

ALABAMA CDL GENERAL PRACTICE TEST (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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THE FULL VERSION STUDY GUIDE

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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 is the most common type of foundation brakes found on heavy vehicles?**
 - A. S-Cam brakes
 - B. Air disc brakes
 - C. Hydraulic drum brakes
 - D. Hydraulic caliper brakes
- 2. During brake system failure, what does the emergency brake system utilize?**
 - A. Only the service brake
 - B. Only the parking brake
 - C. Parts of the service brake and parking brake
 - D. The ABS system
- 3. Which device measures the pressure in the air tanks?**
 - A. The brake pedal
 - B. The tractor protection valve
 - C. The supply pressure gauge
 - D. The wheel cylinder
- 4. In an air-brake system, what factor ensures the spring brakes remain retracted during normal operation?**
 - A. Hydraulic pressure
 - B. Air pressure
 - C. Oil temperature
 - D. Tire pressure
- 5. If your vehicle has a dual air brake system and a low air pressure warning comes on for only one system, what should you do?**
 - A. Continue driving to the nearest safe stop
 - B. Stop. Safely park and only continue after the vehicle has been fixed
 - C. Check the air gauge and drive slowly
 - D. Ignore the warning if the other system is fine

- 6. Which component is primarily responsible for adjusting the free play in the braking system?**
- A. Slack adjuster
 - B. Brake drum
 - C. Master cylinder
 - D. Brake shoes
- 7. To test the static air leakage rate, you should**
- A. Turn off the engine, release the parking brake, and let the engine settle
 - B. Increase engine speed and watch the gauge
 - C. Drain the air tanks completely
 - D. Keep the engine running and park safely
- 8. The parking brake control**
- A. Lets the air out of the brake chamber
 - B. Applies extra pressure to brakes
 - C. Locks the wheels
 - D. Increases air pressure
- 9. Repeatedly pressing and releasing (fanning) the brake pedal may result in?**
- A. A loss of air pressure
 - B. Increased braking efficiency
 - C. Reduced brake wear
 - D. Improved control
- 10. What is the function of the modulating control valve in braking systems?**
- A. A sensor that prevents ABS wheel lock
 - B. A shutoff valve that prevents runaway brake pressure
 - C. A spring loaded valve that will let you put on the brakes on slowly if the service brakes fail
 - D. A device that increases brake pressure during emergency

Answers

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

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Explanations

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1. What is the most common type of foundation brakes found on heavy vehicles?

- A. S-Cam brakes**
- B. Air disc brakes
- C. Hydraulic drum brakes
- D. Hydraulic caliper brakes

Foundation brakes on heavy vehicles are built to work with the vehicle's air brake system, and the most common type is the S-Cam drum brake. The S-Cam mechanism uses air pressure to turn a cam into an S shape, which forces the brake shoes outward to press against the inside of a brake drum. This drum-and-shoe design is rugged, easy to service, and well-suited to handling heavy loads across many axles, making it the standard choice in fleets for decades. While there are other brake types in use—air disc brakes in some newer or premium setups, and hydraulic drum or caliper brakes on lighter equipment—the traditional and most widespread foundation brake on heavy trucks remains the S-Cam drum brake because of its reliability and compatibility with the air-brake system.

2. During brake system failure, what does the emergency brake system utilize?

- A. Only the service brake
- B. Only the parking brake
- C. Parts of the service brake and parking brake**
- D. The ABS system

During brake system failure, the emergency brake relies on a combination of both systems. It uses the same wheel brake components (the parts involved in the service brakes) and the parking brake mechanism that provides a spring-applied, air-released means to apply those brakes when the normal air pressure is lost. This setup ensures you still have braking capability even if the primary service brake system isn't functioning. The ABS system isn't part of this emergency stopping method, so it isn't the means by which the emergency brake stops the vehicle.

3. Which device measures the pressure in the air tanks?

- A. The brake pedal
- B. The tractor protection valve
- C. The supply pressure gauge**
- D. The wheel cylinder

Measuring the air in the tanks is what this item tests. The device that shows how much air is stored in the tanks is the supply pressure gauge. It displays the current pressure in the air reservoir system, usually in psi, so you can confirm there's enough pressure to safely operate the brakes and other air-powered systems. The brake pedal is used to apply braking force, but it doesn't measure pressure. The tractor protection valve is a safety device that isolates air to the trailer if the supply drops; it doesn't provide a pressure reading. The wheel cylinder is part of the braking mechanism that uses air pressure to push the brake shoes, not a measuring instrument.

4. In an air-brake system, what factor ensures the spring brakes remain retracted during normal operation?

- A. Hydraulic pressure
- B. Air pressure**
- C. Oil temperature
- D. Tire pressure

Spring brakes are spring-applied, air-released. The air pressure in the brake chambers counteracts the force of the release springs, keeping them retracted and the brakes released during normal operation. If air pressure drops, the springs push out to apply the brakes. Hydraulic pressure, oil temperature, or tire pressure don't control this release mechanism.

