

# Unit Movement Officer (UMO) Practice Test (Sample)

## Study Guide



**Everything you need from our exam experts!**

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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. What is the minimum space required between vehicles secured to a railcar deck?**
  - A. 5 inches**
  - B. 15 inches**
  - C. 10 inches**
  - D. 20 inches**
  
- 2. Which type of cargo is best transported on flat cars?**
  - A. Box Cars**
  - B. Liquid cargo**
  - C. Bulk grain**
  - D. Wheeled and tracked vehicles**
  
- 3. What transit area is normally established to prepare a unit for redeployment?**
  - A. Release Point (RP)**
  - B. Assembly Area (AA)**
  - C. Port of Debarkation (POD)**
  - D. Transit Center**
  
- 4. From a governance perspective, how should informal inspections be planned?**
  - A. As many as the unit commander requests.**
  - B. A predetermined rate of quarterly inspections.**
  - C. At the discretion of the safety officer.**
  - D. Only after incidents occur.**
  
- 5. What regulation serves as the primary source of information for the transport of hazmat within the United States?**
  - A. Title 49, Code of Federal Regulations (CFR)**
  - B. Department of Transportation Hazardous Materials Regulations (HMR)**
  - C. International Air Transport Association Dangerous Goods Regulation (IATA DGR)**
  - D. Occupational Safety and Health Administration Hazard Communication Standard (HazCom)**

- 6. During winter loading operations at Fort Drum, which resources should be available?**
- A. Heating Tent, Class I coffee/soup, water trailer with heater, additional fuel heaters, maintenance support**
  - B. Extra ceiling fans and cooling systems**
  - C. Additional air fresheners**
  - D. More cargo straps**
- 7. What is the purpose of the DD Form 1750?**
- A. To document the contents of single cargo shipments**
  - B. To log pallet weights**
  - C. To record the date and origin of shipments**
  - D. To document the contents of packages, boxes, pallets or any other container that consists of multiple cargo items**
- 8. Which publication specifically covers preparing hazmat for military air shipments, in addition to IATA DGR?**
- A. TM 38-250, Preparing Hazardous Materials for Military Air Shipments**
  - B. TB 55-46-1**
  - C. The Shippers Declaration for Dangerous Goods (SDDG)**
  - D. International Air Transport Association Dangerous Goods Regulation (IATA DGR)**
- 9. Which resource provides information on APS vessels and land sites?**
- A. ABS battlebook**
  - B. ATP 3-35.1**
  - C. FORSCOM Regulation 55-1**
  - D. DTR III Appendix A**
- 10. Which option is a standard 20-foot container size used in Army logistics?**
- A. QUADCON**
  - B. 20' container**
  - C. TRICON**
  - D. MILVAN**

## Answers

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

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## **Explanations**

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**1. What is the minimum space required between vehicles secured to a railcar deck?**

- A. 5 inches**
- B. 15 inches**
- C. 10 inches**
- D. 20 inches**

The essential idea is to have enough clearance so you can place and tighten securing devices between vehicles without them rubbing or contacting each other during transit. Ten inches is the minimum that provides room for lashings or chains, tie-downs, and chocks, while also accommodating the vehicle's slight movement and deck flex. If the gap is smaller, securing gear can become difficult to install properly and there's a greater risk of damage from contact or from lashings binding. A gap of ten inches strikes a practical balance—not so tight that securing becomes risky, and not so wide that it wastes deck space. The other options either are too tight or more than what's required for safe securement.

**2. Which type of cargo is best transported on flat cars?**

- A. Box Cars**
- B. Liquid cargo**
- C. Bulk grain**
- D. Wheeled and tracked vehicles**

Flat cars provide an open, level deck with no walls or a roof, which makes them ideal for carrying items that are large, heavy, and irregular in shape. Wheeled and tracked vehicles fit this setup perfectly because you can load them directly onto the flat surface, position them for balance, and secure them with chains or tie-downs to designated anchor points. The lack of enclosure also avoids clearance issues that would come with a box car, and it allows easy access for loading ramps and for applying chocks to prevent movement during transit. Other options don't suit vehicles as well. Box cars are enclosed, which complicates loading large machinery or vehicles and offers limited clearance. Liquid cargo needs a tank car with containment and has to be sealed to prevent spills. Bulk grain is typically transported in specialized covered or open-top cars designed to keep the grain contained and protected from weather, not on an exposed, flat deck.

