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38	A	B	C	D	E
39	A	B	C	D	E

PRACTICE QUESTIONS

Kaleris Certification Program

CRTF

N4 Fundamentals Certification Test

EDITION

Demo

QUESTIONS

9

FORMAT

Limited Edition PDF

Before you begin

What this is

9 practice questions for Kaleris Certification Program **CRTF**, each with its answer key and an explanation. Answer a question before you read its key — the explanation is worth more once you have committed.

If something looks wrong

Send us three things and we will check it:

- the exam code, **CRTF**
- the question number
- the email address on your order

Write to **support@mometrix.net**. We reply within one business day.

QUESTION 1

SINGLE CHOICE

In the Kaleris N4 terminal operating system architecture, what is the primary function of the TOS (Terminal Operating System) as defined in the fundamentals curriculum?

- ☐ A A TOS is a database management utility used to store shipping manifest data exclusively for ocean carriers.
- ☒ B A TOS is the integrated software platform that manages, controls, and automates the movement and storage of cargo within a terminal facility.
- ☐ C A TOS is a stand-alone hardware controller used to physically steer ship-to-shore cranes during loading operations.
- ☐ D A TOS is a financial accounting module used to generate invoices for shipping line customers only.

ANSWER B

WHY The correct answer is B. A Terminal Operating System (TOS) such as Kaleris N4 is the integrated software platform used to plan, execute, and track the movement and storage of containers and cargo within a terminal. Option A is incorrect because a TOS is not merely a database for shipping manifests. Option C is incorrect because a TOS is software, not hardware steering equipment. Option D is incorrect because invoicing/financial functions, while supported, are not the primary definition of a TOS.

QUESTION 2 SINGLE CHOICE

Which N4 module is primarily responsible for managing the planning and execution of vessel operations, including stowage planning and loading/discharging sequences?

- ☐ A Equipment Maintenance Module
- ☐ B Gate Operations Module
- ☒ C Vessel Operations Module
- ☐ D EDI Communications Module only

ANSWER C

WHY The correct answer is C. The Vessel Operations Module within N4 is the subsystem used to plan and execute vessel calls, including the stowage plan, bay plan, and the sequence in which containers are loaded to or discharged from a vessel. Option A handles equipment servicing and repairs. Option B handles truck gate movements. Option D is a communications interface, not an operational module for vessel planning.

QUESTION 3 SINGLE CHOICE

In an N4-controlled terminal environment, which piece of yard equipment is typically tracked using RTG (Rubber Tyred Gantry) or RMG (Rail Mounted Gantry) codes within the TOS yard plan?

- ☐ A Ship-to-Shore (STS) cranes used for vessel loading and discharging.
- ☒ B Yard cranes used for stacking containers in the container yard.
- ☐ C Reach stackers exclusively used in the empty container depot area.
- ☐ D Terminal tractors (prime movers) used for horizontal container transport.

ANSWER B

WHY The correct answer is B. RTGs and RMGs are yard cranes used to stack and retrieve containers within the container yard block, and they are represented in the N4 yard plan as yard crane equipment. Option A refers to STS cranes, which are vessel-side equipment. Option C is too narrow and refers to reach stackers, not gantry cranes. Option D refers to horizontal transport equipment (prime movers), which are tracked differently within N4.

QUESTION 4

SINGLE CHOICE

In N4, what does the equipment status 'INY' (In Yard) typically indicate about a container at a terminal facility?

- ☐ A The container is currently located inside the vessel hold awaiting discharge.
- ☒ B The container has physically arrived at the terminal and is positioned in a stack location in the container yard.
- ☐ C The container has been gated out of the terminal to an external truck.
- ☐ D The container is in transit between two terminals via a feeder vessel.

ANSWER B

WHY The correct answer is B. The 'INY' status in N4 means the container is in the yard, having been received at the terminal and placed in a stack slot in the container yard. Option A describes an 'ABV' (Above deck on Vessel) or similar vessel status. Option C describes a 'OUT' or gated-out status. Option D describes an in-transit status, which is tracked separately from yard inventory.

