Boost up Your Certification Score

SAP
C_S4TM
SAP Certified - SAP S/4HANA Cloud Private Edition, Transportation Management (C_S4TM_2601)

Exams Boost

For More Information – Visit link below:

https://www.examsboost.com/

Product Version

✓ Up to Date products, reliable and verified.
✓ Questions and Answers in PDF Format.

Visit us at: https://www.examsboost.com/test/c-s4tm

Latest Version: 4.1
Subjects

1. Rambla Pet Nutrition Outbound Freight Setup in SAP S/4HANA TM
2. Kremena Porcelain: Outbound Transportation Setup on S/4HANA
3. Kladenets Napitki Transportation Management Pilot Setup in Bulgaria
4. Almaren Porcelain Outbound Transportation Setup in S/4HANA
5. Cumbre Alimentos Transportation Management Design in Mexico
6. Corravale Building Supplies S/4HANA Transportation Design Validation
7. Waimarino Dairy Cold-Chain Transportation Design Review
8. Maplewind Retail Transportation Management Network Design
9. Ruamyang Tyre Dealer and Port Pre-Carriage Subcontracting Review
10. Brdaform Opakowania outbound transportation design for two plants
11. Tintas Marnoto Coatings Dispatch Network Build for Trade Counters
12. Verino Furniture Group Transportation Integration Test
13. Serranova Grãos Export Freight Charges and Settlement Readiness
14. Marmara Moda Freight Charge and Settlement Readiness Review
15. Straitmark Chemical Logistics SAP TM Hazardous Freight Rollout
16. Ridgeline Motor Works Inbound-to-Plant Transportation Readiness
17. Vilcanota Conductores Multi-Stop Planning Under Optimizer Review
18. Knockglass Diagnostics Outbound Shipping and Execution Readiness
19. Nhat Tien Photovoltaics Export Freight Costing and Settlement Model
20. Havukoski Kuitu Contract-Year Haulage Award and Recharge Setup
21. Rimaal Midstream Fuel Haulage Transportation Stabilization
22. Sunghwa Electronics Freight Settlement Stabilization in Hypercare
23. Sable Ridge Project-Cargo Transportation Management Hypercare
24. Aushadha Lifecare Pharma Distribution Transportation Hypercare
25. TM Master Data & Transportation Network Setup
26. Strategic Freight Procurement & Embedded LSP
27. Transportation Execution & Cross-Application Integration
28. Clean Core & RISE with SAP Implementation Context
29. Charge Calculation & Freight Settlement
30. Transportation Planning
31. Freight Order Management, Subcontracting & Carrier Selection
32. Transportation Requirements & Freight Unit Management

Topic: 1
Rambla Pet Nutrition Outbound Freight Setup in SAP S/4HANA TM
Business Context
Operational Context
During the first end-to-end walk-through in the quality system, a batch of outbound deliveries bound for the Rivera distribution center did not appear in the transportation cockpit worklist, while the southern loads planned as expected. The planners had already released those deliveries and expected to see loads forming for the northern run. Rambla Pet Nutrition, a maker of dry kibble and canned wet food based in Paysandú, Uruguay, is standing up transportation management inside its S/4HANA private-

Visit us at: https://www.examsboost.com/test/c-s4tm

cloud landscape, and this walk-through is the first time the outbound flow has been exercised from delivery through to a costed freight order.

Business Context

Rambla ships ambient palletized cases from a single plant to two regional distribution centers and to a growing set of retail and veterinary customers. Volumes are steady rather than seasonal, and most loads are full pallets that consolidate easily. The company runs its own light fleet for local drops and relies on contracted road carriers for the longer corridors. Leadership wants planning, carrier assignment, charge calculation, and settlement to run on standard capabilities so a small logistics team can operate the process without specialist support.

System Landscape

The move to transportation management is part of a RISE with SAP program, and the sponsor has been clear that the build must stay within fit-to-standard so later upgrades remain smooth. The transportation network was set up with locations for the plant and the southern center, transportation zones for the southern retail points, and lanes across the southern corridor. The northern side was added more recently, and the team is still confirming that the Rivera center and the retail points around it are represented the same way the southern region was.