**3. What transit area is normally established to prepare a unit for redeployment?**

- A. Release Point (RP)**
- B. Assembly Area (AA)**
- C. Port of Debarkation (POD)**
- D. Transit Center**

The thing being tested is where a unit is brought together and prepared for redeployment. An Assembly Area serves as the staging point to regroup personnel and equipment, complete admin and medical requirements, verify accountability, and synchronize movement plans before loading onto transport for redeployment. This setup specifically supports redeployment by concentrating tasks, resolving any shortages or maintenance issues, and ensuring everyone is ready to move together to the Port of Debarkation. In contrast, a Release Point is the beginning of movement where units transfer to transport, the Port of Debarkation is the destination port where troops debark, and a Transit Center is a general interim stop not uniquely tied to redeployment prep.

**4. From a governance perspective, how should informal inspections be planned?**

- A. As many as the unit commander requests.**
- B. A predetermined rate of quarterly inspections.**
- C. At the discretion of the safety officer.**
- D. Only after incidents occur.**

Informal inspections should be planned around the unit commander's direction because governance relies on clear leadership, priorities, and accountability. When the commander requests inspections, they can shape how often, where, and why inspections happen, making them tightly aligned with current risks, training cycles, and mission needs. This keeps inspections timely, relevant, and focused on improving safety and readiness rather than following a rigid schedule or being reactive only after something goes wrong. It also reinforces leadership responsibility for the outcomes and corrective actions that follow. In contrast, a fixed quarterly rate can miss shifting risks, leaving gaps; leaving planning to the safety officer can dilute alignment with overall mission priorities; and doing inspections only after incidents is too reactive and undermines proactive governance.

**5. What regulation serves as the primary source of information for the transport of hazmat within the United States?**

- A. Title 49, Code of Federal Regulations (CFR)**
- B. Department of Transportation Hazardous Materials Regulations (HMR)**
- C. International Air Transport Association Dangerous Goods Regulation (IATA DGR)**
- D. Occupational Safety and Health Administration Hazard Communication Standard (HazCom)**

Understanding where hazmat transport rules live in U.S. law helps you know where to look for requirements. The Hazardous Materials Regulations define how hazmat must be packaged, labeled, shipped, and handled, and they are officially codified in Title 49 of the Code of Federal Regulations. Within that title, the key requirements appear in Parts 171 through 180, making Title 49 CFR the primary source for information on hazmat transport in the United States. The Hazardous Materials Regulations themselves are the rules, but their formal and most accessible home is Title 49 CFR. Other options refer to related but not primary sources: international air regulations like the IATA DGR apply to global air shipments, HazCom covers workplace chemical safety labeling, and while the HMR is the rule set, stating it within Title 49 CFR is why this is the best reference for U.S. hazmat transport.

**6. During winter loading operations at Fort Drum, which resources should be available?**

- A. Heating Tent, Class I coffee/soup, water trailer with heater, additional fuel heaters, maintenance support**
- B. Extra ceiling fans and cooling systems**
- C. Additional air fresheners**
- D. More cargo straps**

Winter operations at Fort Drum require keeping people warm and equipment dependable in cold conditions. A heating tent provides a nearby shelter so workers aren't exposed to the cold for long, which reduces risk and keeps operations moving. Hot beverages like coffee or soup help maintain body temperature and boost energy in the chill. A water trailer with a heater ensures hot water is available for cleaning, de-icing, and sanitation despite the cold, which is essential for safety and efficiency on the loading site. Extra fuel heaters support warmth for equipment and spaces, preventing freezing of fluids and components and helping maintain performance. Maintenance support is crucial because cold weather can reveal or create mechanical problems—battery strain, thickened lubricants, frozen fittings—and having trained technicians ready speeds up repairs. These resources collectively address the cold-weather challenges and keep people safe and gear ready to work. The other options don't address these winter-specific needs.

