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Topic Break Down

Topic	No. of Questions
Topic 1, Supply Chain Management	9
Topic 2, Logistics Management	6
Topic 3, Warehouse Management	74
Topic 4, Transportation Management	46
Total	135

QUESTION NO: 1

A transportation planner must select carriers, compare freight costs, and monitor shipment status for several outbound loads. Which system is most directly intended to support these transportation activities?

A. Warehouse Management System (WMS)

B. Yard Management System (YMS)

C. Transportation Management System (TMS)

D. Inventory Management System (IMS)

ANSWER: C

Explanation:

Transportation Management System (TMS) is correct because a TMS supports transportation planning and execution activities, including carrier selection, freight-rate comparison, load planning, tendering, and shipment tracking.

A Warehouse Management System focuses primarily on warehouse inventory and operational tasks such as receiving, putaway, picking, and shipping. A Yard Management System focuses on trailer and container movements within the yard, while an Inventory Management System focuses on stock records and replenishment.

QUESTION NO: 2

A worker must pick a heavy case stored at floor level. Which lifting practice best reduces the risk of back injury?

A. Bend at the waist and lift the case with straight legs

B. Lift the case quickly to reduce the time spent in a low posture

C. Stand close, bend the knees, and keep the case close to the body

D. Turn the torso while holding the case to face the destination

ANSWER: C

Explanation:

The worker should position close to the case, bend the knees, maintain a stable stance, and keep the load close to the body while lifting. This reduces excessive reaching and helps the legs share the work rather than placing the full load on the back. The worker should also obtain assistance or use approved handling equipment if the case cannot be handled safely.

Bending at the waist increases back stress. Twisting while holding a load creates an awkward posture, and rapidly lifting the case does not make the load safer to handle.

QUESTION NO: 3

Which of the following equipment is used to transfer containers from sea vessels to road or rail vehicles at the marine port?

A. Straddle Carrier

B. Reach Stacker

C. Transtainer

D. Grappler Lift

ANSWER: C

Explanation:

Transtainer is the correct answer because it refers to a container-handling gantry-crane system used at marine container terminals. In the vessel-to-landside flow, a container crane lifts standardized intermodal containers from a ship's cell guides or deck and transfers them to the terminal side, where they can be placed on road vehicles, rail cars, or terminal transfer equipment. This function is fundamental to intermodal transportation: the container remains closed and is moved as one unit between water, rail, and highway modes, minimizing cargo handling and supporting efficient port operations.

In port terminology, equipment names can vary by terminal and manufacturer. "Transtainer" is commonly associated with gantry-style container handling; the term may be used broadly in instructional material for the crane equipment supporting container transfer operations. The operational emphasis is the safe vertical lift and controlled horizontal movement of containers in a marine terminal environment. These lifts require trained operators, clear communication, proper rigging or spreader engagement, and adherence to terminal safety procedures. OSHA identifies container cranes as equipment used in maritime cargo handling, and the U.S. Department of Transportation describes ports as key intermodal connections between ships, rail, and trucks. See OSHA's container-crane safety information and the U.S. Department of Transportation's port infrastructure overview.

QUESTION NO: 4

Documentation is an important part of shipping operations. Which of the following documents includes the pick ticket so items can be checked off as they are packaged?

A. Shipping Manifest

B. Shipping Order

C. Bill of Lading

D. Dispatch List

ANSWER: B

Explanation:

Shipping Order is correct because it is the internal shipping-control document used to organize and verify an outbound shipment before it leaves the facility. It brings together the information needed to fulfill the customer order, including the items to be picked, quantities, destination, handling needs, and shipment instructions. In a warehouse packing process, the pick ticket associated with the shipping order provides the item-level checklist that packers use to confirm that each required product has been placed in the package. Checking items off during packaging creates a practical verification step, helps prevent shortages or incorrect shipments, and supports accurate completion of the shipment record.

This use fits the broader logistics principle that shipping documentation must support traceability and order accuracy from picking through packing and dispatch. The Shipping Order serves as an operational document for warehouse personnel, while the verified pick-ticket information helps ensure the physical contents match the order before carrier documentation is finalized. MSSC's Certified Logistics Technician program covers the work activities and documentation controls used in material handling and supply-chain operations; see the MSSC Certified Logistics Technician program overview. For additional logistics terminology and operational context, consult the MHI supply-chain glossary.

