



Chapter 9: Reports

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Chapter 9: Reports

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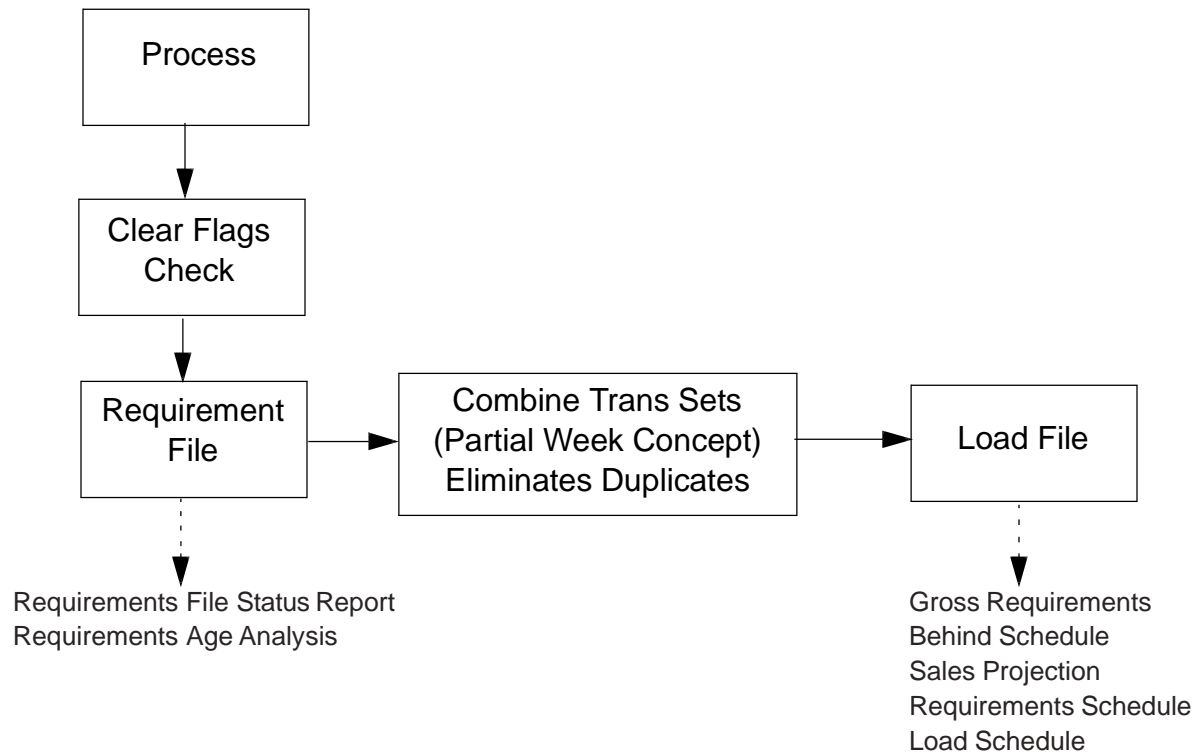
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Introduction

Requirements not yet shipped and requirements shipped but not shifted may be found in the requirement file and/or the load file. Some reports access this information from the requirement file and some from the load file.

All “process” options process data directly into the requirement file (in its original form) and update the load file (where the requirements reflect the necessary calculations and adjustments to determine what to ship).



The Requirement File

The requirement file contains data exactly as received.

No changes are made to adjust the ship date or quantity based on ahead/behind condition, package quantity, lead time, available ship days, carrier travel on week-ends, ship calendar, partial week, etc.

The Load File

The load file is updated during the “process.” Requirements from the load file are displayed at shipper entry time.

Quantities and dates may be adjusted to reflect ahead/behind condition, package quantity, lead time, available ship days, carrier travel on week-ends, ship calendar, partial week, etc.

The Process

“Process” options are found in the following locations:

- On each OEM “receive” menu (VL0xx)
- Manual Requirements and Shipping Adjustments Menu (RC8)
- Order entry (RCORD)
- Outside Processing (RSO1)

Partial Week Calculations

If multiple transaction sets are received for the same week with different frequencies, a partial week calculation may be made to eliminate duplicates and combine transaction sets. Data received on the 866 takes precedence over the data received on the 862, which takes precedence over data received on the 830, which takes precedence over data received on the 850. (See Appendix D for more information on the partial week concept.)

If you are not using the Shift by Company feature, the load file is rebuilt during the daily and weekly shift. If you are using the Shift by Company feature, the load file is built during the shift for the specified company. In addition, when a change is made affecting the load file, the affected requirements are updated at the following times:

- Manual requirements are processed (Manual Entry, Express Entry, Shipping Adjustment, Order Entry)
- EDI requirements are processed (including outside processing)
- Extract
- Report flags are changed *
- Package Quantity is changed *
- Planner Number is changed *
- Ignore Std Pak flag is changed *
- Load Past Due Requirement flag is changed *
- Type of processing flag is changed *
- Perform Chrysler Special Processing for BD and BW Requirements *
- Special Partial Week for Current Week *
- Omit Planning Requirements during shipping for Chrysler *
- Requirement Master is copied *

The load file is updated whether changes are made to a single requirement master or multiple requirement masters using the Requirement Master Global Update.

* Most selection screens for reports and inquiries that access the load file contain a field called Transaction Set Override, in which the user may select a single transaction set from the requirement file to be used for this report, rather than using the report flags entered in the requirement master.

Reports Menu

```

                                MENU: RC11
                                -----
                                REPORTS MENU
                                -----
1. Requirements File Status      11. Forwarding
2. Shipping History             12. Requirement History
3. Gross Requirements           13. ASN Analysis Report
4. Behind Schedule              14. Shipping Analysis
5. Requirements Age Analysis    15. Deleted Shippers
6. Sales Projection             16. Deleted Invoices
7. Requirements Schedule        17. Outstanding Shipments
8. Price History                18. Invoice History
9. Load Schedule              19. Requirements Shift Report
10. Line-Up                     20. Cum Required History
                                21. Rack Sequence Error Report
                                22. Nissan Ship Sched Load Sheet

                                24. Return to Main Menu

                                Option ____
  
```

Keyword to access Menu RC11: REP, REPORT, REPORTS

1. Requirements File Status

The Requirements File Status Report is a “dump” of all (or selected) data in the requirements master file. It is used to verify entry immediately after creation of the master files and for trouble shooting when running the package with “live” production data.

Data stored in the requirement A record is printed first, followed by all requirements (requirement master B records) for all transactions sets received from the OEM or entered through manual entry.

The requirement A record consists of the following:

- Data entered on the Header Screen of the requirement master.
- OEM-specific data accessed using F7 from the requirement master.
- High fab and material data accessed using F19 from the requirement master.
- Special processing flags accessed using F20 from the requirement master.
- Last ship date, quantity, and CUM.

The report will be preceded by a single page identifying the selection criteria that was entered for this report.

The company selection will be displayed if the user has authority to multiple companies.

Requirements File Status Selection Screen

REQUIREMENT FILE STATUS

Select one of the following combinations or leave blank to print all:

(1)

_ Customer Abbreviation: _____

_ Internal Part Number: _____

_ Destination Abbreviation: _____

_ Company: _____

_ Customer Abbreviation: _____

Internal Part Number _____

Destination Abbreviation: _____

Model Year: _____

Date Range: Beginning xx/xx/xx (leave both blank

Ending xx/xx/xx for all dates)

F3=Exit

Select the records to be included on the Requirement Status Report. The date range applies to all selections (shown below).

- All records for a specific customer.
- All records for a specific part.
- All records for a specific destination.
- All records for a specific requirement master.

Enter "1" next to "Customer Abbreviation" and enter a customer abbreviation to print all records for that customer abbreviation. This will include all parts and all destinations associated with this customer. The date range defaults to the system date. All records up to and including the system date will be included in the report, unless a different date range is entered at the bottom of the selection screen. Leave date range fields blank to include all requirements for all dates.

Enter "1" next to "Internal Part Number" and enter an in-house part number to print all records for that part number. This will include all customers and all destinations associated with this customer. The date range defaults to the system date. All records up to and including the system date will be included in the report, unless a different date range is entered at the bottom of the selection screen. Leave date range fields blank to include all requirements for all dates.

Enter "1" next to "Destination Abbreviation" and enter a destination abbreviation to print all records for that destination abbreviation. This will include all parts associated with this destination. The date range defaults to the system date. All records up to and including the system date will be included in the report, unless a different date range is entered at the bottom of the selection screen. Leave date range fields blank to include all requirements for all dates.

Enter "1" next to final selection and enter all fields to print all records for that requirement master record. The date range defaults to the system date. All records up to and including the system date will be included in the report, unless a different date range is entered at the bottom of the selection screen. Leave date range fields blank to include all requirements for all dates.

F3 - Exit

- Returns to the menu without printing.

JTBELIST									
TIME: 10:01:50									

REQUIREMENTS FILE STATUS									
COMPANY 01									

CUST	OUR PART	DEST	MODEL ORN	CUSTOMER		SOLD TO:	SHIP TO:	400	41
ABEV	NUMBER	ABEV	YEAR CODE	PART NUMBER					

CHVS	CH413	MINIE	C	CH-413					

CONTROLLING SOURCE:									
ISSUING DUNS:									
DEST DUNS:									
SUPPLIER ID:									

DOCK:									
COMMODITY CODE:									
PRODUCT CODE:									
PRICE CODE:									
WEEKLY SHIP CODE:									
BALANCE/FINAL OUT:									

CHRY SHIP FROM:									
CHRY DOCK CODE:									
HONDA PLANT CODE:									
ISUZU PROCESS#:									
ISUZU DEPT CODE:									

REQ DATE	TIME	NET REQ	PIG REQ	VIN #	TRN TYP	RAN NUMBER	P.O. NUMBER	ENG LVL #	REQ TYPE/FREQ

HONDA									
ARV DATE	ENR	ORDER PRICE	ORDER QTY	REL NO.	REL DATE	RTX CDE	PRIMARY METAL	BEGIN	ENDING LINE

5/11/xx	0/00/00	600	3,700	0	111-1	4/09/xx	830		AUTH C/D

5/11/xx	0/00/00	300	0	0	111-1	4/09/xx	862		AUTH C/D

5/18/xx	0/00/00	800	800	0	111-1	4/09/xx	830		AUTH C/D

6/01/xx	0/00/00	1,750	1,750	0	111-1	4/09/xx	830		AUTH C/D

LAST SHP DATE: 5/08/xx 5/06/xx 4/29/93 4/28/xx									
LAST SHD QTY: 1,750 800 100 150									
CUM SHIP: 6,400 4,650 3,850 3,750									

S U P P L I E R									
CONTAINER PART#: 866 - 862 X 830 X 850 -									
CONTAINER DESC: 866 - 862 X 830 X 850 -									
CONTAINER WGT: 866 - 862 X 830 X 850 -									
PALLET CAPACITY: 866 - 862 X 830 X 850 -									
PALLET DESCRIPTION: 866 - 862 X 830 X 850 -									
RETURNABLE CONT CODE: 866 - 862 X 830 X 850 -									
PACKAGE QTY: 866 - 862 X 830 X 850 -									
UNIT OF MEASURE: 866 - 862 X 830 X 850 -									
BOOK NUMBER: 866 - 862 X 830 X 850 -									
USER DEFINED: 866 - 862 X 830 X 850 -									
REMARK: 866 - 862 X 830 X 850 -									

2. Shipping History

The Shipping History Report lists data relating to shipments for the selection criteria entered. The oldest data is printed first, unless the Descending Order default “N” (no) is changed to “Y” (yes).

The shipping history file is updated during the “extract” and each time the Reprint Invoices prompt is answered “no.”

In addition to the headings printed across the top of the report, the RAN (receipt authorization number) and purchase order number will print on the second line if those fields are entered through manual entry or received from the OEM. The headings on the second line will not print if there is no data present.

Note: The RAN field is used for different identification numbers for different OEMs, such as the DON (delivery order number) for Mazda or KD Order Number for Honda.

A shipping adjustment is indicated by “ADJ” in the right-most column of the report.

The adjusted amount will appear in the Quantity Shipped column. The comment entered when the adjustment was made will print next to the Previous CUM.

The company selection will be displayed if the user has authority to multiple companies.

Optional - Application Control Record

A record can be entered to include prices in shipping history (both Reports and Inquiries). If the application control record is not entered, prices are not found in Shipping History.

Application Name:	*ALL
Keyword:	DSPPRICE
Length:	Blank
Decimal:	Blank
Infor Data:	Blank

Shipping history can be printed with a single selection criteria or any combination. If no company number is entered, all company numbers entered on the previous screen will be used.

Warning: If Enter is pressed with no selection criteria specified, all history for all companies entered on the previous screen will be included in this report.