QUESTION 5

SINGLE CHOICE

In N4, what is the primary purpose of EDI (Electronic Data Interchange) message processing?

- ☐ A To physically move containers between yard locations using automated guided vehicles.
- ☒ B To exchange standardized business and operational messages electronically between the TOS and external parties such as shipping lines, customs, and truckers.
- ☐ C To replace the database server with a paper-based filing system at the terminal.
- ☐ D To control the electrical power distribution to quay-side cranes.

ANSWER B

WHY The correct answer is B. EDI in N4 is used to electronically exchange standardized operational and commercial messages (such as BAPLIE, COPRAR, IFTMIN, and EDIFACT/X12 equivalents) with external parties. Option A describes physical automation, not messaging. Option C is incorrect because EDI does not replace the database with paper. Option D is unrelated to EDI's purpose.

QUESTION 6

SINGLE CHOICE

What is the main purpose of the N4 Gate Appointment system for inbound trucks?

- ☐ A To schedule the physical maintenance of terminal cranes and yard equipment.
- ☒ B To allow trucking companies to pre-book a specific time slot for delivering or picking up a container, helping to smooth gate traffic and reduce congestion.
- ☐ C To assign terminal employees to specific gate shifts for payroll purposes.
- ☐ D To control ship arrival times at the terminal berth.

ANSWER B

WHY The correct answer is B. The Gate Appointment functionality in N4 enables external parties (such as trucking companies and their drivers) to pre-book a time slot for a container move, which smooths terminal gate traffic. Option A relates to equipment maintenance, not truck appointments. Option C relates to HR/staff scheduling, which is not a function of the gate appointment module. Option D relates to vessel scheduling, not truck appointments.

QUESTION 7

SINGLE CHOICE

In N4 vessel planning, what information does the Bay Plan primarily define for a vessel call?

- ☐ A The daily meal schedule for the vessel crew during port stay.
- ☒ B The allocation of containers to specific vessel bays, rows, and tiers, indicating the planned loading position on the ship.
- ☐ C The financial invoice issued to the shipping line for port dues.
- ☐ D The route the vessel will take across the ocean after departing the terminal.

ANSWER B

WHY The correct answer is B. The Bay Plan in N4 defines the planned position of each container on the vessel, specifying the bay, row, and tier where it should be loaded. Option A is unrelated to vessel planning. Option C is a billing function. Option D is a voyage/route planning function performed outside the TOS scope.

QUESTION 8

SINGLE CHOICE

In the N4 yard plan, a 'slot' represents which of the following?

- ☒ **A** A physical position within a yard block where a single container can be stacked, defined by block, bay, row, and tier coordinates.
- ☐ **B** An electronic time slot reserved by a truck driver for a gate appointment.
- ☐ **C** A financial accounting period used to close monthly revenue reports.
- ☐ **D** A communication port used by STS cranes to transmit crane telemetry.

ANSWER A

WHY The correct answer is A. In N4's yard plan, a slot is the physical storage position for a single container, identified by block, bay, row, and tier coordinates within the container yard. Option B refers to gate appointment time slots, which is a different concept. Option C is a finance term unrelated to yard planning. Option D refers to a network/hardware concept, not a yard slot.

QUESTION 9

SINGLE CHOICE

In the N4 Universal Terminal Server (UTS), what is the primary function of the message router component?

- ☐ **A** Storing historical equipment event logs for terminal performance reports
- ☒ **B** Directing incoming and outgoing messages between connected external systems and the appropriate N4 services
- ☐ **C** Generating graphical yard layout maps used by the Equipment Workstation
- ☐ **D** Compiling stowage plans for vessel loading sequences

ANSWER B

WHY The Universal Terminal Server (UTS) message router is responsible for distributing incoming and outgoing messages between external systems (such as TOS, gate, rail, or EDI systems) and the appropriate internal N4 services. Logging, yard graphics, and stowage planning are handled by other N4 modules, not the UTS router.