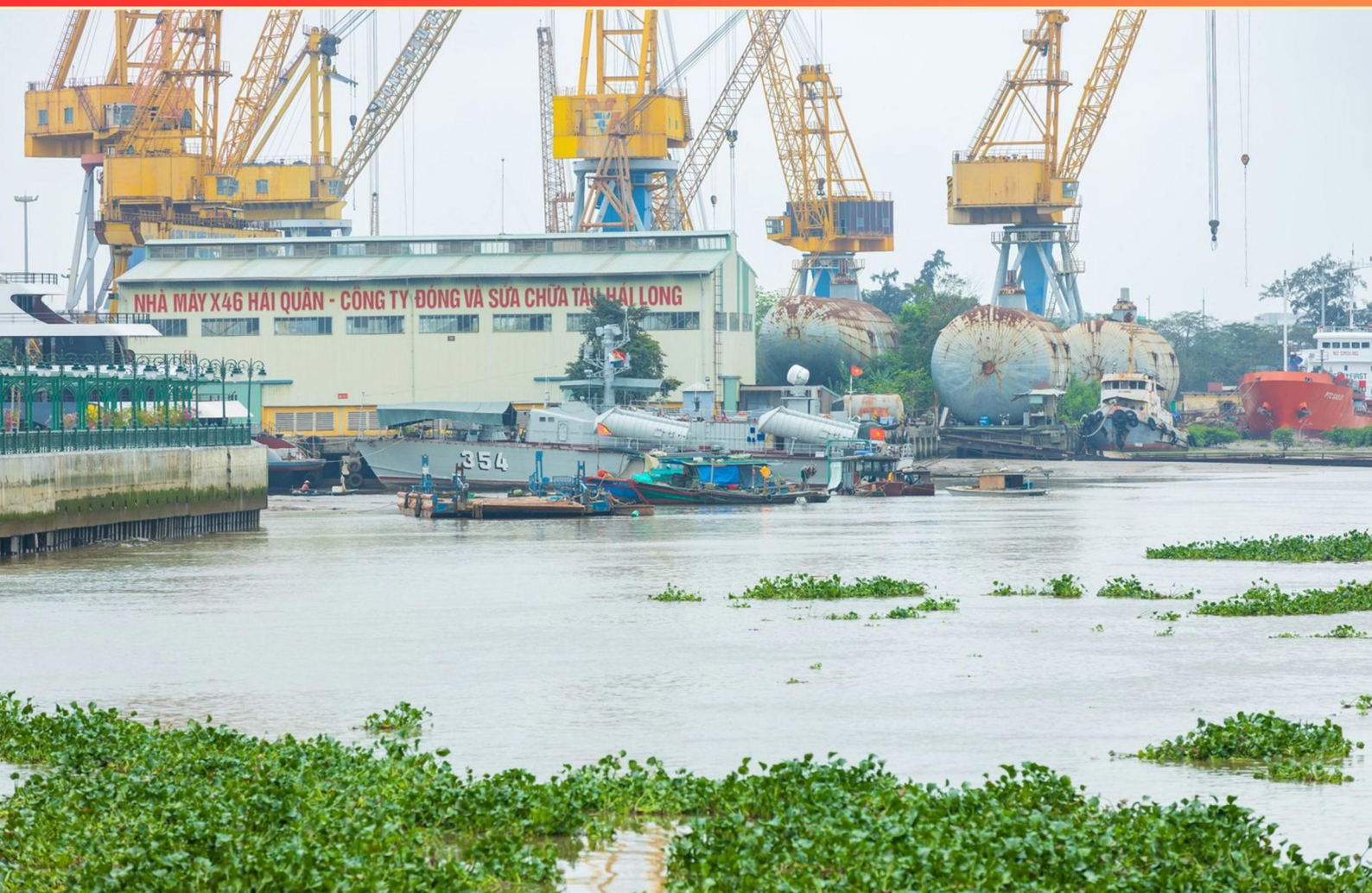


LOGISTICS BASIC OFFICER LEADER COURSE (LOG BOLC) EXAM 6 PRACTICE (SAMPLE) STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

VISIT US ONLINE FOR
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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 defines the theater sustainment concept?**
- A. The approach to planning and executing logistics support to sustain operations in a given theater.
 - B. A plan to reduce medical evacuation times only.
 - C. The policy for international procurement across allied theaters.
 - D. The method for constructing new depots in hostile territory.
- 2. In a convoy operation, the security element commander is defined as what?**
- A. The convoy commander
 - B. The lead vehicle commander
 - C. A subordinate of the convoy commander, in charge of security
 - D. The platoon sergeant
- 3. Who has the authority to authorize deviations from the Convoy Movement Order?**
- A. Convoy Commander
 - B. DMC
 - C. S2/S3
 - D. Unit Commander
- 4. In-theater contracting serves which purpose?**
- A. To obtain goods and services globally to maximize savings.
 - B. To obtain goods and services locally within the theater to meet urgent needs when time or capacity is limited.
 - C. To standardize procurement to a single vendor across all theaters.
 - D. To eliminate local suppliers completely.
- 5. In the 12 hours before the convoy departs, drivers and assistant drivers must have had at least how many hours of rest?**
- A. 4
 - B. 6
 - C. 8
 - D. 10

