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MSSC Certified Logistics Technician (CLT) 4.0 Sample Questions (Q52-Q57):

NEW QUESTION # 52

The document prepared by the shipper and signed by the consignee when the freight is received at its destination is called a

- A. Packing List
- **B. Bill of Lading**
- C. Purchase Order
- D. Carrier Requisition

Answer: B

Explanation:

The Bill of Lading serves as the central contract of carriage between shipper and carrier, as defined in the CLT "Dispatch and Tracking" module. It documents shipment details-such as shipper, consignee, commodity, weight, and handling instructions-and must be signed upon receipt. The consignee's signature confirms acceptance, completing the shipment lifecycle. It simultaneously acts as a receipt for goods, evidence of a contract, and a title document. The packing list itemizes contents; the purchase order initiates procurement; the carrier requisition is not an official transport form. Thus, the Bill of Lading uniquely meets all required delivery confirmation criteria.

NEW QUESTION # 53

Time spent waiting for loading and unloading due to dock congestion or delays by the shipper or consignee is called

- A. Delayed in traffic time
- B. Demurrage time
- C. In-transit time variability
- **D. Detention time**

Answer: D

Explanation:

Detention time refers to the time a truck or carrier must wait beyond the scheduled loading or unloading period at a shipper's or consignee's facility. CLT 4.0 identifies detention as a key logistics inefficiency that increases total transportation cost and disrupts scheduling. Excessive detention can trigger carrier accessorial fees. Managing dock appointments, pre-staging freight, and efficient paperwork are best practices to minimize detention. In contrast, "demurrage" applies to containers or equipment held too long at ports or rail terminals. Reducing detention supports improved equipment utilization, delivery reliability, and driver productivity-all emphasized in the CLT's section on dispatch efficiency.

NEW QUESTION # 54

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

Answer: D

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 # 55

Which of the following loads can efficiently be unloaded in the least amount of time?

- **A. palletized load**
- B. suspended load
- C. damaged load
- D. floor loaded trailer

Answer: A

Explanation:

The CLT "Packaging and Shipment" module identifies palletized loads as the most efficient configuration for loading and unloading. Palletization allows forklifts or pallet jacks to handle multiple units as one secure, stable load, significantly reducing manual labor and dock time. In contrast, floor loading, where cartons are stacked directly in the trailer, requires individual handling and takes much longer. Palletized handling also minimizes product damage, standardizes storage footprints, and facilitates automated scanning. Damaged or irregular loads demand extra care and time. The CLT promotes palletization as a best practice for maximizing throughput, reducing ergonomics risk, and improving safety and productivity in dock operations.

NEW QUESTION # 56

Which inventory counting method is associated with the ABC inventory control method?

- A. wall-to-wall physical count
- **B. cycle count**
- C. demand count
- D. random count

Answer: B

Explanation:

The cycle count method is directly tied to ABC inventory control, where inventory items are classified based on value and turnover rate. CLT "Inventory Control" principles state that A-class items (high value or high usage) are counted most frequently, while B and C items are checked less often. This approach maintains high accuracy where it matters most while reducing unnecessary labor. Unlike wall-to-wall counts, cycle counting allows continuous verification without halting operations. The CLT framework teaches that successful cycle counting relies on well-organized locations, accurate labeling, and WMS integration. By combining ABC classification and cycle counting, organizations achieve precise inventory management and maintain data integrity across the supply chain.

NEW QUESTION # 57

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