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SAP C_S4TM_2601 Exam Syllabus Topics:

Section	Weight	Objectives
Transportation Planning & Optimization	25%	- Set up optimizer profiles and planning strategies - Manage load building and route determination - Configure manual and automatic planning processes
Freight Order Management & Execution	20%	- Monitor execution and handle exceptions - Carrier selection, tendering and communication - Create and process freight orders and bookings
Transportation Network & Master Data Configuration	20%	- Configure transportation agreements and terms - Define zones, nodes, lanes, and routes - Set up business partners and transportation relevant master data
SAP Transportation Management Overview & Fundamentals	20%	- Explain embedded vs standalone TM deployment - Outline integration with SAP S/4HANA components - Describe core processes and functional areas
Charge Calculation, Settlement & Integration	15%	- Set up freight settlement and integration with MM/SD - Configure charge management and calculation logic - Manage cost distribution and controlling integration

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SAP Certified - SAP S/4HANA Cloud Private Edition, Transportation Management (C_S4TM_2601) Sample Questions (Q203-Q208):

NEW QUESTION # 203

A retail logistics organization has integrated SAP S/4HANA Transportation Management with warehouse execution during a phased modernization program. Freight orders are created and planned correctly, but shipment status updates are not visible to customer service after warehouse loading confirmation. Warehouse users confirm that execution activity was completed, and the transportation team confirms that the freight order remained in an executable state.

The project team finds that output messages are generated for some freight orders but event tracking updates are missing for those handled through the new warehouse integration flow. The constraint is to maintain warehouse execution integration while ensuring customer service receives reliable transportation visibility without adding manual status updates.

What is the best next action to address the missing visibility?

Response:

- A. Validate the integration and event tracking setup between warehouse execution and transportation execution so loading completion triggers the intended transportation status update.
- B. Reopen the completed warehouse loading activity and repeat confirmation for freight orders that did not show status updates.
- C. Ask customer service to monitor warehouse confirmation records directly until transportation visibility is stabilized.
- D. Regenerate output messages for affected freight orders so the transportation team can resend execution communication.

Answer: A

Explanation:

Feedback:

This targets the integration point where execution activity should become a transportation event visible to downstream users. It preserves warehouse execution integration and corrects the missing binding between warehouse completion and transportation status visibility.

NEW QUESTION # 204

A regional exhibition lighting supplier uses SAP S/4HANA Transportation Management to plan outbound shipments for venue lighting rigs and routine warehouse replenishment. Automatic planning reduces freight order count, and subcontracting to the contracted carrier works correctly. However, lighting rigs are consolidated with replenishment freight that has later delivery flexibility, causing several rigs to miss venue setup slots.

The project delivery team wants setup slots protected, while logistics wants to retain consolidation savings for routine replenishment. The constraint is to keep automatic planning and carrier subcontracting active while ensuring venue setup timing is respected before freight orders are released.

Which planning decision best supports the constraint?

Response:

- A. Increase consolidation weighting so the planning run continues reducing freight order count across setup and replenishment freight.
- B. Adjust planning criteria so venue setup slots restrict consolidation before freight orders are finalized.
- C. Exclude all venue lighting rig shipments from automatic planning so project delivery users can manage timing manually.
- D. Keep the current planning setup and ask the project delivery team to negotiate wider setup slots after planning.

Answer: B

Explanation:

Feedback:

This acts at the planning decision layer before freight orders are released. It preserves automatic planning and subcontracting while ensuring setup-slot timing constrains consolidation behavior.

NEW QUESTION # 205

A textiles manufacturer is using SAP S/4HANA Transportation Management to plan outbound shipments from regional warehouses to retail hubs. Automatic planning produces fewer freight orders than the previous process, but several shipments that require morning delivery are grouped with afternoon delivery shipments. The freight orders remain technically executable, and subcontracting to the intended carrier is successful.

Sales operations wants the delivery-window commitments protected, while logistics wants to keep optimization benefits where timing allows. The constraint is to prevent service-window violations without disabling automatic planning or abandoning carrier subcontracting for the affected warehouses.

Which planning adjustment best supports the stated constraint?

Response:

- A. Keep the current planning profile and require sales operations to update delivery promises after planning completion.
- **B. Adjust the planning criteria so delivery-window sensitivity influences consolidation before freight orders are finalized.**
- C. Exclude all morning deliveries from automatic planning so planners can manually assign carriers and departure times.
- D. Increase the consolidation target so the optimizer continues reducing the total number of freight orders.

Answer: B

Explanation:

Feedback:

This addresses the planning decision layer by making delivery-window sensitivity part of consolidation logic. It preserves automatic planning and subcontracting while preventing technically executable freight orders that fail the service commitment.

NEW QUESTION # 206

A food ingredients manufacturer is preparing strategic freight procurement in SAP S/4HANA Transportation Management before expanding freight settlement to additional regions. Procurement wants to compare carrier agreements consistently, while finance needs later settlement documents to reflect the selected agreement terms. A test tendering cycle completes, but the selected carrier agreement does not produce the expected charge basis during settlement simulation.

The transportation team confirms that the freight order itself is executable. The constraint is to correct the procurement-to-settlement linkage before expanding the process, without redesigning the transportation network that is already validated for the region.

Which action best supports the target process?

Response:

- A. Redesign the validated transportation network so strategic procurement and settlement use a new regional structure.
- **B. Validate the agreement and charge calculation setup used by strategic freight procurement so selected terms flow correctly into settlement simulation.**
- C. Remove strategic freight procurement from the first release and calculate charges only after freight orders are executed.
- D. Proceed with the regional expansion because freight order execution is already validated and settlement differences can be adjusted later.

Answer: B

Explanation:

Feedback:

This addresses the correct dependency by validating how strategic procurement agreement terms influence charge calculation and settlement simulation. It protects the regional expansion while avoiding unnecessary redesign of the validated transportation network.

NEW QUESTION # 207

CHALLENGE 4 - Oversized Charges and Delivery-Level Allocation

Finance sees carrier charges calculating for regular depot movements, but oversized mixed-load shipments do not consistently show explainable delivery-level allocation after settlement. Logistics suggests approving the wave because standard route charges work.

Which response best supports rollout-wave approval?

Response:

- **A. Validate oversized charges, accessorial costs, settlement relevance, and delivery-level allocation for mixed-load shipments.**
- B. Remove oversized handling charges from carrier agreements so all shipments use the same route charge.
- C. Delay all route planning until finance manually approves every heavy-shipment cost allocation.
- D. Approve the wave because regular depot charge calculation proves settlement is active.

Answer: A

Explanation:

Feedback:

Regular depot charges show only part of the freight cost process. The wave baseline should also prove that oversized mixed-load

charges and accessorial costs allocate traceably to originating deliveries.

NEW QUESTION # 208

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