**7. What is the purpose of the DD Form 1750?**

- A. To document the contents of single cargo shipments**
- B. To log pallet weights**
- C. To record the date and origin of shipments**
- D. To document the contents of packages, boxes, pallets or any other container that consists of multiple cargo items**

This form serves as a packing-list for shipments that contain more than one cargo item inside a single container, such as a package, box, pallet, or any other multi-item container. It records what is inside the container, including the items, quantities, and often item numbers, so receiving personnel can verify that everything expected is present and accounted for. This makes it easier to reconcile what was sent with what is received, supports inventory and accountability during loading, transport, and unloading, and helps with inspections or audits of multi-item shipments. It isn't just about logging the weight of pallets, nor is it simply recording the shipment's date and origin; those details are handled by other documents or forms. The essential purpose here is to document the contents of a container that holds multiple cargo items, ensuring complete and accurate visibility of the entire shipment.

**8. Which publication specifically covers preparing hazmat for military air shipments, in addition to IATA DGR?**

- A. TM 38-250, Preparing Hazardous Materials for Military Air Shipments**
- B. TB 55-46-1**
- C. The Shippers Declaration for Dangerous Goods (SDDG)**
- D. International Air Transport Association Dangerous Goods Regulation (IATA DGR)**

The idea here is that military hazmat air shipments are guided by IATA DGR for general international standards, plus a DoD-specific publication that translates those rules into military procedures. The publication designed for that purpose is TM 38-250, Preparing Hazardous Materials for Military Air Shipments. It provides the Army/DoD-specific requirements for packaging, labeling, documentation, and handling that go beyond the general IATA DGR, ensuring military operations meet both standard hazmat rules and service-specific practices. The other options don't fit as the primary military guidance: TB 55-46-1 isn't the standard for hazmat air shipments; The Shippers Declaration for Dangerous Goods is a document used in shipments rather than a comprehensive preparation guide; and IATA DGR is the international standard itself, not the additional military publication that supplements it.

**9. Which resource provides information on APS vessels and land sites?**

- A. ABS battlebook**
- B. ATP 3-35.1**
- C. FORSCOM Regulation 55-1**
- D. DTR III Appendix A**

Knowing where to find practical, mission-ready details about APS movements requires a reference that compiles vessel and land-site data in one place. The ABS battlebook serves that purpose, providing a ready-to-use, field-focused collection of information on APS vessels and the associated land sites, including port callouts, transfer points, and the procedures used to move stock from ships to inland distribution points. It's designed for planners and operators who need quick access to how APS shipments flow from sea to land, making it the best source for this specific information. The other documents cover broader policy, regulation, or doctrinal topics and don't offer the targeted listing of APS vessels and land sites that you'd pull from the battlebook.

**10. Which option is a standard 20-foot container size used in Army logistics?**

- A. QUADCON**
- B. 20' container**
- C. TRICON**
- D. MILVAN**

Standardized ISO containers are the backbone of modern Army logistics, allowing cargo to move smoothly across air, rail, sea, and road. The 20-foot container is the basic building block because it is the smallest full ISO container that still handles palletized loads efficiently and fits with common transport assets. It also serves as the reference unit for cargo measured in TEUs (Twenty-foot Equivalent Units), making planning and intermodal transfer straightforward. Terms like TRICON and QUADCON describe larger cargo blocks created by linking multiple 20-foot containers, rather than a single container size. MILVAN refers to a DoD container type used for storage and transport, but the standard size being referenced in this context is the 20-foot container.

# 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](mailto:hello@examzify.com).**

**Or visit your dedicated course page for more study tools and resources:**

**<https://unitmovementofficer.examzify.com>**

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

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