

NEW JERSEY DOUBLES AND TRIPLES PRACTICE TEST (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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THE FULL VERSION STUDY GUIDE

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Table of Contents

Copyright	1
Table of Contents	2
Introduction	3
How to Use This Guide	4
Questions	5
Answers	8
Explanations	10
Next Steps	15

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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 sequence correctly recovers from trailer sway?**
 - A. Accelerate to regain control
 - B. Ease off the throttle, steer gently to center, and gradually slow in a controlled manner
 - C. Brake hard and steer away
 - D. Stop suddenly and hold wheel
- 2. What are signs of improper brake shoe wear on trailers?**
 - A. Even wear pattern and quiet operation.
 - B. Uneven wear pattern, reduced braking efficiency, and grinding or squealing noises.
 - C. Brakes feel too strong.
 - D. Tires wearing unevenly.
- 3. In double/triple trailer operation, brakes are normally controlled by which device?**
 - A. Hand brake lever
 - B. Foot pedal
 - C. Cruise control
 - D. Automatic braking system
- 4. If you want to couple a second trailer to your combination vehicle, secure it by using?**
 - A. The safety chains
 - B. The kingpin
 - C. Either answer can be correct
 - D. The hitch ball
- 5. How do you test a trailer's brakes while stationary?**
 - A. Build system pressure, apply the service brakes, and ensure the brakes engage fully without dragging.
 - B. Run the engine and listen for screeching brakes.
 - C. Only check the brake lights.
 - D. Move the trailer forward at low speed and brake lightly.

- 6. Which statement is true about coupling the dolly to the trailer during doubles/triples?**
- A. All air lines must be swapped
 - B. The pintle-eye alignment must be correct
 - C. The safety chains are optional
 - D. The trailer brakes must be disconnected
- 7. The first step in uncoupling a converter dolly is:**
- A. To lower its landing gear.
 - B. To raise its landing gear.
 - C. To disconnect the air lines.
 - D. To lock the brakes.
- 8. If the truck is too long to turn without swinging wide when turning right from one two-lane street into another, you should turn how?**
- A. Turn wide to the right as soon as possible
 - B. Turn a little over the middle
 - C. Turn just before the middle
 - D. Turn close to the curb
- 9. What practice best improves seeing ahead while driving?**
- A. Regularly scanning near and far ahead
 - B. Staring at the bumper to maintain lane position
 - C. Focusing only on side mirrors
 - D. Ignoring traffic signals until the last moment
- 10. 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.

Answers

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

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Explanations

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1. Which sequence correctly recovers from trailer sway?

- A. Accelerate to regain control
- B. Ease off the throttle, steer gently to center, and gradually slow in a controlled manner**
- C. Brake hard and steer away
- D. Stop suddenly and hold wheel

The key idea is to dampen the oscillation by reducing the energy driving the sway and realigning the trailer with the tow vehicle. Start by easing off the throttle to lessen the pull from the trailer. Then steer gently toward the center to bring the trailer back in line with the vehicle, keeping the steering smooth to avoid making the sway worse. As the trailer begins to settle, slow down gradually in a controlled manner. This approach reduces the forces causing the sway and reestablishes a straight, stable path. Avoid hard braking or abrupt steering, as those actions can magnify the sway or push toward a dangerous angle. If sway persists, slow down further and pull over safely when you can do so with control.

2. What are signs of improper brake shoe wear on trailers?

- A. Even wear pattern and quiet operation.
- B. Uneven wear pattern, reduced braking efficiency, and grinding or squealing noises.**
- C. Brakes feel too strong.
- D. Tires wearing unevenly.

Improper brake shoe wear shows up when the braking system isn't aligning and friction isn't being used as designed. The best choice captures three clear signs: an uneven wear pattern, which points to misadjustment or dragging; reduced braking efficiency, meaning the shoes are thinner and can't grip the drum well; and grinding or squealing noises, which indicate metal-to-metal contact or loose components inside the brake. Together, these signals tell you the brakes aren't operating correctly and need inspection or service. If you see an even wear pattern with quiet operation, that's a sign the brakes are functioning properly. Brakes feeling too strong isn't a typical wear indicator, and tires wearing unevenly relates more to wheel alignment, tire issues, or suspension, not directly to brake shoe wear.

3. In double/triple trailer operation, brakes are normally controlled by which device?

- A. Hand brake lever
- B. Foot pedal**
- C. Cruise control
- D. Automatic braking system

Braking in a double or triple trailer setup is controlled by the foot brake pedal. When you press the pedal, air pressure from the tractor's braking system is sent to apply the service brakes on both the tractor and the trailers, giving you coordinated, proportional stopping. The hand brake lever is for parking or emergencies, not for normal braking. Cruise control maintains speed and does not actuate the brakes, and automatic braking systems aren't the standard method described here.