QUESTION NO: 5

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

A. suspended load

B. damaged load

C. floor loaded trailer

D. palletized load

ANSWER: D

Explanation:

palletized load is correct because palletization consolidates individual cartons or products into a single, stable unit load that can be moved rapidly by a forklift or pallet jack. This substantially reduces the number of individual handling motions needed at the dock, enabling faster trailer turnaround and more consistent unloading productivity. Standard pallet dimensions also make it easier to position, stage, scan, store, and transfer freight through warehouse operations. Securely stretch-wrapped or otherwise unitized pallet loads help maintain load integrity while being transported, which supports efficient mechanical handling rather than time-consuming manual unloading. OSHA recognizes powered industrial trucks, including forklifts and pallet jacks, as equipment used to move materials, and safe use requires that loads be stable and handled within the equipment's rated capacity. In practical logistics operations, arranging freight as stable palletized unit loads allows this equipment to perform the bulk of the unloading work efficiently. The U.S. Department of Transportation also describes pallets as platforms used to support goods in a stable manner while they are lifted and moved by forklifts or pallet jacks. See OSHA's powered industrial truck guidance and the Federal Highway Administration overview of pallets.

QUESTION NO: 6

Which of the following is true of load weight limits?

A. Shipments are weighed, and the information is recorded on the Bill of Lading.

B. Overweight shipments do not require permits.

C. Shipments must not exceed legal weight limits for the transport vehicle.

D. The only reason for weighing shipments is to determine transport fees.

ANSWER: C

Explanation:

"Shipments must not exceed legal weight limits for the transport vehicle." is correct because load-weight compliance is a fundamental transportation safety and regulatory requirement. A carrier must ensure that the loaded vehicle complies with applicable gross vehicle weight and axle-weight restrictions before operating on public roads. These limits protect highway infrastructure, support safe vehicle handling and braking, and reduce the risk of tire, suspension, or roadway failures caused by excessive loads. Weight compliance is not limited to the total shipment weight: how the cargo weight is distributed across axles also matters. Logistics personnel therefore need accurate shipment-weight information when planning loads, selecting equipment, preparing shipping documentation, and dispatching a carrier. Federal rules establish key interstate weight standards, while states and local jurisdictions may impose additional restrictions or require special permits for movements that exceed ordinary legal limits. The U.S. Federal Highway Administration describes federal vehicle size and weight requirements, including gross and axle-weight limits, at FHWA Vehicle Weight Limits. The governing federal regulation is also available through the Electronic Code of Federal Regulations, 23 CFR Part 658.

QUESTION NO: 7

Which logistics automated system generates the pick list?

A. Inventory Management System (IMS)

B. Order Processing System (OPS)

C. Multi-Order Batch Picking System (MOBPS)

D. Warehouse Management System (WMS)

ANSWER: D

Explanation:

Warehouse Management System (WMS) is correct because it controls and optimizes the execution of warehouse activities after an order is released for fulfillment. A WMS receives order demand from connected business systems, checks inventory availability and storage locations, then creates warehouse work for associates or automated equipment. This work commonly includes the pick list or equivalent electronic picking task, identifying the required stock-keeping units, quantities, pick locations, and often an efficient sequence for travel through the facility. The WMS also records confirmation of each pick, which supports real-time inventory accuracy, order-status visibility, traceability, replenishment decisions, and downstream packing and shipping processes. In modern operations, a pick list may be displayed through RF scanners, mobile devices, voice-picking technology, or pick-to-light systems instead of being printed; however, the WMS remains the application that generates and manages the underlying directed picking work. This function aligns with the WMS role of managing inventory movement and fulfillment activities within the warehouse. For further background, see Oracle's overview of warehouse management systems and SAP's description of what a WMS does.

QUESTION NO: 8

Federal DOT regulations pertain to transport of

A. HAZMAT

B. Truck

C. Water

D. Air

ANSWER: A

Explanation:

HAZMAT is correct because the U.S. Department of Transportation's Hazardous Materials Regulations govern the transportation of hazardous materials in commerce. These rules, administered primarily by the Pipeline and Hazardous Materials Safety Administration, establish a consistent safety framework for identifying hazardous materials, determining their hazard class, selecting authorized packaging, marking and labeling packages, preparing shipping papers, providing placards, and training hazmat employees. The requirements apply throughout the transportation process, including offering a hazardous material for shipment, handling it during transport, and receiving it. This shared system communicates the material's hazards to carriers, handlers, emergency responders, and others who may encounter a shipment, reducing risks to people, property, and the environment. The regulations are codified in 49 CFR Parts 171 through 180, commonly called the Hazardous Materials Regulations. In logistics operations, recognizing that DOT transportation requirements focus on HAZMAT helps ensure that shipments are prepared, documented, loaded, and moved in accordance with the applicable federal safety rules. PHMSA's overview is available at PHMSA Hazardous Materials Regulations, and the current regulatory text is available through 49 CFR, Subchapter C.

QUESTION NO: 9

Which of the following items do NOT have a critical shelf life?

A. bread

B. radioactive material

C. pharmaceutical items

D. milk

ANSWER: B

Explanation:

radioactive material is the correct choice because its inventory-control concern is radioactive decay, expressed as a radionuclide's half-life, rather than the conventional product shelf life used for goods that spoil or lose quality as they age in storage. In a warehouse context, critical shelf-life products require close tracking of manufacture, receipt, and expiration

dates so stock can be rotated and used or shipped while it remains acceptable. This is especially important for consumable products whose safety, quality, or effectiveness is time dependent.