Shipping History Selection Screen

SHIPPING HISTORY REPORT

Company ____

Customer Abbreviation ____

Internal Part Number ____

Destination Abbreviation . ____

Model Year ____

Starting Date (MMDDYY) ... ____

Ending Date (MMDDYY) ____

Descending Order? (Y/N) .. N

Carrier Number ____

SCAC Code ____

F3=Exit

- | | |
|----------------|---|
| Company | - Enter a company number or leave blank to use companies entered on the previous screen. |
| Customer Abbr | - Abbreviation as entered in the requirement master. Or, leave blank for all customers. |
| Internal Prt # | - In-house part number, or leave blank to print all. If this field is entered, all preceding fields must be entered. |
| Dest Abbr | - Abbreviation as entered in the requirement master. Leave blank to list all destinations for the company number, customer, part number entered. If this field is entered, all preceding fields must be entered. |
| Model Year | <p>- If applicable, model year is entered as entered in the requirement master. If this field is entered, all preceding fields must be entered.</p> <p>OEMs that use model year are the following:</p> <ul style="list-style-type: none"> Caterpillar General Motors (G, GF, GT) John Deere Mitchell <p>OEMs that sometimes use model year are the following:</p> <ul style="list-style-type: none"> Lear Mack Truck TRW |

Maps that use model year (see individual trading partner document for usage) are the following:

- AJ - American Axel
- HE - Chahta Enterprises
- DT - Delphi Harrison Thermal
- DX - Delphi Packard Electric Systems
- LT - Litens
- MX - Mexican Industries
- QM - Mitsubishi Heavy Industry Climate Control
- SR - Summit Polymers
- TH - Takata Seatbelts / Irvin Automotive
- TK - Tokico
- WC - Workhorse Custom Chassis

Enter “*BLK” to search for a match of a blank model year. Only records with a blank model year will be included in the selection.

Leaving this field blank (no model year and no *BLK) will include all records for all model years, whether blank or not.

- | | | |
|------------------|---|--|
| Starting Date | - | Enter beginning date of the range to print in MM-DD-YY format. Or, leave blank for all records. |
| Ending Date | - | <p>Enter ending date of the range to print in MM-DD-YY format. Or, leave blank for all records.</p> <p>Note: The date fields can be left blank so that all shipping dates on file will be listed on the report, which is useful for CUM Reconciliation.</p> |
| Descending Order | - | <p>The default is “N” (no), which will print in ascending order (oldest first).</p> <p>Enter “Y” (yes) to print in descending order (most recent first).</p> |
| Carrier Number | - | Optional. Enter the carrier number to limit the report to only records for a specific carrier. |
| SCAC Code | - | Optional. Enter the SCAC code to limit the report to only records for a specific SCAC code. |
| F3 - Exit | - | Returns to the menu without printing. |

USER: DOC	9/16/xx	14:36	SHIPPING HISTORY REPORT										PAGE: 1
			FOR COMPANY DM										PRCH:PER1000

SELECTION: PRINT IN DESCENDING ORDER: N													
CUST	DEST	PART NUMBER	N/Y	GROSS WT	SHIP	QTY	SHIP	PREVIOUS SHIP DATE	CARRIER	UON	CONTAINER PMA	SOLITO	T
		CUSTOMER PART			INVM			REQ DATE/TIME	CAR	QTY	DESC	SHIP TO	T

CHRYE	CHRYE	CPART1		1778	207	12345678		4239	3/01/xx	EA	1	00000001	8
		CHRYSLER PART 1			99207			4/01/xx	9:00 000			00000001	
										UNIT PRICE:	100.0000		
CHRYE	CHRYE	CPART1		1297	258	1296		SHIP WHS/LOC:	/CP1LOC	CONR	WHS/LOC:	999999/	8
		CHRYSLER PART 1			258			6831	4/03/xx	EA	1	00000001	
										UNIT PRICE:	100.0000		
CHRYE	CHRYE	CPART1		1297	258	1296		SHIP WHS/LOC:	/CP1LOC	CONR	WHS/LOC:	TEST /	8
		CHRYSLER PART 1			258			8127	4/03/xx	EA	1	00000001	
										UNIT PRICE:	00000001		

3. Gross Requirements

The Gross Requirement Report (if the default time spans are accepted) includes the following columns:

- The first four columns represent the next four weeks' authorized ship requirements (the first week is rounded up to the package quantity and includes the behind quantity).
- The fifth column represents the balance of the month of the fourth week.
- The next three columns represent the next three months of planning requirements.

The time spans for each column can be changed.

The forecast can be expanded to include as many as eight additional user-defined columns or time periods.

Gross Requirements Selection Screen 1

Summary, Detail, or Rel# Detail..	D	(S/D/R)
Net or Package.....	P	(N/P)
Condensed Print.....	Y	(Y/N)
Print FBO Component Parts	N	(Y/N)

- | | | |
|--------------------------------|---|---|
| Summary, Detail, or Rel#Detail | - | <p>The default is "D" for "detail." The detail report itemizes the requirements by destination.</p> <p>Change to "S" for "summary" to print only totals for all destinations.</p> <p>Change to "R" for "release," to print detail by individual release number within the destination.</p> |
| Net or Package | - | <p>The default is "P" for "package." The requirement quantity is rounded up to the package quantity entered in the requirement master, and includes the behind quantity.</p> <p>Change to "N" for "net" to print quantities transmitted from the OEM. If a behind condition exists, the behind quantity will be added to the first week quantity.</p> |
| Condensed Print | - | <p>The default is "Y" for "yes." This will print the Gross Requirements Report at 15 characters per inch so that it can be printed on 11 in. x 8 1/2 in. paper.</p> <p>Condensed print is required if using more than the eight default columns.</p> <p>Change to "N" for "no" to print at 10 characters per inch on standard 14 in. x 11 in. computer paper.</p> |

Print FBO

- The default is "N" for "no." Component parts will not be printed on this report. End parts are included.

Note: When using the Feature-Based Order System, component parts are marked "F" or "B" in the requirement master. These feature and base parts make up the end part, which is marked "E" in the requirement master.

Enter "Y" to include feature and base parts (component parts) on this report in addition to the end part that will be shipped.

Detail Report Selection Screen

Report Selection

Company..... ____

Customer Abbv..... ____

Customer/Internal Part..... I (C/I)

Part Number..... _____

Destination Abbv..... ____

Model Year..... ____

User Defined Field..... ____

Show in Piece or Container.. P (P/C)

Trans. Type Override..... N (Y/N)

Omit parts with -0- reqmts.. Y (Y/N)

Include Behind Y (Y/N)

Planner Code..... From: ____ to: ____

F3=Exit

Enter any combination of fields to select the records for the report. The complete key does not need to be entered. Leaving a field blank means all records matching the other criteria.

Cust/Internal Part

- The default is "I" for in-house part number. This determines the order of the report.

Change to "C" to print in customer part number order.

Model Year

- If applicable, model year entered as it is entered in the requirement master file.

OEMs that use model year are the following:

- Caterpillar
- General Motors (G, GF, GT)
- John Deere
- Mitchell

OEMs that sometimes use model year are the following:

- Lear
- Mack Truck
- TRW

Maps that use model year (see individual trading partner document for usage) are the following:

- AJ - American Axel
- HE - Chahta Enterprises
- DT - Delphi Harrison Thermal
- DX - Delphi Packard Electric Systems
- LT - Litens
- MX - Mexican Industries
- QM - Mitsubishi Heavy Industry Climate Control
- SR - Summit Polymers
- TH - Takata Seatbelts / Irvin Automotive
- TK - Tokico
- WC - Workhorse Custom Chassis

Enter “*BLK” to search for a match of a blank model year. Only records with a blank model year will be included in the report.

Leaving this field blank (no model year and no *BLK) will include all records for all model years, whether blank or not.

- | | | |
|----------------------|---|---|
| User Defined Field | - | Enter the user-defined field as entered in the requirement master to select only those records that have been grouped together with the use of this field. Or, leave blank for all. The preceding fields need not be entered. If Company Number is blank, the companies entered on the Company Authorization screen are used. |
| Show in Piece/Cont | - | <p>The default is “P” for “piece.” This prints this report to show the number of parts needed, rounded up to the package quantity entered in the requirement master, to meet the requirements.</p> <p>Change to “C” for “container” to print the number of containers needed to ship the parts required for the same period of time.</p> |
| Trans. Type Override | - | <p>The default is “N” (no), which means the transaction sets selected in the requirement master are used to retrieve data from the load file. Partial-week calculations are made if necessary. See Appendix D for more information on the partial week concept.</p> <p>Change to “Y” to display the selection screen to override the transaction sets in the requirement master and print the Gross Requirements Report based on only one transaction set, from the requirement file.</p> |

Transaction Override Window

Transaction Type Override

Valid Transaction Sets

866

862

830

850

Selection.. ____

- Omit parts with 0 reqmts (Y/N) - The default is "Y" to omit listing parts with no requirements.
- Include Behind (Y/N) - Enter "Y" to include "behind" records.
- Planner Code - Enter a planner code or a range of planner codes as entered in the requirement master to select only those records that have been grouped together with this planner code or range of planner codes. Or, leave blank for all.
- F3 - Exit - Returns to the menu.

Date Range Selection Screen

Date Range Selections

	Begin	End	#Days
Date Range 1	9/09/xx MO	9/15/xx	7
Date Range 2	9/16/xx MO	9/22/xx	7
Date Range 3	9/23/xx MO	9/29/xx	7
Date Range 4	9/30/xx MO	10/06/xx	7
Date Range 5	10/07/xx MO	10/31/xx	25
Date Range 6	11/01/xx FR	11/30/xx	30
Date Range 7	12/01/xx SU	12/31/xx	31
Date Range 8	1/01/xx WE	1/31/xx	31
Date Range 9			
Date Range 10			
Date Range 11			
Date Range 12			
Date Range 13			
Date Range 14			
Date Range 15			
Date Range 16			

F3=Exit F12=Cancel

Press Enter to confirm date selections

Press Enter to accept the default date ranges and submit the job to the job queue. The default dates displayed will print as column headings on the report. The default time spans include the following columns:

- The first four columns represent the next four weeks' authorized ship requirements (the first week is rounded up to the package quantity and includes the behind quantity).
- The fifth column represents the balance of the month of the fourth week.
- The next three columns represent the next three months of planning requirements.

The time spans for each column can be changed (date ranges 1–8)

Change the beginning date(s) and then press Enter. The ending date(s), the day of the week, and the number of days in each time span are calculated by the system and displayed. The final end date will be 99/99/99 (to include all requirements beyond the last date range). "99/99/99" may be changed to a specific ending date.

The forecast can be expanded to include as many as eight additional user-defined columns or time periods. A report displaying more than eight columns must be printed in condensed print.

To enter a time span for additional columns (date ranges 9–16)

Enter the beginning date(s) and press Enter. The ending date(s), the day of the week, and the number of days in each time span are calculated by the system and displayed. The final end date will be 99/99/99 (to include all requirements beyond the last date range). "99/99/99" may be changed to a specific ending date.

DATE: 9/12/xx	** DETAIL **		GROSS REQUIREMENTS REPORT- PKG				BY INTERNAL PART		PAGE:
TIME: 15:50:01	SHOWN IN PIECES		FOR COMPANY 13				PLANNER RANGE 0000 - 9999		FROM: RSPR20

SHIPPING		--- LST SHP	---	CUM SHP	AHEAD/	9/09	9/16	9/23	9/30
SCHEDULE		DATE	---	QTY	BEHIND-	9/15	9/22	9/29	10/06
*****		*****		*****	*****		*****	*****	*****
* 123	123-123		*****		*****	*****	*****	*****	*****
*****		*****		*****		*****		*****	
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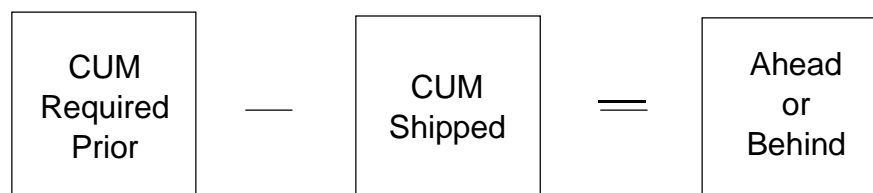
4. Behind Schedule

The Parts Behind Schedule prints a list of parts that have outstanding requirements that have not been shipped prior to the system date.

Every time the load file is updated, the behind quantity is re-calculated.

The load file is updated when the following occurs:

- Manual Processes (Manual Entry, express Entry, Shipping Adjustment, Order Entry).
- EDI Processes (Including outside processing).
- Shipper Reprint answered with “NO” (Extract).
- Report flags are changed. *
- Package Quantity is changed. *
- Planner Number is changed. *
- Ignore Std Pak flag is changed. *
- Load Past Due Requirement flag is changed. *
- Type of Processing flag changed. *
- Perform Chrysler Special Processing for BD and BW Requirements.*
- Special Partial Week for Current Week. *
- Omit Planning Requirements during shipping for Chrysler. *
- The Requirement Master is copied.
- The load file is rebuilt whether changes are made to a single requirement master or multiple requirement masters using the Requirement Master Global Update.



When the CUM required prior is greater than the CUM shipped, a “behind” condition exists. The CUM required prior used for the calculation is determined by the reports flags in the requirement master file. Or, it can be overridden on the Selection Criteria entry screen.

Exceptions: Some requirements are not shifted out of the load file after the system date because a RAN, purchase order number, or other identification number is required to remain with this quantity and to be transmitted on the ASN when shipped.

However, the total of all requirements in the load file older than the system date are displayed on the Parts Behind Schedule.

The Parts Behind Schedule can be printed for parts or for containers. The field Show in Piece or Container has a default value “P” for “piece.” It can be changed to “C” for “container” to print the report to list the number of containers needed to ship the behind quantity.