6. What is the primary purpose of the Army sustainment warfighting function?

- A. To sustain the force by providing logistics, maintenance, and distribution to support operations and maintain readiness
- B. To develop enemy plans and minimize exposure of forces
- C. To conduct offensive strikes against high-value targets
- D. To manage strategic communications with civilian authorities

7. Which supply class covers construction materials and engineering items?

- A. Class III
- B. Class II
- C. Class IV
- D. Class IX

8. Convoys consist of how many organizational elements?

- A. 2
- B. 4
- C. 3
- D. 5

9. What are the four categories in step 1 of the movement plan?

- A. Personnel, Baggage (A & B), Equipment, Supplies
- B. Personnel, Fuel, Equipment, Weapons
- C. Personnel, Cargo, Vehicles, and Routes
- D. Personnel, Baggage, Food, and Medical

10. Which description best defines a close column convoy formation?

- A. Vehicle intervals: 25 - 50 meters. Speed: < 25 mph. Greatest degree of control. Used in limited visibility, or poorly marked/congested roads.
- B. Vehicle intervals: 100 meters +; Speed: > 25 mph. Preferred formation on well marked open roads with good visibility.
- C. No defined structure, variable interval and speed.
- D. Vehicle intervals: 75-100 meters. Speed: 30 mph; Used on straight highways.

Answers

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

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Explanations

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1. Which statement defines the theater sustainment concept?

- A. The approach to planning and executing logistics support to sustain operations in a given theater.
- B. A plan to reduce medical evacuation times only.
- C. The policy for international procurement across allied theaters.
- D. The method for constructing new depots in hostile territory.

The theater sustainment concept is about how logistics support is planned and carried out to keep operations moving across a designated area of operations. It means coordinating all logistics functions—supply, maintenance, transportation, medical, personnel support, and services—into a single, integrated plan that ensures forces have what they need, where they need it, and when they need it, across the entire theater. This includes establishing distribution networks, determining sources, managing stocks, and moving resources to forward locations while maintaining tempo and force protection. The other options are narrower in scope: focusing only on medical evacuation times, or on procurement policy across allied theaters, or on building depots in hostile territory, none of which capture the full, cross-functional planning and execution of sustainment across the theater.

2. In a convoy operation, the security element commander is defined as what?

- A. The convoy commander
- B. The lead vehicle commander
- C. A subordinate of the convoy commander, in charge of security
- D. The platoon sergeant

The question tests who leads the protective effort for the convoy. The security element commander is the person responsible for directing all security actions—like route security, overwatch, and reacting to threats—during movement, and they coordinate with the convoy commander to keep the whole operation safe. That role is typically filled by the platoon sergeant. As a senior noncommissioned officer, the platoon sergeant has the authority, experience, and focus on security operations to direct the security teams across the convoy, assign sectors, integrate security measures with movement, and lead the reaction to any threat. The convoy commander oversees the entire mission, including movement and timing, but does not single-handedly run the security element. The lead vehicle commander handles the specific vehicle, not the entire security plan. A generic subordinate tasked with security could exist, but the standard, effective arrangement is for the platoon sergeant to lead the security element, ensuring consistent, unified defense across the convoy.

3. Who has the authority to authorize deviations from the Convoy Movement Order?

- A. Convoy Commander
- B. DMC
- C. S2/S3
- D. Unit Commander

In convoy operations, changes to the movement plan are governed by the organization that controls movement across the network. That authority lies with the DMC, the Movement Control Center, which oversees the overall movement plan and can approve deviations to address road conditions, threat updates, or other real-time factors. The Convoy Commander on the ground can request changes, but the official authorization comes from the DMC to ensure the modification fits with the wider plan and traffic management. S2/S3 handle intelligence and operations planning, not movement deviations, and the Unit Commander typically delegates movement control to the DMC during the operation.

4. In-theater contracting serves which purpose?

- A. To obtain goods and services globally to maximize savings.
- B. To obtain goods and services locally within the theater to meet urgent needs when time or capacity is limited.**
- C. To standardize procurement to a single vendor across all theaters.
- D. To eliminate local suppliers completely.

In-theater contracting focuses on rapid, local procurement to support urgent mission needs when time or capacity to use standard contracting is limited. By engaging vendors within the theater, requirements can be met quickly, reducing lead times and keeping operations flowing even when long-distance procurement isn't feasible. This approach is about speed and adaptability in the local market, ensuring essential goods and services are available when they're most needed. Global procurement for maximum savings isn't the primary goal here, because the priority in a theater environment is speed and responsiveness, which often trump the deepest possible cost savings. Standardizing procurement to a single vendor across all theaters would reduce flexibility and responsiveness to varying local conditions and urgent needs. And eliminating local suppliers completely would defeat the purpose of in-theater contracting, which relies on readily available local sources to meet urgent requirements.

