

FREIGHT DISPATCHING TERMINOLOGY PRACTICE TEST (SAMPLE)

STUDY GUIDE



**SAMPLE STUDY GUIDE
WITH LIMITED QUESTIONS**

**VISIT US ONLINE FOR
THE FULL VERSION STUDY GUIDE**

<https://freightdispatchingterms.examzify.com>



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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 factor is NOT typically affected by NMFC class?**
 - A. Density
 - B. Color of packaging
 - C. Handling requirements
 - D. Liability
- 2. Who assigns a PRO number?**
 - A. Shipper
 - B. Broker
 - C. Receiver
 - D. Carrier
- 3. Who signs the rate confirmation to finalize and book the load?**
 - A. Shipper
 - B. Receiver
 - C. Carrier
 - D. Broker
- 4. Which Incoterm stands for Cost, Insurance, and Freight?**
 - A. FOB
 - B. DAP
 - C. EXW
 - D. CIF
- 5. In a Shipper Load and Count (SLC) arrangement, who counts contents at pickup?**
 - A. The carrier
 - B. The consignee
 - C. The broker
 - D. The shipper

- 6. Who is the person described as the one who finds loads for a carrier under a dispatcher agreement and acts as a bona fide agent of the carrier?**
- A. Dispatcher
 - B. Carrier
 - C. Owner Operator
 - D. Truck Driver
- 7. To find available freight for a truck, which resource would you use?**
- A. HOS Log
 - B. Miles Tracker
 - C. Load Board
 - D. Broker Directory
- 8. Which invoice is issued by the dispatcher to the carrier after the carrier has completed delivery and is empty?**
- A. P.O.D. (Proof of Delivery)
 - B. Bill of Lading (B.O.L.)
 - C. Carrier Invoice
 - D. Dispatcher Invoice
- 9. What term refers to a freight vehicle with undercarriage wheels or mounted on a chassis used for highway transportation?**
- A. Tractor
 - B. Chassis
 - C. Trailer
 - D. Container
- 10. What term refers to a penalty assessed when a truck is held beyond a reasonable loading or unloading time?**
- A. Layover Pay
 - B. Pallet Exchange
 - C. Detention Pay
 - D. Carrier Invoice

Answers

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

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Explanations

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1. Which factor is NOT typically affected by NMFC class?

- A. Density
- B. Color of packaging**
- C. Handling requirements
- D. Liability

NMFC class is driven by how the freight behaves in terms of space, handling, and risk, not by cosmetic appearance. The factors carriers actually consider include density (how much weight per size), how easy it is to store and stack the item (stowability), and whether the shipment requires special handling, plus the liability or risk of loss/damage. These characteristics directly affect the class and, in turn, the freight rate. Color of packaging is cosmetic and does not change density, storage practicality, handling needs, or risk, so it's not a factor in determining NMFC class. The other factors listed are relevant because they influence how the freight fits in a trailer and how much effort or risk is involved in moving it.

2. Who assigns a PRO number?

- A. Shipper
- B. Broker
- C. Receiver
- D. Carrier**

The key idea here is that a PRO number is the carrier's own tracking identifier for a shipment. It's generated by the carrier's system when the load is created or tendered to them, and it's used to locate, track, and reference that specific shipment across the carrier's network. Shippers or brokers may provide order numbers or reference codes, but they don't issue the PRO number for the carrier's system. You'll see the PRO number on the Bill of Lading and the carrier's freight bill because it uniquely ties the shipment to that carrier's operations. So, the assignment responsibility sits with the carrier, which is why that option is the best choice.

3. Who signs the rate confirmation to finalize and book the load?

- A. Shipper
- B. Receiver
- C. Carrier**
- D. Broker

Signing a rate confirmation finalizes a freight move because it binds the agreed rate, pickup and delivery details, and any extra terms to a binding commitment. The carrier signs to indicate they accept those terms and will move the load, making the booking official. The document may be issued by a broker or shipper, but without the carrier's signature, the agreement isn't binding. The receiver isn't part of this signing and doesn't finalize the contract.

4. Which Incoterm stands for Cost, Insurance, and Freight?

- A. FOB
- B. DAP
- C. EXW
- D. CIF**

CIF is used for ocean shipments and means the seller pays the costs, freight, and marine insurance to bring the goods to the destination port. The seller must arrange and pay for transportation to the port of destination and procure insurance for the shipment, while the risk shifts from seller to buyer when the goods are loaded onto the vessel. This combination—covering cost, insurance, and freight—is what CIF stands for. You'll see why this fits best here: it explicitly names the three areas the seller handles (cost, insurance, and freight), unlike other terms where responsibilities are split differently. For example, one term focuses on delivering once goods are on board with the buyer arranging insurance, another term minimizes the seller's obligations, and another places more duties on the buyer to handle import steps. CIF's clear package of cost, insurance, and freight up to the destination port is what makes it the correct choice.

