NEW JERSEY DOUBLES AND TRIPLES PRACTICE TEST (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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Introduction

Preparing for a certification exam can feel overwhelming, but with the right tools, it becomes an opportunity to build confidence, sharpen your skills, and move one step closer to your goals. At Examzify, we believe that effective exam preparation isn't just about memorization, it's about understanding the material, identifying knowledge gaps, and building the test-taking strategies that lead to success.

This guide was designed to help you do exactly that.

Whether you're preparing for a licensing exam, professional certification, or entry-level qualification, this book offers structured practice to reinforce key concepts. You'll find a wide range of multiple-choice questions, each followed by clear explanations to help you understand not just the right answer, but why it's correct.

The content in this guide is based on real-world exam objectives and aligned with the types of questions and topics commonly found on official tests. It's ideal for learners who want to:

- Practice answering questions under realistic conditions,
- Improve accuracy and speed,
- Review explanations to strengthen weak areas, and
- Approach the exam with greater confidence.

We recommend using this book not as a stand-alone study tool, but alongside other resources like flashcards, textbooks, or hands-on training. For best results, we recommend working through each question, reflecting on the explanation provided, and revisiting the topics that challenge you most.

Remember: successful test preparation isn't about getting every question right the first time, it's about learning from your mistakes and improving over time. Stay focused, trust the process, and know that every page you turn brings you closer to success.

Let's begin.

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How to Use This Guide

This guide is designed to help you study more effectively and approach your exam with confidence. Whether you're reviewing for the first time or doing a final refresh, here's how to get the most out of your Examzify study guide:

1. Start with a Diagnostic Review

Skim through the questions to get a sense of what you know and what you need to focus on. Your goal is to identify knowledge gaps early.

2. Study in Short, Focused Sessions

Break your study time into manageable blocks (e.g. 30 – 45 minutes). Review a handful of questions, reflect on the explanations.

3. Learn from the Explanations

After answering a question, always read the explanation, even if you got it right. It reinforces key points, corrects misunderstandings, and teaches subtle distinctions between similar answers.

4. Track Your Progress

Use bookmarks or notes (if reading digitally) to mark difficult questions. Revisit these regularly and track improvements over time.

5. Simulate the Real Exam

Once you're comfortable, try taking a full set of questions without pausing. Set a timer and simulate test-day conditions to build confidence and time management skills.

6. Repeat and Review

Don't just study once, repetition builds retention. Re-attempt questions after a few days and revisit explanations to reinforce learning. Pair this guide with other Examzify tools like flashcards, and digital practice tests to strengthen your preparation across formats.

There's no single right way to study, but consistent, thoughtful effort always wins. Use this guide flexibly, adapt the tips above to fit your pace and learning style. You've got this!

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Questions

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1. The pintle hook on a converter dolly engages with which part of the semitrailer?

A. The kingpin

B. The lunette ring

C. The landing gear

D. The electrical connector

2. What is the low air warning and approximately when does it occur?

A. A temperature warning for brake drums.

B. An audible/visual warning that air pressure is dropping, typically around 55-60 psi.

C. A warning about engine oil pressure.

D. A warning about tire pressure.

3. When braking abruptly with double trailers, what is recommended?

A. Use a controlled braking technique

B. Slam brakes and steer hard

C. Shut off engine

D. Accelerate briefly then brake

4. What should you verify about the trailer's air lines during a pre-trip?

A. They are color-coded for quick checks.

B. They must be replaced daily.

C. They are intact, free of cracks, properly connected, and not rubbing or damaged.

D. They should be disconnected during movement.

5. True or False: Empty trucks may have poor traction due to bouncing and wheel lockup.

A. True

B. False

C. Sometimes true

D. Not sure

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6. Why is it important to maintain extra space ahead when driving a multi-trailer combination?