Process Flow

Outbound deliveries are expected to create transportation requirements, from which freight units are built and then planned in the cockpit into freight orders. A newer pack size was introduced last quarter for the veterinary channel, and the deliveries for that pack size have not been turning into anything the planners can select. The team noticed that older pack sizes on the same routes continue to flow through to freight units without any manual intervention, which makes the newer deliveries stand out during the walk-through.

Planning Setup

For the Rivera corridor, procurement has committed a minimum share of volume to a contracted carrier, while a cheaper spot carrier keeps appearing for individual loads. The planners want interactive planning to respect that commitment without forcing every load onto the contracted carrier when it is not required. They also want a clear way to confirm that an interactive planning result is complete before releasing freight orders, since a load left unplanned in the worklist can quietly slip past the daily cutoff and miss its departure.

Governance Context

Finance is watching two things at once. The freight cost must post as a real accrual and actual cost through the standard route into materials management, and the cost must also be visible at the level of the individual delivery items so product margins by channel stay meaningful. A consultant has floated a small custom enhancement to speed parts of the setup, which the sponsor is reluctant to approve given the clean-core commitment. The team needs the outbound flow to be complete, plannable, correctly costed, and settled the standard way before the walk-through can be signed off.

Your Assignment

You are advising the logistics and finance leads at Rambla Pet Nutrition as they validate the outbound transportation flow in the S/4HANA private-cloud quality system before user acceptance testing. The engagement is part of a RISE with SAP program, and every recommendation must stay within fit-to-standard and clean-core expectations. Your role is to reason toward the best standard-aligned direction for each situation surfaced during the walk-through, describe how the correct outcome would be recognized, and explain the trade-offs without prescribing non-standard modifications

1. CHALLENGE 1 — Establishing the Outbound Transportation Network for the Northern Corridor

• Advise how the Rivera center and its surrounding retail points should be represented so that plannable connections exist for northern loads.

Visit us at: https://www.examsboost.com/test/c-s4tm

• Recommend a network pattern that matches the maintainable, zone-based approach already used for the southern region rather than a per-address build.
• Position the correction within standard transportation network configuration, consistent with the program's clean-core commitment.

CHECKPOINTS

• The recommendation results in a planning run where northern freight units are routed rather than left unplanned for a missing connection.
• The chosen representation scales as new retail points are added without per-address setup.
• The direction stays within fit-to-standard and does not rely on a custom enhancement.

2. CHALLENGE 2 — Turning Outbound Deliveries into Plannable Freight Units

• Explain why the newer pack size's deliveries never become transportation requirements while comparable deliveries do.
• Recommend the correction that makes the right delivery types create requirements automatically for all future deliveries.
• Advise how to recover the already-missed shipments without adopting repeated manual creation as the ongoing method.

CHECKPOINTS

• New deliveries of the affected type appear as freight units without manual intervention.
• The immediate backlog is cleared while the cause, not just the symptom, is addressed.
• The correction does not shift the problem to an unrelated setting such as the freight unit building threshold.

3. CHALLENGE 3 — Assigning Carriers and Confirming Interactive Planning Results

• Recommend how carrier selection should honor the committed volume share for the contracted carrier while still capturing spot savings on the remaining volume.
• Advise what evidence confirms that an interactive planning result is complete before freight orders are released.
• Distinguish carrier selection from tendering when framing the recommendation.

CHECKPOINTS

• The committed share holds while cheaper carriers are used where the commitment permits.
• No selected freight unit remains unplanned in the worklist at release.
• The release decision rests on planning completeness, not on later execution or settlement evidence.

4. CHALLENGE 4 — Calculating Freight Charges and Preparing Settlement to Costing

• Explain how the charge amount for a planned freight order is determined from charge calculation master data.
• Recommend a settlement approach that posts the freight cost the standard way into materials management.
• Advise how per-delivery-item cost visibility can be achieved without leaving fit-to-standard.

CHECKPOINTS

• The charge amount is traceable to a calculation sheet, rate, and agreement rather than a single fixed figure.
• The freight cost posts through the standard route and is available at delivery-item level.
• Both the clean-core commitment and finance's visibility requirement are satisfied together.