4. If you want to couple a second trailer to your combination vehicle, secure it by using?

- A. The safety chains
- B. The kingpin
- C. Either answer can be correct**
- D. The hitch ball

The key idea is that a second trailer in a combination vehicle must be secured with a reliable coupling method, and you may use the primary locking mechanism or the backup linkage depending on the setup. The kingpin is the main locking connection that attaches the trailer to the hitch or dolly, while safety chains provide a backup link to prevent separation if the primary connection fails. Some configurations use the kingpin as the primary means to secure the second trailer, others rely on safety chains as the primary securement. In practice, you must use the method appropriate to your equipment and ensure the connection is secure and properly wired, which is why both approaches can be correct depending on the design of your combination. Note: the hitch ball is not typically used for securing a second trailer in doubles and triples.

5. How do you test a trailer's brakes while stationary?

- A. Build system pressure, apply the service brakes, and ensure the brakes engage fully without dragging.**
- B. Run the engine and listen for screeching brakes.
- C. Only check the brake lights.
- D. Move the trailer forward at low speed and brake lightly.

Testing a trailer's brakes while stationary centers on confirming the brakes can be actuated reliably when the system is pressurized. Start by building system pressure to the normal operating level so the brakes have something to respond to. Then apply the service brakes and watch how the trailer brakes engage—they should come on solidly. Finally, release the brakes and verify there's no residual drag; the wheels should spin freely once released. This approach directly checks that the brake components (calipers/shoes, slack adjusters, lines, valves) are functioning and properly adjusted. Relying on other cues like sounds or lights isn't enough, and moving the trailer to test at speed isn't safe.

6. Which statement is true about coupling the dolly to the trailer during doubles/triples?

- A. All air lines must be swapped
- B. The pintle-eye alignment must be correct**
- C. The safety chains are optional
- D. The trailer brakes must be disconnected

When coupling the dolly to a trailer in doubles or triples, pintle-eye alignment is essential for a secure connection. If the dolly's pintle hook isn't lined up with the trailer's eye, the hook can't seat properly, the latch may not engage fully, and the connection can bind or loosen as you back or turn. Proper alignment makes sure the hitch slides straight into place so the lock can engage cleanly, keeping the dolly and trailer joined together under braking and steering forces. Once the pintle and eye are aligned and locked, you can safely proceed to connect other essential safety features and lines. Air lines should be connected correctly—not swapped—to ensure the trailer's braking and suspension systems function as intended. Safety chains are not optional; they must be in place from the dolly to the trailer. And the trailer brakes should remain connected through the vehicle's air system, not disconnected.

7. The first step in uncoupling a converter dolly is:

- A. To lower its landing gear.**
- B. To raise its landing gear.
- C. To disconnect the air lines.
- D. To lock the brakes.

Lowering the landing gear is the first step because it puts the dolly on solid, independent support. This stabilizes the weight of the dolly and the trailer connection, preventing the dolly from tipping or shifting when you break the coupling. With the dolly resting on its legs, you can safely proceed to disconnect air lines and complete the uncoupling without the risk of movement or damage. Raising the landing gear would remove that support and make the uncoupling unstable, while addressing the air lines or brakes before the dolly is properly supported can lead to unintended movement.

8. If the truck is too long to turn without swinging wide when turning right from one two-lane street into another, you should turn how?

- A. Turn wide to the right as soon as possible
- B. Turn a little over the middle**
- C. Turn just before the middle
- D. Turn close to the curb

When a truck is too long to turn the corner without swinging wide, the safest approach is to begin the turn after you're a little past the middle of your current lane. Turning a little over the middle places the front of the truck into the intersection while the rear wheels still have room to follow a tighter path. This helps you complete the turn without hitting the curb or crossing into an adjacent lane. Turning too early toward the curb risks clipping the curb or swinging into the wrong part of the road. Waiting until just before the middle gives you too little room to maneuver the rear of the vehicle. Keeping the turn near the curb can also invite wheel contact with the curb and instability. So, starting the turn a bit past the middle balances the vehicle's path for a safe, controlled turn.

9. What practice best improves seeing ahead while driving?

- A. Regularly scanning near and far ahead**
- B. Staring at the bumper to maintain lane position
- C. Focusing only on side mirrors
- D. Ignoring traffic signals until the last moment

Seeing ahead while driving comes from keeping your eyes moving and scanning at multiple distances: what's right in front of you and what's farther down the road. Regularly checking near and far ahead gives you early warning of hazards, helps you judge traffic flow, and lets you adjust speed and lane position in time. This extra lead time reduces surprises and increases your ability to respond safely. Staring at the bumper, relying only on side mirrors, or ignoring traffic signals limits your awareness and delays recognizing danger. The best practice is to continuously scan both near and far ahead to stay prepared for what's coming.

10. 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.

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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://njdoublestrips.examzify.com>

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

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