

C_S4TM_2601 PDF Questions & C_S4TM_2601 New Braindumps Free

C S4TM 2020 TRANSPORTATION MANAGEMENT

1. Which of the following profiles is directly assigned to an organizational unit?
A. Settlement profile
B. Distribution profile
C. Calculation profile
D. Charges profile
2. What do you need to maintain to ensure that certain products are always shipped by air?
A. Allocations
B. Instructions
C. Compartments
D. Incompatibilities
3. Which of the following can you send from SAP Transportation Management to SAP Extended Warehouse Management for warehouse execution?
A. Handling unit
B. Package unit
C. Freight order
D. Freight booking
4. Which of the following statements apply to packaging units? Note: There are 2 correct Answers to this question.
A. A packaging unit is one or more packages transported together.
B. Packaging units cannot be assigned to transportation units.
C. Packaging units can have a packaging hierarchy.
D. A packaging unit is needed for each stage.
5. You run the report to delete a one-time location. After the report is finished, the location is NOT deleted. What could be the reason for this?
A. There are still messages in the incoming queue.
B. The location is stored in the distance duration buffer table.
C. The location is part of an active integration model.
D. There are still existing orders for the location.
6. How can the optimizer distinguish between currently used and new carriers in a strategic freight procurement process?
A. By defining target rates
B. By sending the request for quotation (RFQ) to new carriers first
C. By defining a target share strategy
D. By defining rate tables
7. You are NOT able to create a service entry sheet in SAP Materials Management from a freight settlement document. Which of the following elements should you check to identify the error?
A. Post Processing Framework message log
B. Freight settlement document application log
C. Process controller settings

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SAP C_S4TM_2601 Exam Syllabus Topics:

Section	Objectives
Transportation Execution	- Execution lifecycle • 1. Freight orders and freight bookings • 2. Carrier selection and tendering processes
Charge Management and Settlement	- Costing and freight charges • 1. Calculation sheets and charge structures • 2. Freight settlement processes

Transportation Planning	- Planning processes and execution • 1. Freight unit building and planning strategies • 2. Transportation planning scenarios
System Configuration and Integration	- SAP TM configuration in S/4HANA Cloud Private Edition • 1. Master data setup for TM processes • 2. Integration with embedded and external systems
SAP Transportation Management Overview	- Core concepts of SAP TM in S/4HANA Cloud Private Edition • 1. Integration with SAP S/4HANA core logistics • 2. Business processes in transportation management

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SAP Certified - SAP S/4HANA Cloud Private Edition, Transportation Management (C_S4TM_2601) Sample Questions (Q200-Q205):

NEW QUESTION # 200

A regional automotive parts supplier is testing freight settlement in SAP S/4HANA Transportation Management after introducing a new carrier agreement for expedited dealer replenishment. Freight orders are created and executed correctly, and base freight charges calculate as expected. During settlement simulation, the expedited service premium appears on the freight order but is not allocated to the delivery items used for dealer profitability reporting.

Finance needs accurate delivery-level allocation before settlement postings for expedited lanes are released. Logistics wants normal dealer replenishment settlement testing to continue because those lanes already calculate and distribute costs correctly. The constraint is to protect profitability reporting without stopping unaffected settlement validation.

Which action best supports the validation requirement?

Response:

- A. Stop all dealer replenishment settlement testing until expedited and standard lanes are validated together.
- B. Release the expedited settlement postings because the premium is visible at freight order level.
- C. Remove the expedited service premium from the agreement and add it later during profitability reporting review.
- **D. Correct and validate the cost distribution setup for the expedited premium before releasing settlement postings for the affected lanes.**

Answer: D

Explanation:

Feedback:

This addresses the allocation layer where the expedited premium must flow from freight cost calculation into delivery-level reporting. It prevents incorrect postings for affected lanes while allowing validated settlement testing to continue elsewhere.

NEW QUESTION # 201

A regional specialty paper distributor is validating strategic freight procurement in SAP S/4HANA Transportation Management for time-definite delivery lanes. Procurement selects a carrier agreement that includes base freight and a time-definite service premium. Freight orders execute correctly, and base freight appears in settlement simulation, but the premium is not distributed to the originating delivery items used for customer profitability review.

Finance requires accurate delivery-level allocation before postings are released for time-definite lanes. Procurement wants standard

agreement testing to continue because those lanes already calculate and distribute charges correctly. The constraint is to validate the selected time-definite agreement without stopping unaffected procurement and settlement testing.

