# DMV CHEATS and TIPS!

## NORTH CAROLINA CDL DOUBLES AND TRIPLES CHEAT SHEET

## TIPS FOR GETTING YOUR LICENSE FAST!

## IMPORTANT LINKS

**North Carolina DMV:** http://dri.vg/bPT

**DMV CDL Information:** http://dri.vg/hOS

**DMV Appointments:** http://dri.vg/qny

**Driver License Office Locations:** http://dri.vg/qny

**Fees:** http://dri.vg/Gv2

## DMV REQUIREMENTS CHECKLIST

☐ Valid Driver's License

Medical Certificate: http://dri.vg/7mx

Proof of Identity Documents: http://dri.vg/Cuz

## 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**

**1. Once the air pressure reaches the normal range you can provide air pressure to the service line by:**

- **Using the trailer handbrake.**

**7 – Additional Air Brake Checks**

**2. To uncouple the rear trailer:**

- **Park rig in a straight line on firm level ground.**
- **Apply parking brakes so rig won't move.**
- **Chock wheels of second trailer if it doesn't have spring brakes.**
- **Lower landing gear of second semitrailer enough to remove some weight from dolly.**
- **Close air shut-offs at rear of first semitrailer (and on dolly if so equipped).**
- **Disconnect all dolly air and electric lines and secure them.**
- **Release dolly brakes.**
- **Release converter dolly fifth wheel latch.**
- **Slowly pull tractor, first semitrailer, and dolly forward to pull dolly out from under rear semitrailer.**

**7 – Uncoupling Twin Trailers**

**3. When checking air flow to all trailers (double and triple), opening the emergency line shutoff valve at the rear of the last trailer should allow you to:**

- **Hear air escaping, showing the entire system is charged.**

**7 – Additional Air Brake Checks**

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**4. Converter dollies are required to have antilock brakes if they were built on or after:**

- **March 1, 1998.**

**7 – Antilock Braking Systems on Converter Dollies**

**5. In bad weather, slippery conditions, and mountain driving, you must be especially careful:**

- **If you drive double and triple bottoms.**

**7 – Adverse Conditions**

**6. In bad weather, slippery conditions, and mountain driving:**

- **There is more chance for skids and loss of traction.**

**7 – Adverse Conditions**

**7. After checking airflow to the emergency brake lines, close the emergency line valve and open the service line valve to check that:**

- **Service pressure goes through all the trailers (this test assumes that the trailer handbrake or the service brake pedal is on).**

**7 – Additional Air Brake Checks**

**8. To position the converter dolly in front of second (rear) trailer, if the distance is not too great:**

- **Wheel the dolly into position by hand so it is in line with the kingpin.**

**7 – Coupling Twin Trailers**

**9. A converter gear on a dolly is a:**

- **Coupling device of one or two axles and a fifth wheel by which a semitrailer can be coupled to the rear of a tractor-trailer combination forming a double bottom rig.**

**7 – Coupling Twin Trailers**

**10. If you do NOT hear air escaping from both the emergency and service lines at the rear of the last trailer:**

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

**7 – Additional Air Brake Checks**

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**11. To connect the converter dolly to rear trailer:**

- **Make sure trailer brakes are locked and/or wheels chocked.**
- **Make sure trailer height is correct. (It must be slightly lower than the center of the fifth wheel, so trailer is raised slightly when dolly is pushed under.)**
- **Back converter dolly under rear trailer.**
- **Raise landing gear slightly off ground to prevent damage if trailer moves.**
- **Test coupling by pulling against pin of the second semitrailer.**
- **Make visual check of coupling. (No space between upper and lower fifth wheel. Locking jaws closed on kingpin.)**
- **Connect safety chains, air hoses, and light cords.**
- **Close converter dolly air tank petcock and shutoff valves at rear of second trailer (service and emergency shut-offs).**
- **Open shut-off valves at rear of first trailer (and on dolly if so equipped).**
- **Raise landing gear completely.**
- **Charge trailer brakes (push "air supply" knob in), and check for air at rear of second trailer by opening the emergency line shut-off. If air pressure isn't there, something is wrong and the brakes won't work.**

**7 – Coupling Twin Trailers**

**12. When parking doubles and triples:**

- **You need to be aware of how parking lots are arranged in order to avoid a long and difficult escape.**

**7 – Parking the Vehicle**

**13. Doubles and triples are more likely to turn over than other combination vehicles because of:**

- **The "crack- the-whip" effect.**

**7 – Beware of the Crack-the-whip Effect**

**14. When coupling twin trailers, for the safest handling on the road:**

- **The more heavily loaded semitrailer should be in first position behind the tractor.**

**7 – Coupling Twin Trailers**

**15. After coupling the second and third trailers, uncouple the tractor, then:**

- **Couple tractor to first trailer; use the method already described for coupling tractor-semitrailers.**
- **Move converter dolly into position and couple first trailer to second trailer using the method for coupling doubles; triples rig is now complete.**

**7 – Coupling and Uncoupling Triple Trailers**

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**16. A safe speed on a curve for a straight truck or a single trailer combination vehicle may be:**

- **Too fast for a set of doubles or triples.**

**7 – Prevent Trailer from Rolling Over**

**17. When checking air flow to all trailers (double and triple), opening the service valve at the end of the last trailer allows you to:**

