| PGDM Ba Academic Mid Term Batch: 20 Subject N Subject C Name of | Session 2021-22 Quiz 20-22 ame: Material & Purchase Management ode: PGO-01 Student: n Marks: 40 | |
|---|--|---|
| 2. There i | g anything except Roll Number on Quiz paper will be deemed as an act o s no negative marking for wrong answer. ark the correct answer. | f indulging in unfair means and action shall be taken as per rules. |
| | Which of the following is not an area of responsibility | |
| Q1 | for Purchase manager? | CO1 |
| Α | Quality | |
| В | purchasing | |
| С | warehousing | |
| D | Tendering | |
| Answer K | ey :d | |
| | The transportation of finished goods, raw materials, | |
| Q2 | or supplies is | CO1 |
| A | Logistics | |
| В | Production | |
| С | Marketing | |
| D | Procurement | |
| Answer K | ey :a | |
| | Which of the following are not the Objectives of | |
| Q3 | Material Management? | CO1 |
| A | Inventory | |
| В | Supplier Management | |
| С | Timeliness | |
| D | Employee Punishment | |
| Answer K | ey :d | |
| Q4 | EOQ Model is used for | CO1 |

Α

Logistics

| B C D | Inventory Transportation Marketing | |
|-------------------|--|-----|
| Answer Ke | ey:b | |
| Q5 A B C | Dynamism in Material Management means Adaptable LEAN Process Oriented None of the above | CO1 |
| Answer Ke | ey :a | |
| Q6 A B C | Concurrent Engineering Strategic Operational Both None of the Above | CO1 |
| Answer Ke | ey:c | |
| Q7 A B C | Level of Output volume for which total costs equal total revenues Sales Profit Break Even Point none of the above | CO2 |
| Answer Ke | ey:c | |
| Q8 A B C | Which of the following statements is true of LEAN? Lean principles focus on advanced statistical methods Lean principles are separate body of knowledge Lean principles have been developed over a lengthy period of time. Lean principles include reducing waste. | CO1 |
| Answer Ke | ey :d | |
| Q9 A B C | is measure of the quantity of output per unit of input. Safety Levels Sociability Productivity Marketability | CO1 |