Question: 1

CHALLENGE 1 — Establishing the Outbound Transportation Network for the Northern Corridor

Visit us at: https://www.examsboost.com/test/c-s4tm

During the walk-through, freight units for the Rivera-bound deliveries were built but stayed unplanned in the cockpit, while the southern loads planned normally.
Which upstream condition most likely explains why only the Rivera-bound freight units could not be planned?

A. The delivery output determination for the northern loads was incomplete, so those loads printed no shipping papers and the optimizer excluded them from the planning result for that run.
B. No transportation lane connected the source plant to the Rivera location, so the optimizer had no permitted connection to route those freight units and left them unplanned.
C. The contracted carrier for the Rivera corridor had not yet accepted the tender, so the freight units stayed open in the worklist until a carrier confirmation was returned.
D. The freight settlement document for the Rivera lane was missing a rate, so charge calculation held those freight units back from entering the cockpit worklist entirely.

Answer: B

Explanation:
Planning routes freight units across permitted transportation lanes, so a freight unit with no lane from the plant to Rivera has no feasible connection and the optimizer leaves it unplanned. The southern loads planned because their lanes already existed, which isolates the missing northern connection as the cause. Completing the network with the plant-to-Rivera lane is the prerequisite that lets those freight units be routed.

Question: 2

CHALLENGE 1 — Establishing the Outbound Transportation Network for the Northern Corridor
The team must decide how to represent the growing set of retail delivery points around the Rivera area in the transportation network.
Which approach best fits a clean, maintainable network setup for that region?

A. Model every retail delivery point as its own location with a separate lane from the plant to each point, so each address is planned and rated strictly on its own individual terms.
B. Skip network modeling for the retail points and plan those shipments manually outside the cockpit, so the small volumes never complicate the lane and rate structure for the corridor.
C. Group the retail delivery points into a transportation zone and maintain lanes and rates at zone level, so new points inherit the zone's connections without per-address setup.
D. Assign the retail points to the existing southern zone for now and re-sort them later, so planning can proceed before the northern network is fully finalized by the team.

Answer: C

Explanation:
Transportation zones group locations so lanes and rates are maintained once at zone level, and new delivery points in the area inherit those connections automatically. This mirrors the maintainable pattern already used for the southern retail points and keeps the setup within fit-to-standard. It gives the small logistics team coverage that scales without per-address configuration.

Visit us at: https://www.examsboost.com/test/c-s4tm

Question: 3

CHALLENGE 1 — Establishing the Outbound Transportation Network for the Northern Corridor
A consultant proposes adding the missing plant-to-Rivera connection with a small custom enhancement that auto-generates lanes from the delivery address, while another advises using standard network configuration.
Under the program's clean-core commitment, which direction is most appropriate?

A. Maintain the plant-to-Rivera lane through standard transportation network configuration, keeping the build within fit-to-standard so future upgrades and support remain unaffected by custom code.
B. Build the custom enhancement to generate lanes automatically, since it reduces repetitive maintenance and the logistics team would prefer to avoid manually setting up each new connection.
C. Add the lane through standard configuration now but plan to replace it with the custom enhancement after go-live, so both the delivery date and the automation goal are eventually met.
D. Leave the lane out of the network and route the Rivera loads through a manual override each planning day, avoiding both configuration and enhancement effort for the current validation cycle entirely.

Answer: A

Explanation:
Maintaining the lane through standard configuration keeps the solution inside fit-to-standard, which is exactly what the RISE clean-core commitment protects, so upgrades and support are not compromised. The standard network already supports zone-level lanes and rates, so no enhancement is needed for the outcome. This satisfies the requirement with the lowest long-term risk.

Question: 4

CHALLENGE 2 — Turning Outbound Deliveries into Plannable Freight Units
A group of outbound deliveries for the newer veterinary pack size never appeared as transportation requirements, so no freight units were built for them, even though comparable deliveries on the same routes flowed normally.
What is the most likely root cause?

