

NCCCO Advance Rigger Practice Test (Sample)

Study Guide



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SAMPLE

Questions

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- 1. What materials are commonly used to make rigging slings?**
 - A. Wood, plastic, and rubber**
 - B. Wire rope, fiber webbing, and chain**
 - C. Metal, rope, and cable**
 - D. Only synthetic materials**
- 2. Which action is recommended if a load begins to swing?**
 - A. Increase speed of hoist**
 - B. Stop all operations**
 - C. Slowly reduce the load**
 - D. Re-position the load**
- 3. What is the primary risk of using degraded rigging hardware?**
 - A. Loss of operational efficiency**
 - B. Increased rigging weight**
 - C. Potential for catastrophic failure**
 - D. Increased maintenance costs**
- 4. In an emergency situation, what is the rigger's FIRST priority?**
 - A. To prevent damage to equipment**
 - B. To prevent injury or loss of life**
 - C. To properly handle the media**
 - D. To determine the responsible party**
- 5. What standard hand signal is used to communicate "Use whip line"?**
 - A. Hoist**
 - B. Raise the boom**
 - C. Use main hoist**
 - D. Use whip line**

- 6. What is the primary goal of the NCCCO's certification program?**
- A. To increase industry profits**
 - B. To ensure riggers meet established safety and competency standards**
 - C. To promote new rigging technologies**
 - D. To certify all workers on a construction site**
- 7. Which standard hand signal indicates "Travel (one track)"?**
- A. Swing**
 - B. Travel**
 - C. Travel (one track)**
 - D. Travel (both tracks)**
- 8. What might be a consequence of improper rigging practices?**
- A. Increased efficiency**
 - B. Enhanced safety**
 - C. Injuries and accidents**
 - D. Lowered costs**
- 9. What must be checked daily before operating a mobile crane?**
- A. Weather conditions**
 - B. Operator's license**
 - C. Load capacity**
 - D. All operational controls**
- 10. When lifting a load of 200,000 pounds, how many parts of line does one typically use?**
- A. 4**
 - B. 5**
 - C. 6**
 - D. 8**

Answers

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

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Explanations

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1. What materials are commonly used to make rigging slings?

- A. Wood, plastic, and rubber
- B. Wire rope, fiber webbing, and chain**
- C. Metal, rope, and cable
- D. Only synthetic materials

The correct choice consists of materials that are widely recognized for their strength and versatility in rigging applications. Wire rope, fiber webbing, and chain are standard materials used to make rigging slings due to their ability to handle heavy loads and resist wear over time. Wire rope is constructed from multiple strands of wire twisted together, providing excellent tensile strength and flexibility. This makes it ideal for heavy lifting and securing loads. Fiber webbing, typically made from synthetic fibers like nylon or polyester, is lightweight, flexible, and offers high strength-to-weight ratios, which makes it suitable for a variety of lifting tasks where gentler handling of the load is necessary. Chain slings offer durability and resistance to abrasion, making them perfect for heavy machinery and rough handling scenarios. Other options include materials that may not provide the necessary strength or durability required for rigging slings. For instance, wood, plastic, and rubber are not typically used in high-load applications due to their limitations in strength and resilience. While there are applications where synthetic materials are solely used, they are not the only materials suitable for rigging slings, making the chosen answer more comprehensive and applicable in typical rigging scenarios.

2. Which action is recommended if a load begins to swing?

- A. Increase speed of hoist
- B. Stop all operations**
- C. Slowly reduce the load
- D. Re-position the load

When a load begins to swing, stopping all operations is the safest and most recommended action. This pause allows for stabilization of the load and helps prevent further swinging or erratic movements, which can lead to unsafe conditions for personnel and equipment. Swinging loads can result in accidents, as they might strike nearby workers or cause damage to structures and machines. By stopping all operations, the rigger and operator can reevaluate the situation without the added complications of a moving load. Once everything is stable, necessary adjustments can be made to safely reposition or lower the load, ensuring that the lifting process resumes safely and correctly. Increasing the speed of the hoist or trying to reposition the load while it is swinging can exacerbate the situation and increase the risk of accidents. Similarly, slowly reducing the load without stabilizing it first may not effectively stop the swinging, potentially leading to further hazards. Thus, halting operations provides a moment to assess the situation and proceed with caution.

3. What is the primary risk of using degraded rigging hardware?

- A. Loss of operational efficiency**
- B. Increased rigging weight**
- C. Potential for catastrophic failure**
- D. Increased maintenance costs**

Using degraded rigging hardware poses the primary risk of potential catastrophic failure. Rigging hardware is designed to safely handle specific loads while maintaining structural integrity. When this hardware becomes degraded—due to factors such as wear, corrosion, fatigue, or damage—it may not perform effectively under intended loads. This can result in a sudden failure during a lift, which can lead to serious accidents, injuries, or even fatalities. The other choices, while relevant concerns in a broad discussion about rigging operations, do not capture the immediate and life-threatening risk posed by degraded hardware. Loss of operational efficiency may occur when rigging cannot perform optimally, but it does not directly indicate a risk to safety. Increased rigging weight might affect load handling but is not a direct risk factor related to degradation. Increased maintenance costs could arise from using substandard equipment, yet the foremost concern remains the safety of the operation and the risk of catastrophic failure.

4. In an emergency situation, what is the rigger's FIRST priority?

- A. To prevent damage to equipment**
- B. To prevent injury or loss of life**
- C. To properly handle the media**
- D. To determine the responsible party**

The focus in an emergency situation should always be on preventing injury or loss of life, as the safety of personnel is the highest priority. In the context of rigging, this means that the rigger must immediately assess the situation to ensure that all individuals in the vicinity are safe and to take necessary actions to protect them from harm. While it is also important to consider the integrity of equipment and to manage media properly, these concerns take a backseat to human safety. Damage to equipment can be addressed later, and determining the responsible party is a matter that can occur once the situation is stabilized. In emergencies, quick action focused on human life is paramount, reinforcing the principle that safety is the primary concern in any rigging operation.

