



DRIVER TRAINING MODULE #1: CONVOY TRAINING CERTIFICATE EXAM

Name: _____

Date: _____

Score: _____ /45 (students must score 85% to pass)

Viewed CAODC's Service Rig Driver Safety Video

REVISED: September 2017

EDITION: 7

CORRESPONDING MANUAL: Edition 3

1. The Oil and Gas Well Service Rig permit provides a conditional exemption respecting driver licence requirements that allows a driver with a Class 5, 4, 3 or 2 driver's licence to operate a service rig while in a convoy.

a) True b) False

2. A service rig is defined as a mobile service vehicle, composed of a derrick, drawworks and capable of pulling and running joint tubular and conventional sucker rods, as well as:

a) Support vehicles (i.e. pump/winch trucks) c) Rig manager's vehicle
b) Portable doghouses d) All of the above

3. A convoy is two or more vehicles travelling at a speed of no more than 80 kilometers per hour and at a distance of no more than 5 minutes apart.

a) True b) False

4. The minimum distance between you and the next vehicle in a convoy should be approximately:

a) 100 meters b) 200 meters c) 300 meters d) 400 meters

5. To be eligible to drive a service rig in Alberta or Saskatchewan, you must carry your CAODC driver training certificate while driving in convoy.

a) True b) False

6. A "Q" or "A" Endorsement on your operator's license indicates you are able to:

a) Operate a commercial vehicle c) Operate a light duty vehicle for commercial or private use
b) Operate a vehicle equipped with airbrakes d) Operate in a convoy of two or more vehicles

7. A driver with a CTC may form part of the convoy and operate a class of vehicle permitted by their driver's licence?

a) True b) False

8. When operating as part of the convoy, drivers with a Class 1 or 3 operator's licence must also possess:
- a) A G99 Detail Authority Card
 - b) An HDTC
 - c) A G11-G14 Endorsement
 - d) A CTC
9. A driver with a Class 5 operator's licence and a CTC may operate a heavy duty vehicle outside of a convoy?
- a) True
 - b) False
10. An HDTC allows a driver with a Class 5, 4, 3 or 2 driver's license to:
- a) Operate an out of class vehicle outside of a convoy
 - b) Operate a vehicle equipped with airbrakes
 - c) Operate an out of class vehicle while in a convoy
 - d) Operate an out of class vehicle while in convoy at 100 km/hour
11. A person with a GDL or probationary licence can be issued an HDTC?
- a) True
 - b) False
12. The _____ is federal legislation that pertains to federal carriers.
- a) Motor Vehicle Safety Act
 - b) Traffic Safety Act
 - c) National Safety Code
13. Federal carriers are exempt from having to comply with Provincial traffic safety acts.
- a) True
 - b) False
14. The _____ provides rules for the registration and operation of motor vehicles including administrative matters such as driver licensing, vehicle registration, insurance requirements and demerit point reductions.
- a) Motor Vehicle Safety Act
 - b) Traffic Safety Act
 - c) National Safety Code

15. Each jurisdiction has used standards from the _____ as a guideline when drafting their own transportation safety legislation.
- a) Motor Vehicle Safety Act
 - b) CAODC Memorandum of Agreement
 - c) Transportation of Dangerous Goods Act
 - d) National Safety Code
16. What NSC Standard supports enforcement activity to remove unsatisfactory drivers and carriers from service?
- a) NSC #7: Carrier and Driver Profiles
 - b) NSC #5: Self-Certification Standards and Procedures
 - c) NSC #13: Trip Inspection
 - d) NSC #9: Hours of Service
17. _____ is federal legislation that outlines the safety standards and regulations for moving or transporting dangerous goods.
- a) Motor Vehicle Safety Act
 - b) CAODC Memorandum of Agreement
 - c) Transportation of Dangerous Goods Act
 - d) National Safety Code
18. NSC 10, Cargo Securement requires that all cargo to be:
- a) Contained
 - b) Immobilized
 - c) Secured
 - d) All of the above
19. There are many risks and hazards associated with hauling a load, including risks and hazards to public safety and the potential impact on your company's carrier profile and Safety Fitness rating.
- a) True
 - b) False
20. You may modify equipment by heating or filling it as doing so will maintain its integrity.
- a) True
 - b) False
21. When a live electrical line contacts a piece of equipment or the ground, the electrical current travels in all directions and the voltage _____ as it travels from the source.
- a) Increase
 - b) Stays the same
 - c) Decrease