A. The freight unit building rule split those deliveries into quantities below a planning threshold, so the resulting freight units were suppressed before they could reach the cockpit worklist.
B. The carrier selection settings held no ranked carrier for the newer pack size, so the system withheld the freight units for those deliveries until an eligible carrier became available.
C. The charge calculation sheet was missing a rate for the newer pack size, so those deliveries were held back from transportation requirement creation until a charge could be resolved.
D. Transportation relevance was not set for the newer delivery type, so those deliveries created no transportation requirement, leaving nothing from which freight units could be built.

Answer: D

Visit us at: https://www.examsboost.com/test/c-s4tm

Explanation:
Transportation relevance controls whether a delivery creates a transportation requirement, and without a requirement there is nothing for freight unit building to act on. Because comparable deliveries flow, the difference points to the relevance setting for the newer delivery type rather than any downstream step. Correcting relevance restores automatic requirement and freight unit creation.

Question: 5

CHALLENGE 2 — Turning Outbound Deliveries into Plannable Freight Units
To recover the missed veterinary-channel shipments quickly, one suggestion is to create freight units manually for the affected deliveries.
Which response best resolves the situation rather than only clearing the immediate backlog?

A. Manually build freight units for the affected deliveries and keep doing so for each new batch, so shipments continue to move while the recurring pattern is monitored over the coming weeks.
B. Reprocess the affected deliveries through freight unit building again, expecting the second attempt to pick them up now that the missed backlog has been noticed and flagged by the team.
C. Correct the transportation relevance for the delivery type so future deliveries create requirements automatically, then build freight units for the deliveries that were already missed.
D. Raise the planning threshold in the freight unit building rule so smaller deliveries are grouped, assuming the missed deliveries will then be swept into the next planning run automatically.

Answer: C

Explanation:
Fixing transportation relevance addresses the root cause so every future delivery of that type creates a requirement and freight units without manual effort, and building freight units for the already-missed deliveries clears the backlog. This pairs the durable correction with the immediate recovery. It matches the validation checkpoint that new deliveries appear unaided.

Question: 6

CHALLENGE 2 — Turning Outbound Deliveries into Plannable Freight Units
For a delivery to reach a planned freight order with a carrier assigned, the team needs the steps in an order that satisfies every dependency.
Which ordering satisfies every dependency from delivery to a planned, carrier-assigned freight order?

A. Set transportation relevance so the delivery creates a requirement; build the freight unit from the requirement; plan the freight unit into a freight order in the cockpit; then select the carrier.
B. Build the freight unit from the delivery; set transportation relevance for the delivery type; plan the freight unit into a freight order in the cockpit; then select the carrier for that freight order.
C. Plan the delivery directly in the cockpit; set transportation relevance for the type; build the freight unit from the planned load; then select the carrier once the freight order exists.
D. Select the carrier for the delivery; set transportation relevance for the type; build the freight unit from the requirement; then plan the freight unit into a freight order in the cockpit.

Answer: A

Explanation:
Relevance must come first so the delivery creates a requirement, then a freight unit is built from that requirement, then it is planned into a freight order, and only then is a carrier selected for that order. This sequence honors every real dependency in the outbound flow. Each later step depends on the object the previous step produces.

Question: 7

CHALLENGE 3 — Assigning Carriers and Confirming Interactive Planning Results
For the Rivera corridor, procurement has committed a minimum share of volume to the contracted carrier, but a spot carrier is cheaper this week.
How should carrier selection be set up so both the cost saving and the committed share are respected?

A. Rank carriers by lowest cost alone, so every freight order takes the cheapest option and the committed-share carrier simply competes on price like any other carrier for each individual load.
B. Configure carrier selection to honor the allocation and business share for the committed carrier while ranking the remaining volume by cost, so the commitment and the savings both hold.
C. Assign every Rivera freight order to the contracted carrier regardless of cost, so the committed share is never at risk even on loads where a cheaper carrier is clearly available.
D. Tender each Rivera freight order to all carriers and take the first response, so the fastest-confirming carrier wins the load without applying any cost or allocation rule at all.

