

# 310T Truck and Coach Technician Certification Practice Exam (Sample)

## Study Guide



**Everything you need from our exam experts!**

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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.

# 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!**

## Questions

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- 1. What must be done when inspecting a fifth wheel hitch?**
  - A. Adjust wheel height.**
  - B. Check jaw adjustment.**
  - C. Replace table bushings.**
  - D. Adjust sliding mechanism.**
  
- 2. Which component is checked for free rotation after adjusting main bearings?**
  - A. Cylinder head.**
  - B. Piston rings.**
  - C. Crankshaft.**
  - D. Camshaft.**
  
- 3. When attaching accessories or components, what part of a frame rail should not be drilled?**
  - A. The face.**
  - B. The flange.**
  - C. The gusset.**
  - D. The cross-member.**
  
- 4. What does the second number in a SAE fault code indicate?**
  - A. Type of circuit failure.**
  - B. Type of sensor circuit.**
  - C. Message identification.**
  - D. Number of fault occurrences.**
  
- 5. What would cause air to be visible in the sight glass?**
  - A. Incorrect refrigerant oil.**
  - B. Excessive refrigerant oil.**
  - C. Incorrect refrigerant in the system.**
  - D. Insufficient refrigerant in the system.**
  
- 6. What is a sign of worn torque rod bushings in a vehicle?**
  - A. Increased tire noise.**
  - B. Excessive jouncing.**
  - C. Limited turning capability.**
  - D. Improper alignment of the rear axle.**

- 7. What would cause a standard transmission to select two gears at the same time?**
- A. Worn shift rail detents.**
  - B. Worn shift lever finger.**
  - C. Worn shift rail interlocks.**
  - D. Weak reverse plunger spring.**
- 8. What would happen to the engine if the ECM does not receive a speed/timing signal?**
- A. Exceed governed speed.**
  - B. Hunt at governed speed.**
  - C. Start and run at idle speed.**
  - D. Cranks but does not start.**
- 9. What is the final step when assembling a clutch drum?**
- A. Line up friction disc splines.**
  - B. Measure clutch pack clearance.**
  - C. Install wave spring and retaining ring.**
  - D. Alternate position of friction discs and steels.**
- 10. What might indicate that a radiator cap is not functioning properly?**
- A. Leaking coolant.**
  - B. Unusual engine noises.**
  - C. Collapsed radiator hose.**
  - D. Unstable oil pressure.**

## Answers

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

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## **Explanations**

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## 1. What must be done when inspecting a fifth wheel hitch?

- A. Adjust wheel height.
- B. Check jaw adjustment.**
- C. Replace table bushings.
- D. Adjust sliding mechanism.

When inspecting a fifth wheel hitch, checking the jaw adjustment is critical for ensuring the proper operation and safety of the hitch. The jaws of the fifth wheel are responsible for locking onto the kingpin of the trailer securely. If the jaws are not properly adjusted, it can lead to improper coupling, resulting in significant safety hazards, including the potential for the trailer to disconnect from the towing vehicle while in transit. The adjustment of the jaws ensures they can fully engage the kingpin, creating a secure lock that is essential for safe hauling. Regularly checking this adjustment helps identify wear or changes in performance, which can prevent accidents and enhance the overall reliability of the towing setup. While adjusting wheel height, replacing table bushings, and adjusting the sliding mechanism are also important maintenance tasks, they focus on different aspects of the fifth wheel operation. Ensuring the jaws are properly adjusted takes precedence because it directly affects the hitch's ability to safely connect the trailer to the truck.

## 2. Which component is checked for free rotation after adjusting main bearings?

- A. Cylinder head.
- B. Piston rings.
- C. Crankshaft.**
- D. Camshaft.