- 22.** If your vehicle comes in contact with an overhead power line, you should stay in the cab until the power has been disconnected.
- a) True b) False
- 23.** Distribution of the cargo weight being hauled will depend on:
- a) The nature of the load c) The center of gravity
b) The number of tie downs being used d) a and c only
- 24.** Effects of improper loading include excessive tire wear, greater difficulty in steering and stopping, increased chances of the load falling off the vehicle and a greater chance of the vehicle tipping over.
- a) True b) False
- 25.** Load securement must be inspected/re-inspected:
- a) When the vehicle has been driven for 320 km c) Prior to departure and no more than 80 km from the point of origin
b) Duty status remains the same d) All of the above
- 26.** Aggregate Working Load Limit (AWLL) of a tie-down is:
- a) Equal to a sum of the WLL of all devices used to secure an article on a vehicle c) The minimum load at which brand new chain/wire/rope/strapping etc. may fail
b) Typically 50% of the UBS d) The max. load that may be applied to a component of a cargo securement system during normal service
- 27.** Working Load Limit (WLL) is:
- a) Equal to a sum of the WLL of all devices used to secure an article on a vehicle c) The minimum load at which brand new chain/wire/rope/strapping etc. may fail
b) Typically 50% of the UBS d) The max. load that may be applied to a component of a cargo securement system during normal service

28. Proof Strength (PS) is:

- a) Equal to a sum of the WLL of all devices used to secure an article on a vehicle
- b) Typically 50% of the UBS
- c) The minimum load at which brand new chain/wire/rope/strapping etc. may fail
- d) The max. load that may be applied to a component of a cargo securement system during normal service

29. Ultimate Break Strength (UBS) is:

- a) Equal to a sum of the WLL of all devices used to secure an article on a vehicle
- b) Typically 50% of the UBS
- c) The minimum load at which brand new chain/wire/rope/strapping etc. may fail
- d) The max. load that may be applied to a component of a cargo securement system during normal service

30. What grade of chain is currently industry best practice for securing cargo?

- a) 3 or better
- b) 43 or better
- c) 50 or better
- d) 70 or better

31. It is industry best practice to use a snipe on the handle of a ratchet binder.

- a) True
- b) False

32. Clevis grab, eye grab, clevis slip and eye slip are types of:

- a) Ratchet binders
- b) Winches
- c) Tie downs
- d) Hooks

33. Tie-downs must be permanently marked by the manufacturer with the _____.

- a) Ultimate Break Strength (UBS)
- b) Proof Strength (PS)
- c) Working Load Limit (WLL)
- d) Aggregate Working Load Limit (AWLL)

34. The minimum number of tie-downs required to secure a cargo is based on the:

- a) Length and weight of the cargo
- b) Shape of the cargo
- c) Regulatory requirements
- d) All of the above

- 35.** A rotary device used for tightening nylon straps and wire rope or cable is called a:
- a) Deck pin
 - b) Tie-down
 - c) Winch
 - d) None of the above
- 36.** Contained cargo is cargo that:
- a) Fills a sided-vehicle
 - b) Every article is in contact with, or close to, a wall or other articles
 - c) Cannot move or tip
 - d) All of the above
- 37.** In Alberta, unless a carrier has been specifically exempt, trip inspections are required on all commercial vehicles registered for a weight of:
- a) 6,300 kilograms or greater
 - b) 4,500 kilograms or greater
 - c) 11,794 kilograms or greater
 - d) 5,000 kilograms or greater
- 38.** In Saskatchewan, trip inspections are required on all commercial vehicles with a registered GVW over:
- a) 6,300 kilograms or greater
 - b) 4,500 kilograms or greater
 - c) 11,794 kilograms or greater
 - d) 5,000 kilograms or greater
- 39.** Driving on a leased or private road exempts the driver from having to complete a trip inspection.
- a) True
 - b) False
- 40.** A trip inspection report is valid for:
- a) 24 hours
 - b) 36 hours
 - c) 48 hours
 - d) 7 days
- 41.** Defects found during a trip inspection must be reported to a supervisor:
- a) Within 20 hours
 - b) Within 24 hours
 - c) Immediately
 - d) Before the next trip inspection is due

42. As the driver of a commercial vehicle you are not allowed to drive a vehicle found to have major defects on a highway, and no one can require or demand you too either.
- a) True b) False
43. Commercial vehicles in Saskatchewan must report to a vehicle inspection station (as indicated by a sign and flashing lights) when their registered GVW is:
- a) 6,300 kilograms or greater c) 4,500 kilograms or greater
b) 11,794 kilograms or greater d) 10,000 kilograms or greater
44. Which of the following inspection documents are not required to be carried in the vehicle at all times?
- a) The most current trip inspection report d) The most current CVIP/PMVI inspection report
b) NSC Schedule 1 e) The most current CAODC Semi-Annual Maintenance Inspection Form (if applicable)
c) CVSA Commercial Vehicle Inspection Report
45. Drivers are required to immediately report to their supervisor any:
- a) Commercial Vehicle Inspection Reports (CVIR) d) All of the above
b) Traffic Violation Reports e) b and c only
c) Out of Service Reports