Answer Key :c

| Q10 | Inspection, scrap, and repair are examples of | CO1 |
|---|--|-----|
| Α | internal costs | |
| В | external costs | |
| С | costs of dissatisfaction | |
| D | societal costs | |
| | | |
| Answer I | Key:a | |
| Q11 | Reverse logistics is required because | CO1 |
| A | goods are defective | |
| В | goods are unsold | |
| С | the customer simply change their minds | |
| D | all of the above | |
| | | |
| Answer I | Key:d | |
| Q12 | Excel Add in used for Optimization | CO1 |
| Α | V Look Up | |
| В | Statistics | |
| С | Solver | |
| D | Pivot | |
| | | |
| Answer I | Kev :c | |
| Aliswei | | |
| Q13 | There are two stages to a Transportation Problem | CO2 |
| | | CO2 |
| Q13 | There are two stages to a Transportation Problem | CO2 |
| Q13 A | There are two stages to a Transportation Problem BFS and Optimality Test | CO2 |
| Q13 A B | There are two stages to a Transportation Problem BFS and Optimality Test Initial and Final | CO2 |
| Q13 A B C | There are two stages to a Transportation Problem BFS and Optimality Test Initial and Final Plan A & Plan B | CO2 |
| Q13 A B C | There are two stages to a Transportation Problem BFS and Optimality Test Initial and Final Plan A & Plan B None of the above | CO2 |
| Q13 A B C D | There are two stages to a Transportation Problem BFS and Optimality Test Initial and Final Plan A & Plan B None of the above Key :a | CO2 |
| Q13 A B C | There are two stages to a Transportation Problem BFS and Optimality Test Initial and Final Plan A & Plan B None of the above | |
| Q13 A B C D | There are two stages to a Transportation Problem BFS and Optimality Test Initial and Final Plan A & Plan B None of the above Key :a Loss Leadership is a strategy to Increase Market Share | |
| Q13 A B C D Answer H | There are two stages to a Transportation Problem BFS and Optimality Test Initial and Final Plan A & Plan B None of the above Key :a Loss Leadership is a strategy to Increase Market Share come out of Decline Stage | |
| Q13 A B C D Answer H Q14 A B | There are two stages to a Transportation Problem BFS and Optimality Test Initial and Final Plan A & Plan B None of the above Key :a Loss Leadership is a strategy to Increase Market Share | |
| Q13 A B C D Answer H Q14 A B C | There are two stages to a Transportation Problem BFS and Optimality Test Initial and Final Plan A & Plan B None of the above Key :a Loss Leadership is a strategy to Increase Market Share come out of Decline Stage Kill Competition | |
| Q13 A B C D Answer H Q14 A B C | There are two stages to a Transportation Problem BFS and Optimality Test Initial and Final Plan A & Plan B None of the above Key :a Loss Leadership is a strategy to Increase Market Share come out of Decline Stage Kill Competition Optimize the resources | |
| Q13 A B C D Answer H Q14 A B C D | There are two stages to a Transportation Problem BFS and Optimality Test Initial and Final Plan A & Plan B None of the above Key :a Loss Leadership is a strategy to Increase Market Share come out of Decline Stage Kill Competition Optimize the resources | |
| Q13 A B C D Answer H Q14 A B C D Answer H | There are two stages to a Transportation Problem BFS and Optimality Test Initial and Final Plan A & Plan B None of the above Key :a Loss Leadership is a strategy to Increase Market Share come out of Decline Stage Kill Competition Optimize the resources | CO1 |
| Q13 A B C D Answer H Q14 A B C D Answer H | There are two stages to a Transportation Problem BFS and Optimality Test Initial and Final Plan A & Plan B None of the above Key :a Loss Leadership is a strategy to Increase Market Share come out of Decline Stage Kill Competition Optimize the resources Key :c Forecasting is critical at | CO1 |
| Q13 A B C D Answer H Q14 A B C D Answer H Q15 A | There are two stages to a Transportation Problem BFS and Optimality Test Initial and Final Plan A & Plan B None of the above Key :a Loss Leadership is a strategy to Increase Market Share come out of Decline Stage Kill Competition Optimize the resources Key :c Forecasting is critical at Introduction Stage | CO1 |
| Q13 A B C D Answer H Q14 A B C D Answer H Q15 A B | There are two stages to a Transportation Problem BFS and Optimality Test Initial and Final Plan A & Plan B None of the above Key :a Loss Leadership is a strategy to Increase Market Share come out of Decline Stage Kill Competition Optimize the resources Key :c Forecasting is critical at Introduction Stage Growth Stage | CO1 |

Answer Key :b

| Q16 | Esteem Value is associated with | CO1 |
|--------|---|-----|
| Α | Purpose that Product fulfils | |
| В | Pride Possession of the Product | |
| С | when Product is not in use | |
| D | Customer is prepared to pay for the Product | |
| Answer | Key :b | |
| Q17 | Mass Customization of Technical Products is meant for | CO1 |
| Α | Innovators | |
| В | Early Adopters | |
| С | Laggards | |
| D | Late Majority | |
| Answer | Key :d | |
| | Dharmacoutical Companies are allowed to break down the | |
| 010 | Pharmaceutical Companies are allowed to break down the | CO3 |
| Q18 | existing drugs to know its composition. This is | COS |
| A | Target Costing | |
| В | Concurrent Engineering | |
| С | Reverse Engineering | |
| D | None of the above | |
| Answer | Key :c | |
| Q19 | For the implementation of "Economies of Scale", we go for | CO2 |
| Α | Mass Production | |
| В | Mass Customization | |
| С | Continuous Improvement | |
| D | Make or Buy | |
| | | |
| Answer | Key :a | |
| Q20 | 3-PL stands for | CO2 |
| Α | Three points logistics | |
| В | Third party logistics | |
| С | Three points location | |
| D | None of the above | |
| Answer | Key :c | |
| Q21 | Sequencing Problem is for | CO2 |
| Α | Manage Sequence of Shifts | |
| В | Minimizing the Cost | |
| С | Optimizing the Time | |
| D | Maximizing the Profit | |
| | | |