Radioactive material does require strict control, labeling, handling, security, and regulatory compliance. However, its radioactive properties decline according to the predictable physical half-life of the isotope, and management requirements are based on radiation-safety controls and the specific material's regulated use rather than ordinary shelf-life rotation. The U.S. Nuclear Regulatory Commission explains that radioactive decay is characterized by half-life, the time required for half the radioactive atoms to decay. This distinction supports treating radioactive material separately from conventional critical-shelf-life inventory in this question. See the U.S. NRC overview of radioactivity and half-life and the MSSC Certified Logistics Technician program.

QUESTION NO: 10

What action is required by the consignee to complete the delivery receipt?

A. notify supervisor

B. create carrier freight bill

C. put away materials

D. inventory and inspection of materials

ANSWER: D

Explanation:

"inventory and inspection of materials" is required because the consignee must establish that the freight tendered at delivery agrees with the shipment documentation before acknowledging receipt. This includes counting or otherwise verifying the quantity received, confirming the identity of the materials, and examining the shipment and packaging for visible loss or damage. The delivery receipt is the receiving record that documents the condition and apparent completeness of the freight when custody transfers from the carrier to the consignee. Completing this verification before signing or otherwise accepting the delivery creates an accurate record for inventory control, reconciliation against the packing list or bill of lading, and any later claim involving shortage or damage.

A careful receiving inspection is especially important because transportation claim procedures depend on prompt identification and documentation of loss or damage. Federal motor-carrier claim regulations require carriers to acknowledge and investigate properly filed claims, making the delivery record and associated receiving evidence important operational documents. The Federal Motor Carrier Safety Administration's claims guidance is available in 49 CFR Part 370. For the related standard governing bills of lading and freight documentation, see 49 CFR Part 373.

QUESTION NO: 11

A fast-moving item is stored in a high rack location, requiring frequent replenishment of its forward pick location and repeated use of lifting equipment. Which action would most likely improve picking efficiency?

A. Move the item to an accessible forward pick location

B. Move the item farther from the shipping area

C. Store the item in the highest available rack location

D. Assign the item to a random open location each day

ANSWER: A

Explanation:

Move the fast-moving item to an accessible forward pick location is correct because slotting should consider item velocity as well as product size, weight, and handling requirements. Locating frequently picked inventory in an accessible area reduces travel, replenishment effort, and unnecessary equipment use.

Moving the item farther from the shipping area or increasing the height of its storage location would add handling time. Assigning the item to a random location may reduce the consistency and efficiency of the picking process.

QUESTION NO: 12

Which of the following is an invoice given to a shipper or consignee by the carrier as a request for payment for services?

A. Carrier Freight Bill

B. Bill of Lading

C. Shipping Order

D. Delivery Receipt

ANSWER: A

Explanation:

Carrier Freight Bill is correct because it is the carrier's invoice for freight transportation services provided to a shipper, consignee, or another party responsible for the charges. It identifies the shipment and summarizes the amount due, commonly including transportation rates, freight classification or weight information, accessorial charges, applicable taxes, and payment terms. The freight bill enables the billed party to review the charges against the shipment documentation and arrange payment. In logistics operations, this document is an important part of freight-payment auditing and reconciliation: personnel compare its shipment details and charges with the bill of lading, carrier tariff or contract rates, proof of delivery, and any approved accessorial services before authorizing payment. The U.S. Department of Transportation's freight-billing regulations recognize a freight bill as the document used by a motor carrier to bill for transportation services. The Transportation Intermediaries Association also describes freight bills as invoices associated with freight movement and payment processes. See 49 CFR Part 377, Payment of Transportation Charges and Transportation Intermediaries Association freight-bill resources.

QUESTION NO: 13

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. Vehicle load/unload time

B. Detention time

C. In-transit time variability

D. Delayed in traffic time

E. Transit time

ANSWER: E

Explanation:

Transit time is the measure of the elapsed time required for a carrier to transport products from an origin point to a destination point. In logistics, it is commonly tracked from shipment pickup or departure through delivery or arrival, according to the organization's defined measurement points. This metric gives planners and customers a direct indication of how long freight is expected to be moving through the transportation portion of the supply chain. Accurate transit-time data supports delivery-date commitments, transportation planning, order-cycle measurement, inventory replenishment, and coordination with receiving operations. It also provides a baseline for carrier-performance monitoring and route selection. For example, if a shipment leaves a distribution center on Monday and is delivered to a customer on Wednesday, the defined elapsed interval is the shipment's transit time. Organizations should document whether their calculation includes weekends, holidays, pickup and delivery cutoffs, or only carrier movement days so that reported results are consistent and useful. The U.S. Department of Transportation describes freight transportation performance measures and data resources at Bureau of

Transportation Statistics—Freight Transportation. Additional supply-chain metric guidance is available from ASCM Certifications and Credentials.