The company selection is displayed if the user has authority to multiple companies.

Detail Report Selection Screen

Report Selection

Company..... _

Customer Abbv.....

Customer/Internal Part..... I (C/I)

Part Number.....

Destination Abbv.....

Model Year.....

User Defined Field.....

Show in Piece or Container.. P (P/C)

Trans. Type Override..... N (Y/N)

Planner Code..... From: _ to: _

F3=Exit

The company number must be entered. The remaining fields (except those with a default value) can be left blank or entered selectively using the top-down approach.

- | | | |
|--------------------|---|--|
| Company | - | Enter company number. (Required). |
| Customer Abbrev. | - | Abbreviation as entered in the requirement master. Or, leave blank for all records for the company number entered. |
| Cust/Internal Part | - | <p>The default is "I" for internal part number. This determines the order of the report.</p> <p>Change to "C" to print in customer part number order.</p> |
| Part Number | - | Enter a part number, either customer or internal, depending on the entry in the previous field. Or, leave blank for all parts. |
| Destination Abbv | - | Abbreviation as entered in the requirement master. Or, leave blank for all. |
| Model Year | - | <p>If applicable, enter the model year as it is entered in the requirement master. Or, leave blank for all.</p> <p>OEMs that use model year are the following:</p> <ul style="list-style-type: none"> • Caterpillar • General Motors (G, GF, GT) • John Deere • Mitchell |

OEMs that sometimes use model year are the following:

- Lear
- Mack Truck
- TRW

Maps that use model year (see individual trading partner document for usage) are the following:

- AJ - American Axel
- HE - Chahta Enterprises
- DT - Delphi Harrison Thermal
- DX - Delphi Packard Electric Systems
- LT - Litens
- MX - Mexican Industries
- QM - Mitsubishi Heavy Industry Climate Control
- SR - Summit Polymers
- TH - Takata Seatbelts / Irvin Automotive
- TK - Tokico
- WC - Workhorse Custom Chassis

Enter “*BLK” to search for a match of a blank model year. Only records with a blank model year will be included in the report.

Leaving this field blank (no model year and no *BLK) will include all records for all model years, whether blank or not.

User Defined Field	-	Enter the user-defined field as entered in the requirement master to select only those records that have been grouped together with the use of this field. Or, leave blank for all. A company number must be entered.
Show in Piece/Cont	-	<p>The default is “P” for “piece.” This prints this report to show the number of parts needed, rounded up to the package quantity entered in the requirement master, to meet the requirements.</p> <p>Change to “C” for “container” to print the number of containers needed to ship the parts required for the same period of time.</p>
Trans. Type Override	-	<p>The default is “N” for “no,” which means the transaction sets selected in the requirement master are used and partial week calculations are made if necessary. See Appendix D for more information on the partial week concept.</p> <p>Change to “Y” to display the selection screen to override the transaction sets in the requirement master and print the Gross Requirements Report based on only one transaction set, from the requirement file.</p>

Transaction Override Window

Transaction Type Override

Valid Transaction Sets

866

862

830

850

Selection.. ____

- | | | |
|--------------|---|---|
| Planner Code | - | Enter a planner code or a range of planner codes as entered in the requirement master to select only those records that have been grouped together with this planner code or range of planner codes. Or, leave blank for all. A company number must be entered. |
| F3 - Exit | - | Returns to the menu. |

DATE: 4/20/XX		PARTS BEHIND SCHEDULE						PAGE: 1
TIME: 10:39:29		FOR COMPANY 01						FROM: JTREEHND
* = BEHIND QTY CALCULATED FROM PAST DUE REQUIREMENTS								
SELECTION:		COMPANY: 01	CUST ABBV: CHRYS	DEST ABBV:				
		PART NUMBER:						
		MC:	USER DEFINED:					
		PKG OF CTN: P	TRAN TYPE:					
		BEG. PLN #:	0000	END. PLN #:	9999			
CUST DEST	INTERNAL PART #	CUSTOMER PART NUMBER	MC	P.O. NBR	CUM REQUIRED	CUM SHIPPED	BEHIND	TRANS TYPE
ABRV ABBV								
CHRYS WARRRN	357	06547257		012345	2846	2075	771	862
CHRYS NEWRK	835	05512835		022345	282		292	862
CHRYS JEFF	516	00516516		033445	1500	1155	345	862

5. Requirements Age Analysis

The Requirements Age Analysis Report identifies all requirement master records that have not been updated with requirements from an 830 or an 862 in the number of days entered on the selection screen.

Note: Some research may be required to determine why requirements have not been processed into these requirement masters. If errors (from the error report that is printed when the “print” option is taken) are not corrected, requirements will not be processed.

The system will subtract the number of “Aged Days” entered on the selection screen from the system date. It will then compare that calculated date with the release date, for each requirement master that matches the selection criteria. The report will list each record equal to or older than the number of days entered. The release number, date, and the age in days will be printed.

The company selection will be displayed if the user has authority to multiple companies.

Requirements Age Analysis Screen

REQUIREMENTS AGE ANALYSIS REPORT

Company _

Customer Abbreviation _

Number of Aged Days _

Planner Codes From: _ To: _

F3=Exit

- | | | |
|---------------------|---|---|
| Company | - | Enter a company number or leave blank to use companies entered on the previous screen. |
| Customer Abbrev | - | Enter a customer abbreviation or leave blank to print for all customers. The company number must be entered if a customer abbreviation is entered. |
| Number of Aged Days | - | Requirement file records with release dates equal to or older than the number of days entered will print. |
| Planner Codes | - | Enter a planner code or a range of planner codes as entered in the requirement master to select only those records that have been grouped together with this planner code or range of planner codes. Or, leave blank for all. |
| F3 - Exit | - | Returns to the menu. |

DATE: 4/20/xx		REQUIREMENTS AGE ANALYSIS				PAGE: 1			
TIME: 11:46:41		FOR COMPANY 01 - * YOUR COMPANY NAME *				PRGM: JTRAGE			
		NUMBER OF AGED DAYS: 30							
		PLANNER CODES FROM 0013 TO 0013							
CUST	OUR PART NO.	DEST	ABBREV	M/Y	CUST PART NO	PLANNER	RELEASE	RELEASE	AGE
ABBREV						NUMBER	NUMBER	DATE	
CHRY	333456				333-456	0013	100-1	8/26/xx	237
FORD	F123456				F-123-456	0013	F10	1/18/xx	93
NISS	N123				N123-N123	0013	111	1/11/xx	100
NISS	10001				27850-62J00	0013	121	1/11/xx	100

6. Sales Projection

The Sales Projection Report translates requirement quantities to dollars. The format is the same as the Gross Requirements Report, which, if the default time spans are accepted, includes the following columns:

- The first four columns represent the next four weeks' authorized ship requirements (the first week is rounded up to the package quantity and includes the behind quantity).
- The fifth column represents the balance of the month of the fourth week.
- The next three columns represent the next three months of planning requirements.

The time spans for each column can be changed.

The forecast can be expanded to include as many as eight additional user-defined columns or time periods.

The Sales Projection Report is followed by a page of totals for each company and a page of grand totals for all companies.

The company selection will be displayed if the user has authority to multiple companies.

Sales Projection Print Format Screen

SALES PRODUCTION REPORT SELECTION

Summary or Detail..... D (S/D)

Net or Package..... P (N/P)

Condensed Print..... Y (Y/N)

F3=Exit

- Summary or Detail
- The default is "D" for "detail." The detail report prints totals for each destination.
- Change to "S" for "summary" to print one total for all destinations.
- Net or Package
- The default is "P" for "package." The requirement quantity is rounded up to the package quantity entered in the requirement master and includes the behind quantity.
- Change to "N" for "net" to print quantities transmitted from the OEM. If a behind condition exists, the behind quantity will be added to the first week quantity.
- Condensed Print
- The default is "Y" for "yes." This will print the Sales Projection Report at 15 characters per inch so that it can be printed on 11 in. x 8 1/2 in. paper.

Condensed print is required if using more than the eight default columns.

Change to "N" for "no" to print at 10 characters per inch on standard 14 in. x 11 in. computer paper.

Press Enter to display the Detail Report Selection screen.

Detail Report Selection Screen

Report Selection

Company..... _

Customer Abbv..... _

Customer/Internal Part..... I (C/I)

Part Number..... _

Destination Abbv..... _

Model Year..... _

User Defined field..... _

Show in Piece or Container.. P (P/C)

Trans. Type Override..... N (Y/N)

Omit parts with -0- reqmts.. Y (Y/N)

Include Behind Y (Y/N)

Planner Code..... From: 0000 to: 0000

F3=Exit

Enter any combination of fields to select the records for the report. The complete key does not need to be entered. Leaving a field blank means all records matching the other criteria.

Cust/Internal Part - The default is "I" for "in-house" part number. This determines the order of the report.

Change to "C" to print in customer part number order.

Model Year - If applicable, model year entered as it is entered in the requirement master file.

OEMs that use model year are the following:

- Caterpillar
- General Motors (G, GF, GT)
- John Deere
- Mitchell

OEMs that sometimes use model year are the following:

- Lear
- Mack Truck
- TRW

Maps that use model year (see individual trading partner document for usage) are the following:

- AJ - American Axel
- HE - Chahta Enterprises
- DT - Delphi Harrison Thermal
- DX - Delphi Packard Electric Systems
- LT - Litens
- MX - Mexican Industries
- QM - Mitsubishi Heavy Industry Climate Control
- SR - Summit Polymers
- TH - Takata Seatbelts / Irvin Automotive
- TK - Tokico
- WC - Workhorse Custom Chassis

Enter “*BLK” to search for a match of a blank model year. Only records with a blank model year will be included in the report.

Leaving this field blank (no model year and no *BLK) will include all records for all model years, whether blank or not.

- | | | |
|----------------------|---|--|
| User Defined Field | - | Enter the user-defined field as entered in the requirement master to select only those records that have been grouped together with the use of this field. Or, leave blank for all. The preceding fields need not be entered. If company number is blank, the companies entered on the company authorization screen are used. |
| Show in Piece/Cont | - | <p>The default is “P” for “piece”. This prints this report to show the number of parts needed, rounded up to the package quantity entered in the requirement master, to meet the requirements.</p> <p>Change to “C” for “container” to print the number of containers needed to ship the parts required for the same period of time.</p> |
| Trans. Type Override | - | <p>The default is “N” for “no,” which means the transaction sets selected in the requirement master will be used and partial-week calculations will be made if necessary. See Appendix D for more information on the partial week concept.</p> <p>Change to “Y” to display the selection screen to override the transaction sets in the requirement master and print the Gross Requirements Report based on only one transaction set, from the requirement file.</p> |

Transaction Override Window

Transaction Type Override

Valid Transaction Sets

866

862

830

850

Selection.. ____

- Omit parts with 0 reqmts (Y/N) - The default is "Y" to omit listing parts with no requirements.
- Include Behind (Y/N) - Enter "Y" to include "behind" records.
- Planner Code - Enter a planner code or a range of planner codes as entered in the requirement master to select only those records that have been grouped together with this planner code or range of planner codes. Or, leave blank for all.
- F3 - Exit - Returns to the menu.

Date Range Selection Screen

Date Range Selections

	Begin	End	#Days
Date Range 1	9/09/xx MO	9/15/xx	7
Date Range 2	9/16/xx MO	9/22/xx	7
Date Range 3	9/23/xx MO	9/29/xx	7
Date Range 4	9/30/xx MO	10/06/xx	7
Date Range 5	10/07/xx MO	10/31/xx	25
Date Range 6	11/01/xx FR	11/30/xx	30
Date Range 7	12/01/xx SU	12/31/xx	31
Date Range 8	1/01/xx WE	1/31/xx	31
Date Range 9	_____	_____	_____
Date Range 10	_____	_____	_____
Date Range 11	_____	_____	_____
Date Range 12	_____	_____	_____
Date Range 13	_____	_____	_____
Date Range 14	_____	_____	_____
Date Range 15	_____	_____	_____
Date Range 16	_____	_____	_____

F3=Exit F12=Cancel
Press Enter to confirm date selections

Press Enter to accept the default date ranges and submit the job to the job queue.

The default dates displayed will print as column headings on the report. The default time spans include the following columns:

- The first four columns represent the next four weeks' authorized ship requirements (the first week is rounded up to the package quantity and includes the behind quantity).
- The fifth column represents the balance of the month of the fourth week.
- The next three columns represent the next three months of planning requirements.

The time spans for each column can be changed (date ranges 1–8)

Change the beginning date(s). Press **ENTER**. The ending date(s), the day of the week and the number of days in each time span is calculated by the system and displayed. The final end date will be 99/99/99 (to include all requirements beyond the last date range). '99/99/99' may be changed to a specific ending date.

The forecast can be expanded to include as many as 8 additional user-defined columns or time periods. A report displaying more than 8 columns, must be printed in condensed print.

To enter a time span for additional columns (date ranges 9-16) - Enter the beginning date(s). Press **ENTER**. The ending date(s), the day of the week and the number of days in each time span is calculated by the system and displayed. The final end date will be 99/99/99 (to include all requirements beyond the last date range). '99/99/99' may be changed to a specific ending date.

