

RIGGING FOR ELECTRICAL INDUSTRY 2 PRACTICE TEST (SAMPLE)

STUDY GUIDE



**SAMPLE STUDY GUIDE
WITH LIMITED QUESTIONS**

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

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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. Arc flash safety guidance mainly comes from which source that helps determine PPE and boundary?**
 - A. The crane manufacturer's manual
 - B. OSHA general industry standards
 - C. NFPA 70E hazard analysis and equipment data
 - D. Local fire department guidelines
- 2. Which of the following is a valid type of sling configuration?**
 - A. Endless
 - B. Chain
 - C. Synthetic webbing
 - D. Wire rope
- 3. What item is used to convey chain sling specifications from the manufacturer?**
 - A. attached nameplate or tag
 - B. invoice
 - C. MSD sheet
 - D. OSHA reference sheet
- 4. How can you verify a lift's weight when it is not specified?**
 - A. Estimate from dimensions and materials, consult manufacturer data, or use a scale or load cell, and document any assumed values with rationale.
 - B. Rely on the operator's intuition and avoid documentation.
 - C. Use the vehicle's gross weight as the lift weight.
 - D. Estimate by comparing with a similar previous lift.
- 5. What is the purpose of load charts in rigging?**
 - A. They provide rated capacities for equipment configurations, hoist capacity, number of legs, and angle effects to guide selection.
 - B. They show weather conditions.
 - C. They show the load weight.
 - D. They show maintenance schedules.

- 6. What is bird-caging in wire rope and what causes it?**
- A. A formation where strands separate and splay outward due to overload or damage; indicates rope failure risk.
 - B. A locking mechanism that prevents strands from separating.
 - C. A term for properly lubricated rope.
 - D. A method of coating rope for corrosion protection.
- 7. When would you choose a portable lifting sling over a rigid spreader bar?**
- A. For simple, lighter-weight loads or when space is limited and flexibility is needed; spreader bars are used for heavier loads to maintain geometry.
 - B. For all heavy loads, use a portable sling.
 - C. Only when the load is perfectly uniform.
 - D. When the rigging is brand-new.
- 8. During a visual inspection of web slings before use, what should be checked?**
- A. Look for cuts, fraying, broken or worn stitching, excessive wear, chemical damage, and visible damage to the eyes.
 - B. Check only the color of the sling.
 - C. Weigh the sling to ensure it's within tolerance.
 - D. Inspect only the protective coating for scratches.
- 9. Which condition indicates it is time to retire rigging equipment?**
- A. Visible damage, deformation, or excessive wear.
 - B. Clean appearance.
 - C. Recent replacement of other gear.
 - D. Never used.
- 10. A load-operated jaw, rotating gate, or spring-loaded clip that closes off the opening of a hook.**
- A. Link
 - B. Latch
 - C. Saddle
 - D. Shackle

Answers

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

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Explanations

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1. Arc flash safety guidance mainly comes from which source that helps determine PPE and boundary?

- A. The crane manufacturer's manual
- B. OSHA general industry standards
- C. NFPA 70E hazard analysis and equipment data**
- D. Local fire department guidelines

Arc flash PPE and the protective boundary come from applying NFPA 70E through an arc flash hazard analysis. This standard provides the method to determine the incident energy at a worker's location by using data from the equipment—such as system voltage, available fault current, and protection characteristics—to calculate how much energy an arc could release. From that analysis, you select the appropriate arc-rated PPE and establish the arc flash boundary distances needed to stay safe. The other options don't offer this electrical hazard-analysis framework or the specific PPE/boundary guidance: a crane manufacturer's manual isn't about electrical arc hazards, local fire department guidelines aren't the technical basis for PPE selection, and while OSHA general industry standards govern safety overall, the explicit PPE levels and boundary determinations come from NFPA 70E hazard analysis aided by equipment data.