5. In a Shipper Load and Count (SLC) arrangement, who counts contents at pickup?

- A. The carrier
- B. The consignee
- C. The broker
- D. The shipper**

In Shipper Load and Count, the party responsible for counting the contents at pickup is the shipper. This arrangement means the shipper verifies exactly what is loaded and records that quantity on the bill of lading, and the carrier simply transports based on that documented count. The consignee is generally involved at delivery, not at pickup, and the broker is not the one performing the physical count. The core idea is that the shipper owns the counting responsibility and documentation when the goods are loaded.

6. Who is the person described as the one who finds loads for a carrier under a dispatcher agreement and acts as a bona fide agent of the carrier?

- A. Dispatcher**
- B. Carrier
- C. Owner Operator
- D. Truck Driver

Finding loads for a carrier under a dispatcher agreement and acting as a bona fide agent of the carrier describes the role of a dispatcher. This person is contracted by the carrier to source freight, match it with available trucks, negotiate terms within the dispatch agreement, and represent the carrier in communications with shippers, effectively acting in the carrier's name. The carrier is the trucking company that owns or operates the fleet, the owner-operator is an individual who owns a truck and may operate as an independent carrier, and the truck driver is the person who actually drives the vehicle. The dispatcher is the intermediary who procures loads and acts as the carrier's agent.

7. To find available freight for a truck, which resource would you use?

- A. HOS Log
- B. Miles Tracker
- C. Load Board**
- D. Broker Directory

Finding available freight for a truck hinges on accessing current load postings. The load board is the marketplace where shippers and brokers post loads with pickup and delivery details, equipment requirements, time windows, and pay rates. Carriers search the board to find matches for their truck and routes, then book and move the freight. This is the quickest way to see what freight is available now and plan trips efficiently. The HOS log tracks hours of service for regulatory compliance, not freight opportunities. A miles tracker measures distance traveled and efficiency, not postings. A broker directory helps you find brokers to work with, but it doesn't itself show live loads; you'd use it to connect with brokers who may post freight on a load board. So for finding available freight quickly, the load board is the best choice.

8. Which invoice is issued by the dispatcher to the carrier after the carrier has completed delivery and is empty?

- A. P.O.D. (Proof of Delivery)
- B. Bill of Lading (B.O.L.)
- C. Carrier Invoice
- D. Dispatcher Invoice**

In a dispatching setup, the dispatcher is the intermediary who coordinates the load and charges for the dispatching service. Once the carrier has completed the delivery and returned with an empty trailer, the service for that move is finished, so the dispatcher issues an invoice to the carrier to collect the dispatch fee. This is why the Dispatcher Invoice is the correct document: it is the billing from the dispatcher to the carrier for arranging or managing the load. Proof of Delivery documents (P.O.D.) show that the goods were delivered, not billing by the dispatcher. The Bill of Lading is a transport contract and receipt for the goods, not an invoice from the dispatcher. A Carrier Invoice would be the carrier billing the shipper or broker for the transport, not the dispatcher billing the carrier.

9. What term refers to a freight vehicle with undercarriage wheels or mounted on a chassis used for highway transportation?

- A. Tractor
- B. Chassis
- C. Trailer**
- D. Container

In highway freight, the unit that actually carries the cargo and has its own wheels is the trailer. It's the load-carrying piece that is towed behind a separate power unit (usually a tractor) and can be a semi-trailer that connects to the tractor via a fifth wheel. The trailer is the correct term because it describes the towable freight vehicle used on highways. A tractor is the power unit that pulls the trailer, not the cargo-carrying vehicle on its own. A chassis is just the supporting frame structure, not the complete towable vehicle. A container is the cargo box; it can ride on a trailer but isn't the vehicle itself.

10. What term refers to a penalty assessed when a truck is held beyond a reasonable loading or unloading time?

- A. Layover Pay
- B. Pallet Exchange
- C. Detention Pay
- D. Carrier Invoice

Detention pay is the penalty charged when a truck is held beyond the reasonable time allocated for loading or unloading. In practice, the shipper and carrier agree on a window of free time at the dock. If the driver is kept waiting past that window, the carrier bills detention to compensate for the driver's idling time, wasted fuel, and equipment wear. This concept helps cover the cost of waiting and keeps the driver's day financially fair. Pallet exchange and carrier invoices aren't related to penalties for waiting time: pallet exchange is about swapping pallets, and a carrier invoice is simply the bill for services rendered. Layover pay is a different kind of delay compensation, typically used for overnight stands between loads, not the immediate loading/unloading hold at a dock.

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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://freightdispatchingterms.examzify.com>

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

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