5. What standard hand signal is used to communicate "Use whip line"?

- A. Hoist**
- B. Raise the boom**
- C. Use main hoist**
- D. Use whip line**

The standard hand signal for "Use whip line" is specifically designed to convey that the operator should engage the whip line for lifting or handling loads. This signal is essential in a rigging context because it directs the crane operator to switch from using the main hoist or another lifting mechanism to the whip line, which can be more suitable for certain loads or applications where increased precision or control is required. Using the whip line is often advantageous in situations where the load needs to be raised with more finesse, particularly in tight spaces or when working alongside other equipment. The clear communication represented by this signal helps ensure safety and efficiency on the job site, as it minimizes the risk of misunderstandings or errors during lifting operations. Understanding and using this hand signal appropriately demonstrates a rigger's proficiency in the role and adherence to safety protocols.

6. What is the primary goal of the NCCCO's certification program?

- A. To increase industry profits**
- B. To ensure riggers meet established safety and competency standards**
- C. To promote new rigging technologies**
- D. To certify all workers on a construction site**

The primary goal of the NCCCO's certification program is to ensure that riggers meet established safety and competency standards. This focus on safety and competency is crucial because rigging involves complex tasks that, if performed incorrectly, can lead to serious accidents, injuries, and even fatalities on construction sites. The certification process evaluates a rigger's knowledge and skills, ensuring they are equipped to handle the responsibilities of their job safely and efficiently. By establishing a formal certification program, NCCCO helps create a standardized benchmark for rigging professionals, promoting a culture of safety and professionalism within the industry. This is vital for maintaining high standards of work and compliance with safety regulations, ultimately benefiting both workers and employers in preventing accidents and improving overall job site safety.

7. Which standard hand signal indicates "Travel (one track)"?

- A. Swing
- B. Travel
- C. Travel (one track)**
- D. Travel (both tracks)

The standard hand signal that indicates "Travel (one track)" is indeed designated as "Travel (one track)." This signal is specifically used to communicate to operators that the load should be moved along a singular path or track. The clarity in the term helps ensure strong communication in a rigorous work environment, reducing the likelihood of misunderstandings that could jeopardize safety. By defining the action as "one track," it specifies the desired travel direction, which is vital for maintaining the safety of personnel and equipment in the vicinity. Operators rely on precise instructions, particularly in situations where moving a load in either direction might affect other operations or could present hazards to other workers. Mixing up this hand signal with ambiguities, such as signals for "Travel" or "Travel (both tracks)," could lead to unexpected movements and potential accidents. Therefore, the distinct definition and clarity of the "Travel (one track)" signal make it essential in effectively managing tasks and ensuring workplace safety.

8. What might be a consequence of improper rigging practices?

- A. Increased efficiency
- B. Enhanced safety
- C. Injuries and accidents**
- D. Lowered costs

The consequence of improper rigging practices primarily leads to injuries and accidents. Rigging is a critical aspect of hoisting operations, where loads must be secured and balanced correctly to prevent them from falling or shifting unexpectedly. When rigging is not performed according to established standards and procedures, it poses a significant risk to both workers and the surrounding environment. Improper rigging can result in dropped loads, equipment failure, and instability, leading to hazardous situations. The physical injuries sustained during such accidents can be severe, ranging from minor to life-threatening. Additionally, accidents not only endanger workers but can also result in property damage and legal liabilities for employers. While some incorrect practices might superficially seem to enhance efficiency or lower costs in the short term, the long-term ramifications, including potential injuries, outweigh any perceived benefits. Therefore, emphasizing proper rigging training and adherence to safety protocols is vital to ensuring the safety of all personnel involved in lifting operations.

9. What must be checked daily before operating a mobile crane?

- A. Weather conditions**
- B. Operator's license**
- C. Load capacity**
- D. All operational controls**

Before operating a mobile crane, it is essential to check all operational controls daily. This verification is a crucial step to ensure that the crane functions correctly and safely throughout its operation. Operational controls include the mechanisms that control the crane's movements, such as the boom extension, hoisting, swinging, and stopping functionalities. By inspecting these controls, operators can identify any potential malfunctions or issues that could compromise safety. Checking operational controls helps prevent accidents and equipment failure, ensuring that the crane can perform as intended during lifting operations. This proactive measure is aligned with safety regulations and best practices in crane operation. While factors such as weather conditions, the operator's license, and load capacity are important for overall safety and operation, daily checks of operational controls specifically target the immediate functionality and safety of the crane itself.

10. When lifting a load of 200,000 pounds, how many parts of line does one typically use?

- A. 4**
- B. 5**
- C. 6**
- D. 8**

When lifting a load of 200,000 pounds, the typical industry practice involves a calculation based on the load capacity and safety factors needed for the rigging operation. The number of parts of line determines how the weight is distributed and how the mechanical advantage is achieved. Using a higher number of parts of line reduces the load on each line segment, thus enhancing safety and ensuring that the rigging equipment is not subjected to forces beyond its rated capacity. With a 200,000-pound load, utilizing five parts of line allows for more manageable loads through each segment while providing around a 40,000-pound load on each part of the line, which is a common standard for rigging safety. This approach balances the need for safety with practical considerations for the type of rigging equipment available and its rated load capacities, ensuring that the rigging can handle the heavy load effectively without exceeding the limits, thus maintaining safety protocols in lifting operations.