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SAP Certified - SAP S/4HANA Cloud Private Edition, Transportation Management (C_S4TM_2601) Sample Questions (Q52-Q57):

NEW QUESTION # 52

CHALLENGE 2 - Freight Order Grouping for Dealer Route Execution

A consultant compares two freight orders for the same weekly region. One was created from correctly proposed route candidates, and one was created after manual additions. Both can be executed, but only the first supports the expected carrier route confirmation.

Which factor should drive the configuration decision?

Response:

- A. Whether both freight orders can generate any settlement document after carrier execution.
- **B. Whether the grouping attributes used before freight order creation preserve the intended route structure.**
- C. Whether delivery monitoring shows all outbound deliveries before transportation planning begins.

- D. Whether planners can complete manual route correction faster than automatic planning can run.

Answer: B

Explanation:

Feedback:

The difference appears in freight order structure and carrier route confirmation, so the controlling factor is grouping before freight order creation. Freight unit and route grouping attributes should preserve the intended weekly route model.

NEW QUESTION # 53

A regional commercial flooring distributor is validating strategic freight procurement in SAP S/4HANA Transportation Management for delivery lanes requiring job-site unloading support. Procurement selects a carrier agreement that includes base freight and an unloading-assistance fee. Freight orders execute correctly, and base freight appears in settlement simulation, but the unloading fee is not distributed to the originating delivery items used for project profitability review.

Finance requires accurate delivery-level allocation before postings are released for job-site 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 unloading-support agreement without stopping unaffected procurement and settlement testing.

Which action best supports the target process?

Response:

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

Answer: C

Explanation:

Feedback:

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

NEW QUESTION # 54

A regional consumer packaging manufacturer is validating freight settlement in SAP S/4HANA Transportation Management after adding a seasonal carrier agreement for peak-period shipments. Freight orders execute correctly, and base charges calculate as expected. During settlement simulation, a peak-period surcharge is calculated at freight order level but is not distributed to the originating delivery items used for product-line cost analysis.

Finance wants the seasonal lanes blocked from posting until delivery-level allocation is correct. Logistics wants settlement testing for nonseasonal lanes to continue because those lanes already calculate and distribute charges correctly. The constraint is to protect cost analysis without stopping unrelated settlement validation.

Which action best supports the validation objective?

Response:

- A. Release the seasonal settlement postings because the surcharge is already visible at freight order level.
- B. Stop settlement testing for all lanes until seasonal and nonseasonal surcharge behavior is validated together.
- C. Validate and correct the cost distribution setup for the peak-period surcharge before releasing settlement postings for seasonal lanes.
- D. Remove the peak-period surcharge from the agreement and add the amount later during product-line cost review.

Answer: C

Explanation:

Feedback:

This addresses the allocation layer where the calculated seasonal surcharge must flow into delivery-level cost visibility. It prevents incorrect postings for affected lanes while allowing validated nonseasonal settlement testing to continue.

NEW QUESTION # 55

CHALLENGE 1 - Terminal Handover Attributes in Freight Unit Preparation

During SIT, an intermodal repair-module delivery appears in depot release monitoring with the correct service hub destination and packaging details. When it reaches transportation planning, the freight unit does not carry the terminal handover point used for intermodal route planning.

What should be validated first?

Response:

- A. Whether the delivery creates a transportation-relevant freight unit carrying terminal handover, packaging, and handling attributes.
- B. Whether intermodal shipments should be excluded until all direct road shipments have completed settlement.
- C. Whether finance can manually add terminal handling charges after the settlement run is completed.
- D. Whether depot teams can stage the module before the freight unit carries terminal handover data.

Answer: A

Explanation:

Feedback:

The delivery is visible in depot release monitoring, but the planning object lacks the terminal attribute needed for intermodal planning. The first dependency is outbound delivery relevance and freight unit preparation with terminal handover and handling data.

NEW QUESTION # 56

CHALLENGE 3 - Event Visibility for Controlled-Temperature Dispatch Readiness Warehouse teams begin staging controlled-temperature parcels based on preliminary planner expectations. Subcontracting confirmation and event updates arrive later, causing dispatch teams to move parcels between staging areas before carrier pickup.

What should the consultant recommend?

Response:

- A. Disable event tracking for clinic deliveries until freight settlement is completed.
- B. Continue early staging because dispatch speed is more important than transport visibility during remediation.
- C. Base controlled-temperature staging on confirmed subcontracting status and usable event visibility rather than preliminary planning expectations.
- D. Require finance to approve carrier charges before the warehouse begins dispatch staging.

Answer: B

Explanation:

Feedback:

The warehouse is staging before transport execution information is reliable enough. Confirmed subcontracting status and usable event updates provide a better handover point for controlled-temperature dispatch readiness.

NEW QUESTION # 57

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