

Name _____ Date _____

Load Securement Test Questions

Circle the letter next to the *best* answer for each question below:

1. **Cargo securement is important because:**
 - a. The customer is paying for safe and timely delivery of goods.
 - b. Damaged cargo results in claims against the company, hurts our reputation and impacts our profitability.
 - c. If not properly secured, a serious incident could result from falling and shifting cargo.
 - d. All of the above.

2. **Federal regulations require you to stop and inspect your cargo:**
 - a. Frequently.
 - b. Just prior to making delivery.
 - c. Before you start out, and within the first 50 miles of the trip, and then every 3 hours or 150 miles, whichever comes first.
 - d. Cargo securement is really the shipper's responsibility, so inspection is not really necessary when on the road.

3. **A tiedown is :**
 - a. Another name for a bungee cord.
 - b. A cargo securing device that attaches to the anchor points of a flatbed trailer and/or a van-type trailer.
 - c. Something you nail to the floor of a trailer to secure cargo.
 - d. A term used to describe a married driver.

4. **Working load limit is:**
 - a. When a securement device will break apart.
 - b. The maximum amount of cargo you can load on a trailer.
 - c. The maximum load that can be applied to a component of a cargo securement system during normal service.
 - d. The amount of hours you are allowed to work under the current FMCSA regulations.

5. **When loading a flatbed trailer, cargo should be:**
 - a. Loaded as low as possible and towards the center of the trailer.
 - b. Loaded towards the rear of the trailer.
 - c. Placed as far to the front as possible.
 - d. Stacked as high as possible to allow for more vehicle stability.

(turn page over to the other side for additional questions)

- 6. How many load straps with a working load limit of 5,000 pounds each would be needed to secure cargo weighting 40,000 pounds on a flatbed trailer using the indirect method? (Length is not a factor)**
- Four load straps would be needed.
 - None, as the cargo is too heavy to move on its own.
 - Eight load straps are needed because the aggregate working load limit must meet
 - or exceed the total weight of the cargo.
 - The number of load straps doesn't matter if the load looks good and secure.
- 7. Only one tiedown is needed if the article is:**
- Eight feet in length and weights 600 pounds or less.
 - Five feet in length or less and weights less then 1,100 pounds.
 - Five feet in length and weights 1,400 pounds or less.
 - Six feet in length and weight less then 1,000 pounds.
- 8. The aggregate working load limit must secure at least:**
- 50% of the weight of the cargo.
 - 100% of the weight of the cargo.
 - 25% of the weight of the cargo.
 - 75% of the weight of the cargo.
- 9. A direct tiedown :**
- Attaches to one side of the trailer, over or through the cargo and attaches to the opposite side of the trailer, and equals 50% of the tiedowns working load limit.
 - Attaches to the cargo and each tiedown equals 100% of the tiedowns working load limit.
 - Attaches to one side of the trailer, over or through the cargo and attaches to the opposite side of the trailer, and equals 100% of the tiedowns working load limit.
 - Attaches to the cargo and each tiedown equals 50% of the tiedowns working load limit.
- 10. You should inspect your load securement devices:**
- Monthly.
 - Before each use.
 - Weekly.
 - Only if you believe they may be damaged.