A. It helps you stop safely and reduces the risk of rollover or jackknife

B. It makes you appear larger on the road

C. It decreases fuel efficiency

D. It is not necessary in dry conditions

7. Some large trucks have convex or spot mirrors. What effect do these mirrors have on distance perception?

A. They make objects look closer and smaller

B. They make things look smaller and farther away than they really are

C. They do not affect distance perception

D. They make things look larger and nearer

8. During a brake test, which result confirms proper trailer brake engagement?

A. The trailer tires rotate freely.

B. The tractor and trailer interlock physically.

C. The brakes engage smoothly and the brake lights activate.

D. The air compressor runs continuously.

9. In a converter dolly, where is the fifth wheel located?

A. On the dolly

B. On the tractor

C. On the trailer

D. On the cab

10. Which statement about seeing ahead is true?

A. All statements are correct

B. You should only look directly in front

C. You should ignore speed changes in approaching traffic

D. There is no need to scan far ahead

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Answers

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1. B
2. B
3. A
4. C
5. A
6. A
7. B
8. C
9. A
10. A

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Explanations

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1. The pintle hook on a converter dolly engages with which part of the semitrailer?

A. The kingpin

B. The lunette ring

C. The landing gear

D. The electrical connector

In a pintle-and-lunette coupling, the part on the converter dolly is a pintle hook that fits into a lunette ring on the semitrailer. The lunette ring is a circular or horseshoe-shaped ring mounted at the front of the trailer, and the pintle hook drops into and locks into that ring to form the connection. This setup allows the dolly and trailer to articulate and carry the load together. The other components aren't the engagement point in this system: a kingpin is used with a tractor and fifth-wheel arrangement, not with a pintle hook; the landing gear supports the trailer when it's uncoupled; and the electrical connector supplies lighting and signaling but doesn't mate with the pintle hook.

2. What is the low air warning and approximately when does it occur?

A. A temperature warning for brake drums.

B. An audible/visual warning that air pressure is dropping, typically around 55-60 psi.

C. A warning about engine oil pressure.

D. A warning about tire pressure.

In air brake systems, the low air warning is the signal that the system's air pressure has fallen to a level where braking performance could be compromised. It appears as both an audible alert and a visual warning on the dash, so you notice it even if you're not looking directly at gauges. The warning typically triggers around 55 psi, often described as 55–60 psi, giving you time to pull over safely and address leaks or other issues before brakes can be affected more severely. This warning is specific to the air pressure in the braking system, not to brake drum temperature, engine oil pressure, or tire pressure, which have their own indicators.

3. When braking abruptly with double trailers, what is recommended?

A. Use a controlled braking technique

B. Slam brakes and steer hard

C. Shut off engine

D. Accelerate briefly then brake

With doubles, you brake smoothly and progressively to keep the trailers stable. Abrupt, hard braking transfers weight forward and can cause the rear trailer to swing or jackknife, making it hard to control. A controlled braking technique—steady pressure on the brake pedal, early braking when you need to slow, and avoiding sudden pedal releases or surges—helps you maintain steering control and stop safely. If the vehicle has anti-lock brakes, keep steady pressure on the brake pedal and let the ABS do its job rather than pumping the brakes. Avoid slamming the brakes or steering hard, and avoid trying to accelerate briefly before braking, as that only increases speed and makes the situation worse. Shutting off the engine also reduces power steering and braking assistance, which can compromise control in a crisis.

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4. What should you verify about the trailer's air lines during a pre-trip?

A. They are color-coded for quick checks.

B. They must be replaced daily.

C. They are intact, free of cracks, properly connected, and not rubbing or damaged.

D. They should be disconnected during movement.

During a pre-trip, you verify that the trailer's air lines are in good condition and properly connected because the air brake system depends on clean, secure lines to function correctly. They should be intact and not cracked or leaking, and they must be firmly connected at the trailer with no signs of wear or damage where the hoses could rub against the frame, tires, or other components. If you find any cracking, leaks, loose connections, or rubbing, you must fix or replace the lines before moving, since a failure here can lead to partial or complete brake loss or an unexpected trailer brake application. Color-coding, while helpful in some situations, isn't the standard requirement for a pre-trip. Replacing the lines daily isn't necessary, and the air lines should remain connected and secured during movement, not disconnected.

5. True or False: Empty trucks may have poor traction due to bouncing and wheel lockup.

A. True

B. False

C. Sometimes true

D. Not sure

Traction comes from the tires' grip on the road, which depends on how much weight is pressing the tires down. An empty truck has much less weight on the drive tires, so there's less friction available for braking and acceleration. When you hit bumps or ripples in the road, the suspension can let the tires bounce and briefly lose contact with the surface, further reducing grip. With that lighter load, hard braking can more easily cause wheels to stop rotating—a wheel lockup—leading to skidding. So, empty trucks are more prone to poor traction because of both bouncing and the potential for wheel lockup.