2. Which of the following is a valid type of sling configuration?

- A. Endless**
- B. Chain
- C. Synthetic webbing
- D. Wire rope

Endless is a sling configuration because it describes a continuous loop of sling material with no ends, forming a closed loop that can be used in various lift methods (such as surrounding the load or creating a basket-style restraint). This looped form defines how the sling engages the load and distributes weight, which is what a configuration refers to. The other options refer to what the sling is made of—chain, synthetic webbing, or wire rope—rather than how the sling is formed. These materials can be used to create endless slings, but the term "endless" specifically identifies the looped configuration itself, which is why it's the valid choice here.

3. What item is used to convey chain sling specifications from the manufacturer?

- A. attached nameplate or tag**
- B. invoice
- C. MSD sheet
- D. OSHA reference sheet

The main idea here is that the device's official, manufacturer-provided specifications travel with the sling and are readily available at the point of use. For chain slings, that information is found on an attached nameplate or tag. This tag is the authoritative source for critical data like the rated load (working load limit), material and grade, sling length, number of legs, hook type, and identification details (manufacturer, serial number, date of manufacture). Having this tag on the sling ensures you can verify you're using the right sling for a given lift and track its inspection/maintenance status. Invoices, SDSs (MSDS), and OSHA reference sheets don't provide the device-specific capacity and usage information needed to select or inspect a sling. An invoice is just billing, an SDS covers chemical hazards, and an OSHA reference sheet gives regulatory guidelines rather than the sling's exact specifications.

4. How can you verify a lift's weight when it is not specified?

- A. Estimate from dimensions and materials, consult manufacturer data, or use a scale or load cell, and document any assumed values with rationale.**
- B. Rely on the operator's intuition and avoid documentation.
- C. Use the vehicle's gross weight as the lift weight.
- D. Estimate by comparing with a similar previous lift.

When you don't have a specified lift weight, the goal is to establish a traceable, defensible value that you can base rigging calculations on. The best way is to combine what you can infer from the lift's physical characteristics with reliable manufacturer information, and, when possible, confirm with a direct measurement. Start by examining dimensions and materials: you can estimate mass by calculating volume and applying material density, or use standard weights for common lift designs if you have reference data. Then look for any manufacturer data for the exact lift model or component—weight is often listed in drawings, data sheets, or part catalogs. If feasible, measure the weight directly with a scale or load cell, such as weighing the lift on a suitable weighing system or using a calibrated portable scale attached to the hook or attachment point. Regardless of how you determine it, document every assumption and the rationale behind it, including densities used, measurement method, and any tolerances applied. This documentation is essential for safe rigging, accurate capacity determinations, and future audits. Relying on the operator's intuition lacks a verifiable basis and creates a safety risk. Using the vehicle's gross weight as the lift weight confuses the lift with the transport vehicle and is not an appropriate measure. Guessing based on a similar previous lift can be misleading due to differences in design, components, or attachments, and it also lacks traceable justification.

5. What is the purpose of load charts in rigging?

- A. They provide rated capacities for equipment configurations, hoist capacity, number of legs, and angle effects to guide selection.**
- B. They show weather conditions.
- C. They show the load weight.
- D. They show maintenance schedules.

Load charts show how much weight a lifting setup can safely handle in different configurations and angles. They give the rated capacities for the equipment (like the hoist or crane) under specific arrangements, including how many legs the sling uses and the angle of those legs. This information lets you pick a configuration that can safely lift the load and shows when to derate capacity because certain angles or arrangements reduce the effective capacity. In short, the charts translate geometry and rigging setup into real, safe working loads so you don't exceed what the gear can handle. Weather, just the weight, or maintenance schedules aren't the purpose of these charts.

6. What is bird-caging in wire rope and what causes it?

- A. A formation where strands separate and splay outward due to overload or damage; indicates rope failure risk.
- B. A locking mechanism that prevents strands from separating.
- C. A term for properly lubricated rope.
- D. A method of coating rope for corrosion protection.

