lower the landing gear until it makes firm contact with the ground.**
- **If trailer is loaded, after the landing gear makes firm contact with the ground, turn crank in low gear a few extra turns. This will lift some weight off the tractor. (Do not lift trailer off the fifth wheel.) This will:**
  - **Make it easier to unlatch fifth wheel.**
  - **Make it easier to couple next time.**

6 – Uncoupling Tractor-Semitrailers

64. If your anti-lock brakes (ABS) malfunction:

- **You still have regular brakes; drive normally, but get the system serviced soon.**

6 – Braking with ABS

65. Tractor protection valve controls or "emergency" valves on older vehicles:

- **May not operate automatically.**

6 – Trailer Air Supply Control

66. When performing a pre-trip inspection on combination vehicle coupling system areas, check the air and electric lines to ensure:

- **Electrical cord firmly plugged in and secured.**
- **Air lines properly connected to glad hands, no air leaks, properly secured with enough slack for turns.**
- **All lines free from damage.**

6 – Additional Things to Check During a Walkaround Inspection

67. Emergency air lines are often coded with the color:

- **Red (red hose, red couplers, or other parts) to keep from getting them mixed up with the blue service line.**

6 – Trailer Air Lines

68. Many trailers and converter dollies built before March 1, 1998:

- **Have been voluntarily equipped with anti-lock brakes (ABS).**

6 – Trailers Required to Have ABS

69. The rear wheels following a different path than the front wheels while going around a corner is known as:

- **Off-tracking or "cheating."**

6 – Turn Wide

70. Dollies manufactured on or after March 1, 1998, are required to have an anti-lock brake (ABS) malfunction lamp on the:

- **Left side.**

6 – Trailers Required to Have ABS

71. To test the tractor protection valve on a combination vehicle:

- **Charge the trailer air brake system. (That is, build up normal air pressure 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 (also called the tractor protection valve control) should pop out (or go from "normal" to "emergency" position) when the air pressure falls into the pressure range specified by the manufacturer.**

6 – Combination Vehicle Brake Check

72. Rollovers happen when you:

- **Turn too fast.**

6 – Rollover Risks

73. After the trailer is locked onto the tractor, when the full weight of the trailer is resting on the tractor:

- **Check for enough clearance between rear of tractor frame and landing gear. (When tractor turns sharply, it must not hit landing gear.)**
- **Check that there is enough clearance between the top of the tractor tires and the nose of the trailer.**

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DOS CHEATS and TIPS!

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6 – Coupling Tractor-Semitrailers

74. The emergency air line between vehicles is also called the:

- **Supply line.**

6 – Trailer Air Lines

75. When lightly loaded, the very stiff suspension springs and strong brakes make it easy to lock up the wheels causing:

- **Your trailer to swing out and strike other vehicles.**
- **Your tractor to jackknife very quickly.**

6 – Brake Early

76. Before coupling a tractor to a trailer, inspect the area and chock the wheels by:

- **Making sure area around the vehicle is clear.**
- **Ensuring trailer wheels are chocked or spring brakes are on.**
- **Checking that cargo (if any) is secured against movement due to tractor being coupled to the trailer.**

6 – Coupling Tractor-Semitrailers

77. Before coupling a tractor to a trailer, inspect the area and chock the wheels by:

- **Making sure area around the vehicle is clear.**
- **Ensuring trailer wheels are chocked or spring brakes are on.**
- **Checking that cargo (if any) is secured against movement due to tractor being coupled to the trailer.**

6 – Coupling Tractor-Semitrailers

78. When backing your vehicle, back slowly so:

- **You can make corrections before you get too far off course.**

6 – Backing with a Trailer.

79. After the trailer is locked onto the tractor and all final checks have been made:

- **Remove and store wheel chocks in a safe place.**

6 – Coupling Tractor-Semitrailers

80. The service and emergency air lines:

- **Run between each vehicle (tractor to trailer, trailer to dolly, dolly to second trailer, etc.)**

6 – Trailer Air Lines

81. When parking a vehicle that does not have spring brakes:

- **Use wheel chocks to keep the trailer from moving.**

6 – Trailer Hand Valve

82. When backing a trailer:

- **Make pull-ups to re-position your vehicle as needed.**

6 – Backing with a Trailer.

83. The trailer hand valve that is used to work the trailer brakes is also called the:

- **Trolley valve or Johnson bar.**

6 – Trailer Hand Valve

84. When connecting the glad hands, press the two seals together with the couplers:

- **At a 90 degree angle to each other.**

6 – Hose Couplers (Glad Hands)

85. Depending on how hard you press the foot brake or hand valve, the pressure in the service line will:

- **Change in a similar fashion.**

6 – Trailer Air Lines

86. You must check that all shut-off valves (cut-out cocks) are in the open position except for:

- **The ones at the back of the last trailer, which must be closed.**

6 – Shut-off Valves

87. The service line is connected to relay valves that:

- **Allow the trailer brakes to be applied more quickly than would otherwise be possible.**

6 – Trailer Air Lines

88. In the case of vehicles manufactured before March 1, 1998:

- **It may be difficult to tell if the unit is equipped with anti-lock brakes (ABS).**

6 – Trailers Required to Have ABS

89. After easing the pressure on the locking jaws and before uncoupling a trailer from the tractor:

- **Chock the trailer wheels if the trailer doesn't have spring brakes or if you're not sure. (The air could leak out of the trailer air tank, releasing its emergency brakes. Without chocks, the trailer could move.)**

6 – Uncoupling Tractor-Semitrailers

90. To avoid rollovers:

- **Drive slowly around corners, on ramps, and off ramps.**
- **Avoid quick lane changes, especially when fully loaded.**

6 – Rollover Risks

91. Anti-lock brakes (ABS) help you:

- **Avoid wheel lock up.**
- **Keep the vehicle under control during hard braking.**

6 – Braking with ABS

92. The emergency air line between vehicles serves two purposes:

- **It supplies air to the trailer air tanks.**
- **It controls the emergency brakes on combination vehicles.**

6 – Trailer Air Lines

93. Older trailers do not have spring brakes. If the air supply in the trailer air tank has leaked away:

- **There will be no emergency brakes, and the trailer wheels will turn freely.**

6 – Hose Couplers (Glad Hands)

94. Emergency brakes for converter dollies and trailers that do not have spring brakes come on:

- **Whenever air pressure in the emergency line is lost.**

6 – Trailer Service, Parking and Emergency Brakes

95. When the tractor protection valve closes:

- **It stops any air from going out of the tractor.**
- **It also lets the air out of the trailer emergency line.**

6 – Tractor Protection Valve

96. Each trailer and converter dolly has one or more:

- **Air tanks.**

6 – Trailer Air Tanks

97. Triples have a rearward amplification of 3.5; meaning:

- **You can roll the last trailer of triples 3.5 times as easily as a five-axle tractor.**

6 – Steer Gently

98. To prevent "rearward amplification" or the "crack-the-whip" effect:

- **Steer gently and smoothly when you are pulling trailers.**
- **Follow far enough behind other vehicles.**
- **Look far enough down the road to avoid being surprised and having to make a sudden lane change.**
- **At night, drive slowly enough to see obstacles with your headlights before it is too late to change lanes or stop gently.**
- **Slow down to a safe speed before going into a turn.**

6 – Steer Gently

99. When backing your vehicle, as soon as you see the trailer getting off the proper path:

- **Correct it by turning the top of the steering wheel in the direction of the drift.**

6 – Backing with a Trailer.