Answer: B

Explanation:
Carrier selection can honor an allocation or business share for the committed carrier and rank the rest of the volume by cost, which respects the procurement commitment while still capturing spot savings. This balances the governed commitment against performance rather than sacrificing one for the other. It keeps the daily assignment both compliant and economical.

Question: 8

CHALLENGE 3 — Assigning Carriers and Confirming Interactive Planning Results
After planning the northern loads interactively, the planner wants to confirm the result is sound before releasing the freight orders for execution.
Which check best confirms that the interactive planning result is complete?

A. Confirm that the planned deliveries printed their loading documents, treating a successful document print as the evidence that the planning result is complete and ready for release.
B. Confirm that freight settlement documents were created for the planned loads, taking the presence of those documents as proof that planning assigned every freight unit correctly.
C. Confirm that the carrier invoice matched the expected amount, using agreement with the invoice as the signal that the interactive planning result for the loads is valid and complete.

Visit us at: https://www.examsboost.com/test/c-s4tm

D. Confirm that every selected freight unit was assigned to a freight order on a feasible lane with a resource, leaving none stranded as unplanned in the worklist for release.

Answer: D

Explanation:
A planning result is complete when every selected freight unit is assigned to a freight order that has a feasible lane and resource, with nothing left unplanned in the worklist. This is the direct evidence of planning completeness before release. It catches the stranded-load risk that would otherwise miss the cutoff.

Question: 9

CHALLENGE 4 — Calculating Freight Charges and Preparing Settlement to Costing
When a planned freight order is costed, the team is unsure how the charge amount is actually determined from the charge calculation master data.
Which description correctly reflects how charge calculation resolves the amount for a freight order?

A. The calculation sheet lists the charge lines, each line resolves a rate from a rate table keyed by scales such as distance or weight, all under the applicable freight agreement.
B. The rate table stores the total freight amount directly, so the calculation sheet and freight agreement only record which carrier will later be paid that already-fixed total for the order.
C. The freight agreement computes the amount on its own, and the calculation sheet and rate table are used only to print the resolved charge onto the freight settlement document later.
D. The charge type sets the final amount for the freight order, while the rate table and calculation sheet come into play only when a carrier formally disputes the calculated charge.

Answer: A

Explanation:
A calculation sheet organizes the charge lines, and each line resolves its rate from a rate table keyed by scales such as distance or weight, all determined under the applicable freight agreement. This layered determination is how the amount is built rather than read as a single figure. It matches the checkpoint that the charge is traceable to sheet, rate, and agreement.

Question: 10

CHALLENGE 4 — Calculating Freight Charges and Preparing Settlement to Costing
Freight settlement must post the freight cost as a real accrual and actual cost, and finance also wants the cost visible at the level of each delivery item, with both the clean-core commitment and the visibility need respected.
Which approach best satisfies both governance priorities?

A. Post settlement through a custom interface that writes the freight cost straight into finance, bypassing the standard settlement-to-materials-management mapping so the cost reaches finance faster.

B. Use the standard settlement-to-materials-management posting but skip freight cost distribution, accepting that per-item visibility is lost so the integration is kept as simple as possible.
C. Use the standard freight settlement posting to materials management and enable freight cost distribution to the delivery items, so both the clean-core route and item-level visibility are met.
D. Distribute the freight cost to delivery items in a spreadsheet each period while leaving the standard posting untouched, so finance obtains the per-item view through a separate manual step.

Answer: C

Explanation:
The standard freight settlement posting to materials management keeps the integration within clean core, and enabling freight cost distribution allocates the cost back to the delivery items for the visibility finance needs. Both governance priorities are satisfied together with standard capabilities. Neither the standard route nor item-level detail is sacrificed.

Visit us at: https://www.examsboost.com/test/c-s4tm

Thank You for Trying Our Product

For More Information – Visit link below:

https://www.examsboost.com/

15 USD Discount Coupon Code:

G74JA8UF

FEATURES

- ✓ 90 Days Free Updates
- ✓ Money Back Pass Guarantee
- ✓ Instant Download or Email Attachment
- ✓ 24/7 Live Chat Support
- ✓ PDF file could be used at any Platform
- ✓ 50,000 Happy Customer

