

ARKANSAS CDL DOUBLES AND TRIPLES PRACTICE TEST (SAMPLE)

STUDY GUIDE



**SAMPLE STUDY GUIDE
WITH LIMITED QUESTIONS**

**VISIT US ONLINE FOR
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. Which statement about converter dollies is correct?**
 - A. They always have ABS
 - B. They require special licenses
 - C. Sometimes do not have antilock brakes
 - D. They are powered by the trailer brakes
- 2. What action is recommended if there is a loud air leak from a trailer line while driving?**
 - A. Drive to the nearest garage.
 - B. Safely pull over and inspect for leaks or damage.
 - C. Continue driving and hope it resolves.
 - D. Turn off engine and call for assistance.
- 3. Converter dolly's wheel and axle configuration includes what?**
 - A. A fifth wheel and one or two axles
 - B. A nose wheel and three axles
 - C. Two wheels and four axles
 - D. A third wheel and two axles
- 4. Which of the following is not part of the four steps to test trailer service brakes?**
 - A. Check for normal air pressure
 - B. Release the parking brakes
 - C. Pull forward slowly
 - D. Continue driving for 5 miles before testing
- 5. How do crosswinds affect a doubles/triples rig?**
 - A. They increase trailer sway and require smoother, slower driving.
 - B. They improve stability due to weight distribution.
 - C. They reduce the need for stopping distance.
 - D. They only affect single trailers.

- 6. When performing a coupling test, you should pull against which part to verify the connection is secure?**
- A. Rear semitrailer's pin
 - B. Kingpin latch
 - C. Electrical connector
 - D. Landing gear
- 7. If a trailer wheel on a doubles/triples skids, which problem is most likely to occur?**
- A. You will experience a skid only
 - B. You lose steering control briefly
 - C. The brakes overheat
 - D. You will have a trailer jackknife
- 8. What is the recommended method to test the trailer lights and reflectors on a doubles/triples combination?**
- A. Have a helper or use a light test to ensure all lights/reflectors work on each trailer.
 - B. Rely on the vehicle's onboard diagnostic system only.
 - C. Visually inspect once per trip with no test.
 - D. Test only the last trailer's lights.
- 9. What spacing should you maintain when passing or being passed by a large vehicle with multiple trailers?**
- A. Maintain ample space to avoid gust effects.
 - B. Move close to minimize wind effects.
 - C. Stay in the blind spot.
 - D. Tailgate to prevent collision.
- 10. In the context of doubles/triples operations, what is the primary safety objective of maintaining proper load distribution and hitch integrity?**
- A. To maximize speed.
 - B. To obscure weight distribution from other drivers.
 - C. To ensure braking effectiveness, stability, and reduce sway.
 - D. To minimize fuel consumption regardless of safety.

Answers

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

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Explanations

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1. Which statement about converter dollies is correct?

- A. They always have ABS
- B. They require special licenses
- C. Sometimes do not have antilock brakes**
- D. They are powered by the trailer brakes

Converter dollies sit between two trailers to form doubles or triples, and their braking setup has varied over time. Not all converter dollies come with ABS, especially older models, so you can encounter units that lack antilock brakes. That variability is why the statement about sometimes not having ABS is correct. The other options don't fit as well. ABS isn't guaranteed on every converter dolly, so saying they always have ABS isn't accurate. Special licenses aren't required just for operating a converter dolly as part of a doubles/triples combination—you use the standard CDL with the appropriate endorsements. And the dolly's brakes aren't powered by the trailer brakes; the dolly's braking system is linked to the vehicle's air brake system, not driven directly by the trailer brakes.

2. What action is recommended if there is a loud air leak from a trailer line while driving?

- A. Drive to the nearest garage.
- B. Safely pull over and inspect for leaks or damage.**
- C. Continue driving and hope it resolves.
- D. Turn off engine and call for assistance.

When the air brake system shows a loud leak from a trailer line, the immediate concern is loss of braking pressure. A strong hiss usually means air is escaping, and that can quickly reduce or cut off the trailer's braking capability, creating a high risk of a crash. The safest move is to stop as soon as it's safe and inspect for leaks or damage. This lets you identify a loose connection, damaged hose, or broken line and decide whether it can be repaired on the spot or if you need assistance before continuing. Continuing to drive with a loud air leak is unsafe because braking performance can deteriorate unpredictably. Turning off the engine may drop air pressure further and isn't the best first step; you need the system pressurized to assess and address the leak. If you need help after you've safely stopped, call for assistance.

3. Converter dolly's wheel and axle configuration includes what?

- A. A fifth wheel and one or two axles**
- B. A nose wheel and three axles
- C. Two wheels and four axles
- D. A third wheel and two axles

Converter dollies used between two trailers have a fifth wheel on their neck to couple with the trailers and to allow articulation, plus one or two axles to support the load. The fifth wheel is what lets the dolly connect and pivot as the vehicle turns, while the axles carry the weight of the load behind the hitch. A nose wheel or a third wheel isn't part of the converter dolly's standard wheel-and-axle setup, so the typical description is a fifth wheel plus one or two axles.

4. Which of the following is not part of the four steps to test trailer service brakes?

- A. Check for normal air pressure
- B. Release the parking brakes
- C. Pull forward slowly
- D. Continue driving for 5 miles before testing**

Testing trailer service brakes focuses on confirming the system is charged and that the service brakes respond correctly when asked to apply. Start by making sure the air pressure is within the normal range so the brakes can release and engage properly. Then release the parking brakes so the service brakes, not the parking brake, do the work. Finally, you pull forward slowly and apply the brakes to check that the braking action is even, smooth, and responsive, with no pulling to one side or unusual noise. Continuing to drive for miles before testing isn't part of this procedure. Waiting to test after a long drive can hide leaks or brake issues and isn't how you verify the system's immediate reliability.