DATE: 9/13/XX	** DETAIL **	SALES PROJECTION REPORT-REQ	BY INTERNAL PART	PAGE:
TIME: 9:30:46	BY PIECE	FOR COMPANY 13	PLANNER RANGE 0000 - 9999	PAGE: 00020

SHIPPING	--- LST SHP ---	CUM SHP	AHEAD/	9/09 9/16 9/23 9/30 10/07 11/01 12/01 1/0
SCHEDULE	DATE	QTY	YTD	BEHIND- 9/15 9/22 9/29 10/06 10/31 11/30 12/31 1/3

* 123	123-123	*		
*	RADIATOR BRACKETS	*		

CUST: CM	DRST: FLINT	PO#: 22222	MT:	
REL#: 3333	7/06/95150400000	3312000006000000	8000000	

AUTHORIZED FAB.:	TOT CUM SHIP:331200000	TOTAL NETS: 8000000		
AUTHORIZED MATERIAL:	TOT CUM REQ:200000000	TOTAL CUMS:		

* 123MCD	RAFZ 1234 A	*		
*	TECH CR STEEL	*		

AUTHORIZED FAB.:	TOT CUM SHIP:	TOTAL NETS: 233168		
AUTHORIZED MATERIAL:	TOT CUM REQ:	TOTAL CUMS:		
REL#: 111-1	11/29/XX	7987	14377	200220-
CUST: CHEYS	DRST: WINDS	PO#:	MT:	
REL#: 409	2/06/XX	1065	222105	31151-

* SEE ERROR LISTING FOR CUST: FORD , DEST: WINDS				

* SEE ERROR LISTING FOR CUST: FORD , DEST: WINDS				
* SEE ERROR LISTING FOR CUST: MISS , DEST: SMITH				

7. Requirements Schedule

The Requirements Schedule uses the Monday file to print daily or weekly requirements in a more concise format than the Gross Requirements Report.

The default is to print in the daily format ("D" in Print Daily Requirement or Weekly Buckets?). This report lists all requirements beginning with the current "Monday" week. It will print as many days out into the future as there are in the requirement file.

Change to "W" in the Print Daily Requirement or Weekly Buckets field to print in the weekly format. This report will list weekly totals beginning with the first Monday in the current Monday file for twelve weeks. All future requirements, beyond 12 weeks, will be totalled and printed in the thirteenth week. A plus (+) sign next to the thirteenth Monday date, indicates that this is a total of the requirements beyond the next twelve weeks.

Both the daily and weekly reports can be printed with net or package quantities.

The company selection will be displayed if the user has authority to multiple companies.

Parts Requirement Selection Screen

PARTS REQUIREMENT SCHEDULE			
Company Number _____			
Customer Abbreviation	_____		
Destination Abbreviation	_____		
Internal Part Number	_____		
User Defined Field	_____	(value, *BLK)	
P.O. Number	_____	(value, *BLK)	
Customer Part Number	_____		
Release Number	_____	(value, *BLK)	
Requirements Due Today	N	(Y/N)	
Behind Schedule Parts Only	N	(Y/N)	
Enter Transaction Set Override?	N	(Y/N)	
Print in RAN Number Order?	N	(Y/N)	
Print Net or Package Quantities?	P	(N/P)	
Print Daily Req. or Weekly Buckets?	D	(D/W)	
Print FBO Component Parts?	N	(Y/N)	
Include/Omit Part Descriptions?	I	(I/O)	
Include/Omit Cum Shipped Qtys?	O	(I/O)	
F3=Exit F5=Reset Range Selection F7=Range Selection			

All selection fields on the top half of the screen are optional.

Leaving the selection fields blank will include all records.

Enter “*BLK” to match the blank record. This includes only records with a blank in that field, rather than including all records. This is used only for fields that could have a blank in the requirement record, shown below:

- User Defined Field
- P.O. Number
- Release Number

- | | | |
|----------------------------|---|--|
| F5 - Reset Range Selection | - | This function displays only when a range selection was entered using F7 (Range Selection). F5 will clear the range selections. |
| F7 - Range Selection | - | Displays a window where data for this report can be limited to a range of dates, planner numbers, RANs, and/or sales order and P.O. line numbers. After entering a range selection, press Enter to return to the Parts Requirement selection screen and the words “Range Selection” will be highlighted to indicate a range has been entered. |
| Req Due Today | - | The default is “N.” Change to “Y” to print only parts due today. |
| Behind Only | - | The default is “N.” Change to “Y” to print only “behind” parts. |
| Trans. Type Override | - | <p>The default is “N” (no), which means the transaction sets selected in the requirement master will be used and partial-week calculations will be made if necessary. See Appendix D for more information on the partial week concept.</p> <p>Change to “Y” to display the selection window to override the transaction sets in the requirement master and print the Requirements Schedule based on only one transaction set, from the requirement file.</p> |

Transaction Override Window

Transaction Type Override

Valid Transaction Sets

862

830

850

Selection.. ____

Print Selections:

- | | | |
|--------------------|---|---|
| Print in RAN order | - | <p>The default is “N.” The report will print in date order.</p> <p>Change to “Y” to print in RAN order.</p> |
|--------------------|---|---|

Net/Pkg Qtys	-	<p>The default is “P” to print package quantities, which will round requirement quantities up to the package quantity entered in the requirement master.</p> <p>Change to “N” to print net quantities rather than package quantities.</p>
Daily or Weekly	-	<p>The default is “D” to print Daily Requirements. This prints the dates associated with each requirement, beginning with the current Monday Week. It will print as many weeks out into the future as there are in the requirement file, unless the selection is limited with a date range.</p> <p>Change to “W” to print requirements as weekly totals, beginning with the first Monday in the current Monday file, for twelve weeks. All future requirements beyond twelve weeks will be totalled and printed in the thirteenth week. A plus (+) sign next to the date in the thirteenth Monday week indicates this is a total of the requirements beyond the next twelve weeks.</p>
Print FBO	-	<p>The default is “N” for “no.” Component parts will not be printed on this report. End parts are included.</p> <p>Note: When using the Feature-Based Order System, component parts are marked “F” or “B” in the requirement master. These feature and base parts make up the end part, which is marked “E” in the requirement master.</p> <p>Change to “Y” to include feature and base parts (component parts) on this report in addition to the end part that will be shipped.</p>
Include/Omit Parts Descriptions	-	<p>The default is “I” for “include.” The parts descriptions will be included on this report.</p> <p>Change to “O” to omit part descriptions from this report.</p>
Include/Omit Cum Shipped Qtys	-	<p>The default is “O” for “omit.” The CUM shipped quantities will not be included on this report.</p> <p>Change to “I” to include CUM shipped quantities on this report.</p>

F7 - Range Selection

(From the Parts Requirement Selection Screen)

This function key displays a window in which data for this report can be limited to a range of dates, planner numbers, RANs, and/or sales order and P.O. line numbers.

Range Selection Window

Range Selections			
	From		To
Date.....	_____		_____
Planner Number.....	_____		_____
RAN Number.....			_____
		or	
Sales Order/Po Line#	_____	_____	_____
F12=Return			

- | | | |
|-----------------------|---|---|
| Date | - | Enter a range of dates to limit the report to a range of dates. |
| Planner Number | - | Enter a range of planner numbers (from 0000 to 9999) to limit the report to a range of planner numbers.

A planner number is a user-defined number entered in the requirement master to group requirement masters together for reporting. |
| RAN Number | - | Enter a range of RAN numbers to limit the report to a range of RAN numbers. |
| Sales Order/PO Line # | - | Enter a range of sale orders to limit the report to a range of sale orders. |

Note: When one or more ranges are entered and Enter is pressed, the function description "RangeSelected" is highlighted, indicating a range has been entered.

DATE: 4/20/xx									
TIME: 14:22:10									
DESTINATION ABBREV CHRYS									
PRINT PACKAGE QUANTITIES									
DATE RANGE 0/00/00 TO 99/99/99									
PRINT DAILY REQUIREMENTS									
PLANNER NUMBERS 0013 TO 0013									
TRANSACTION SET ALL									

PLAN	ABBREV	DEST	ABBRV M/Y	CUR PART NUMBER	CUSTOMER PART NUMBER	AHEAD/BEHIND -	REQUIREMENT DATE	PACKAGE QUANTITY	TYPE PRD2
0013	CHRYS	BRAM	516	516	516-516	5226	5/11/xx	400	C D
							5/13/xx	400	C D
							5/15/xx	400	C D
							5/18/xx	400	C D
							6/15/xx	2400	C D
							6/29/xx		C D
0013	CHRYS	WINDS	516	516	516-516	1750	5/11/xx		C D
							5/18/xx		C D
							6/01/xx	1100	C D
							7/03/xx	1800	C D
0013	CHRYS	BRAM	413	413	413-413	180	5/16/xx	300	C D
							6/15/xx	510	C D
0013	CHRYS	WINDS	413	413	413-413		5/11/xx	400	C D
							5/13/xx	400	C D
							5/15/xx	350	C D
							5/18/xx	550	C D
							5/24/xx	600	C D
							5/27/xx	450	C D
							6/01/xx	300	C D
							6/15/xx	450	C D
							6/28/xx	350	C D
							7/03/xx	400	C D
							7/15/xx	500	C D
							7/31/xx	600	C D
							8/04/xx	250	C D
							8/15/xx	400	C D
							8/31/xx	200	C D
							9/06/xx	450	C D
							9/30/xx	450	C D
							10/15/xx	450	C D
							10/31/xx	450	C D

REQUIREMENTS SCHEDULE REPORT										
DATE: 4/20/XX				PAGE: 1		FROM: JTE11700				
TIME: 14:22:10										
COMPANY 01										
* - MULTIPLE REQUIREMENT TYPES OR FREQUENCIES EXIST FOR THIS REQUIREMENT										

PLM	ABBREV	DST	M/Y	CUR	PART NUMBER	CUSTOMER PART NUMBER	AHEAD/ BEHIND-	REQUIREMENT DATE	TIME	PACKAGE QUANTITY TYPE FREQ
0013	CHYS	BRAM		516		516-516	5226	6/14/XX		400 C D
								6/28/XX		2400 C D
0013	CHYS	WINDS		516		516 516	1750	6/07/XX		1100 C D
								6/28/XX		1800 C D
0013	CHYS	BRAM		413		413-413	180	5/10/XX		330 C D
								6/14/XX		510 C D
0013	CHYS	WINDS		413		413-413		5/10/XX		1150 C D
								5/17/XX		1150 C D
								5/24/XX		450 C D
								6/07/XX		300 C D
								6/14/XX		450 C D
								6/21/XX		350 C D
								6/28/XX		400 C D
								7/12/XX		500 C D
								7/26/XX		600 C D
								8/02/XX		2650 C D

8. Price History

The Price History Report prints all changes and deletions to the Price file. A change to any field in the Price file creates a record in the Price History file.

Enter only a company number and part number to print all records for this part number for all customers and destinations. Or, enter customer, destination, and model year to limit the report. When a destination is entered, the customer abbreviation must be entered. If no data is found in the Price History file, the report states "Release information not on file."

The company selection is displayed if the user has authority to multiple companies.

Price History Selection Screen

PRICE HISTORY

Company _

Cust Abbreviation _

Internal Part Number . _

Model Year _ (*BLK=Blank)

Dest Abbreviation _

F3=Exit

- Company Number
- Enter company number. Required.
- Customer Abbrev
- Optional. A user-defined abbreviation identifying the customer. This abbreviation is the same one used in the price and requirement master files. Leave blank for all customers.
- Internal Part Num
- In-house part number that was entered in the Parts Cross Reference file. Leave blank for all.
- Model Year
- If applicable, model year entered as it would be found in the requirement master file.
- OEMs that use model year are the following:
- Caterpillar
 - General Motors (G, GF, GT)
 - John Deere
 - Mitchell
- OEMs that sometimes use model year are the following:
- Lear
 - Mack Truck
 - TRW

Maps that use model year (see individual trading partner document for usage) are the following:

- AJ - American Axel
- HE - Chahta Enterprises
- DT - Delphi Harrison Thermal
- DX - Delphi Packard Electric Systems
- LT - Litens
- MX - Mexican Industries
- QM - Mitsubishi Heavy Industry Climate Control
- SR - Summit Polymers
- TH - Takata Seatbelts / Irvin Automotive
- TK - Tokico
- WC - Workhorse Custom Chassis

Enter “*BLK” to search for a match of a blank model year. Only records with a blank model year will be included in the report.

Leaving this field blank (no model year and no *BLK) will include all records for all model years, whether blank or not.

Destination Abbrev

- A user-defined abbreviation identifying the ship-to plant. This abbreviation is the same one used in the price and requirement master files. If this field is entered, a customer abbreviation must be entered.

Note: A price record can be entered with or without a destination abbreviation. The price history must be accessed the same way.

RUR11900		P R I C E H I S T O R Y R E P O R T										PAGE: 1
TIME: 14:23:08												DATE: 5/11/xx
CO. #	CUST	PARTY	LOWER	UPPER	OLD	NEW	NEW	NEW	NEW	NEW	NEW	OLD/NEW
CHG/DEL	ABBRV.		QUAN.	QUAN.	PRICE	PRICE	COMMENT	COMMENT	PRICE	PRICE	PRICE	FUNDS TYPE

01	CHXS	516			3.00000	3.25000						FUTURE
CHANGED												
92/05/xx												
OLD SUPP SHIP METH: 1 99999999												
01	CHXS	516			3.25000	3.35000						FUTURE
CHANGED												
92/05/11												
OLD SUPP SHIP METH: 1 99999999												
NEW SUPP SHIP METH: PRICE INCREASE												
NEW SUPP SHIP METH: SECOND PRICE INCREASE												

9. Load Schedule

The Load Schedule contains the information needed to create the shippers and to prepare the shipment for the carrier: the quantity due; the number of containers needed; net, tare and gross weights; the customer, destination, and carrier that will be used; and so on.

