

MSSC CLT-4.0

Certified Logistics Technician (CLT) 4.0



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Product Version

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Latest Version: 6.0

Question: 1

What action is required when an overage is identified?

- A. note overage on Bill of Material
- B. notify the driver
- C. segregate and document
- D. ignore because it is a bonus

Answer: C

Explanation:

In CLT receiving, discrepancies (overages, shortages, damages) are treated through a controlled exception process. Best practice is to segregate any unexpected quantity from standard flow, document the variance against the purchase order/advance notice, and trigger the facility's discrepancy resolution workflow. This prevents accidental putaway, protects inventory accuracy, and provides traceability for supplier/carrier claims. MSSC's CLT "Receive products" key activities emphasize verifying shipments against documents (PO/ASN), identifying and documenting exceptions, and following facility procedures to quarantine or otherwise segregate nonconforming product until disposition. Doing so supports inventory control accuracy and downstream order fulfillment quality. Failing to segregate can contaminate on-hand balances and create picking/shipping errors later. Over-communicating to a driver without documentation does not resolve the record variance, and treating overages as "bonus" violates inventory integrity and contract terms.

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Question: 2

One of the functions during the receiving process is to

- A. determine the inbound shipping carrier
- B. match the packing list to the invoice
- C. determine the amount of material to be purchased
- D. match the packing list quantity to the purchase order

Answer: D

Explanation:

The CLT "Receive products" activities require verifying shipments against ordering documents. The packing list (or ASN detail) is checked against the purchase order to confirm that the items,

quantities, and units of measure received match what was ordered and authorized. This verification step underpins inventory and financial accuracy and precedes acceptance, staging, and putaway. Matching a packing list to an invoice is an accounting three-way match task, not a receiving floor responsibility. Selecting carriers or determining how much to purchase are procurement/transport decisions made before arrival. By aligning received quantities with the PO, the warehouse ensures correct receipts, initiates discrepancy handling for shortages/overages, and updates inventory records accordingly.

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Question: 3

When inspecting the seal on the trailer, what document should be used to verify the seal number?

- A. Consignee document
- B. Carrier freight bill
- C. Advance Shipping Notice
- D. Delivery receipt

Answer: C

Explanation:

Seal verification is a control step at the dock door. The expected seal number is provided on the shipment's electronic or paper Advance Shipping Notice (ASN). CLT key activities covering "Perform dispatch, routing, and tracking operations" and "Receive products" include confirming that identified load integrity controls (like seal numbers) match the pre-advice before breaking the seal. This check helps detect potential tampering, loss, or substitution during transit and ensures the receiving team captures exceptions immediately. While a carrier freight bill may reference shipment details, the ASN is the planned shipment-level pre-advice used operationally to verify what should arrive (including seal). Delivery receipts are signed at the end of unloading; they are not the document of record for pre-unload seal confirmation.

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Question: 4

Because large distribution centers are so efficient, they

- A. allow unscheduled deliveries only during a certain time window
- B. allow unscheduled deliveries and shipments at any time
- C. maintain a strict schedule for deliveries and shipment
- D. process late deliveries without detention costs

Answer: C

Explanation:

High-throughput DCs rely on dock scheduling and appointment adherence to balance labor, doors, equipment, and carrier arrivals. The CLT dispatch/tracking content highlights the need to coordinate inbound and outbound flows, sequence trailer movements, and manage yard/door assignments to maintain productivity and safety. Strict schedules minimize queueing, overtime, and detention risk while keeping pick/pack/ship synchronized. Accepting unscheduled arrivals broadly would disrupt resource plans and can cascade into missed carrier cutoffs. While some sites may provide limited unscheduled windows, the standard is structured dock appointments and adherence. Detention policies are governed by contracts; efficiency does not imply waiving charges.

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Question: 5

During the receiving process, after the materials are accepted, all of the following are completed by the material handler EXCEPT

- A. inspect material, if required
- B. check the materials against the order and Bill of Lading
- C. clear the staging area for the next appointment
- D. check quantities

Answer: C

Explanation:

The material handler's receiving steps include verifying item/quantity/condition against the PO/ASN and Bill of Lading, documenting exceptions, and preparing accepted items for putaway—often including required quality checks. Housekeeping and staging-area turnover are important, but “clearing the staging area for the next appointment” is a broader dock/operations responsibility and not a receiving verification task per se. CLT receiving key activities emphasize document verification, quantity checks, and inspection as acceptance criteria. By focusing on those tasks, handlers protect inventory accuracy and ensure that only conforming product proceeds to storage. Facility-level 5S/housekeeping policies exist, but the question contrasts core receiving verification with general area readiness; hence “clear the staging area” is the exception in this context.

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