

100% Pass Quiz SAP - Updated Training C_S4TM_2601 Tools



The infographic is titled "SAP SuccessFactors Compensation certification Exam Details". It features a list of six exam details, each preceded by a numbered star icon. The details are: 1. Minimum passing score is 68%. 2. Exam fee is included under SAP Learning Hub subscription. 3. Exam offered in: English only. 4. Exam duration: 180 minutes. 5. Questions: 80 MCQs and scenario-based questions. 6. Conducted by SAP Certification Hub. At the bottom, there is a black bar with the website "www.certificationmantra.in" and a phone icon with the number "+91 9704179997".

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SAP C_S4TM_2601 Exam Syllabus Topics:

Section	Weight	Objectives
Topic 1: Freight Order Management & Execution	20%	- Monitor execution and handle exceptions - Create and process freight orders and bookings - Carrier selection, tendering and communication
Topic 2: Transportation Planning & Optimization	25%	- Manage load building and route determination - Set up optimizer profiles and planning strategies - Configure manual and automatic planning processes
Topic 3: Transportation Network & Master Data Configuration	20%	- Set up business partners and transportation relevant master data - Define zones, nodes, lanes, and routes - Configure transportation agreements and terms
Topic 4: 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

- Describe core processes and functional areas
- Outline integration with SAP S/4HANA components
- Explain embedded vs standalone TM deployment

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SAP Certified - SAP S/4HANA Cloud Private Edition, Transportation Management (C_S4TM_2601) Sample Questions (Q24-Q29):

NEW QUESTION # 24

A regional vending equipment distributor is defining SAP S/4HANA Transportation Management scope for scheduled machine replenishment and customer-requested relocation shipments. The first release must support planned freight orders, execution visibility, and later settlement for scheduled replenishment. Relocation shipments still depend on customer site approval, variable disassembly responsibility, and short-notice carrier confirmation that have not been validated in the target process. The customer service lead wants relocations included immediately because they are highly visible to account managers. The transportation consultant warns that unclear ownership could create execution exceptions and freight cost disputes. The constraint is to deliver a stable first release while keeping relocation shipments available for a later controlled transition. Which blueprinting decision best supports the rollout constraint?

Response:

- A. Include relocation shipments immediately so account managers can see every customer-facing transportation request in the first release.
- B. Configure freight settlement for relocation shipments first so cost ownership can determine whether the flow is ready.
- C. Delay scheduled replenishment activation until relocation shipments can follow the same transportation and settlement model.
- **D. Activate scheduled machine replenishment first and define relocation shipments as later-wave scope after customer approval, disassembly ownership, and carrier confirmation are validated.**

Answer: D

Explanation:

Feedback:

This keeps the first release focused on a stable replenishment flow that can support planning, execution, and later settlement. It also preserves a controlled transition path for relocation shipments after customer approval, disassembly ownership, and carrier confirmation are validated.

NEW QUESTION # 25

CHALLENGE 3 - Carrier Communication for Special Equipment Execution

A carrier is confirmed for a heavy assembly, but the output communication does not clearly reflect the special equipment and loading assumptions used by the warehouse. Crane time has already been booked based on the planner's expectation.

What should the consultant recommend?

Response:

- A. Continue with the booking because warehouse speed is more important than carrier communication during rollout planning.
- **B. Validate that freight order details, subcontracting, and carrier communication reflect the required special equipment before loading preparation.**
- C. Require finance to approve oversized charges before warehouse teams book crane time.
- D. Remove special equipment details from freight orders so carriers can decide handling requirements independently.

Answer: B

Explanation:

Feedback:

The execution dependency is between freight order details, subcontracting, carrier communication, and warehouse loading preparation. Carrier output should reflect the special equipment requirement before warehouse teams commit crane resources.

NEW QUESTION # 26

CHALLENGE 3 - Carrier Instructions Before Packing Cutoff

Carrier instructions are sent quickly after a manual freight order change, but the message does not reflect the final service-kit packaging confirmed during warehouse review. Warehouse teams have already prepared the shipment based on the earlier instruction.

What should the consultant recommend?

Response:

- A. Continue sending early instructions because carrier confirmation speed is the main expansion readiness measure.
- B. Require finance to approve packaging-related fees before carrier instructions are issued.
- C. Remove packaging details from carrier communication so the warehouse can manage packing independently.
- **D. Validate that carrier instructions are issued from execution-ready freight orders that reflect final kit and packaging data before packing cutoff.**

Answer: D

Explanation:

Feedback:

The execution dependency is between stable freight order data, carrier output, and warehouse packing cutoff readiness. Carrier instructions should reflect final service-kit and packaging data before warehouse teams complete preparation.

NEW QUESTION # 27

A regional broadcast equipment distributor uses SAP S/4HANA Transportation Management to plan outbound shipments for studio installation packages and routine depot replenishment. Automatic planning reduces freight order count, and subcontracting to the contracted carrier works correctly. However, studio installation packages are consolidated with replenishment freight that has more flexible timing, causing several shipments to miss studio access reservations.

The installation team wants studio access reservations protected, while logistics wants to retain consolidation savings for routine replenishment. The constraint is to keep automatic planning and carrier subcontracting active while ensuring access timing is respected before freight orders are released.

Which planning decision best supports the constraint?

Response:

- A. Exclude all studio installation packages from automatic planning so installation users can manage timing manually.
- **B. Adjust planning criteria so studio access reservations restrict consolidation before freight orders are finalized.**
- C. Increase consolidation weighting so the planning run continues reducing freight order count across installation and replenishment freight.
- D. Keep the current planning setup and ask the installation team to negotiate wider studio access reservations 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 studio access reservations constrain consolidation behavior.

NEW QUESTION # 28

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

Answer: A

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 # 29

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