The company selection will be displayed if the user has authority to multiple companies.

Load Sheet Selection Screen

LOAD SHEET		SORT ORDER: DEST, PART	
Optional Selections (Blank for All)			
Company	_____	Purchase Order ..	_____
Cust Abbrev .	_____	OEM Code	_____
Part Number .	_____	OEM Division	_____
Dest Abrv(s).	_____		
Optional Ranges (Blank for All) FROM		TO	
Requirement Date	_____		_____
Requirement Time	_____		_____
Planner Number	0000		9999
Release Number	_____		_____
RAN Number	_____		_____
Sales Order/PO Line	_____		_____
Line Feed Location	_____		_____
Print a Summary Load Sheet?	_____ (Y/N)	For Summary Load Sheet:	
Print in Internal or Cust Part order?	_____ (I/C)	Pagebreak on dest?	_____ (Y/N)
Print Net or Package quantities?	_____ (N/P)	Print Inventory?	_____ (Y/N)
Print Ship or Arrival Dates?	_____ (S/A)	Print Remarks?	_____ (Y/N)
Print BOM Explosion?	_____ (Y/N)	Print Internal/Cust	
		Part# & Trn Type	_____ (Y/N)
F3=Exit F7=Sort Order F8=Additional Sel			

- Optional Selections - Enter specific selections or leave blank for all.
The Load Sheet may be printed using any combination of selection criteria. If all selection fields are blank, the Load Sheet will include all requirements matching the range selection entered in the load file.
- Optional Ranges - Enter specific selections or leave blank for all.
All ranges are optional. If all ranges are blank, the Load Sheet will include all requirements in the load file matching the selection(s) entered above.
Only the "To Date" is needed to print all requirements up to and including the "To Date."

Print Summary	-	<p>The Summary Load Sheet is printed by trailer capacity, in the same format as the 866 Load Sheet, except using the transaction sets (830, 862, and/or 850) identified by the report flags.</p> <p>The default is “N” to print the detail Load Sheet.</p>
Internal or Customer Part Order	-	<p>The default is “I” to print in internal part number order. Change to “C” to print in customer part number order.</p>
Print Net or Package Quantities	-	<p>The default is “N” to print net quantities. Change to “P” to print package quantities.</p>
Ship or Arrival Date	-	<p>The default is “S” for ship date. (Most OEMs transmit only ship dates).</p> <p>Change to “A” to print arrival dates; most OEMs do not send arrival dates. If lead time calculation is used, for those OEMs transmitting arrival dates, the ship date will be calculated and either ship or arrival dates may be used.</p>
Print BOM Explosion	-	<p>The default is “N” for “no.” Component parts will not be printed on this report. End parts are included.</p> <p>Note: When using the Feature-Based Order System, component parts are marked “F” or “B” in the requirement master. These feature and base parts make up the end part, which is marked “E” in the requirement master.</p> <p>Enter “Y” to “explode” the end parts into their components. This will print feature and base parts that make up the end part, in addition to the end part that will be shipped.</p>
For Summary Load Sheet:		
Pagebreak on destination	-	<p>Default is “Y” to start new page for each destination.</p>
Print Inventory	-	<p>Default is “N.” Change to “Y” to print Lot/Location inventory for each part.</p>
Print Remarks	-	<p>Default is “N.” Change to “Y” to print detail remarks on the summary load sheet.</p> <p>Note: “Y” in this field prints detail remarks on both the summary and detail load sheets.</p>
Print Internal/Cust Part# and Trn Type	-	<p>The default is “Y” to include the in-house part number and transaction set number on the Load Sheet. Change to “N” to exclude them from the Load Sheet.</p>

Special Print Requirements Based on OEM

Ford

The Engineering Part Number prints on the Load Sheet (OEM code = F). If customer abbreviation = AF1CC and LABEL7 = 865, print message "Waiting for reply for OEM."

Ford Customer Service Division (FCSD)

Prints intermediate consignee address from the Destination file (OEM Division = FCSD). Accesses the machine readable destination file to obtain the "Purchase Order Destination Number" to retrieve the address from the Destination file.

General Motors

GM ISP (OEM code = G) and GM MGO (OEM code = GF) send "P" in the IMD segment when GM pilot/preproduction parts require quality paper work (GP-4 and GP-6) to accompany the shipment. "P" is processed into the Final Release Code field found in the requirement master A. A message prints on the load sheet to note that paperwork is required for these parts.

GM modules G, GT, and GF print beginning KANBAN (from the RAN field) on both summary and detail load sheets.

Honda

The Honda "Order Number" prints in the RAN position.

A new selection option has been added to the Load Sheet (F7=Sort Order). The Load Sheet has been modified to split out the small lot requirements into package quantities. You must select this option in order to print the Honda Small Lot Load Sheet. The selection criteria must contain:

OEM = 'HA'

Print a Summary Load Sheet? = 'Y'

Print Net or Package quantities? = 'N'

1=SELECT	LOAD SHEET SORT ORDER
_Part Number, Destination	_Destination, Manifest#, Part#
_Part Number, RAN	_Destination, Dock, Part#
_RAN, Destination, Part Number	_Destination, Sid#, Part#
_Destination, Release, Part Number	_Rack Sequence - Nissan
_Release, Destination, Part Number	_Job Seq#, Batch#, Lot# - Honda
_Purchase Order, Part Number	_Rack Sequence - Nissan (Ascending)
866 Load Sheet	_Seq, Order Swet Date
_Destination, VIN#, Part Number	_Chrysler Detail Dock, Part#
_Destination, Date, Part Number	_Honda Small Lot
_Destination, RAN, Part Number	
_Destination, Date, RAN	
_Rack Sequence	
_Destinatin, VIN#, Part Number, RAN	
_Destination, Build Station, Part#	
_Destination, Date, Manifest#	
F12=Return	
F12=Exit F7=Sort Order F8=Additional Sel	

After the load sheet is printed, the message prompt, "Check Honda Small Lot Report. Do you wish to update the Load file (Y, N)", will appear. If 'Y' is selected, the load file will be changed to match the load sheet. If 'N' is selected, the load file will not be changed. (The small lot quantities will **not** change until 'Y' is entered.)

Note: It is possible that the quantities in the load file may get changed back to their original quantity if the load file is rebuilt before the shipper is created. This can happen when another trading partner's files are processed, or when option 9 (9=Package Recalc) is selected from REQUIREMENT MASTER ENTRY - HEADER REVIEW. If these quantities are changed back to their original values, then the load sheet option must be re-run and the load file updated in order to split out small lot quantities to match the load sheet. It is recommended that the load sheet be printed and the load file updated prior to each shipment of small lots.

Mazda

The Mazda line supply location prints beneath the part description on the Load Sheet (OEM code = Z). The Storage Location next to the Line Supply Location is available for manual entry on the bar code.

Mitsubishi Motors

Prints 830 date and time on 862 requirements (for reference).

Mitsubishi Motors received through CTX

Prints arrival date and time for 862 requirements (OEM = CQ).

Toyota Motor Manufacturing

Prints KANBAN# on Load Sheet (OEM code = Y).

The Summary Load Sheet (866)

The Summary Load Sheet (866) calculates by trailer capacity and includes net, tare, and gross weights for up to 18 trailers.

Paccar/Peterbilt Note: An 866 Load Sheet can be printed for Paccar/Peterbilt 862 Line Sequence requirements.

The 866 Load Sheet cannot be printed by the Customer/Destination/Part combination. The parts must be shipped in sequence so all parts for the above criteria will be included. If Cust/Dest/Part is selected and there is "Y" in the 866 Load Sheet field, an error message will state "Cannot go to part level on 866s."

The ship date that will print on the 866 Load Sheet will be the date calculated based on the "Delivery Travel Time (Hrs/Min)," "Delivery Travel Time (Days)," and "Available Ship Date" fields in the destination master file. The actual date transmitted by the OEM can be found in the date column of the Requirement File Status Inquiry or Report.

Note: The package quantity entered in the requirement master is the number of pieces per container. It is used on reports and inquiries to represent the package quantity required, and it is also used on the 866 Load Sheet to indicate the position (slot number) within the container.

However, when calculating the 866 Load Sheet, a package quantity of "1" is always used because the sequence number must remain with the requirement.

The 866 Load Sheet prints with breaks after each full trailer, based on trailer capacity entered in the requirement master. Net, tare, and gross weight totals are printed for up to 18 trailers.

If the Trailer Capacity field in the requirement master is blank or "0," no trailer calculation will take place (all parts are assumed to be on one trailer) and an informational message is printed on the Load Sheet stating that "Trailer Capacity" is blank or "0."

If the number of parts shipped is not divisible by the trailer capacity, an informational message is printed on the Load Sheet stating "Not a Full Trailer."

Note: When multiple part numbers are shipped on one trailer, the container capacity (package quantity) and the trailer capacity must be the same on both requirement masters. If they are not, the quantities entered on the first one are used to create the 866 Load Sheet.

Special Print Requirements Based on OEM (Summary)

Ford

The Engineering Part Number prints on the Load Sheet (OEM code = F). If customer abbreviation = AF1CC and LABEL7 = 865, print message "Waiting for reply for OEM."

Freightliner

The Assembly Bill of Material# prints on the 866 Load Sheet (OEM code = I).

General Motors

GM ISP plants send "P" in the PRS segment when GM pilot/preproduction parts require paperwork. "P" is processed into the Final Release field in the requirement master. A message prints on the Load Sheet to note that paperwork is required for these parts.

GM modules G, GT, and GF print beginning KANBAN (from the RAN field) on both summary and detail load sheets.

CAMI

The CAMI SID number prints on the summary load schedule.

F7 - Sort Order

(From the Load Sheet Selection Screen)

Sort Window

LOAD SHEET SORT ORDER

```

1=Select
_ Part Number, Destination          _ Destination, Manifest#, Part#
_ Part Number, RAN                 _ Destination, Dock, Part#
_ RAN, Destination, Part Number    _ Destination, Sid#, Part#
_ Destination, Release, Part Number _ Rack Sequence - Nissan
_ Release, Destination, Part Number _ Job Seq#, Batch#, Lot # - Honda
_ Purchase Order, Part Number       _ Rack Sequence - Nissan (Ascending)
_ 866 Load Sheet                  _ Seq, Order Swet Date
_ Destination, VIN#, Part Number    _ Chrysler Detail Dock, Part#
_ Destination, Date, Part Number
_ Destination, RAN, Part Number
_ Destination, Date, RAN
_ Rack Sequence
_ Destination, VIN#, Part Number RAN
_ Destination, Build Station, Part#
_ Destination, Date, Manifest#

F12=Return

```

Chrysler Note: When the Chrysler Detail Dock, Part# sort selection is made, the report will reflect the name and address of the associated detail dock as the destination (SHIPTO) address.

Paccar Note: Sort order (dest, VIN, part, RAN) is the order that matches Peterbilt's Weekly EDI Processing Report.

Sort order (dest, build station, part #) is received and stored, but it cannot be viewed. It prints on the bar code labels. Paccar requires only one build station per pallet.

Ford ILVS Note: Sort order (Rack Sequence) includes both Rack ID and Rack Sequence number. The load sheet prints in descending order (high rack sequence to low), and each rack ID is followed by a dotted separator line when the Rack Sequence number changes.

GM CAMI Note: Sort order (SID number, destination and part number) is used by GM CAMI to print the load sheet by SID number. The load sheet prints in ascending order (low SID number to high).

Nissan ILVS Note: Sort order (Rack Sequence—Nissan) includes both Rack ID and Rack Sequence Number. The load sheet prints in descending order (high rack sequence to low), and each rack ID is followed by a dotted separator line when the Rack Sequence number changes.

Sort order Rack Sequence—Nissan (Ascending) includes both Rack ID and Rack Sequence number. The load sheet prints in ascending order (high rack sequence to low), and each rack ID is followed by a dotted separator line when the Rack Sequence number changes.

F8 - Additional Selection

(From the Load Sheet Selection Screen)

Additional Selection Window

```

                                RLD11800 Additional Load Sheet Selection

FCSD Intermediate Consignee..                (*NONE = Blank FCSD)

Optional Ranges (Blank for All)

                                From                To
Supplier ID.....
Dealer Ord#
Dealer Prgm#

F12=Cancel
```

Use the Additional Load Sheet Selection window to select an intermediate consignee for Ford containerization flow suppliers:

- Leave the FCSD Intermediate Consignee field blank to select all intermediate consignees.
- Enter a value in the field to select records with a particular intermediate consignee.
- Enter *NONE in the field to select records with a blank intermediate consignee.

For more information on Ford containerization flow suppliers, see the Ford (F) supplement.