Answer Key :c

| Q22 | Intermediaries play an important role in matching | CO2 |
|--------|---|-----|
| Α | dealer with customer | |
| В | manufacturer to product | |
| С | information and promotion | |
| D | supply and demand | |
| Answer | Key :d | |
| | and physical distribution are the two major | |
| Q23 | operations of logistics | CO2 |
| Α | supply chain management | |
| В | material management | |
| С | logistics management | |
| D | all of the above | |
| Answer | Key :b | |
| Q24 | Raw Materials and WIP can be classified under | CO2 |
| Α | Indirect Material | |
| В | Direct Material | |
| С | Finished Material | |
| D | Standard Parts | |
| Answer | Key :b | |
| Q25 | Which is not a part of 5R's of buying? | CO2 |
| Α | Right Quality | |
| В | Right Quantity | |
| С | Right Source | |
| D | None of the above | |
| Answer | Key :d | |
| | Materials Management has an important role in | |
| Q26 | management. | CO2 |
| Α | Production | |
| В | Supply chain | |
| С | Operations | |
| D | All of the above | |
| Answer | Key :d | |
| Q27 | The first activity of Purchasing cycle is | CO1 |
| Α | Communicating requirement to the purchase | |
| В | Source Selection and development | |

| С | Recognizing the need for procurement | |
|--------|---|--|
| D | Inspection of goods | |
| Answer | Key:b | |
| | Procuring an item in staggering deliveries according to the | |
| Q28 | delivery schedule finished to the supplier by the buyer. | |
| A | a. Seasonal Buying | |
| В | b. Hand to mouth buying | |
| С | c. Scheduled Buying | |
| D | d. Tender Buying | |
| Answer | Key :c | |
| Q29 | To get the most profit, a company should | |
| Α | Provide the lowest inventory investment | |
| В | Provide little customer se | |
| С | Provide high production cos | |
| D | None of the Above | |
| Answer | Key:a | |
| | Purchasing and represent the | |
| | implementation and control phase of the production | |
| Q30 | planning and control system. | |
| Α | Production Activity Control | |
| В | MRP | |
| С | JIT | |
| D | Marketing | |
| Answer | Key:a | |
| Q31 | Materials management mainly focuses on management of raw material or components required for | |
| Α | continuous production | |
| | production of finished goods and it's sale in the | |
| В | appropriate market | |
| | management of logistics and supply chain activities for | |
| С | timely market reach | |
| | distribution of materials to the seller and distributor for | |
| D | smooth functioning of the market activities | |
| Answer | Key:a | |
| Q32 | The transit time between work centers is | |
| Α | run time | |

| В | move time | |
|----------|---|-----|
| С | setup time | |
| D | wait time | |
| Answer K | ey :b | |
| | is the task of buying goods of the right quality, | |
| | in the right quantities, at the right time and at the right | |
| Q33 | price. | CO2 |
| Α | Supplying | |
| В | Purchasing | |
| С | Scrutinizing | |
| D | None of the above | |
| Answer K | ey:b | |
| | | |
| ••• | is the time that elapses between issuing | |
| Q34 | replenishment order and receiving the material in stores. | CO2 |
| A | Replenishment time | |
| В | Lead time | |
| С | Idle-time | |
| D | None of the above | |
| Answer K | ey:b | |
| | All portions of the material production from to | |
| | are considered to be a linked chain under the | |
| Q35 | supply chain concept. | CO3 |
| Α | work in process, final customer | |
| В | raw material, work in process | |
| С | work in process, raw material | |
| D | raw material, final customer | |
| Answer K | ey :d | |
| | The is a plan for the production | |
| Q36 | of individual end items. | CO3 |
| Α | MPS | |
| В | JIT | |
| С | MRP | |
| D | None of the Above | |
| Answer K | ey :a | |
| | Purchasing responsibilities can be divided into Buying, | |
| Q37 | Clerical and division. | CO3 |
| Α | Packing | |
| | | |

| В | Traffic | |
|--------|--|-----|
| С | Record | |
| D | Follow up | |
| Answer | Key :b | |
| Q38 | Production system model comprises of | CO2 |
| Α | A. Production system | |
| В | B. Conversion sub system | |
| С | C. Control sub system | |
| D | D. All of the above | |
| Answer | Key :d | |
| Q39 | It is possible to increase the available capacity by: | CO3 |
| Α | Using fewer workers | |
| В | Scheduling overtime | |
| С | Limiting subcontracting | |
| D | Rerouting away from other work centers | |
| Answer | Key :b | |
| | The bill of materials shows all the parts required to make | |
| Q40 | | CO1 |
| Α | one item | |
| В | the MPR | |
| С | work-in-process inventory | |
| D | raw materials inventory | |
| Answer | Key :a | |