- **Verify that service pressure goes through all trailers.**

**7 – Additional Air Brake Checks**

**18. Due to the "crack- the-whip" effect, the last trailer in a combination is:**

- **Most likely to turn over.**

**7 – Beware of the Crack-the-whip Effect**

**19. When coupling twin trailers, if you have any doubt about the brakes:**

- **Chock the wheels.**

**7 – Coupling Twin Trailers**

**20. When driving doubles and triples, you must:**

- **Allow more following distance.**
- **Make sure you have large enough gaps before entering or crossing traffic.**
- **Be certain you are clear at the sides before changing lanes.**

**7 – Manage Space**

**21. In slippery conditions, and mountain driving, double and triple trailers have:**

- **Greater length and more dead axles to pull with your drive axles than other drivers.**

**7 – Adverse Conditions**

**22. Once the air pressure reaches the normal range, you can supply air to the emergency (supply) lines by**

- **Pushing in the red "trailer air supply" knob.**

**7 – Additional Air Brake Checks**

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**23. To understand the other ways of coupling and uncoupling the many types of truck-trailer and tractor-trailer combinations that are in use:**

- **You will need to learn the correct way to couple and uncouple the vehicle(s) you will drive according to the manufacturer and/or owner specifications.**

**7 – Coupling and Uncoupling Other Combinations**

**24. Never unlock the pintle hook with the dolly still under the rear trailer because:**

- **The dolly tow bar may fly up, possibly causing injury, and making it very difficult to re-couple.**

**7 – Uncoupling Twin Trailers**

**25. When coupling twin trailers that don't have spring brakes:**

- **Drive the tractor close to the trailer.**
- **Connect the emergency line.**
- **Charge the trailer air tank.**
- **Disconnect the emergency line.**

**7 – Coupling Twin Trailers**

**26. When performing a walk-around inspection on double and triple rig coupling systems, check that the fifth wheel (upper):**

- **Glide plate is securely mounted to trailer frame.**
- **Kingpin is not damaged.**

**7 – Additional Checks**

**27. You MUST have air all the way to the back of the last trailer:**

- **For all the brakes to work.**

**7 – Additional Air Brake Checks**

**28. To test the tractor protection valve, after reducing the tank air pressure by stepping on and off the brakes, the tractor protection valve control should pop out (from normal to emergency) when the air pressure falls:**

- **Usually within the range of 20 to 45 psi.**

**7 – Additional Air Brake Checks**

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**29. When checking air flow to all trailers (double and triple ), waiting for air pressure to reach normal and pushing in the red "trailer air supply" knob will supply air to:**

- **The emergency (supply) lines.**

**7 – Additional Air Brake Checks**

**30. When testing the tractor protection valve, you can reduce air pressure in the tanks by:**

- **Shutting the engine off and stepping on and off the brake pedal several times.**

**7 – Additional Air Brake Checks**

**31. When checking air flow to all trailers (double and triple), to ensure that the vehicle remains in place:**

- **Use the tractor parking brake and/or chock the wheels to hold the vehicle.**

**7 – Additional Air Brake Checks**

**32. To couple second and third trailers, you must first:**

- **Couple second and third trailers using the method for coupling doubles.**
- **Uncouple tractor and pull away from the second and third trailers.**

**7 – Coupling and Uncoupling Triple Trailers**

**33. To test the trailer emergency brakes:**

- **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.**

**7 – Additional Air Brake Checks**

**34. When coupling twin trailers that don't have spring brakes, charging the trailer air tank, and disconnecting the emergency line will:**

- **Set the trailer emergency brakes (if the slack adjusters are correctly adjusted).**

**7 – Coupling Twin Trailers**

**35. When coupling twin trailers, for the safest handling on the road:**

- **The lighter trailer should be in the rear.**

**7 – Coupling Twin Trailers**

**36. When checking air flow to all trailers (double and triple), if you hear air escaping after opening the emergency line shutoff valve at the rear of the last trailer, it means that:**

- **The entire system is charged.**

**7 – Additional Air Brake Checks**

**37. When performing a walk-around inspection on double and triple rig coupling systems, check that the fifth wheel (lower):**

- **Is securely mounted to frame.**
- **Has no missing or damaged parts.**
- **Has enough grease.**
- **Has no visible space between upper and lower fifth wheel.**
- **Locking jaws are around the shank, not the head of kingpin.**
- **The release arm is properly seated and safety latch/lock engaged.**

**7 – Additional Checks**

**38. After using the tractor and first semitrailer to move the dolly into position as close as possible to nose of the second semitrailer:**

- **Lower dolly support.**
- **Unhook dolly from first trailer.**
- **Wheel dolly into position in front of second trailer in line with the kingpin.**

**7 – Coupling Twin Trailers**

**39. When performing a walk-around inspection on double and triple rig coupling systems, check to ensure that:**

- **Air lines are supported and glad hands are properly connected.**
- **If spare tire is carried on converter gear (dolly), it is secured.**
- **The pintle-eye of dolly is in place in pintle hook of trailer(s).**
- **The pintle hook is latched.**
- **Safety chains are secured to trailer(s).**
- **Light cords are firmly in sockets on trailers.**

**7– Additional Checks**