5. In the 12 hours before the convoy departs, drivers and assistant drivers must have had at least how many hours of rest?

- A. 4
- B. 6
- C. 8**
- D. 10

Fatigue management for convoy drivers is the concept here. The rule is that within the 12 hours before departure, drivers and assistant drivers must have at least eight hours of rest. This eight-hour minimum helps ensure alertness and faster reaction times during the convoy, reducing the risk of fatigue-related errors on the road. Shorter rest periods, like four or six hours, don't meet the required minimum and can leave crews fatigued. A ten-hour rest would meet safety needs as well, but the question asks for the minimum, which is eight hours.

6. What is the primary purpose of the Army sustainment warfighting function?

- A. To sustain the force by providing logistics, maintenance, and distribution to support operations and maintain readiness**
- B. To develop enemy plans and minimize exposure of forces
- C. To conduct offensive strikes against high-value targets
- D. To manage strategic communications with civilian authorities

Sustainment is about keeping the Army in motion and able to fight by delivering everything the force needs and keeping equipment and people ready. It focuses on logistics, maintenance, and distribution to support operations from planning through execution and redeployment. When units have a steady flow of fuel, ammunition, food, repair parts, medical support, and transportation, they can sustain operations, recover quickly from wear and damage, and maintain readiness for the duration of the mission. The other tasks described don't fit sustainment. Planning against the enemy and reducing risk fall under intelligence and protection activities; conducting offensive strikes is a fires mission; and coordinating strategic communications with civilian authorities aligns with civil-military coordination or public affairs, not the sustainment function.

7. Which supply class covers construction materials and engineering items?

- A. Class III
- B. Class II
- C. Class IV**
- D. Class IX

The main idea is that construction materials and engineering items fall under the supply class dedicated to building and infrastructure support. In this system, items used for construction, repair, and construction-related engineering—such as lumber, cement, steel, piping, electrical and plumbing materials, hardware, and related tools—are grouped together to reflect their role in constructing and maintaining facilities and infrastructure. That grouping makes it the best fit for construction and engineering needs, separate from other categories like clothing and equipment, fuels, or repair parts. So, construction materials and engineering items belong to the class that covers construction materials.

8. Convoys consist of how many organizational elements?

- A. 2
- B. 4
- C. 3**
- D. 5

Convoys are organized into three elements: the lead element to set the pace and scout ahead, the main body that carries the bulk of personnel and cargo, and the rear security element to protect the convoy from threats at the tail and maintain secure spacing. This structure provides the balance of maneuverability, protection, and command and control needed during movement. Having only two elements would leave gaps in leadership or rear protection, while four or five elements add unnecessary complexity beyond standard practice.

9. What are the four categories in step 1 of the movement plan?

- A. Personnel, Baggage (A & B), Equipment, Supplies**
- B. Personnel, Fuel, Equipment, Weapons
- C. Personnel, Cargo, Vehicles, and Routes
- D. Personnel, Baggage, Food, and Medical

In this step, the plan starts by grouping everything the unit will move into four broad categories: personnel, baggage, equipment, and supplies. This framing is essential because it covers who is traveling, what personal items they carry, what tools or devices they need to accomplish their tasks, and the consumables or provisions that keep them operational. Categorizing this way lets planners quickly estimate transport needs, loading priorities, and accountability for what moves with the unit. Other items like fuel, weapons, routes, or medical items are specifics that fit under these categories or are addressed in later steps, not as the initial four-group breakdown. So the four primary movement categories are personnel, baggage, equipment, and supplies.

10. Which description best defines a close column convoy formation?

- A. Vehicle intervals: 25 - 50 meters. Speed: < 25 mph. Greatest degree of control. Used in limited visibility, or poorly marked/congested roads.**
- B. Vehicle intervals: 100 meters +; Speed: > 25 mph. Preferred formation on well marked open roads with good visibility.**
- C. No defined structure, variable interval and speed.**
- D. Vehicle intervals: 75-100 meters. Speed: 30 mph; Used on straight highways.**

Close column emphasizes tight control and convoy cohesion in challenging driving conditions. The best description specifies small vehicle intervals (25–50 meters) and a slower speed (less than 25 mph) to maximize the leader's ability to monitor and control every vehicle, which is essential when visibility is limited or roads are poorly marked or congested. In such environments, keeping vehicles close together allows quick reaction to hazards and maintains the integrity of the convoy. In contrast, open-column setups use larger spacing (longer than 75–100 meters) and higher speeds (above 25 mph) for well-marked, open roads with good visibility. Descriptions that mention no defined structure or variable spacing aren't reflective of a formal close column, and a description with 75–100 meter gaps at around 30 mph doesn't meet the close, controlled spacing used in congested or limited-visibility scenarios.

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://logbolc6.examzify.com>

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

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