5. How do crosswinds affect a doubles/triples rig?

- A. They increase trailer sway and require smoother, slower driving.**
- B. They improve stability due to weight distribution.
- C. They reduce the need for stopping distance.
- D. They only affect single trailers.

Crosswinds push on the tall, flat sides of a trailer, creating a sideways force that makes the trailer yaw and sway. On a doubles or triples rig, there's more surface area and a longer overall length, so these wind forces have a greater effect and can make the combination harder to steer. The safest response is to reduce speed and drive with smooth, gradual steering inputs to keep the rig stable and in its lane, avoiding sudden moves that could exacerbate sway. So, crosswinds don't improve stability, they destabilize it, and they don't reduce stopping distance. They affect longer rigs as well as single trailers, due to the increased wind surface and the way sway can propagate through multiple trailers.

6. When performing a coupling test, you should pull against which part to verify the connection is secure?

- A. Rear semitrailer's pin**
- B. Kingpin latch
- C. Electrical connector
- D. Landing gear

During a coupling test, you're checking that the kingpin is securely locked into the fifth wheel. Pull gently against the rear semitrailer's pin (the kingpin) to see if the connection stays locked under load. If there's any movement or the trailer separates, the kingpin isn't properly secured. The electrical connector and landing gear aren't what proves the coupling is secure, since they don't carry the towing load. The latch being engaged matters, but the true test of a secure connection is that the kingpin remains locked when you apply a light pull.

7. If a trailer wheel on a doubles/triples skids, which problem is most likely to occur?

- A. You will experience a skid only
- B. You lose steering control briefly
- C. The brakes overheat
- D. You will have a trailer jackknife**

When a wheel on one of the trailers loses traction and slides, that axle can no longer steer or control the trailer effectively. In a doubles or triples setup, the trailers are tied together, so a skid on one unit creates a sideways pull or push that the rest of the rig can't counter quickly. That sideways movement pivots around the connection points (the kingpin and the couplings), causing the towed trailers to swing relative to the tractor. With the linked trailers, this swinging accelerates into a sharp angle between the units—the classic jackknife. The result is more than a simple skid; the whole combination folds in on itself. Other outcomes like a skid simply lasting longer or braking overheating are less direct consequences of a single-wheel skid in a multi-unit combination, whereas the linkage geometry makes a trailer jackknife the most likely and dangerous result.

8. What is the recommended method to test the trailer lights and reflectors on a doubles/triples combination?

- A. Have a helper or use a light test to ensure all lights/reflectors work on each trailer.**
- B. Rely on the vehicle's onboard diagnostic system only.
- C. Visually inspect once per trip with no test.
- D. Test only the last trailer's lights.

The main idea is to actively verify that every trailer in a doubles/triples combination has its lights and reflectors working. The best way to do this is with a helper outside or a portable light tester so you can observe the actual lights on each trailer as you operate the controls. This means turning on headlights, applying the brakes, and using the left and right turn signals to confirm that all lights—taillights, brake lights, turn signals, and any clearance or marker lights—on each trailer illuminate correctly. Relying only on the vehicle's onboard diagnostics isn't enough because many trailer lighting issues—bulbs, wiring, or ground faults—may not be detected by the truck's system. A quick visual check once per trip can miss bulb failures or faulty wiring, and testing only the last trailer leaves the others unchecked, which could lead to unsafe or noncompliant situations.

9. What spacing should you maintain when passing or being passed by a large vehicle with multiple trailers?

- A. Maintain ample space to avoid gust effects.**
- B. Move close to minimize wind effects.
- C. Stay in the blind spot.
- D. Tailgate to prevent collision.

When you're passing or being passed by a large vehicle with multiple trailers, the air around it can create gusts and wind effects that push or yank your vehicle. Keeping ample space gives you room to react to those gusts and to safely complete the pass without the wind suddenly interfering. It also helps you stay out of the vehicle's slipstream and away from its blind spots, reducing the risk of a loss of control or a collision. Moving closer, staying in the blind spot, or tailgating would increase your chances of being affected by the wind or by the other driver's maneuvers, so they're not safe options.

10. In the context of doubles/triples operations, what is the primary safety objective of maintaining proper load distribution and hitch integrity?

- A. To maximize speed.
- B. To obscure weight distribution from other drivers.
- C. To ensure braking effectiveness, stability, and reduce sway.**
- D. To minimize fuel consumption regardless of safety.

Maintaining proper load distribution and hitch integrity helps keep the entire longer vehicle stable and controllable, especially when braking or turning. When weight is spread correctly across all axles, the steering axle retains enough load for steering, the drive axles gain the traction needed for effective braking, and the trailers carry their share of the load without overloading any single point. This balance makes braking more effective for the whole rig and reduces the stopping distance and the chance of wheel lockup or uneven braking. Hitch integrity matters because a solid, secure connection between the tractor and trailers prevents unwanted movement between units. If the hitch or connections are weak or misaligned, trailers can begin to sway or even detach during heavy braking or quick maneuvers, leading to loss of control. Doubles and triples amplify these risks due to their longer length and more complex articulation, so keeping load distribution even and the hitches in good condition is essential for stability and preventing sway. The other options miss the priority here: safety and control come first, so the goal isn't to maximize speed, hide weight distribution from others, or squeeze out fuel savings at the expense of safety.

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:

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

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