

Passing The Class A CDL Permit Test: 50 Must Know Facts

Contains 50 facts covering the CDL Manual sections of General Knowledge, Air Brakes & Combination Vehicles that you must know to pass the CDL Permit Test.

The information contained in this document complies with the Federal guidelines for the Commercial Driver's License. Updates to the rules and regulations are subject to change without notice . This complimentary guide is provided "as is" and usage of this study guide does not guarantee or imply the reader will pass any CDL tests administered by the state.

GENERAL KNOWLEDGE KEY FACTS

All CDL applicants must take the “general knowledge” test. This section contains information on safe driving and general information that all commercial drivers should know. Subjects covered include inspections of equipment, safety and driving skills while on the road.

1. Items inspected enroute should include tires, brakes and cargo securement.
2. If one fourth of a leaf spring is missing or broken it's illegal to drive the vehicle.
3. Required emergency equipment includes a fire extinguisher, warning devices, and spare electrical fuses.
4. Backing is always dangerous. It should be done towards the drivers side and use a helper, if possible.
5. Tachometers can be used to help with shifting and double clutching.
6. If traction is poor, a retarder can cause skidding.
7. Drivers should flash their brake lights to warn others when you must slow down or stop for something ahead.
8. Use the air horn only when necessary, it startles other drivers.
9. On slippery roads, slow down gradually. If on ice, stop as soon as it is safe.
10. At 35 mph a 40 foot vehicle needs 4 seconds space between it and the vehicle ahead, under good conditions.
11. When turning left from one two-lane street to another two-lane street, begin turning half way through the intersection.
12. When entering crossing traffic, remember how large a gap is needed for a heavy vehicle.
13. When driving in hot weather check tires every two hours or 100 miles.
14. In hot weather be extra careful of oil level, fan belt tightness, and avoid high speeds.
15. When driving in work zones, slow down, use your flashers, and warn drivers behind you with your brake lights.
16. A red triangle with an orange center marks a slow moving vehicle.
17. If you leave the road, avoid braking until your speed is under 20 mph.
18. If an on-coming driver drifts into your lane steer to the right.

GENERAL KNOWLEDGE KEY FACTS

19. If you run onto the shoulder, try to stop before coming back on the highway.
20. Counter steering is turning the wheel back in the other direction after steering to avoid an emergency.
21. If a tire blows out, stay off the brake, until you have slowed down.
22. When entering crossing traffic, remember how large a gap is needed for a heavy vehicle.
23. Drive slowly enough at night to stop within range of your headlights.
24. When driving in hot weather check tires every two hours or 100 miles.
25. In hot weather be extra careful of oil level, fan belt tightness, and avoid high speeds.
26. When driving in work zones, slow down, use your flashers, and warn drivers behind you with your brake lights.
27. A red triangle with an orange center marks a slow moving vehicle.
28. If an on-coming driver drifts into your lane steer to the right.
29. If you run onto the shoulder, try to stop before coming back on the highway.
30. Counter steering is turning the wheel back in the other direction after steering to avoid an emergency.

AIR BRAKE KEY FACTS

Air brakes use compressed air to make the brakes work. Air brakes are a good safe way to stop large heavy vehicles. In an air brake vehicle when you push on the brake pedal you have to wait for the air to travel thru the lines to the brakes.

1. Modern air brake systems combine three systems. They are service, parking and emergency brake systems.
2. The air compressor governor controls when air is pumped into the air tanks.
3. Air tanks with manual drains must be drained at the end of each day.
4. During the cold weather, alcohol evaporators should be checked and filled to the proper level every day.
5. The brake pedal controls how much air is supplied to put on the brakes.
6. All vehicles with air brakes must have an air supply pressure gauge.
7. The air tank supply gauge shows how much air is in the air tanks.
8. Spring brakes are dependent on the service brakes being in adjustment.
9. When checking the free play of slack adjusters, park on a level ground, chock the wheels, and release the parking brakes.
10. With a straight truck or bus with the engine off and the brakes released. The air brake system should not leak at a rate faster than 2 psi per minute. Add 1 psi for combination vehicles.

COMBINATION VEHICLES KEY FACTS

This section provides basic information for when you are going to be driving a tractor – trailer together. Combination vehicles are usually heavier, longer, and require more driving skill than a single vehicle. This section explains the important safety factors that apply specifically to combination vehicles.

1. To help prevent a rollover, load cargo as close to the ground as you can and go slow around turns.
2. A tractor bobtailing takes longer to stop than a loaded combination vehicle.
3. You should not use the hand valve during normal driving or to try and prevent a jackknife.
4. The trailer air supply valve supplies air to the trailer air tanks.
5. Every combination vehicle has two air lines, the service line and the emergency line. Air lines are color coded on tractors. The service line is blue and the emergency line is red.
6. Glad hands hooked together or to dummy couplers keep water and dirt out of the air lines.
7. If you cross the air lines on a pre-1975 trailer without spring brakes, you could pull the trailer but not have any trailer brakes.
8. Breaking an emergency air line will cause the trailer brakes to come on and close the tractor protection valve.
9. When a service air line breaks or comes off, generally nothing happens until the brakes are applied.
10. A fifth wheel must be kept greased to prevent steering problems.