DATE: 4/03/XX TIME: 14:35:02		LOAD SHEET		PAGE: 1	
SELECTION:		FOR COMBANT XX - COMPANY NAME		FROM: JTELOA	
S O L D T O - FORD CUSTOMER		S H I P T O - FORD MOTOR COMPANY		DEST. IPART BY SHIP DATE	
FORD ADDRESS1 ----- 2 ADDRESS2 LIVONIA MI 48150		FORD DESTINATION ----- 2 ADDRESS1 LIVONIA MI 48150		CARRIER - FORD CARRIER	
***** * OUR PART: FPART1 MY UNIT WT .00000 CTN CADAC 1 SHP WMS PLN *		***** * CUST PART: FORD PART1 CONT WT 10.00000 COMS WMS *		*****	
* DESC: FORD PART ONE *****		***** * OUR PART: FPART2 MY UNIT WT .00000 CTN CADAC 1 SHP WMS PLN *		*****	
*****		* CUST PART: FORD PART2 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART TWO *****		***** * OUR PART: FPART3 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	
*****		* CUST PART: FORD PART3 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART THREE *****		***** * OUR PART: FPART4 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	
*****		* CUST PART: FORD PART4 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART FOUR *****		***** * OUR PART: FPART5 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	
*****		* CUST PART: FORD PART5 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART FIVE *****		***** * OUR PART: FPART6 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	
*****		* CUST PART: FORD PART6 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART SIX *****		***** * OUR PART: FPART7 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	
*****		* CUST PART: FORD PART7 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART SEVEN *****		***** * OUR PART: FPART8 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	
*****		* CUST PART: FORD PART8 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART EIGHT *****		***** * OUR PART: FPART9 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	
*****		* CUST PART: FORD PART9 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART NINE *****		***** * OUR PART: FPART10 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	
*****		* CUST PART: FORD PART10 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART TEN *****		***** * OUR PART: FPART11 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	
*****		* CUST PART: FORD PART11 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART ELEVEN *****		***** * OUR PART: FPART12 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	
*****		* CUST PART: FORD PART12 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART TWELVE *****		***** * OUR PART: FPART13 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	
*****		* CUST PART: FORD PART13 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART THIRTEEN *****		***** * OUR PART: FPART14 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	
*****		* CUST PART: FORD PART14 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART FOURTEEN *****		***** * OUR PART: FPART15 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	
*****		* CUST PART: FORD PART15 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART FIFTEEN *****		***** * OUR PART: FPART16 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	
*****		* CUST PART: FORD PART16 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART SIXTEEN *****		***** * OUR PART: FPART17 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	
*****		* CUST PART: FORD PART17 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART SEVENTEEN *****		***** * OUR PART: FPART18 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	
*****		* CUST PART: FORD PART18 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART EIGHTEEN *****		***** * OUR PART: FPART19 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	
*****		* CUST PART: FORD PART19 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART NINETEEN *****		***** * OUR PART: FPART20 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	
*****		* CUST PART: FORD PART20 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART TWENTY *****		***** * OUR PART: FPART21 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	
*****		* CUST PART: FORD PART21 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART TWENTY ONE *****		***** * OUR PART: FPART22 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	
*****		* CUST PART: FORD PART22 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART TWENTY TWO *****		***** * OUR PART: FPART23 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	
*****		* CUST PART: FORD PART23 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART TWENTY THREE *****		***** * OUR PART: FPART24 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	
*****		* CUST PART: FORD PART24 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART TWENTY FOUR *****		***** * OUR PART: FPART25 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	
*****		* CUST PART: FORD PART25 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART TWENTY FIVE *****		***** * OUR PART: FPART26 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	
*****		* CUST PART: FORD PART26 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART TWENTY SIX *****		***** * OUR PART: FPART27 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	
*****		* CUST PART: FORD PART27 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART TWENTY SEVEN *****		***** * OUR PART: FPART28 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	
*****		* CUST PART: FORD PART28 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART TWENTY EIGHT *****		***** * OUR PART: FPART29 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	
*****		* CUST PART: FORD PART29 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART TWENTY NINE *****		***** * OUR PART: FPART30 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	
*****		* CUST PART: FORD PART30 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART THIRTY *****		***** * OUR PART: FPART31 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	
*****		* CUST PART: FORD PART31 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART THIRTY ONE *****		***** * OUR PART: FPART32 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	
*****		* CUST PART: FORD PART32 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART THIRTY TWO *****		***** * OUR PART: FPART33 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	
*****		* CUST PART: FORD PART33 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART THIRTY THREE *****		***** * OUR PART: FPART34 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	
*****		* CUST PART: FORD PART34 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART THIRTY FOUR *****		***** * OUR PART: FPART35 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	
*****		* CUST PART: FORD PART35 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART THIRTY FIVE *****		***** * OUR PART: FPART36 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	
*****		* CUST PART: FORD PART36 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART THIRTY SIX *****		***** * OUR PART: FPART37 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	
*****		* CUST PART: FORD PART37 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART THIRTY SEVEN *****		***** * OUR PART: FPART38 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	
*****		* CUST PART: FORD PART38 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART THIRTY EIGHT *****		***** * OUR PART: FPART39 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	
*****		* CUST PART: FORD PART39 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART THIRTY NINE *****		***** * OUR PART: FPART40 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	
*****		* CUST PART: FORD PART40 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART FORTY *****		***** * OUR PART: FPART41 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	
*****		* CUST PART: FORD PART41 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART FORTY ONE *****		***** * OUR PART: FPART42 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	
*****		* CUST PART: FORD PART42 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART FORTY TWO *****		***** * OUR PART: FPART43 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	
*****		* CUST PART: FORD PART43 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART FORTY THREE *****		***** * OUR PART: FPART44 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	
*****		* CUST PART: FORD PART44 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART FORTY FOUR *****		***** * OUR PART: FPART45 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	
*****		* CUST PART: FORD PART45 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART FORTY FIVE *****		***** * OUR PART: FPART46 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	
*****		* CUST PART: FORD PART46 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART FORTY SIX *****		***** * OUR PART: FPART47 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	
*****		* CUST PART: FORD PART47 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART FORTY SEVEN *****		***** * OUR PART: FPART48 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	
*****		* CUST PART: FORD PART48 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART FORTY EIGHT *****		***** * OUR PART: FPART49 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	
*****		* CUST PART: FORD PART49 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART FORTY NINE *****		***** * OUR PART: FPART50 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	
*****		* CUST PART: FORD PART50 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART FIFTY *****		***** * OUR PART: FPART51 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	
*****		* CUST PART: FORD PART51 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART FIFTY ONE *****		***** * OUR PART: FPART52 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	
*****		* CUST PART: FORD PART52 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART FIFTY TWO *****		***** * OUR PART: FPART53 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	
*****		* CUST PART: FORD PART53 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART FIFTY THREE *****		***** * OUR PART: FPART54 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	
*****		* CUST PART: FORD PART54 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART FIFTY FOUR *****		***** * OUR PART: FPART55 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	
*****		* CUST PART: FORD PART55 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART FIFTY FIVE *****		***** * OUR PART: FPART56 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	
*****		* CUST PART: FORD PART56 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART FIFTY SIX *****		***** * OUR PART: FPART57 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	
*****		* CUST PART: FORD PART57 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART FIFTY SEVEN *****		***** * OUR PART: FPART58 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	
*****		* CUST PART: FORD PART58 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART FIFTY EIGHT *****		***** * OUR PART: FPART59 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	
*****		* CUST PART: FORD PART59 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART FIFTY NINE *****		***** * OUR PART: FPART60 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	
*****		* CUST PART: FORD PART60 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART SIXTY *****		***** * OUR PART: FPART61 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	
*****		* CUST PART: FORD PART61 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART SIXTY ONE *****		***** * OUR PART: FPART62 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	
*****		* CUST PART: FORD PART62 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART SIXTY TWO *****		***** * OUR PART: FPART63 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	
*****		* CUST PART: FORD PART63 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART SIXTY THREE *****		***** * OUR PART: FPART64 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	
*****		* CUST PART: FORD PART64 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART SIXTY FOUR *****		***** * OUR PART: FPART65 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	
*****		* CUST PART: FORD PART65 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART SIXTY FIVE *****		***** * OUR PART: FPART66 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	
*****		* CUST PART: FORD PART66 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART SIXTY SIX *****		***** * OUR PART: FPART67 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	
*****		* CUST PART: FORD PART67 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART SIXTY SEVEN *****		***** * OUR PART: FPART68 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	
*****		* CUST PART: FORD PART68 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART SIXTY EIGHT *****		***** * OUR PART: FPART69 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	
*****		* CUST PART: FORD PART69 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART SIXTY NINE *****		***** * OUR PART: FPART70 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	
*****		* CUST PART: FORD PART70 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART SEVENTY *****		***** * OUR PART: FPART71 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	
*****		* CUST PART: FORD PART71 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART SEVENTY ONE *****		***** * OUR PART: FPART72 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	
*****		* CUST PART: FORD PART72 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART SEVENTY TWO *****		***** * OUR PART: FPART73 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	
*****		* CUST PART: FORD PART73 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART SEVENTY THREE *****		***** * OUR PART: FPART74 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	
*****		* CUST PART: FORD PART74 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART SEVENTY FOUR *****		***** * OUR PART: FPART75 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	
*****		* CUST PART: FORD PART75 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART SEVENTY FIVE *****		***** * OUR PART: FPART76 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	
*****		* CUST PART: FORD PART76 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART SEVENTY SIX *****		***** * OUR PART: FPART77 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	
*****		* CUST PART: FORD PART77 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART SEVENTY SEVEN *****		***** * OUR PART: FPART78 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	
*****		* CUST PART: FORD PART78 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART SEVENTY EIGHT *****		***** * OUR PART: FPART79 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	
*****		* CUST PART: FORD PART79 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART SEVENTY NINE *****		***** * OUR PART: FPART80 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	
*****		* CUST PART: FORD PART80 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART EIGHTY *****		***** * OUR PART: FPART81 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	
*****		* CUST PART: FORD PART81 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART EIGHTY ONE *****		***** * OUR PART: FPART82 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	
*****		* CUST PART: FORD PART82 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART EIGHTY TWO *****		***** * OUR PART: FPART83 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	
*****		* CUST PART: FORD PART83 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART EIGHTY THREE *****		***** * OUR PART: FPART84 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	
*****		* CUST PART: FORD PART84 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART EIGHTY FOUR *****		***** * OUR PART: FPART85 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	
*****		* CUST PART: FORD PART85 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART EIGHTY FIVE *****		***** * OUR PART: FPART86 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	
*****		* CUST PART: FORD PART86 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART EIGHTY SIX *****		***** * OUR PART: FPART87 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	
*****		* CUST PART: FORD PART87 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART EIGHTY SEVEN *****		***** * OUR PART: FPART88 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	
*****		* CUST PART: FORD PART88 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART EIGHTY EIGHT *****		***** * OUR PART: FPART89 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	
*****		* CUST PART: FORD PART89 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART EIGHTY NINE *****		***** * OUR PART: FPART90 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	
*****		* CUST PART: FORD PART90 CONT WT 8.00000 COMS WMS *		*****	
* DESC: FORD PART NINETY *****		***** * OUR PART: FPART91 MY UNIT WT .00000 CTN CADAC 100 SHP WMS BEHIND 300 PLN *		*****	

JTELOADP
TIME: 11:40:15

866 LOAD SHEET
FOR COMPANY 01

DATE: 05/11/XX
PAGE: 1

SOLD TO - CHRYSLER CORPORATION

SHIP TO - CHRYSLER CORPORATION

PREPARED CARRIER - 100
JONES TRAMPER
9999999999

CURVE F.O. BOX 1804

WINDSOR ASSEMBLY PLANT

2199 CHRYSLER CENTRE

WINDSOR, ONTARIO

CANADA

LAT 47G

TRAILER CAPACITY: 20

CONTAINER CAPACITY: 5

SEQ #	IN-HOUSE PART #	W/Y	SHIP DATE	TIME	QUANTITY REQUIRED	NET WT	SLOT #
0000001	TESTPART		SUN 1/05/XX		1	10	1
0000002	TESTPART		SUN 1/05/XX		1	10	2
0000003	TESTPART		SUN 1/05/XX		1	10	3
0000004	TESTPART		SUN 1/05/XX	7:00 AM	1	10	4
0000005	TESTPART		SUN 1/05/XX	8:00 AM	1	10	5
0000006	TESTPART		SUN 1/05/XX	9:00 AM	1	10	1
0000007	TESTPART		TUE 1/07/XX		1	10	2
0000008	TESTPART		TUE 1/07/XX		1	10	3
0000009	TESTPART		THU 1/09/XX		1	10	4
0000010	TESTPART		THU 1/09/XX		1	10	5
0000011	TESTPART		SAT 1/11/XX		1	10	1
0000012	TESTPART		SUN 1/12/XX		1	10	2
0000013	TESTPART		SUN 1/12/XX		1	10	3
0000014	TESTPART		TUE 1/14/XX		1	10	4
0000015	TESTPART		TUE 1/14/XX		1	10	5
0000016	TESTPART		TUE 1/14/XX		1	10	1
0000017	TESTPART		THU 1/16/XX		1	10	2
0000018	TESTPART		THU 1/16/XX		1	10	3
0000019	TESTPART		SAT 1/18/XX		1	10	4
0000020	TESTPART		SAT 1/18/XX		1	10	5
** TRAILER 1	*****				TOTAL QTY	20	** TOT CMNT 4 QTY LOADED
0000021	TESTPART		SAT 1/18/XX		1	10	1
0000022	TESTPART		SUN 1/19/XX		1	10	2
0000023	TESTPART		SUN 1/19/XX		1	10	3
0000024	TESTPART		TUE 1/21/XX		1	10	4
** TRAILER 2	*** NOT A PULL TRAILER *****				TOTAL QTY	4	** TOT CMNT 1 QTY LOADED

TRAILER 1 2

NET 200 40

TARE 4 1

GROSS 204 41

TOTALS ARE PROVIDED FOR THE 1ST 18 TRAILERS ONLY

10. Line-Up

The Line Up Schedule prints after the shippers are created (not necessarily printed) and before the “extract.” It contains details of the shipment that can be used to load the shipment: quantity, number and type of containers, number of pallets, net, tare and gross weights, and soon.

