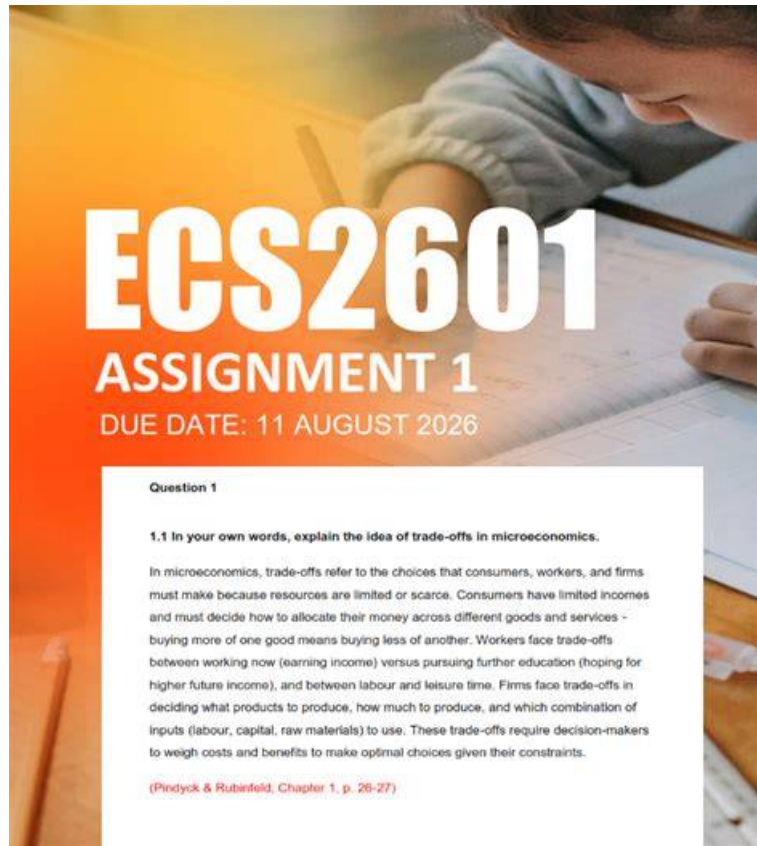


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SAP C_S4TM_2601 Exam Syllabus Topics:

Section	Weight	Objectives
Transportation Planning & Optimization	25%	- Configure manual and automatic planning processes - Set up optimizer profiles and planning strategies - Manage load building and route determination
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
Freight Order Management & Execution	20%	- Monitor execution and handle exceptions - Create and process freight orders and bookings - Carrier selection, tendering and communication
SAP Transportation Management Overview & Fundamentals	20%	- Explain embedded vs standalone TM deployment - Describe core processes and functional areas - Outline integration with SAP S/4HANA components
Charge Calculation, Settlement & Integration	15%	- Configure charge management and calculation logic - Set up freight settlement and integration with MM/SD - 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 (Q173-Q178):

NEW QUESTION # 173

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

Answer: A

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 # 174

A regional cleanroom equipment wholesaler is testing SAP S/4HANA Transportation Management for outbound shipments that include boxed filters and sealed airflow cabinets. Freight units are created from delivery requirements, and the intended carrier lane is valid. During validation, freight orders combine sealed cabinets and boxed filters into a pickup sequence that conflicts with the warehouse's contamination-protection loading rule.

The warehouse team confirms that sealed cabinets carry special handling indicators in the source requirement, but freight order formation still treats them like standard boxed goods. The constraint is to preserve the validated route and carrier assignment while preventing freight orders that cannot be loaded safely.

What is the best corrective action?

Response:

- A. Correct freight unit and packaging control so special handling indicators influence freight order formation before pickup.
- B. Ask planners to manually split sealed-cabinet shipments before each carrier pickup.
- C. Increase carrier capacity assumptions so combined freight orders remain executable during carrier pickup.
- D. Create a separate regional route for sealed airflow cabinets so route determination separates them from boxed filters.

Answer: A

Explanation:

Feedback:

This addresses the data and configuration layer where special handling indicators must influence freight unit and freight order behavior. It preserves the validated route and carrier assignment while preventing pickup sequences that violate warehouse loading rules.

NEW QUESTION # 175

A regional hospitality supplies distributor uses SAP S/4HANA Transportation Management to plan shipments to hotel openings and routine replenishment depots. Automatic planning reduces freight order count, but hotel-opening shipments are grouped with routine replenishment freight orders. The carrier assignment remains valid, yet several hotel-opening deliveries arrive after the site readiness window agreed with project operations.

Project operations wants readiness windows protected, while logistics wants to retain consolidation savings for routine depot replenishment. The constraint is to keep automatic planning and carrier subcontracting active while ensuring project readiness commitments influence freight order formation before execution.

Which planning decision best fits the constraint?

Response:

- A. Adjust planning criteria so hotel-opening readiness windows restrict consolidation before freight orders are finalized.
- B. Exclude all hotel shipments from automatic planning so project operations can coordinate carrier timing manually.
- C. Increase consolidation weighting so the optimizer continues reducing total freight order count across hotel and depot shipments.
- D. Keep the current planning setup and ask project operations to adjust site readiness windows after planning completion.

Answer: A

Explanation:

Feedback:

This acts at the planning decision layer before freight orders are created. It preserves automatic planning and subcontracting while ensuring hotel-opening readiness commitments constrain consolidation behavior.

NEW QUESTION # 176

CHALLENGE 2 - Rail Cutoff Sequencing During Freight Order Creation

Two freight orders are created for similar intermodal deliveries. One preserves the terminal cutoff and road-carrier pickup sequence, while the manually adjusted one requires the field service team to revise the promised arrival window.

Which factor should drive the next validation?

Response:

- A. Whether freight unit attributes remain connected to freight order sequencing and service hub arrival timing.
- B. Whether field service can maintain a spreadsheet of revised arrival commitments.
- C. Whether both freight orders can later receive route and terminal charges from maintained agreements.
- D. Whether event tracking should be skipped after the road carrier accepts the first leg.

Answer: A

Explanation:

Feedback:

The difference is whether timing continuity survives into the freight order sequence. The next validation should focus on freight unit attributes, freight order sequencing, and service hub arrival commitments.

NEW QUESTION # 177

A third-party electronics distributor is blueprinting SAP S/4HANA Transportation Management for a mixed landscape where one business unit will move first and another will remain on its current shipping process for two quarters. The steering team wants a process design that supports freight order visibility and later charge settlement, but the first rollout must avoid forcing all delivery flows into the new transportation process.

The transportation lead proposes enabling only the lanes and business scenarios needed for the first rollout wave. The operations director prefers a broader design to avoid later redesign. The constraint is to support incremental modernization while keeping the first release executable and controlled.

Which blueprinting decision best fits the stated rollout constraint?

Response:

- A. Define the first rollout around the transportation scenarios, lanes, and integration points that must operate now, while documenting the later expansion path.
- B. Keep transportation planning outside SAP S/4HANA Transportation Management until every business unit can move at the same time.
- C. Prioritize charge settlement design first and postpone freight order visibility until the second rollout wave.
- D. Enable all planned transportation scenarios in the initial design so future business units can adopt the process without additional blueprinting.

Answer: A

Explanation:

Feedback:

This supports the phased modernization requirement by limiting the active process design to scenarios that must execute in the first wave. It also preserves the long-term blueprint because later lanes and integration points are planned without forcing premature adoption.

NEW QUESTION # 178

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