



Free Questions for CPIM-8.0

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Question 1

Question Type: MultipleChoice

Which of the following factors typically would distort a sales forecast that is based solely on shipment history?

Options:

- A- Material shortages
- B- Labor rate changes
- C- Currency exchange rates
- D- Customer demands



Answer:

D

Explanation:

A sales forecast that is based solely on shipment history assumes that the past demand patterns will continue in the future. However, this assumption may not be valid if there are factors that affect the customer demand that are not captured by the shipment history. For example, customer demands may change due to seasonality, promotions, new product introductions, competitor actions, economic conditions, or other external influences. These factors may distort the sales forecast that is based solely on shipment history and cause it to be inaccurate or unreliable. The other options are not factors that typically distort a sales forecast that is based solely on shipment history, as they do not directly affect the customer demand. Material shortages, labor rate changes, and currency exchange rates may affect the supply side of the business, but they do not necessarily reflect the customer preferences or needs. Reference:

[CPIM Part 2 Exam Content Manual, p. 29](#)

[Sales Forecast: Complete Guide to Sales Forecasting in \[2023\]](#)

[The Complete Guide to Building a Sales Forecast | Salesforce](#)

Question 2

Question Type: MultipleChoice

A part is sold as a service part, and It is also used as a component In another part. Which of the following statements about the planning for this part is true?

Options:

- A- Its low-level code is zero.
- B- The material requirements for the part will be understated.
- C- The service part demand can be included In the gross requirements.
- D- It shouldn't have any safety stock.

Answer:

C

Explanation:

The service part demand can be included in the gross requirements for the part. Gross requirements are the total demand for an item derived from all sources, such as customer orders, dependent demand, forecast, or safety stock. Service part demand is the demand for an item that is used to replace or repair a product after it has been sold to the customer. Service part demand is independent of the production of other items, and it can be forecasted based on historical data, warranty information, or customer contracts. Service part demand can be added to the gross requirements for the part, along with the dependent demand from the other part that uses it as a component.

Option A is not correct, because the low-level code of the part is not zero. Low-level code is the lowest level in the bill of material (BOM) at which an item appears as a component. An item that is not a component of any other item has a low-level code of zero. An item that is a component of another item has a low-level code equal to one plus the low-level code of the parent item. In this case, the part is a component of another part, so its low-level code is at least one.

Option B is not correct, because the material requirements for the part will not be understated. Material requirements are the net requirements for an item after deducting the available inventory and scheduled receipts from the gross requirements. If the service part demand is included in the gross requirements, the material requirements will reflect the true demand for the part. If the service part demand is not included, the material requirements will be understated, and the part may face stockouts or backorders.

Option D is not correct, because the part should have some safety stock. Safety stock is the extra inventory held to protect against uncertainties in demand, supply, or lead time. Safety stock can help reduce the risk of stockouts, improve customer service, and buffer against variability. The part should have some safety stock to account for the fluctuations in the service part demand, which may depend on factors such as product failure rate, customer behavior, or environmental

conditions.

Question 3

Question Type: MultipleChoice

The primary consideration in maintenance, repair, and operating (MRO) supply systems typically is:

Options:

- A- order quantity.
- B- stockout costs.
- C- carrying costs.
- D- shelf life.

Answer:

B

Explanation:

Maintenance, repair, and operating (MRO) supply systems are essential for ensuring the availability and reliability of equipment and infrastructure used in production processes. MRO supplies include items such as spare parts, tools, lubricants, cleaning materials, and safety equipment. The primary consideration in MRO supply systems typically is stockout costs, which are the costs incurred when an item is not available when needed. Stockouts can cause production delays, equipment breakdowns, customer dissatisfaction, and lost sales opportunities. Therefore, it is important to maintain adequate inventory levels of MRO supplies to avoid stockouts and ensure uninterrupted operations. Order quantity, carrying costs, and shelf life are also important factors in MRO supply systems, but they are not the primary consideration. Order quantity is the amount of MRO supplies ordered at a time, which affects the ordering costs and the inventory levels. Carrying costs are the costs of holding MRO supplies in inventory, which include storage, handling, insurance, and obsolescence costs. Shelf life is the period of time that MRO supplies can be stored before they expire or deteriorate, which affects the inventory turnover and the waste disposal costs. These factors need to be balanced with the stockout costs to optimize the MRO supply systems. Reference:

[CPIM Part 2 Study Guide, Chapter 6: Inventory Management, Section 6.3: Inventory Management for Independent Demand Items](#)

[What is maintenance, repair and operations | IBM, Section: Why should you care about MRO?](#)

[Maintenance, Repair, and Operations/Overhaul \(MRO\) - A Complete Guide, Section: Understanding MRO](#)

Question 4

Question Type: MultipleChoice

Which of the following factors is used to determine safety stock?

