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MSSC Certified Logistics Technician (CLT) 4.0 Sample Questions (Q88-Q93):

NEW QUESTION # 88

The receipt of goods into a warehouse/distribution center needs to be a carefully planned activity. Which of the following is true of procedures for handling inbound trucks?

- A. Incoming drivers search for the first available dock.

- B. When vehicle or container doors are sealed, there is no need to check for the possibility of lost goods.
- **C. On arrival, drivers report to a gatehouse, where staff check the vehicle documentation and direct the driver where to go.**
- D. Incoming vehicle loads are not typically booked in advance.

Answer: C

Explanation:

Inbound control begins at the perimeter. CLT dispatch/tracking activities include driver check-in, document validation (appointment, load ID, seal status), and controlled door assignment. Gatehouse or check-in procedures standardize this flow, maintain yard safety, and ensure the right trailer reaches the right door at the right time. Appointments are commonly booked in advance to align labor and door availability; drivers should not "hunt" for open docks. Even with seals, facilities must verify seal numbers and inspect for discrepancies because seals indicate integrity but do not replace quantity checks. This structured process reduces congestion, prevents misroutes, and supports safe, efficient receiving.

NEW QUESTION # 89

Which of the following measures provides information about the amount of time it takes a carrier to move products from one point to another?

- A. Detention time
- **B. In-transit time variability**
- C. Delayed in traffic time
- D. Vehicle load/unload time

Answer: B

Explanation:

In-transit time variability measures how consistent a carrier is in meeting scheduled transit times between origin and destination. CLT identifies it as a key logistics performance indicator affecting customer service and reliability. Lower variability means shipments arrive predictably, supporting better inventory management and production scheduling. Conversely, high variability increases the need for safety stock and buffer time. It differs from detention (delay at loading/unloading) and simple traffic delays by focusing on total door-to-door transit performance. Organizations often use historical averages and standard deviation analysis to quantify this measure. Maintaining minimal variability reflects strong carrier management, route optimization, and effective scheduling—all vital in lean logistics environments where precision timing reduces total supply chain cost.

NEW QUESTION # 90

Documentation is an important part of shipping operations. Which of the following documents lists items in a vehicle's cargo and includes customer addresses, invoice numbers, and package weights to ensure the right packages end up on the correct trailer?

- A. Dispatch List
- B. Shipping Order
- **C. Shipping Manifest**
- D. Carrier Freight Bill

Answer: C

Explanation:

A shipping manifest details each shipment loaded on a vehicle, including customer addresses, invoice numbers, and package weights. In CLT, this document is critical for verifying that all outbound freight is loaded accurately and routed to the correct destinations. Dispatch and tracking personnel use manifests to cross-check load integrity, prevent misroutes, and document carrier accountability. It's distinct from a bill of lading (which serves as a legal contract) and from a freight bill (a payment document). The manifest streamlines shipment tracking by aligning warehouse, transportation, and customer data, supporting both compliance and efficiency in logistics operations.

NEW QUESTION # 91

The pick list must be verified against the

- A. Manifest
- B. Bill of Lading

- C. Customer Order
- D. Inventory List

Answer: C

Explanation:

Within CLT's "Order Processing" framework, the pick list is a warehouse-generated document directing associates which items and quantities to retrieve for a customer's order. It must always be verified against the Customer Order to ensure that what is being picked matches what was ordered. This verification step prevents mispicks, over-shipments, and shortages. The CLT emphasizes accuracy checks between order entry data and physical picking instructions before fulfillment begins. The Bill of Lading and Manifest come later in the outbound process. Maintaining this verification discipline supports high service levels, minimizes returns, and ensures accurate inventory records—core principles of CLT's quality and order management standards.

NEW QUESTION # 92

When inventory levels fall to a certain point, items are automatically

- A. eliminated
- B. at maximum order point
- C. reordered
- D. fixed stock

Answer: C

Explanation:

In CLT 4.0, the reorder point is the stock level that triggers a replenishment order to prevent stockouts during the supplier lead time. The calculation considers average demand and lead time (often with a safety stock factor). When on-hand plus on-order inventory reaches this threshold, a replenishment signal is issued—manual, system-generated, or via automated kanban—so items are "automatically reordered." This practice balances service level with carrying cost by ordering just before the pipeline would run dry, ensuring continuity of operations without excessive inventory.

Reference:

NEW QUESTION # 93

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