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SAP C_S4TM_2023 Exam Syllabus Topics:

Topic	Details
Topic 1	<ul style="list-style-type: none"> Transportation Management for Logistics Service Provider (LSP): This topic focuses on order management and transportation processes specific to LSPs, including forwarding orders.
Topic 2	<ul style="list-style-type: none"> Managing Clean Core: This topic discusses the evaluation and application of clean core principles to maximize agility, reduce effort, and accelerate innovation in ERP systems.
Topic 3	<ul style="list-style-type: none"> 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.
Topic 4	<ul style="list-style-type: none"> Master Data: Master data definition, including logistical and financial data, is essential for effective transportation management and is covered here.
Topic 5	<ul style="list-style-type: none"> Transportation Planning: The sub-topics here include network setup, profile configuration, and VSR optimizer calibration for automatic planning, all essential for efficient transportation planning.

SAP Certified Associate - SAP S/4HANA Cloud Private Edition - Transportation Management Sample Questions (Q34-Q39):

NEW QUESTION # 34

You transfer two SAP ERP sales order for the same customer with the same delivery date to SAP TM Both sales order contains three items Based on customizing freight units are built automatically The freight unit building rule that is used contains the strategy "Consolidate as much as possible" No incompatibilities exist What is the minimum number of freight units that are created?

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

Answer: C

NEW QUESTION # 35

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

- A. Home location**
- B. Resource requirements
- C. Default driver
- D. Default truck handling

Answer: A

Explanation:

In SAP S/4HANA Transportation Management, driver management settings for freight orders are configured in the freight order type customization. According to the SAP documentation, the home location (C) is a key setting maintained in freight order customization, specifying the base location for drivers assigned to freight orders. This setting helps in planning and scheduling by considering the driver's starting point.

The other options are incorrect:

- * Default truck handling (A) is not a standard setting in freight order customization; it may relate to vehicle resource configuration.
- * Default driver (B) is assigned in vehicle resources or planning profiles, not directly in freight order type customization.
- * Resource requirements (D) (corrected from "Number of required drivers" in the original document for clarity) are defined in vehicle resources or planning settings, not freight order customization.

Reference:

SAP S/4HANA Cloud Private Edition, Transportation Management Study Guide: Unit 1 - Transportation Management Overview and Fundamentals, Section on Driver Management in Freight Orders.

SAP Help Portal: Transportation Management - Freight Order Customization ()

NEW QUESTION # 36

How can the optimizer distinguish between currently used and new carriers in a strategic freight procurement process?

- A. By defining target rates
- B. By defining rate tables
- C. By defining a target share strategy
- D. By sending the request for quotation (RFQ) to new carriers first

Answer: C

NEW QUESTION # 37

A carrier has responded to your request for quotation but was NOT automatically assigned to the freight order. What could be reasons for this? Note: There are 2 correct answers to this question.

- A. The tendering profile contains a subsequent step.
- B. The tendering process was set to "Direct Tendering - Send Freight Order Directly".
- C. The program to evaluate freight quotations was NOT executed.
- D. The carrier responded after the response time had expired.

Answer: C,D

Explanation:

In SAP S/4HANA Transportation Management, automatic carrier assignment during the tendering process depends on specific conditions being met. According to the SAP documentation:

- * The carrier responded after the response time had expired (A) prevents automatic assignment because the tendering process only considers responses received within the defined time window. Late responses are ignored for automatic assignment.
- * The program to evaluate freight quotations was NOT executed (C) means that the system did not process the carrier's response to assign it to the freight order. The evaluation program (e.g., a background job) is required to analyze quotations and assign the carrier based on criteria like cost or priority.

The other options are incorrect:

- * Direct Tendering - Send Freight Order Directly (B) bypasses the quotation process and assigns the freight order directly to a carrier, so it would not prevent automatic assignment.
- * The tendering profile contains a subsequent step (D) affects the sequence of tendering but does not inherently prevent automatic assignment if the response is valid and evaluated.

Reference:

SAP S/4HANA Cloud Private Edition, Transportation Management Study Guide: Unit 4 - Freight Order Management, Section on Tendering and Carrier Assignment.

SAP Help Portal: Transportation Management - Tendering Process ()

NEW QUESTION # 38

You add an assessorial charge to a freight order after the freight settlement document (FSD) has been posted and accruals have been booked in materials management. The background report to create FSDs determines change strategy "Reverse and Repost with new FSD" for this freight order.

What will you see in transportation management and materials management? Note: There are 2 correct answers to this question.

- A. 2 FSDs and 1 credit memo in transportation management
- B. 3 service entry sheets in materials management
- C. 1 purchase order in materials management
- D. 3 FSDs in transportation management

Answer: A,D

Explanation:

Transportation Planning

NEW QUESTION # 39

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