FREIGHT DISPATCHING TERMINOLOGY PRACTICE TEST (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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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.

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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!

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Questions

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1. 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

2. What describes the overall movement style or method of a shipment?

A. Route

B. Back Haul

C. TL

D. Lane

3. Which regulatory body is responsible for fuel tax reporting for commercial trucking (IFTA)?

A. FMCSA

B. IFTA

C. DOT

D. EPA

4. Which term describes a method of maintaining cash flow by selling freight invoices to a financial institution at a discounted rate?

A. Factoring

B. Recourse factoring

C. Non-recourse factoring

D. Rate Confirmation (Rate Con)/Load Tender

5. Define backhaul and its impact on routing.

A. A return trip carrying freight back toward the origin, often with a reduced rate to attract load.

B. A forward trip carrying freight to the destination.

C. A surcharge for oversized cargo.

D. A rate that applies only during holidays.

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6. Which document commonly includes the rate confirmation and the dispatcher agreement between dispatcher and carrier?

A. P.O.D. (Proof of Delivery)

B. Bill of Lading (B.O.L.)

C. Dispatcher Invoice

D. Carrier Invoice

7. What is the purpose of the N.O.A. form?

A. A form the broker uses to set up a carrier under their brokerage to book a load

B. A form to perform a credit check on the brokerage

C. A form to verify COI

D. A form to extend MC authority

8. Which of the following illustrates detention charges?

A. A flat fee per shipment regardless of detention time.

B. Detention is charged only during weekend deliveries.

C. 2 hours free, then $50/hour.

D. The scheduled timeframe for delivery.

9. What is tender re-tendering?

A. Load confirmation

B. Intermodal drayage

C. Delivery appointment window

D. Tender re-tendering.

10. Which term is synonymous with the consignor, the supplier or owner of commodities shipped?

A. Rate

B. Shipper

C. Equipment Type

D. Book a Load

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Answers

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

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Explanations

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1. 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.

2. What describes the overall movement style or method of a shipment?

A. Route

B. Back Haul

C. TL

D. Lane

Movement plan describes how a shipment will travel from origin to destination, including the path, any stops, and the general way it will be moved. The term that best captures this overall movement style or method is route, because it refers to the complete plan for getting the freight from point A to point B, potentially across multiple legs or transfers. Lane, by contrast, is more about a specific origin–destination corridor and doesn't necessarily describe the full travel plan. Backhaul relates to the return trip carrying freight, and TL denotes the truckload service type rather than how the shipment is moved. So the route is the suitable descriptor for the shipment's overall movement approach.

3. Which regulatory body is responsible for fuel tax reporting for commercial trucking (IFTA)?

A. FMCSA

B. IFTA

C. DOT

D. EPA

Fuel tax reporting across multiple states is handled by the International Fuel Tax Agreement. This system lets carriers file one quarterly report that covers miles driven and fuel used in each member jurisdiction, with taxes calculated accordingly and then redistributed to the appropriate authorities. Having a single, standardized process makes it easier for carriers to stay compliant when their operations cross state or provincial lines. This is different from safety and regulatory functions managed by other agencies. For example, the FMCSA oversees driver qualifications, hours of service, vehicle standards, and safety compliance. The DOT is the broader department that houses these kinds of transportation roles, while the EPA deals with environmental rules and emissions standards. IFTA's role is specifically focused on fuel usage reporting and tax collection for interstate trucking.

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4. Which term describes a method of maintaining cash flow by selling freight invoices to a financial institution at a discounted rate?

A. Factoring

B. Recourse factoring

C. Non-recourse factoring

D. Rate Confirmation (Rate Con)/Load Tender

Factoring is a financing method where you sell your freight invoices to a finance company at a discount to get cash right away. In trucking, this means you don't wait for customers to pay you under their terms; the factor advances most of the invoice value up front and then collects payment from the customer. The factor also holds some money back as a reserve and takes a fee for the service. This helps maintain steady cash flow between loads so you can cover fuel, payroll, and other expenses without waiting for net terms to run their course. There are variants like recourse factoring and non-recourse factoring that differ in who bears the risk if a customer doesn't pay, but the general concept described—selling invoices to get immediate cash—is Factoring. Rate Confirmation (Rate Con)/Load Tender is about confirming rates and committing to a load, not financing through invoice sale.

