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## SAP C\_S4TM\_2023 Exam Syllabus Topics:

Topic	Details
Topic 1	<ul style="list-style-type: none"><li>• Master Data: Master data definition, including logistical and financial data, is essential for effective transportation management and is covered here.</li></ul>
Topic 2	<ul style="list-style-type: none"><li>• SAP Transportation Management Overview and Fundamentals: This topic covers the general processes and functional areas of SAP Transportation Management, including external and embedded systems. It also discusses transportation tasks and their management.</li></ul>
Topic 3	<ul style="list-style-type: none"><li>• Transportation Management for Logistics Service Provider (LSP): This topic focuses on order management and transportation processes specific to LSPs, including forwarding orders.</li></ul>
Topic 4	<ul style="list-style-type: none"><li>• Charge Calculation &amp; Freight Settlement: Setup, integration, and cost distribution are the key sub-topics here. This topic also covers freight contracts and strategic procurement and selling.</li></ul>

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### SAP Certified Associate - SAP S/4HANA Cloud Private Edition - Transportation Management Sample Questions (Q74-Q79):

#### NEW QUESTION # 74

What is selected by a standard program (rsnastOO ) that is set to run at regular intervals? Please choose the correct answer.

- A. Service goals .
- **B. The output to be sent**
- C. Inventory investments
- D. Dynamically link customer

**Answer: B**

#### NEW QUESTION # 75

In the logistics integration profile, the Incoterm location stage building is set to "Source location to Incoterm location- type 1". You create a sales order in which you specify an Incoterm and Incoterm location.

What will be the result of these settings?

- **A. Two stages created: An active stage from the Incoterm location to the destination location, and an additional non-planning-relevant stage from the source location to the Incoterm location**
- B. One stage created: An active stage from the source location to the Incoterm location
- C. Two stages created: An active stage from the source location to the Incoterm location, and an additional non-planning-relevant stage from the Incoterm location to the destination location
- D. One stage created: An active stage from the Incoterm location to the destination location

**Answer: A**

Explanation:

Transportation Management Overview and Fundamentals

#### NEW QUESTION # 76

You are using direct shipment options. How can you determine the freight order type when you are converting a freight unit to a freight order? Note: There are 2 correct answers to this question.

- **A. Based on the default freight order type**
- B. Based on the freight order type in the freight unit building rule
- **C. Based on the freight order type defined in the freight unit type**
- D. Based on the freight order type maintained in a condition in the planning profile

**Answer: A,C**

Explanation:

In SAP S/4HANA Transportation Management, when using direct shipment options to convert a freight unit to a freight order, the freight order type is determined as follows:

\* Based on the default freight order type (B): According to the SAP documentation, a default freight order type can be defined in the system configuration (e.g., in Customizing for the transportation planning profile or freight order type settings). This default type is used when no specific rule or condition overrides it during the conversion process.

\* Based on the freight order type defined in the freight unit type (C): The freight unit type, configured in Customizing, can specify a default freight order type to be used when the freight unit is converted to a freight order, ensuring consistency with the transportation requirements of the freight unit.

The other options are incorrect:

\* Based on the freight order type in the freight unit building rule (A): Freight unit building rules determine how freight units are created (e.g., consolidation logic) but do not directly specify the freight order type for conversion.

\* Based on the freight order type maintained in a condition in the planning profile (D): While conditions in the planning profile can influence planning decisions, they are not typically used to determine the freight order type during direct shipment conversion.

Reference:

SAP S/4HANA Cloud Private Edition, Transportation Management Study Guide: Unit 3 - Transportation Planning, Section on Freight Order Creation.

SAP Help Portal: Transportation Management - Direct Shipment Options ().

### NEW QUESTION # 77

Which of the following attributes are used to define a business partner with role Driver? Note: There are 2 correct answers to this question.

- A. Validity period
- B. Fixed assignment to a vehicle resource
- C. Non-working times and absences
- D. Planning profile

**Answer: A,C**

Explanation:

In SAP S/4HANA Transportation Management, a business partner with the role Driver is defined in the master data with specific attributes. According to the SAP documentation:

\* Non-working times and absences (C): These attributes specify the driver's availability, including holidays, vacations, or other non-working periods, critical for planning.

\* Validity period (D): The validity period defines the time frame during which the driver is active in the system, ensuring assignments are time-relevant.

The other options are incorrect:

\* Fixed assignment to a vehicle resource (A) is optional and managed in vehicle resource master data, not a mandatory driver attribute.

\* Planning profile (B) is used for planning settings, not for defining driver attributes.

Reference:

SAP S/4HANA Cloud Private Edition, Transportation Management Study Guide: Unit 7 - Master Data, Section on Business Partner Roles.

SAP Help Portal: Transportation Management - Driver Master Data ().

### NEW QUESTION # 78

You are implementing a side-by-side scenario integrating sales orders and outbound deliveries to transportation management. Sales order integration has created 30 freight units for 1 sales order (1 freight unit per sales order item). During planning, the freight units were assigned to 3 trucks (10 freight units per truck).

Based on this planning result, delivery creation is triggered. During packaging, up to 3 items can be packed into 1 case. What is the minimum number of freight units that exist in transportation management at the end of this process?

- A. 0
- B. 1
- C. 2
- D. 3

**Answer: A**

Explanation:

In a side-by-side scenario integrating SAP S/4HANA Transportation Management with sales orders and outbound deliveries, the process is as follows:

\* Initially, 30 freight units are created from one sales order (1 freight unit per item).

\* During planning, these are assigned to 3 trucks (10 freight units per truck).

\* Delivery creation is triggered based on the planning result, and during packaging, up to 3 items can be packed into 1 case. Since each freight unit corresponds to one sales order item, 3 items per case means 3 freight units can be consolidated into 1 freight unit (representing the case).

With 30 freight units, consolidating 3 freight units per case results in:

\*  $30 / 3 = 10$  freight units (each representing one case).

Thus, the minimum number of freight units in transportation management after packaging is 10. According to the SAP documentation, freight units can be consolidated during the packaging process in integration scenarios, reducing the number of freight units while maintaining the planning result (assignment to trucks).

The other options are incorrect:

\* A (12) and D (6) do not align with the consolidation math ( $30 / 3 = 10$ ).

\* C (3) assumes one freight unit per truck, which ignores the packaging consolidation.

Reference:

SAP S/4HANA Cloud Private Edition, Transportation Management Study Guide: Unit 3 - Transportation Planning, Section on Integration with Sales Orders and Packaging.

SAP Help Portal: Transportation Management - Freight Unit Consolidation ().

## NEW QUESTION # 79

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