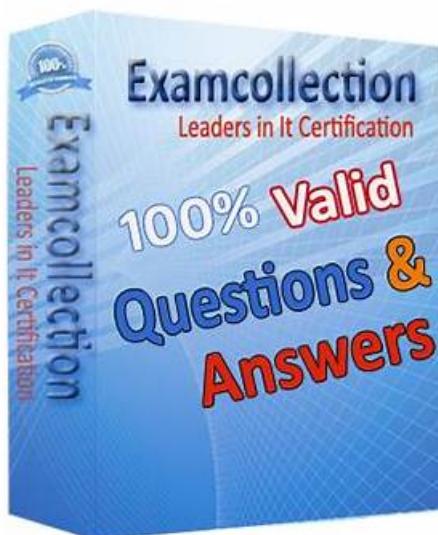


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NCCER Module 46101 Fundamentals of Crew Leadership Sample Questions (Q24-Q29):

NEW QUESTION # 24

Which of the following is the most serious issue an employee could face in terms of career growth?

- A. not being given any opportunity for advancement
- B. not receiving an annual bonus
- C. not being selected for Employee of the Month
- D. not being granted a compensatory day off

Answer: A

Explanation:

While factors like not receiving a bonus (A), not getting a compensatory day off (B), or not being recognized as Employee of the Month (C) might affect morale, a significant reason for an otherwise effective worker to leave is not being given any opportunity for advancement (D). Skilled and motivated individuals often seek growth and development in their careers, and a lack of upward mobility can lead to dissatisfaction and turnover. (Fundamentals of Crew Leadership, Fourth Edition, NCCER, Section 2.5.1 Understanding Employee Retention)

NEW QUESTION # 25

Which of the following statements regarding the consequences of willful safety violations is TRUE?

- A. Only the negligent injured worker can be fined.
- B. Superintendents and crew leaders can be held financially and criminally liable.
- C. Only upper company management can be fined.
- D. Employers cannot be held liable for an employee's injury or death.

Answer: B

Explanation:

When safety violations are deemed willful, meaning the employer or a supervisory employee intentionally disregarded or was plainly indifferent to safety regulations, the consequences can be severe. Superintendents and crew leaders, as supervisory personnel with responsibility for job site safety, can be held financially and criminally liable (B) for such violations, in addition to potential penalties for the company itself. Negligent workers (A) may face disciplinary actions but are not typically fined by regulatory bodies. Upper management (C) can also be held liable, and employers are indeed liable for employee injuries or deaths resulting from safety violations (D). (OSHA Act of 1970; Fundamentals of Crew Leadership, Fourth Edition, NCCER, Section 3.3.2 Consequences of Violations)

NEW QUESTION # 26

In a firm-fixed-price contract, the contractor's profit is

- A. incorporated into the bid.
- B. tied to project schedule performance.
- C. negotiated separately from labor and material costs.
- D. subject to penalties and incentives

Answer: A

Explanation:

In a firm-fixed-price contract, the contractor agrees to complete the project for a set price. The contractor's profit is incorporated

into the bid (A) by estimating costs (labor, materials, overhead) and adding a desired profit margin. Penalties and incentives (B) are more common in other contract types. Profit is not directly tied to the schedule in this contract type (C), and it is not negotiated separately (D). (Fundamentals of Crew Leadership, Fourth Edition, NCCER, Section 4.1.3 Understanding Contract Types)

NEW QUESTION # 27

What is the control method that a crew leader uses to plan a few weeks in advance?

- A. network schedule
- B. daily diary
- **C. look-ahead schedule**
- D. bar chart schedule

Answer: C

Explanation:

A look-ahead schedule (D) is a short-term planning tool, typically covering a few weeks, that crew leaders use to detail upcoming tasks, resource needs, and potential issues. The daily diary (A) records daily activities, the network schedule (B) is a comprehensive project schedule showing dependencies, and the bar chart schedule (C) provides a visual representation of the project timeline. (Fundamentals of Crew Leadership, Fourth Edition, NCCER, Section 4.2.3 Scheduling Tools)

NEW QUESTION # 28

Who does the crew leader typically report directly to on a construction site?

- A. owner
- **B. superintendent**
- C. architect
- D. safety manager

Answer: B

Explanation:

The crew leader, as a first-line supervisor, is directly responsible for the activities of the work crew and typically reports to the superintendent or general foreman on the construction site. This individual oversees multiple crews and is responsible for the overall progress and coordination of the work. (Fundamentals of Crew Leadership, Fourth Edition, NCCER, Section 1.2.1 Reporting Structure)

NEW QUESTION # 29

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