Options:

- A- Number of customers
- B- Available capacity
- C- Forecast error distribution
- D- Time between customer orders

Answer:

C

Explanation:

Safety stock is the extra inventory that a company keeps to prevent stockouts or shortages due to uncertainties in demand, supply, or lead time. Safety stock acts as a buffer to protect the company from losing sales or disrupting operations. One of the factors that is used to determine safety stock is the forecast error distribution, which is the measure of how much the actual demand deviates from the forecasted demand. Forecast error distribution can be calculated by using statistical methods, such as standard deviation or mean absolute deviation, to find the average and the variability of the forecast errors. The higher the forecast error distribution, the more safety stock is needed to cover the potential demand fluctuations. Forecast error distribution is one of the components of the safety stock formula, which is:

$$\text{Safety stock} = Z \times \text{LT} \times D$$

Where:

Z refers to the service level factor, which is the desired probability of not having a stockout.

LT refers to the standard deviation of lead time, which is the average variability of the time it takes to replenish inventory.

D is the average demand per unit of time.

Question 5

Question Type: MultipleChoice

The cost accountant has discovered a consistent overage in actual run time for one operation. This information should be sent first to the:

Options:

- A- product manager to increase the selling price of the product.
- B- quality manager to add a new quality measurement to the operation.
- C- production supervisor to review and explain the overage.
- D- the engineering manager to evaluate the run time for the routing.

Answer:

C

Explanation:

The production supervisor is the most appropriate person to send the information about the overage in actual run time for one operation. The production supervisor is responsible for overseeing the execution of the production plan and ensuring that the operations are performed efficiently and effectively. The production supervisor can review the actual run time data and compare it with the planned run time, identify the possible causes of the overage, and take corrective actions if needed. The production supervisor can also explain the overage to the cost accountant and other stakeholders, such as the product manager, the quality manager, and the engineering manager, and provide feedback for improving the planning and routing of the operation. Reference:

[APICS CPIM Part 2 Exam Content Manual, p. 30](#)

[APICS CPIM Learning System Version 8.0], Module 4, Section D, p. 4-35

Question 6

Question Type: MultipleChoice

Typically, rough-cut capacity planning (RCCP) in a job shop environment would review which of the following work centers to determine the ability to execute the plan?

Options:

- A- Critical work centers only
- B- Gateway work centers only
- C- Final assembly work centers only
- D- All work centers

Answer:

A

Explanation:

Rough-cut capacity planning (RCCP) is a technique that evaluates the feasibility of a master production schedule (MPS) by comparing the available capacity of key resources with the required capacity of the MPS. In a job shop environment, where products are made to order and have high variety and low volume, RCCP would typically review only the critical work centers to determine the ability to execute the plan. Critical work centers are those that have the greatest impact on the throughput, lead time, or cost of the products. They are usually the work centers that have the highest utilization, longest setup times, or most frequent bottlenecks. By focusing on the critical work centers, RCCP can simplify the capacity planning process and identify the potential problems or constraints that may affect the MPS. The other options, gateway work centers, final assembly work centers, and all work centers, are not as effective as critical work centers for RCCP in a job shop environment, as they may not reflect the true capacity requirements or constraints of the products. Reference:

[Rough Cut Capacity Planning \(RCCP\) - Definition, Example, and Benefits](#)

[Rough Cut Capacity Planning \(RCCP\) - Meaning, Objectives, and Advantages](#)

[Rough Cut Capacity Planning \(RCCP\) - Overview, Steps, and Example](#)

Question 7

Question Type: MultipleChoice

A company is having trouble with raw material deliveries and has decided to develop a supplier certification program. The certification process most appropriately would start with which of the

following suppliers?

Options:

- A- Suppliers of 'A' classified items
- B- Suppliers recently ISO 9000 certified
- C- Suppliers with the worst performance records
- D- Suppliers with vendor-managed inventory (VMI)

Answer:

A



Explanation:

A supplier certification program is a formal process of evaluating and approving potential suppliers based on certain criteria, such as quality, delivery, cost, and service. The purpose of a supplier certification program is to ensure that the suppliers meet the standards and expectations of the company and to reduce the risks and costs associated with poor supplier performance. A supplier certification program should start with the suppliers of "A" classified items, which are the most critical and valuable items for the company. These items have the highest impact on the company's profitability and customer satisfaction, and therefore require the highest level of supplier reliability and quality. By certifying the suppliers of "A" classified items, the company can improve its supply chain performance and reduce its dependence on inspection and corrective actions. This aligns with CPIM's focus on plan and manage supply and plan and manage distribution. Reference: The concepts are covered in detail in Module 3: Supply Management (1 and Module 7: Distribution and Logistics Management (2. You can also find more information about supplier certification programs from these sources:3,4, and5.



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