The net, tare, and gross weights are totalled after each shipper. The net, tare, and gross weights are also totalled after each destination, and that total is followed by an asterisk (*). The gross weight is totalled by carrier after the last item for that carrier and is followed by two asterisks (**). A new carrier will begin a new page.

The Line-Up Schedule can be used to obtain the shipper number when it is needed to enter into a bar code scanning device, before the shippers are printed.

AutoScan Note: When using AutoScan (to Scan-to-Create) the Line-Up Report will contain header information for the “Scan-to-Create Shippers” with no detail.

The company selection is displayed if the user has authority to multiple companies.

A screen prompts for Summary or Detail and Print Detail Remarks.

RLD11000H

LINE-UP

Summary or Detail D (S/D)

Print Detail Remarks .. Y (Y/N)

Ship Date Range: Beginning 4/26/xx (Leave both blank

Ending 4/26/xx for all dates)

F3=Exit

- Detail

- The default is “D” for “detail.” The detail report itemizes each line on each shipper and includes lot and location data.
- Summary

- Change to “S” for “summary” to combine quantities for the same part number on a shipper multiple times. The summary report omits the lot and location data, purchase order number, ran number, engineering revision level, and container code.

When Detail Remarks are selected to print, all line item level remarks print that have those fields equal to blanks, when the correct criteria exists.

Print Detail Remarks

- Enter "Y" to include detail remarks on the report.

Honda of American and GMSPO enter "Y" to include detail remarks received from the trading partner. The application control record with keyword REMARKxx ("xx" = OEM code) is required. Remarks print from the Shipping 'D' file (Shipper Detail Remarks), Detail Remarks Master file, and Remarks from the Destination Master file.

Ship Date Range

- Enter a Beginning and Ending Date, or leave blank for all dates.

A list of shipper records with a status "S" for "ship" and "H" for "hold" that have been assigned a shipper number, but have not been extracted, are displayed for selection.

Selection Screen

Line Up Report - Shipper Selection

Options: 1=Select

Search for Co #: ____
 Shipper#: _____

Opt	Shpr#	Status	Type	Co	Cust	Dest	Conv	Carrier
—	000220	Ship	R	01	CHRY	WINDS	CN	100 CENTRAL TRANSPORT
—	000223	Ship	R	01	CHRY	BRAM	M	100 CENTRAL TRANSPORT
—	000332	Ship	R	01	FORD	WIXOM	M	400 YELLOW FREIGHT
—	000339	Ship	R	01	FORD	DEARB	M	400 YELLOW FREIGHT

F6=Select All F12=Return

Enter "1" next to the records to be included on the report and press Enter. Or, press F6 to select all records.

The "search" fields may be used to position the cursor at the first record for a specific company number or at a specific shipper number without the loss of previously selected items.

F6 - Select All

- Selects all records in the file to be included on the report.

F12 - Return

- Returns to the menu.

DATE: 5/11/xx	L I N E U P S C H E D U L E										PAGE: 1
TIME: 0:15:16	COMPANY 01										FROM: SCE20300

P.O. NO.	SHIPPER INTERNAL PART NO/	QUANTITY	SHIP	*-----	CONTAINERS	-----*	#	OP	NET	GROSS	
B OF L	CUST. PART NO.	SHIPPED	DATE	#	CONT.	CONT. CODE	PALLETS	WEIGHT	TARE	WEIGHT	

103422	1212	413	600	5/11/xx	12	CTN90	2	900	106	1006	
		413-413									
			LOT NO.: 0001	LOC NO.: SL01	QUANTITY:	300					
			LOT NO.: 0002	LOC NO.: SL02	QUANTITY:	300					

Shipper Totals								900	106	1006	
								900	106	1006*	

CHEVSELE CANADA LTD											
BRAMBLE ASSEMBLY PLANT											
2000 WILLIAMS PARKWAY											
BRAMBLE, ONTARIO											
CANADA											
802815	1213	516	200	5/11/93	4	CTN90		800	12	812	
		516-516									
802816	1213	328	150	5/11/93	3	CTN90		750	9	759	
		328-328									
802817	1213	413	330	5/11/93	11	CTN90	3	495	137	632	
Shipper Totals								2045	158	2203	
								2045	158*	2203 *	

413-413											

3209 **											

11. Forwarding

The Forwarding Report lists data from the Invoice file, including a dollar amount for each line item and a total for each destination. The Invoice file is created during the “extract” and remains in the work file until it is printed and the “Reprint Invoices” message is answered with “N” for “no.”

A Forwarding Report automatically prints when the Invoice Print and Process option is taken following the invoices and the Invoice Register.

FORWARDING

Print by Status: _ (H = Hold, P = Printed, A = All)

Files to Print From: _ (I = Invoice files
C = Consignee Invoice files)

F3=Exit

- | | | |
|---------------------|---|---|
| Print by Status | - | The default is “H” to include only invoices on hold on the report. Enter “P” to include only invoices with a “print” status on the report. The default is “A” to include both “hold” and “print” status invoices on the report. |
| Files to Print from | - | The default is “I” to print from file SCPINVx, which contains non-consignee invoices (invoices with no consignee warehouses). Enter “C” to print from SCPINVxC, the consignee invoice filev (invoices with a consignee warehouse). After data for each part is listed, totals are listed for the number of containers and the gross weight. An asterisk (*) appears next to each total. |

12. Requirement History

The Requirement History Report provides an audit trail of all data processed into the requirement file. Each time a process option is taken, the data is processed into both the requirement file and the requirement history file.

If the same file is processed more than once, all entries are placed in the requirement history file every time it is processed.

The requirement history file is purged by date from the File Purge Menu, which is accessed from the System Maintenance Menu.

The company selection is displayed if the user has authority to multiple companies.

Requirement History Report Selection Screen

```

                                REQUIREMENT HISTORY REPORT SELECTION

Company ..... _____
Customer Abbreviation ..... _____
Internal Part Number ..... _____
Destination Abbreviation ..... _____
Model Year ..... _____
Transaction Type ..... _____

Posting Date Range: Beginning _____ Ending _____ (Blank for All)

Req. Date Range:      Beginning _____ Ending _____ (Blank for All)

Print Complete Detail..... N

F3=Exit

```

History for a single requirement master may be selected by entering the key to that requirement master in the first five fields.

All selection fields are optional. Leave blank for all.

A range of history records can be accessed by entering the desired range in the fields. The posting date is the date the data was processed.

- | | | |
|-----------------------|---|---|
| Print Complete Detail | - | The default is “N” for “no” to print one line per requirement.
Change to “Y” for “yes” to print all detail. |
| Posting Date Range | - | Enter a posting date range in MM-DD-YY format to limit the report by the dates when requirements were processed. Optional.

Leave posting date range blank if requirement date range is used. |

- | | | |
|-----------------------|---|--|
| Req. Date Range | - | Enter a requirement date range in MM-DD-YY format to limit the report by requirement dates. Optional.

Leave requirement date range blank if a posting date range is used. |
| Print Complete Detail | - | The default is "N." Change to "Y" to print a complete requirement history report. |

Process Origin - Printed on the Report

The process origin is printed on the requirement history report. The process origin is used to identify the location where requirements were processed from within AutoRelease.

*E = EDI (processed using the AutoRelease VL0 menus or the AutoMap Requirements Display option)
*M = Manual Requirements
PO = Order Entry
*X = Express Entry
P = Outside Processing

- | | | |
|-----------|---|----------------------|
| F3 - Exit | - | Returns to the menu. |
|-----------|---|----------------------|

-----										PAGE:	
USER: SWILTB		LIST REQUIREMENT HISTORY FILE						PRGM: JTFMSELST			
5/01/xx 14:18:16		COMPANY XX *YOUR COMPANY NAME*									

SELECTION: CUST: PTOST PART:		TO 05/01/xx REQ. DATE:		DEST: PTDEST M/Y:		TRAN TYPE:					
POST DATE:				TO							

CUST DEST		REQ REQ		REQ REQ		P.O. NUMBER		DATE TIME CHG			
ABEV ABEV		REQ REQ		REQ REQ		RELEASE #		CHG			

CHEYS WINDS 413		03/26/xx		19,000 D W		R00158-001 0003272		04/05/xx 13:22			
CHEYS WINDS 413		04/02/xx		19,000 D W		R00158-001 0003272		04/05/xx 13:22			
CHEYS WINDS 413		04/09/xx		21,000 D W		R00158-001 0003272		04/05/xx 13:22			
CHEYS WINDS 413		04/16/xx		19,000 D W		R00158-001 0003272		04/05/xx 13:22			
CHEYS WINDS 413		04/23/xx		16,000 D W		R00158-001 0003272		04/05/xx 13:22			
CHEYS WINDS 413		(030 CUMREQ		91,000)		TRAN TYPE 030		PROCESS ORIGIN *E			

Default (Print Complete Detail =N).

One line per requirement.

LIST REQUIREMENT HISTORY FILE										PAGE: 1				
COMPANY IS *YOUR COMPANY NAME*										FROM: JTRHIST				
USER: EMILVB	DATE: 5/01/xx 14:19:54	SELECTION:	CUST: PTUCST PART:	POST DATE:	TO 05/01/01	RQO CODE:	DST: FIDEST N/Y:	TRAN TYPE:						
		REQUIREMENT			RQO REQ		--- POSTING ---							
CUST	DST	AEEV	OUR PART NUMBER	M/Y	DATE	TIME	NET	TYP	RQO RAN NUMBER	RELEASE #	P.O. NUMBER	DATE	TIME	CHGO
CHRYS WINDS	413		(830 CUMREQ	91,000)					TERMS TYPF 830		PROCESS ORIGIN *E	05/01/xx 10:54		
CHRYS MINDE	413		02/05/xx				5,000	C	D		R00158-001 0003272	05/01/xx 10:54		
Eng. Rev.	Lvl										Line Feed.....	FBO Flag.....		
Vlm.....											Reserve In Feed....	Comit Pln Flg....		
Release Date.....	02/05/xx										Delivery Seq.....	Ship Complete.....	*	
Package Quantity.....	50										Arrival Data.....	Behind Flag.....		
P.O. Line Number.....											Change Segm.....	Status Code.....	C	
P.O. for Mac Chrg.....											Beginning Kanban.....	Fit Code.....		
Order Quantity.....	5,000										Ending Kanban.....	Pri Metal Balm.....		
Order Price.....	.000000										ORN Miscellaneous.....	ORN Miscellaneous.....		
ITB Dock Code.....											Replacement Part.....	Freight Liner Assembly EOM..		

Change 'Print Complete Detail' to 'Y':

All detail is included.

13. ASN Analysis Report

The ASN Analysis Report tracks ASN performance by OEM based on the window (or time requirements) entered by destination. The window is the length of time between when the shipper is created and the ASN is transmitted.

The time in minutes and/or hours is entered in the destination master file (on the Remark screen), to indicate the length of time between the shipper “extract” and the transmission of the ASN file.

The time-frame (or window) can represent the length of time before the shipment (for OEMs that require ASNs the day before the shipment, such as Mazda and Isuzu), or it can represent the length of time after the shipper is created and before the ASN file is transmitted.

The report can be printed for exceptions only (ASNs that were not transmitted within the time-frame—window—as entered in the destination master file), or for all ASNs that have a time-frame entered for their destination, or for all ASNs, whether or not a window is entered. The report will indicate if a window was entered at the time the shipper was created.

The ASN data used to create this report may be purged from the File Purge Menu, which is accessed from the System Maintenance Menu.

The company selection will be displayed if the user has authority to multiple companies.

Selection Screen

ASN ANALYSIS REPORT SELECTION

OEM _

Internal part number

-or-

Customer part number _ (I/C)

Exceptions, Windowed or All . _ (E/W/A)

ASN Code _ (Leave blank for all)

Start Date (MMDDYY) _ (Leave blank

Ending Date (MMDDYY) _ for all)

F3=Exit

- OEM
-
- Enter the OEM code. Required.
- Internal Part Number
-
- The default is “I” to use the in-house part number on the report.
- Customer Part Number
-
- The report will print in in-house part number order. Or, enter “C” to use the customer part number on the report. The report will print in customer part number order.

