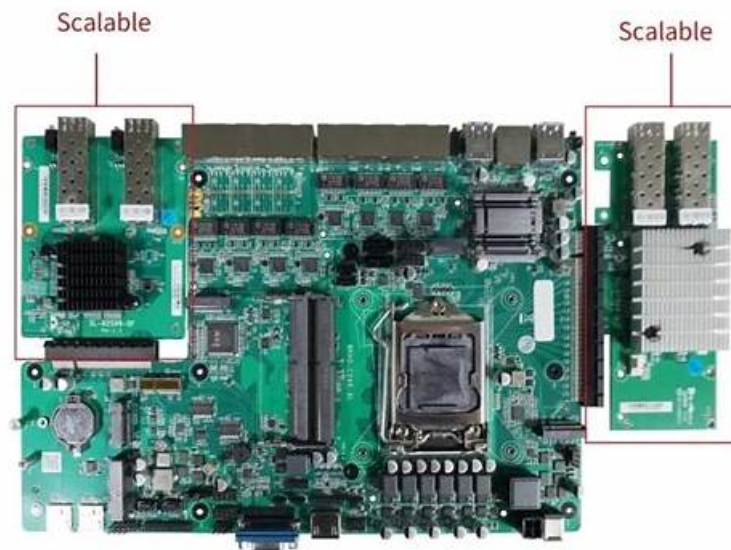


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SAP C_S4TM_2601 Exam Syllabus Topics:

Section	Objectives
Transportation Execution	- Execution lifecycle • 1. Carrier selection and tendering processes • 2. Freight orders and freight bookings
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
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
Transportation Planning	- Planning processes and execution • 1. Transportation planning scenarios • 2. Freight unit building and planning strategies

Charge Management and Settlement	- Costing and freight charges • 1. Calculation sheets and charge structures • 2. Freight settlement processes
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SAP Certified - SAP S/4HANA Cloud Private Edition, Transportation Management (C_S4TM_2601) Sample Questions (Q195-Q200):

NEW QUESTION # 195

A commercial lighting manufacturer is validating SAP S/4HANA Transportation Management for outbound project deliveries. Freight units are created correctly from delivery requirements, but several freight orders combine long fixtures and standard cartons into one load sequence that the carrier rejects during pickup preparation. The shipping team confirms that route and carrier assignment are correct.

The product master data team recently changed handling information for long fixtures after packaging trials, but the transportation test still reflects older grouping behavior. The constraint is to prevent rejected freight orders while keeping the validated route and carrier process unchanged.

What is the best corrective action?

Response:

- A. Create a separate route for long fixtures so route determination separates them from standard cartons.
- B. Assign a different carrier to the affected route so pickup preparation can use a carrier with more flexible loading rules.
- **C. Correct the freight unit and packaging-related control so long-fixture handling information influences freight order formation.**
- D. Keep the current setup and require shipping users to resequence rejected loads before carrier pickup.

Answer: C

Explanation:

Feedback:

This addresses the configuration and data layer that controls how fixture handling information affects freight unit and freight order creation. It keeps the validated route and carrier process intact while preventing non-executable load combinations.

NEW QUESTION # 196

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

Answer: C

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 # 197

A paper products manufacturer is introducing automatic transportation planning in SAP S/4HANA Transportation Management for full-truckload and less-than-truckload shipments. The pilot planning run reduces freight order count, but several less-than-truckload shipments are consolidated with full-truckload shipments in a way that delays urgent customer deliveries. The freight orders remain executable, and carrier assignment is technically valid.

Customer service requires urgent shipments to meet promised delivery windows, while logistics wants to keep consolidation savings where feasible. The constraint is to preserve optimization benefits without allowing consolidation rules to override delivery-time sensitivity for urgent shipments.

Which configuration decision best supports the constraint?

Response:

- A. Disable automatic planning for all less-than-truckload shipments so planners can protect urgent delivery windows manually.
- B. Increase consolidation targets so optimization creates fewer freight orders and reduces planner intervention.
- **C. Adjust planning criteria so urgency and delivery window constraints influence consolidation before freight orders are created.**
- D. Keep the current planning setup and ask customer service to revise promised delivery dates after freight orders are released.

Answer: C

Explanation:

Feedback:

This acts before freight orders are created by ensuring planning considers urgency and delivery windows during consolidation. It preserves optimization where feasible while preventing technically valid plans that fail the customer delivery constraint.

NEW QUESTION # 198

A regional industrial parts distributor is adding plant-to-repair-center transportation in SAP S/4HANA Transportation Management while outbound customer shipments remain stable. Repair return requirements from two plants should create freight units for the same repair center. During testing, one plant creates transportation demand correctly, but the second plant's repair returns remain outside planning even though the repair-center lane is active.

The project team finds that the second plant was introduced during a migration wave and retained a logistics assignment from a legacy repair process. The constraint is to include only the intended repair-return flow without changing outbound customer shipment behavior or activating unrelated plant movements.

Which action best addresses the excluded repair-return flow?

Response:

- A. Activate transportation relevance for all plant movements so every repair-related document is evaluated by planning.
- **B. Align the second plant's transportation relevance and master data assignment so intended repair returns bind to the active repair-center lane.**
- C. Manually create freight units for the second plant's repair returns until migration assignments are fully harmonized.
- D. Create a separate carrier lane for the second plant so repair returns can use a new routing path.

Answer: B

Explanation:

Feedback:

This corrects the upstream assignment that determines whether the second plant's repair returns become transportation-relevant. It uses the active repair-center lane while limiting the change to the intended repair-return flow.

NEW QUESTION # 199

Output communication reaches the carrier before the dispatch cutoff, but event tracking uses a different shipment status sequence than the one field operations sees in the maintenance schedule.

Response:

- Answer: A**

Feedback:

NEW QUESTION # 200

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