5. Define backhaul and its impact on routing.

A. A return trip carrying freight back toward the origin, often with a reduced rate to attract load.

B. A forward trip carrying freight to the destination.

C. A surcharge for oversized cargo.

D. A rate that applies only during holidays.

Backhaul is the return leg of a trip where the carrier brings freight back toward the origin, and it's often offered at a reduced rate to attract load on that return journey. This concept matters for routing because it encourages planning that fills the truck on the way back, not just on the outbound leg. When a backhaul is available, dispatchers route and schedule to take advantage of that paid freight, which reduces deadhead miles (driving empty), lowers fuel and time costs, and boosts overall profitability. Without a backhaul, a carrier may end up returning empty, making the trip more expensive and less competitive. Why the other ideas don't fit: the forward trip carrying freight to the destination describes the outbound leg, not the return; a surcharge for oversized cargo is a pricing adjustment unrelated to the return trip; a holiday rate is a seasonal price, not a specific return-leg concept.

6. Which document commonly includes the rate confirmation and the dispatcher agreement between dispatcher and carrier?

A. P.O.D. (Proof of Delivery)

B. Bill of Lading (B.O.L.)

C. Dispatcher Invoice

D. Carrier Invoice

The Bill of Lading is the document that acts as the transportation contract and commonly carries the rate terms and dispatcher arrangements for a shipment. It records who is responsible for moving the goods, from where to where, and at what price or under what charges. Because it formalizes the carriage terms, it often references or ties in the rate confirmation and the dispatcher's involvement as part of the shipment's contractual details. A Proof of Delivery is only evidence that the goods were delivered and accepted, not a carrier-rate or dispatcher agreement. Invoices—whether from the carrier or the dispatcher—detail charges for payment and do not define the shipment contract itself.

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7. What is the purpose of the N.O.A. form?

A. A form the broker uses to set up a carrier under their brokerage to book a load

B. A form to perform a credit check on the brokerage

C. A form to verify COI

D. A form to extend MC authority

The key idea here is onboarding and authorization. This form is used to officially put a carrier into a broker's system so they can start receiving and accepting loads from that broker. It captures the essential details that establish the relationship—the carrier's identifying information, their authority, and the broker's permission to dispatch and book loads for them. In short, it creates the formal setup that lets the broker assign shipments to the carrier. It's not primarily about checking the carrier's finances, verifying insurance at the moment, or extending legal authority to operate. Those tasks involve separate steps: a credit check, COI verification, and FMCSA authority actions. The N.O.A. form specifically handles the authorization and setup so the carrier can be active within the broker's network and book loads.

8. Which of the following illustrates detention charges?

A. A flat fee per shipment regardless of detention time.

B. Detention is charged only during weekend deliveries.

C. 2 hours free, then $50/hour.

D. The scheduled timeframe for delivery.

Detention charges are fees charged for waiting time beyond the allowed free period at the shipper or consignee. The example that shows a grace period of two hours, then a charge of $50 per hour, illustrates this idea clearly: you're not charged for the first two hours, but once that window passes, you pay for each additional hour. That structure directly ties cost to the amount of extra waiting time, which is exactly how detention is billed in freight operations. The other options don't fit detention charges because they describe different billing concepts: a flat fee per shipment regardless of how long the wait lasts isn't time-based detention; charging only on weekends misstates when detention can occur; and the scheduled delivery window is only about timing, not about charges for exceeding it.

9. What is tender re-tendering?

A. Load confirmation

B. Intermodal drayage

C. Delivery appointment window

D. Tender re-tendering.

Tender re-tendering is the process of re-offering a freight load to carriers after the initial tender was not accepted or could not be filled. When a load is tendered, carriers decide whether to take it based on rate, equipment, timing, and capacity. If no carrier accepts within the tender window or if the first carrier declines, the shipper or broker repeats the tender, often to different carriers or with updated terms (such as a new rate or adjusted pickup/delivery times). The aim is to secure a carrier to haul the shipment within the required deadline. It's not about confirming a load that has already been accepted, nor about the type of service like intermodal drayage or scheduling windows.

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10. Which term is synonymous with the consignor, the supplier or owner of commodities shipped?

A. Rate

B. Shipper

C. Equipment Type

D. Book a Load

The main idea is who initiates the shipment and owns or supplies the goods. The consignor is the party that owns or provides the commodities for transport and arranges their movement. In freight terminology this role is the shipper—the person or company responsible for sending the goods and typically handling the shipment charges. That's why shipper is the best fit for a term synonymous with consignor. Rate refers to the cost of moving the load, not to the person or entity sending it. Equipment type describes what kind of trailer or container is used. "Book a load" is simply the action of arranging a shipment, not the party involved.

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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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