Which action best supports the target process?

Response:

- A. Release time-definite settlement postings because the selected carrier agreement already calculates base freight correctly.
- **B. Validate the agreement-based charge calculation and cost distribution setup for the service premium before releasing affected postings.**
- C. Stop all carrier agreement testing until time-definite and standard conditions are validated together.
- D. Replace the time-definite agreement with a standard agreement so settlement uses a simpler charge structure.

Answer: B

Explanation:

Feedback:

This addresses the dependency between selected agreement terms, charge calculation, and delivery-level cost distribution. It prevents incorrect postings for time-definite lanes while allowing validated standard agreement testing to continue.

NEW QUESTION # 202

A regional commercial shelving distributor is validating strategic freight procurement in SAP S/4HANA Transportation Management for delivery lanes requiring stair-carry service. Procurement selects a carrier agreement that includes base freight and a stair-carry fee. Freight orders execute correctly, and base freight appears in settlement simulation, but the stair-carry fee is not distributed to the originating delivery items used for customer profitability review.

Finance requires accurate delivery-level allocation before postings are released for stair-carry lanes. Procurement wants standard delivery agreement testing to continue because those lanes already calculate and distribute charges correctly. The constraint is to validate the selected stair-carry agreement without stopping unaffected procurement and settlement testing.

Which action best supports the target process?

Response:

- A. Stop all carrier agreement testing until stair-carry and standard delivery conditions are validated together.
- **B. Validate the agreement-based charge calculation and cost distribution setup for the stair-carry fee before releasing affected postings.**
- C. Release stair-carry settlement postings because the selected carrier agreement already calculates base freight correctly.
- D. Replace the stair-carry agreement with a standard delivery agreement so settlement uses a simpler charge structure.

Answer: B

Explanation:

Feedback:

This addresses the dependency between selected agreement terms, charge calculation, and delivery-level cost distribution. It prevents incorrect postings for stair-carry lanes while allowing validated standard delivery agreement testing to continue.

NEW QUESTION # 203

CHALLENGE 2 - Rail Cutoff Sequencing During Freight Order Creation

A planner proposes using one freight order sequencing rule for all intermodal shipments because it simplifies training. The terminal team notes that repair modules with urgent service windows need a different cutoff sequence from scheduled depot replenishment. Which governance-aligned decision is best?

Response:

- **A. Use a differentiated sequencing approach that keeps common process governance while protecting urgent cutoff requirements.**
- B. Use the single sequencing rule because training simplicity is more important than terminal-specific timing.
- C. Let each planner decide sequencing manually so urgent shipments can be corrected case by case.
- D. Remove urgent service windows from planning so terminal cutoff handling remains consistent.

Answer: A

Explanation:

Feedback:

The decision needs to protect two governance interests: template consistency and reliable terminal cutoff handling. A differentiated but governed sequencing approach avoids uncontrolled manual variation while preserving urgent shipment timing.

NEW QUESTION # 204

A regional consumer goods distributor is preparing its SAP S/4HANA Transportation Management rollout across a mixed private cloud and on-premise landscape. The business wants sales deliveries to create transportation demand automatically, but only for outbound lanes served by contracted carriers. During testing, delivery documents are released successfully, yet no freight units are generated for one plant-to-customer route.

The consultant observes that carrier lane master data exists and the transportation network is active. However, the transportation relevance check for the delivery source is inconsistent across similar shipping scenarios. The project constraint is to correct the setup without broadening transportation relevance to every outbound delivery because the legacy shipping process will remain active for some locations during transition.

Which action best addresses the issue while preserving the phased transition design?

Response:

- A. Activate transportation relevance globally for all outbound deliveries so freight units are created consistently across every shipping scenario.
- B. Move the affected route to the legacy shipping process until all locations are ready for a single transportation relevance rule.
- **C. Align the transportation relevance configuration for the affected delivery scenario and validate that it binds correctly to the relevant network and lane setup.**
- D. Add another carrier lane for the route so freight unit creation can use an alternate master data path during delivery release.

Answer: C

Explanation:

Feedback:

This resolves the issue at the correct configuration layer by correcting how the delivery scenario becomes transportation-relevant before freight unit creation is attempted. It also preserves the phased rollout because only the intended scenario is bound into the active transportation network and lane setup.

NEW QUESTION # 205

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