5. If your vehicle has a dual air brake system and a low air pressure warning comes on for only one system, what should you do?

- A. Continue driving to the nearest safe stop
- B. Stop. Safely park and only continue after the vehicle has been fixed**
- C. Check the air gauge and drive slowly
- D. Ignore the warning if the other system is fine

In a dual air brake system, there are two independent air circuits that control braking. If the low-air warning comes on for one circuit, that circuit doesn't meet the safe pressure required for reliable braking. Relying on the other circuit isn't enough, because a failure in the first circuit could lead to reduced or total braking capability at any moment. So the safest action is to stop as soon as you can safely, park, and only continue after the issue is repaired and pressures are restored to the proper levels. Continuing to drive toward a stop or driving slowly while ignoring the warning risks a sudden loss of braking on that circuit. Ignoring the warning altogether is unsafe because a single system with insufficient pressure can compromise stopping power, especially in emergencies.

6. Which component is primarily responsible for adjusting the free play in the braking system?

- A. Slack adjuster**
- B. Brake drum
- C. Master cylinder
- D. Brake shoes

Maintaining the right clearance between the shoes and the drum when the brakes are released is key for prompt and even braking. The device that handles this clearance as components wear is the slack adjuster. It connects the pushrod to the brake mechanism and automatically (or manually, depending on the type) tightens or lengthens the linkage so the correct amount of free play is kept. As brake linings wear or the drum diameter changes, the slack adjuster takes up the extra space so braking response stays consistent. The other parts don't adjust this clearance: the brake drum is just the friction surface, the master cylinder creates hydraulic pressure to apply the brakes, and the brake shoes provide the friction but don't adjust the gap themselves.

7. To test the static air leakage rate, you should

- A. Turn off the engine, release the parking brake, and let the engine settle
- B. Increase engine speed and watch the gauge
- C. Drain the air tanks completely
- D. Keep the engine running and park safely

Static air leakage is measured when the system is not being charged and the brakes aren't holding pressure. To do this correctly, turn off the engine, release the parking brake, and let the system settle for about a minute. With the engine off, the compressor isn't recharging the tanks, and releasing the parking brake ensures you're not testing leakage caused by the brake valves or parking brake. If the pressure drops more than the allowed amount during that minute, there's a leak somewhere in the system. If you instead increase engine speed, drain the air tanks, or keep the engine running and park, you'd be testing charging rate or other conditions, not the static leakage rate, so those options don't reflect the true static leakage.

8. The parking brake control

- A. Lets the air out of the brake chamber
- B. Applies extra pressure to brakes
- C. Locks the wheels
- D. Increases air pressure

In air brake systems, the parking brake is a spring-applied, air-released setup. The parking brake control is used to dump air from the brake chambers. When air is released, the energy stored in the springs causes them to clamp the brake shoes onto the drums, holding the wheels and keeping the vehicle from moving. That's why letting air out of the brake chambers is the function described here. It doesn't increase air pressure or apply extra service-brake pressure, and it doesn't "lock" the wheels directly—the result is the spring force holding the brakes on once air is released.

9. Repeatedly pressing and releasing (fanning) the brake pedal may result in?

- A. A loss of air pressure
- B. Increased braking efficiency
- C. Reduced brake wear
- D. Improved control

Fanning the brakes uses up stored compressed air faster than the system can replenish it. In a vehicle with an air brake system, braking relies on air stored in the tanks; when you repeatedly press and release the pedal, each brake application consumes air. If this happens rapidly, the compressor may not have time to rebuild the pressure, so the overall air pressure in the system drops. If the pressure gets too low, braking power diminishes and the warning systems or even the emergency brakes can activate. That's why the best answer is that repeatedly fanning the brake pedal can lead to a loss of air pressure. The other options don't fit because pumping the brakes doesn't increase braking efficiency or reduce wear; in fact, it tends to cause more wear and can worsen control as the system pressure drops.

10. What is the function of the modulating control valve in braking systems?

- A. A sensor that prevents ABS wheel lock
- B. A shutoff valve that prevents runaway brake pressure
- C. A spring loaded valve that will let you put on the brakes on slowly if the service brakes fail**
- D. A device that increases brake pressure during emergency

The modulating control valve is a safety feature that meters brake pressure to allow a controlled, gradual application if the service brakes fail. It's spring-loaded, so it defaults to a safe state, and when activated by a failure condition, it lets the brakes come on slowly rather than with full force. This helps maintain control and stop the vehicle more safely in a brake-failure scenario. This isn't an ABS sensor, a simple shutoff to stop runaway pressure, or a device that merely boosts pressure in an emergency, so those alternatives don't describe its function.

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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://alabamacdlgen.examzify.com>

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

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