Except/Window/All

- The default is “E” for “Exception.” This will print only exceptions, or ASN records that did not meet the time requirements entered in the ASN Transmit Window in the destination masterfile.

Change to “W” to print all records that have a window entered in the destination master file.

Change to “A” to print all records, whether they met the time requirements or not, and whether a window was entered in the destination master file or not. The report will indicate if there is no window entry.

ASN Code

- The ASN code is the “action code” entered on the ASN Maintenance screen. Enter a valid code to limit the report to ASN records with a specific ASN action code. Or, leave blank to include all ASN records. Not all codes are used by all OEMs. Valid action codes for each OEM are listed in the ASN chapter of the OEM supplement. Some valid ASN codes are the following:

O - Original	N - Cancelled
A - Add	D - Delete
C - Change	R - Replace
E - Test (ASC)	J - Adjustment (Chrysler & Nippondenso)
T - Test	

Start Date
Ending Date

- Enter a range of dates in MONTH-DAY-YEAR format to limit the report to ASN records representing specific ship dates.

ASN ANALYSIS REPORT										PAGE: ESPR0	
FOR COMPANY 05										FROM: ESPR0	
DATE: 11/22/xx											
TIME: 9:01:46											
DATE RANGE - 0/00/00 TO 0/00/00											
INTERNAL PART											
DEST											
ASN											
SHIP											
OEM CODE - C											
ASN CODE -											
SHIP											
QUANTITY											
ASN											
CDE											
ACK											
WOW											
DATE											
EARLY											
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14. Shipping Analysis

The Shipping Analysis Report compares the requirement date with the ship date to indicate whether shipments are leaving on-time or are behind. The Load Past Due Requirements field in the requirement master must be marked “Y” to obtain the requirement date for past due requirements.

Selection Screen

SHIPPING ANALYSIS REPORT SELECTION

Company number _

Customer abbreviation (O)

Destination abbreviation ... (O)

Internal part number (O)

Model year (O)

F3=Exit

Only company number is required. All other selection fields are optional.

Press Enter from the selection screen and a selection window will display to enable you to further limit the report.

Additional Shipping Analysis Selections

Select All Requirements or Late Only? _ (A/L)

Summarize by Week, Day, or Individual? _ (W/D/I)

Ship Date Range Beginning Ending

F12=Return

- All or Late
 - The default is “A” to print all requirements, current, future, and past due, meeting the other selection criteria entered.
- Summarize
 - The default is “D” for “day,” to print a requirement total for each day with data matching the selection criteria.

Enter “W” for “week,” to print a requirement total for each week with data matching the selection criteria.

Enter “I” for “individual,” to print each individual requirement matching the selection criteria.
- Ship Date Range
 - A beginning and ending date range can be entered to limit the report to data within the date range. Optional.

The Shipping Analysis Report prints the following data:

The Selection Criteria for this report

Ship Date	-	The date of the shipment from shipping history.
Days Late	-	The number of days the shipment was late. If this report was summarized by day or week, it will be the average days late. If the number of days late is negative, the shipment was early.
On Time % Rating	-	If this report was run for "All Requirements," this is the number of units (parts) on time divided by the total number of units. If this report was run for "Late Only," this is the total number of units (parts) late divided by the total number of units.
Units Late	-	Number of units (parts) late (ship date is later than requirement date) for this line item.
Units on Time	-	Number of units (parts) shipped on time (ship date matches the requirement date) for this line item.
Total Units	-	Total number of units (parts) shipped included in this line.

15. Deleted Shippers

The Deleted Shippers Report prints a list of shippers that have been created, but then deleted before the "extract." This report assists the accounting department to account for all shipper numbers.

The deleted shipper file is purged from the File Purge Menu (accessed from the System Maintenance Menu).

16. Deleted Invoices

The Deleted Invoice Report prints a list of invoices that have been extracted or created, but then deleted before the Reprint Invoice prompt is answered with "N." This report assists the accounting department to account for all invoice numbers.

The deleted invoice file is purged from the File Purge Menu (accessed from the System Maintenance Menu).

17. Outstanding Shipments

The system CUM Shipped and last ship dates stored in the requirement A record are compared with the OEM CUM Shipped and OEM last ship date, which are processed into the requirement C record. The outstanding shipments for all OEMs that send an OEM CUM shipped are printed. Adjustments made during this time are included on this report.

This report may be printed during the "process" for each OEM if the Print Outstanding Shipments Report During Requirement Update field in the control file (accessed from the System Maintenance Menu) is blank or marked "Y."

18. Invoice History

The Invoice History Report lists data relating to invoices for the selection criteria entered. The oldest data is printed first, unless the “Descending Order” default “N” (no) is changed. to “Y” (yes).

The invoice history file is updated during the “extract” and each time the Reprint Invoices prompt is answered “no.”

In addition to the headings printed across the top of the report, the RAN (receipt authorization number) and purchase order number will print on the second line if those fields are entered through manual entry or received from the OEM. The headings on the second line will not print if there is no data present.

Note: The RAN field is used for different identification numbers for different OEMs, such as the DON (delivery order number) for Mazda or KD Order Number for Honda.

A shipping adjustment is indicated by “ADJ” in the right-most column of the report.

The adjusted amount displays in the Quantity Shipped column. The comment entered when the adjustment was made will print next to the Previous CUM.

The company selection will be displayed if the user has authority to multiple companies.

Invoice history can be printed with a single selection criteria or any combination. If no company number is entered, all company numbers entered on the previous screen will be used.

Warning: If Enter is pressed with no selection criteria, all history for all companies entered on the previous screen will be included in this report.

Invoice History Selection Screen

INVOICE HISTORY REPORT

Company _

Customer Abbreviation _

Internal Part Number _

Destination Abbreviation . _

Model Year _

Starting Date (MMDDYY) ... _

Ending Date (MMDDYY) _

Descending Order? (Y/N) .. N

F3=Exit

- Company - Enter a company number or leave blank to use companies entered on the previous screen.
- Customer Abbr - Abbreviation as entered in the requirement master. Or, leave blank for all customers.

Internal Prt #	-	In-house part number, or leave blank to print all. If this field is entered, all preceding fields must be entered.
Dest Abbr	-	Abbreviation as entered in the requirement master. Leave blank to list all destinations for the company number, customer, and part number entered. If this field is entered, all preceding fields must be entered.
Model Year	-	<p>If applicable, model year entered as entered in the requirement master. If this field is entered, all preceding fields must be entered.</p> <p>OEMs that use model year are the following:</p> <ul style="list-style-type: none"> • Caterpillar • General Motors (G, GF, GT) • John Deere • Mitchell <p>OEMs that sometimes use model year are the following:</p> <ul style="list-style-type: none"> • Lear • Mack Truck • TRW <p>Maps that use model year (see individual trading partner document for usage) are the following:</p> <p>AJ - American Axel</p> <p>HE - Chahta Enterprises</p> <p>DT - Delphi Harrison Thermal</p> <p>DX - Delphi Packard Electric Systems</p> <p>LT - Litens</p> <p>MX - Mexican Industries</p> <p>QM - Mitsubishi Heavy Industry Climate Control</p> <p>SR - Summit Polymers</p> <p>TH - Takata Seatbelts / Irvin Automotive</p> <p>TK - Tokico</p> <p>WC - Workhorse Custom Chassis</p> <p>Enter “*BLK” to search for a match of a blank model year. Only records with a blank model year will be included in the report.</p> <p>Leaving this field blank (no model year and no *BLK) will include all records for all model years, whether blank or not.</p>
Starting Date	-	Enter beginning date of the range to print in MM-DD -YY format. Or, leave blank for all records.

- | | | |
|------------------|---|---|
| Ending Date | - | Enter ending date of the range to print in MM-DD -YY format. Or, leave blank for all records.

Note: The date fields can be left blank so that all invoice dates on file are listed on the report, which is useful for CUM Reconciliation. |
| Descending Order | - | The default is "N" (no), which prints in ascending order (oldest first).

Enter "Y" (yes) to print in descending order (most recent first). |
| F3 - Exit | - | Returns to the menu without printing. |

INVOICE HISTORY REPORT										PAGE:							
FOR COMPANY DH										RCN:R581900							

SELECTION: PRINT IN DESCENDING ORDER: N																	
CUST	DEST	PART NUMBER	M/Y	GROSS WT	SHIP	QTY	SHIP	PREVIOUS	SHIP DATE	CAR	REQ	DATE/TIME	CAR	CONTAINER	PAL	SCALE	T
		CUSTOMER PART			IN/A									QTY	DESC	QTY	SHIP TO

CARRIER: 000																	
*****	*****	CBRT1			43												**DELETED INVOICE
*****	*****	CBRT1			125												**DELETED INVOICE
*****	*****	CBRT1			126												**DELETED INVOICE

TOTAL:										0							

*****	*****	CBRT2															**DELETED INVOICE
*****	*****	CBRT2															**DELETED INVOICE
*****	*****	CBRT2			126												**DELETED INVOICE

19. Requirements Shift Report

The Requirements Shift Report lists all records shifted out of the requirement file, whether the shift was performed manually or automatically. Shift exceptions are also identified:

- * Identifies records removed, but not added to the CUM required prior.
- ** Identifies records removed, where the CUM required prior is set equal to the CUM shipped.

Shift history is available to print this report until the data is purged from the Purge Menu (RC13).

PRINT REQUIREMENTS SHIFT REPORT

Posting Date (MMDDYY) _____

F3=Exit

Enter the date in MM-DD -YY format.

Optional

-

Application Control Record

A record can be entered in the application control file (accessed from the System Maintenance menu) to print the Requirements Shift Report every time the shift is run (whether manual or auto).

Application Name:

*ALL

Keyword:

PRTSHFT

Length:

1

Decimal:

Blank

Infor Data:

Enter "Y"

DATE: 1/07/XX TIME: 14:29:57 SELECTION: DATE 10/29/XX									
JUST-IN-TIME MASTER FILE SHIFT REQUIREMENTS REMOVED FROM FILE									
PAGE: 1 FROM: R3R22110									
CO	CUST	DEST	OUR PART NUMBER	MY DAY DATE	TIME	TRAN	REQ REV	RAN NUMBER	NET
---REQUIREMENT---									
AH	BOSCH	BOSCH	IH9128853	FRI 10/25/XX	5,627,565	862 141906680005	03		
			862 PRIOR CUM REQ			CURRENT CUM REQ	5,629,329		1,764 C/D
AH	BOSCH	BOSCH	IH9169162	MON 10/28/XX	4,480	862 141906680750	03		
			862 PRIOR CUM REQ			CURRENT CUM REQ	4,992		512 C/D
BA	CHRY	TOLECA	IN55346300	MON 10/07/XX		830 04533087D			
BA	CHRY	SALITIL	IN55346322	MON 10/07/XX		830 04533087D			
BA	CHRY	SALITIL	IN55346322	MON 10/21/XX		830 04533087D			
BH	CUST01	DEST01	BEN PART1	TUE 10/22/XX	52,880	862 830PO BEN PART1	75,606		10,781 C/W
BH	CUST01	DEST01	BEN PART1	WED 10/23/XX		862 830PO BEN PART1			11,945 C/W
BH	CUST01	DEST01	BEN PART1	THU 10/24/XX		862 830PO BEN PART1			100 C/D
									100 C/D

20. CUM Required History

The CUM Required History Report displays all changes to the CUM required in both the CUM required history file and the requirement history file. The report identifies if the change was made during the shift (CUM required history file) or the process (requirement history file).

CUM REQUIRED HISTORY REPORT

Company _

Customer Abbreviation _

Internal Part Number _

Destination Abbreviation . _

Model Year _

Transaction Type _

Starting Date (MMDDYY) ... _

Ending Date (MMDDYY) _

F3=Exit

Enter all fields that match the key to the requirement master and the transaction set number of the CUM to access.
The date ranges are optional.

Display Spooled File									
HISTORY OF CUM REQUIRED CHANGES									
COMPANT 45									
DATE RANGE: From: 10/29/xx To: 99/99/xx									
PAGE 1									
PRGM: RSR2120									
DATE: 1/06/xx									
TIME: 17:00:06									
Cust	Internal Part	Dest	Model	Tran	Type				
Abbv	Number	Abbv	Year	Type					
CHR	291263	NEWARK		862					

-----POSTING-----									
DATE	TIME	NEW	CUM REQUIRED	OLD	CUM REQUIRED	ORIGIN OF CHANGE	AHEAD/BEHIND		

10/29/xx	8:52AM		3,538	3,438		SHIFT	300-		
11/18/xx	11:21AM		4,138	3,638		SHIFT	400-		
12/23/xx	11:53AM		0	N/A		PROCESS	N/A		
12/30/xx	10:05AM		0	N/A		PROCESS	N/A		

21. Rack Sequence Error Report

The Rack Sequence Error Report may be printed on demand using this option. This report also prints every time Ford ILVS requirements are processed and extracted and every time the load file is rebuilt.

The Rack Sequence Error Report lists discrepancies between the rack sequence assigned in the load file and the rack sequence numbers on shippers (that have not been extracted). It also lists incomplete racks.

22. Nissan Ship Sched Load Sheet

The Nissan Ship Schedule Load Sheet is required for printing Nissan Tennessee (S) 862 Ship Schedules. If receiving 862s from Nissan Tennessee (S), refer to the OEM Supplement for details.