

Exam C_S4TM_2601 Study Solutions, C_S4TM_2601 Mock Test

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NEW QUESTION: 1

For which of the following business objects is tracking and tracing provided in SAP Transportation Management? Note: There are 2 correct Answers to this question.

- A. Forwarding order
- B. Service order
- C. Resource
- D. Freight order

Answer: C,D (LEAVE A REPLY)

NEW QUESTION: 2

What are some of the parameters that you can define in the forwarding order type? Note: There are 3 correct Answers to this question.

- A. Shipping type
- B. Bill of lading type
- C. Export forwarding order type
- D. Planning profile
- E. Dangerous goods profile

Answer: A,B,C (LEAVE A REPLY)

NEW QUESTION: 3

Which of the following driver management settings are maintained in freight order customization?

- A. Default driver

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SAP C_S4TM_2601 Exam Syllabus Topics:

Section	Objectives
Topic 1: System Configuration and Integration	- SAP TM configuration in S/4HANA Cloud Private Edition 1. Integration with embedded and external systems 2. Master data setup for TM processes
Topic 2: Transportation Execution	- Execution lifecycle 1. Carrier selection and tendering processes 2. Freight orders and freight bookings
Topic 3: Transportation Planning	- Planning processes and execution 1. Transportation planning scenarios 2. Freight unit building and planning strategies

Topic 4: Charge Management and Settlement	- Costing and freight charges • 1. Calculation sheets and charge structures • 2. Freight settlement processes
Topic 5: SAP Transportation Management Overview	- Core concepts of SAP TM in S/4HANA Cloud Private Edition • 1. Business processes in transportation management • 2. Integration with SAP S/4HANA core logistics

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SAP Certified - SAP S/4HANA Cloud Private Edition, Transportation Management (C_S4TM_2601) Sample Questions (Q69-Q74):

NEW QUESTION # 69

CHALLENGE 2 - Automatic Planning Scope for Capacity-Stable Lanes

The project team wants to activate automatic planning for all outbound lanes to reduce dispatcher workload before the seasonal peak. Direct customer lanes have stable carrier capacity and complete lane data, while cross-dock refrigerated lanes still have variable capacity confirmation.

Which rollout approach best reflects the scenario constraints?

Response:

- A. Prioritize cross-dock lanes first because they have the highest operational pressure and need automation most urgently.
- **B. Restrict automatic planning to stable direct customer lanes and keep constrained cross-dock lanes under controlled planning.**
- C. Activate automatic planning across all lanes and allow planners to correct infeasible freight orders after proposal creation.
- D. Disable automatic planning entirely until every lane has identical carrier capacity and settlement behavior.

Answer: B

Explanation:

Feedback:

Automatic planning should be expanded where the lane data and capacity assumptions are mature enough to produce executable proposals. This protects planning speed on stable lanes while preserving control over constrained refrigerated cross-dock flows.

NEW QUESTION # 70

A regional educational supplies distributor is adding inter-depot transfer transportation to SAP S/4HANA Transportation Management while customer outbound deliveries remain stable. Transfer requirements from two depots should create freight units for the same central consolidation site. During testing, one depot creates transportation demand correctly, but the second depot's transfers are assigned to an inactive legacy consolidation structure.

The transportation network contains the current consolidation site and active lanes. The rollout team finds that the second depot retained an old transportation location relationship from a phased migration. The constraint is to correct only the intended inter-depot transfer flow without changing customer outbound behavior or activating unrelated depot movements.

Which action best resolves the incorrect transfer assignment?

Response:

- A. Rebuild all customer outbound lanes so every depot uses one common transportation location structure.
- B. Manually redirect affected freight units to the current consolidation site until migration data is fully reviewed.
- **C. Correct the second depot's transportation location and relevance assignment so intended transfers bind to the active**

consolidation-site lanes.

- D. Activate transportation relevance for all depot movements so every internal document can be evaluated during planning.

Answer: C

Explanation:

Feedback:

This corrects the upstream assignment that determines how transfer requirements enter the transportation network. It binds the second depot to the active consolidation-site lanes while preserving unrelated outbound behavior.

NEW QUESTION # 71

A regional scientific freezer distributor is adding depot-to-condition-check-center movements in SAP S/4HANA Transportation Management while customer outbound delivery remains stable. Condition-check transfer requirements from two depots should create freight units for the same check center. During testing, one depot creates transportation demand correctly, but the second depot's transfers are assigned to a retired service-inspection structure.

The active transportation network contains the condition-check center and intended carrier lanes. The rollout team finds that the second depot retained a legacy transportation relationship from a phased migration. The constraint is to correct only the intended condition-check transfer flow without changing stable outbound delivery behavior or activating unrelated depot movements.

Which action best resolves the assignment issue?

Response:

- A. Rebuild outbound delivery lanes so every depot uses one harmonized transportation location relationship.
- **B. Correct the second depot's transportation location and relevance assignment so intended condition-check transfers bind to the active check-center lanes.**
- C. Manually redirect affected freight units to the condition-check center until migration data review is complete.
- D. Activate transportation relevance for all depot movements so every inspection-related document can be evaluated by planning.

Answer: B

Explanation:

Feedback:

This corrects the upstream assignment that determines how condition-check transfer requirements enter the transportation network. It binds the second depot to the active check-center lanes while preserving unrelated outbound delivery behavior.

NEW QUESTION # 72

A consumer appliances company has configured SAP S/4HANA Transportation Management so outbound delivery requirements create freight units for regional shipments. During user acceptance testing, freight units are created, but shipments containing large appliances are split into freight orders in a way that does not match loading constraints. The shipping team confirms that route and carrier data are available.

The warehouse lead notes that packaging information is maintained for some product groups but not consistently for the affected appliance category. The project constraint is to improve freight order creation without changing carrier strategy or forcing planners to manually rebuild every load.

What is the most appropriate corrective action?

Response:

- A. Remove packaging influence from planning so freight orders are created only from route and carrier data.
- **B. Correct the packaging-related setup for the affected product category so freight units provide usable load information during freight order creation.**
- C. Manually merge the affected freight orders after freight unit creation so planners can create executable loads.
- D. Change the carrier assignment for the affected route so a carrier with larger vehicle capacity receives the freight orders.

Answer: B

Explanation:

Feedback:

This acts at the correct data and configuration layer by ensuring the affected product category contributes reliable packaging information before freight orders are created. It supports automated planning behavior without changing carrier strategy or relying on manual rebuilding.

NEW QUESTION # 73

CHALLENGE 1 - Maintenance Priority Attributes in Planning Input

A maintenance delivery has the correct utility-site destination and required arrival date, but it enters planning without the reusable-container attribute used to determine handling requirements. Similar routine spare-part deliveries show expected planning data.

Which explanation best fits the scenario?

Response:

- A. Settlement should be created first so planners can see the final container handling fee.
- B. Charge calculation has not been executed, so container attributes cannot appear in transportation planning.
- **C. Delivery attributes or freight unit preparation settings may not be carrying container-handling data into planning.**
- D. Carrier output must be sent before the delivery can become transportation-relevant for planning.

Answer: C

Explanation:

Feedback:

The delivery has basic destination and date data, but the container-handling attribute is missing in planning. That points to delivery attributes or freight unit preparation rather than downstream output, charging, or settlement.

NEW QUESTION # 74

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