After adjusting main bearings, it is essential to check the crankshaft for free rotation. This is primarily because the main bearings support the crankshaft and allow it to rotate smoothly within the engine block. The adjustment process can affect the alignment and clearance of the crankshaft, and ensuring it rotates freely is critical for the engine's overall performance and functioning. If the crankshaft does not rotate freely, it could indicate issues such as excessive bearing clearance or improper alignment, which can lead to more severe mechanical failures if not addressed. Free rotation of the crankshaft signifies that bearings have been correctly adjusted, allowing for optimal engine operation without undue friction or resistance. Other components, such as the cylinder head, piston rings, and camshaft, play significant roles in engine function and performance, but they are not typically assessed for free rotation specifically after main bearing adjustments. The focus on the crankshaft in this context hones in on ensuring the foundational part of the engine's rotation is intact.

**3. When attaching accessories or components, what part of a frame rail should not be drilled?**

- A. The face.
- B. The flange.**
- C. The gusset.
- D. The cross-member.

The flange of a frame rail should not be drilled when attaching accessories or components because it plays a critical structural role. The flange is designed to distribute loads and provide torsional strength to the frame. Drilling into the flange can compromise this strength, leading to potential failure in high-stress applications, such as during driving or in collision situations. Maintaining the integrity of the flange is crucial for the overall performance and safety of the vehicle. Other parts of the frame rail may be more suited for modification, but the flange is specifically designed to remain intact to ensure proper load handling and structural integrity.

**4. What does the second number in a SAE fault code indicate?**

- A. Type of circuit failure.**
- B. Type of sensor circuit.
- C. Message identification.
- D. Number of fault occurrences.

The second number in a SAE fault code provides specific information regarding the type of circuit failure. This coding system is designed to help technicians quickly and easily identify issues in a vehicle's systems. For instance, in a standard SAE code format, the first number typically signifies the system or component area (like engine or transmission), while the second number classifies the nature of the failure, such as a short circuit, open circuit, or failure in a particular component. Understanding this aspect of fault codes is essential for efficient troubleshooting and repair in truck and coach maintenance.

**5. What would cause air to be visible in the sight glass?**

- A. Incorrect refrigerant oil.
- B. Excessive refrigerant oil.
- C. Incorrect refrigerant in the system.
- D. Insufficient refrigerant in the system.**

When air is visible in the sight glass of a refrigerant system, it typically indicates that there is insufficient refrigerant in the system. This is because a low refrigerant level can create a scenario where air and vapor enter the system, leading to the presence of air in the sight glass. The sight glass is designed to show the state of the refrigerant, whether it's liquid or vapor, and when there isn't enough refrigerant present, the system doesn't operate effectively. In the context of refrigerant performance, having adequate refrigerant is crucial for maintaining the proper pressure and temperature, ensuring that the system can effectively absorb and release heat. Insufficient refrigerant can lead to poor cooling performance and may ultimately damage the components of the air conditioning system if not addressed. Thus, the visibility of air in the sight glass serves as a warning sign that requires attention to the refrigerant levels in the system to ensure efficient operation.

**6. What is a sign of worn torque rod bushings in a vehicle?**

- A. Increased tire noise.**
- B. Excessive jouncing.**
- C. Limited turning capability.**
- D. Improper alignment of the rear axle.**

Worn torque rod bushings are critical components that help maintain the position of the axle in relation to the vehicle's frame. When these bushings become worn, they can lead to a loss of proper alignment of the rear axle. This misalignment can manifest as uneven tire wear, handling issues, and overall instability while driving. Proper alignment is essential for ensuring that the vehicle tracks straight and handles as intended. When the torque rod bushings are worn, the axle may shift or wander due to the lack of secure connection between the axle and the frame, causing alignment problems. Therefore, observing signs of misalignment, such as uneven tire wear or odd handling characteristics, indicates that the torque rod bushings may need to be inspected and potentially replaced. While increased tire noise, excessive jouncing, and limited turning capability can result from various factors, they do not directly link to the immediate effects of worn torque rod bushings in the same way that improper alignment does. Thus, identifying improper alignment of the rear axle as a sign of worn torque rod bushings is essential for maintaining the vehicle's safety and performance.