6. Why is it important to maintain extra space ahead when driving a multi-trailer combination?

A. It helps you stop safely and reduces the risk of rollover or jackknife

B. It makes you appear larger on the road

C. It decreases fuel efficiency

D. It is not necessary in dry conditions

The main idea here is that multi-trailer combinations need more space to decelerate safely because of their greater mass and the way the trailers respond during braking. When you slow down, inertia keeps the whole rig moving and the trailers can take a little longer to come to a stop. If you crowd the vehicle ahead, you're forced into abrupt braking, which can cause the load to shift, the trailers to push against the tractor, and a higher risk of a jackknife or rollover. Giving extra space ahead gives you time to brake smoothly, control any trailer sway, and maintain a straight, stable path. That's why this is so important in any driving conditions, not just dry ones. It's not about appearance or fuel economy; it's about having enough stopping distance to react, brake progressively, and keep the combination under control.

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7. Some large trucks have convex or spot mirrors. What effect do these mirrors have on distance perception?

A. They make objects look closer and smaller

B. They make things look smaller and farther away than they really are

C. They do not affect distance perception

D. They make things look larger and nearer

Convex mirrors bend outward, which widens the field of view but also makes reflected images smaller. Because objects appear smaller in such a mirror, the brain interprets their angular size as indicating greater distance. So distance perception is distorted: things look smaller and farther away than they really are. This is why these mirrors help you see more around you but aren't reliable for judging exact distances.

8. During a brake test, which result confirms proper trailer brake engagement?

A. The trailer tires rotate freely.

B. The tractor and trailer interlock physically.

C. The brakes engage smoothly and the brake lights activate.

D. The air compressor runs continuously.

When you test trailer braking, you want to see evidence that the trailer's brakes are actually grabbing and that the signaling to other drivers is working. The best sign is that the brakes engage smoothly and the brake lights come on. Smooth engagement shows the brake actuators and electrical system are working together, delivering the braking force without jerks or delays, and the activated brake lights warn following traffic that the trailer is slowing down. If the trailer tires were free to spin, that would mean the brakes aren't applying at all, so it wouldn't confirm proper engagement. Interlocking between the tractor and trailer is about safe coupling and control rather than how the brakes respond when you apply them. An air compressor running continuously points to a different issue in the air system, not to whether the trailer brakes actually engage when commanded. So the combination of brakes engaging and brake lights activating is the clear indication that the trailer braking system is functioning properly.

9. In a converter dolly, where is the fifth wheel located?

A. On the dolly

B. On the tractor

C. On the trailer

D. On the cab

In a converter dolly setup, the dolly itself carries the fifth wheel. This design lets the front trailer's kingpin lock into the dolly's fifth wheel, so the dolly can connect to that trailer and allow the tractor to pull the whole rig. The tractor's own fifth wheel isn't used for this connection, and the cab isn't what this question is about. So the fifth wheel is located on the dolly.

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10. Which statement about seeing ahead is true?

A. All statements are correct

B. You should only look directly in front

C. You should ignore speed changes in approaching traffic

D. There is no need to scan far ahead

Seeing ahead means actively scanning well beyond the vehicle in front and reading the flow of traffic ahead of you. It's about picking up cues far ahead so you have time to react—watching for changes in speed, lane positions, pedestrians, signals, and potential hazards well before you get there. If you fix your gaze only on what's directly in front, you miss unfolding situations down the road; if you ignore speed changes in approaching traffic, you're caught by surprise; and if you believe there's no need to look far ahead, you're reducing your ability to plan and brake smoothly. So the best practice is to maintain a broad, forward scan that includes distant areas where conditions can change, not just what's immediately in front.

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Next Steps

Congratulations on reaching the final section of this guide. You've taken a meaningful step toward passing your certification exam and advancing your career.

As you continue preparing, remember that consistent practice, review, and self-reflection are key to success. Make time to revisit difficult topics, simulate exam conditions, and track your progress along the way.

If you need help, have suggestions, or want to share feedback, we'd love to hear from you. Reach out to our team at hello@examzify.com.

Or visit your dedicated course page for more study tools and resources:

https://njdoublestriples.examzify.com

We wish you the very best on your exam journey. You've got this!

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