Bird-caging is when the strands in a wire rope loosen and splay outward, giving a cage-like appearance around the rope. This happens when the rope has been overloaded or damaged, causing inner strands to shift and outer strands to buckle under load. Severe bending, shock loading, wear, or core damage can initiate it, and as the strands separate the rope loses stiffness and load-bearing capacity. It's a clear warning that the rope is nearing failure and should be taken out of service before a sudden break occurs. The other descriptions don't fit because bird-caging isn't a locking mechanism, nor a sign of proper lubrication or protective coating.

7. When would you choose a portable lifting sling over a rigid spreader bar?

- A. For simple, lighter-weight loads or when space is limited and flexibility is needed; spreader bars are used for heavier loads to maintain geometry.
- B. For all heavy loads, use a portable sling.
- C. Only when the load is perfectly uniform.
- D. When the rigging is brand-new.

Choosing between a portable lifting sling and a rigid spreader bar comes down to how much you need to control the load's geometry and how heavy or awkward the load is. A portable lifting sling is ideal for simple, lighter-weight loads or when space is limited and flexibility is needed. Slings can wrap around the load and adapt quickly to irregular shapes, making setup faster and easier in tight areas. A rigid spreader bar, on the other hand, keeps the load spread at a fixed width and maintains proper geometry, which helps prevent side loading and keeps heavier, larger loads stable during the lift. So for light, simple lifts in restricted spaces, a portable sling is the best choice. For heavier, bulky loads where maintaining consistent geometry is important, a spreader bar is preferred. The other scenarios don't fit as well because they overemphasize conditions (like all heavy loads or perfect uniformity) that don't dictate the equipment choice, or rely on factors (like rigging brand-new) that don't affect the need for a sling versus a spreader.

8. During a visual inspection of web slings before use, what should be checked?

- A. Look for cuts, fraying, broken or worn stitching, excessive wear, chemical damage, and visible damage to the eyes.
- B. Check only the color of the sling.
- C. Weigh the sling to ensure it's within tolerance.
- D. Inspect only the protective coating for scratches.

Pre-use visual inspection of web slings is all about spotting damage that can reduce strength and lead to a failure under load. Web slings rely on intact fibers and reinforced stitching for their rated capacity, so any cuts, fraying, broken or worn stitching, or excessive wear directly signals weakened strength. Chemical exposure can degrade fibers even if the surface looks okay, and damage to the eyes—the loop areas that the hooks or shackles attach to—can create a critical failure point if the sling is loaded. Because these issues affect load-bearing ability, a damaged sling must be removed from service rather than used. Color alone isn't a reliable indicator of safety, and weighing the sling isn't part of the visual inspection or a field method to verify rating. Inspecting only the protective coating misses potential damage hidden in the core fibers or seams, so a thorough check of the entire sling and its eyes is essential.

9. Which condition indicates it is time to retire rigging equipment?

A. Visible damage, deformation, or excessive wear.

B. Clean appearance.

C. Recent replacement of other gear.

D. Never used.

Retiring rigging equipment is required whenever its integrity is compromised. Visible damage, deformation, or excessive wear directly lowers the component's strength and can lead to sudden failure under load, posing a serious safety risk. Cracks, bending, frayed or stretched material, deformed fittings, or other obvious wear signs mean the equipment can't perform to its rated capacity, so it should be removed from service and replaced. A clean appearance, or the fact that other gear was recently replaced, does not guarantee safety, and gear that has never been used may still have defects or have been stored improperly. Always follow manufacturer guidance and safety procedures to tag and retire damaged rigging.

10. A load-operated jaw, rotating gate, or spring-loaded clip that closes off the opening of a hook.

A. Link

B. Latch

C. Saddle

D. Shackle

A latch is the spring-loaded piece that closes the opening of a hook. It acts like a small gate that covers the mouth of the hook, keeping the load from slipping out unless the latch is deliberately opened. This mechanism is essential in rigging to prevent accidental disengagement during lifts. A link is just a segment of chain or sling used to connect parts, a saddle is a support piece that cradles the load or sits under the hook, and a shackle is a separate U-shaped connector with a pin. So the device described—a load-operated jaw, rotating gate, or spring-loaded clip that closes off the hook opening—matches a latch.

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://riggingforelectricalindustry2.examzify.com>

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

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