**7. What would cause a standard transmission to select two gears at the same time?**

- A. Worn shift rail detents.**
- B. Worn shift lever finger.**
- C. Worn shift rail interlocks.**
- D. Weak reverse plunger spring.**

Selecting two gears at the same time in a standard transmission can be attributed to worn shift rail interlocks. The shift rail interlocks are designed to ensure that only one gear can be engaged at a time. They serve as a safety mechanism to prevent simultaneous engagement of multiple gears, which could otherwise lead to severe mechanical damage. When the interlocks become worn, they may lose their ability to properly position the shift rails, allowing two gears to be engaged simultaneously. This phenomenon can create significant complications in transmission operation, including difficulty in shifting and potential damage to the transmission components from the conflict between gears. While worn shift rail detents, shift lever fingers, and weak reverse plunger springs can contribute to other shifting issues, they do not directly cause the simultaneous selection of two gears in the same way that worn interlocks do. Hence, recognizing the role of the shift rail interlocks is crucial in diagnosing and addressing this specific issue in standard transmissions.

**8. What would happen to the engine if the ECM does not receive a speed/timing signal?**

- A. Exceed governed speed.**
- B. Hunt at governed speed.**
- C. Start and run at idle speed.**
- D. Cranks but does not start.**

When the Engine Control Module (ECM) does not receive a speed/timing signal, it typically leads to a situation where the engine cranks but does not start. The speed/timing signal is crucial for the ECM to determine the position of the engine and to manage fuel injection and ignition timing appropriately. Without this signal, the ECM lacks the necessary information to optimize the engine's performance and cannot activate the fuel and ignition systems correctly. This disruption prevents the engine from starting altogether, leading to a condition where it will only crank without igniting. The other options imply scenarios where the engine might run, either at a governed speed or idle speed, which is not possible without the essential speed/timing information that the ECM relies on to function properly.

**9. What is the final step when assembling a clutch drum?**

- A. Line up friction disc splines.**
- B. Measure clutch pack clearance.**
- C. Install wave spring and retaining ring.**
- D. Alternate position of friction discs and steels.**

The final step when assembling a clutch drum is to measure the clutch pack clearance. This step is crucial because it ensures that the clutch pack is within the manufacturer's specified tolerances, which is essential for proper engagement and disengagement of the clutch. Insufficient or excessive clearance can lead to poor clutch performance, causing slippage or failure to engage completely. By measuring the clearance, technicians can confirm that the assembly is set up correctly, which is key to ensuring the longevity and reliability of the clutch system. While other steps, such as aligning the friction disc splines, installing wave springs and retaining rings, and alternating the positions of friction discs and steels, are important parts of the assembly process, measuring the clutch pack clearance is the definitive step that verifies the assembly is complete and ready for use. Proper clearance measurement allows for adjustments before the final assembly is considered finished, thus avoiding potential operational issues.

**10. What might indicate that a radiator cap is not functioning properly?**

- A. Leaking coolant.**
- B. Unusual engine noises.**
- C. Collapsed radiator hose.**
- D. Unstable oil pressure.**

A collapsed radiator hose can indeed indicate that a radiator cap is not functioning properly. The role of the radiator cap is to maintain pressure within the cooling system. When the cap fails to maintain this pressure, the coolant may not circulate effectively, and the vacuum that is supposed to form as the engine cools may cause the hoses to collapse. This situation can reduce the effectiveness of the cooling system, leading to overheating and other related issues in the engine. When a cap does not seal properly or the spring mechanism is faulty, it may not be able to regulate the pressure necessary for the cooling system to operate optimally. As a result, the hoses may not withstand the expected pressure and could be drawn inwards, resulting in a collapsed appearance. While leaking coolant is a sign that something is wrong with the cooling system as well, it does not specifically point to a malfunctioning pressure cap. Unusual engine noises typically indicate issues within the engine itself, rather than problems with the cooling system. Unstable oil pressure may signal different problems that relate more to the engine's lubrication system rather than the cooling-relevant parts, like the radiator cap. Thus, identifying a collapsed radiator hose is a direct outcome of an ineffective radiator cap functioning, distinguishing it as a clear

## 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](mailto:hello@examzify.com).**

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

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

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