



# Infor Cummins Engine (EE)

Traditional

**Copyright © 2018 Infor**

### **Important Notices**

The material contained in this publication (including any supplementary information) constitutes and contains confidential and proprietary information of Infor.

By gaining access to the attached, you acknowledge and agree that the material (including any modification, translation or adaptation of the material) and all copyright, trade secrets and all other right, title and interest therein, are the sole property of Infor and that you shall not gain right, title or interest in the material (including any modification, translation or adaptation of the material) by virtue of your review thereof other than the non-exclusive right to use the material solely in connection with and the furtherance of your license and use of software made available to your company from Infor pursuant to a separate agreement, the terms of which separate agreement shall govern your use of this material and all supplemental related materials ("Purpose").

In addition, by accessing the enclosed material, you acknowledge and agree that you are required to maintain such material in strict confidence and that your use of such material is limited to the Purpose described above. Although Infor has taken due care to ensure that the material included in this publication is accurate and complete, Infor cannot warrant that the information contained in this publication is complete, does not contain typographical or other errors, or will meet your specific requirements. As such, Infor does not assume and hereby disclaims all liability, consequential or otherwise, for any loss or damage to any person or entity which is caused by or relates to errors or omissions in this publication (including any supplementary information), whether such errors or omissions result from negligence, accident or any other cause.

Without limitation, U.S. export control laws and other applicable export and import laws govern your use of this material and you will neither export or re-export, directly or indirectly, this material nor any related materials or supplemental information in violation of such laws, or use such materials for any purpose prohibited by such laws.

### **Trademark Acknowledgements**

The word and design marks set forth herein are trademarks and/or registered trademarks of Infor and/or related affiliates and subsidiaries. All rights reserved. All other company, product, trade or service names referenced may be registered trademarks or trademarks of their respective owners.

### **Publication Information**

Release: Infor Cummins Engine

Publication date: May 2018

# Contents

<b>Contents</b> .....	<b>3</b>
<b>Table of Changes</b> .....	<b>5</b>
General Information .....	6
Business Practices.....	6
Messages and Versions.....	6
Data Field Restrictions.....	7
Ship-To Destinations.....	7
Security .....	8
Communication Method .....	8
File Archiving / Auto Print and Process .....	8
Implementation: Non-SMI and SMI.....	9
Identification Code File .....	9
Trading Partnership File.....	9
Machine Readable Destination File .....	13
Parts Cross Reference File - Dimensions .....	13
Destination File - Invoices.....	14
Destination File - One PO Per Invoice.....	15
Model Year .....	15
Price File .....	16
Requirement File - Clear Flags.....	17
Dock Code .....	17
CUM Required Prior - DELJIT .....	17
CUM Required Prior - DELFOR.....	17
OEM Miscellaneous File - Clear Transaction Sets Including PO .....	18
Miscellaneous Charge / Tax File .....	19
Tax Rate File.....	19
Retrieve Company Number from Parts Cross Reference File .....	20
Implementation: SMI (Supplier Managed Inventory) .....	20
Business Practices.....	20
Data Flow .....	21
Machine Readable - Destination File.....	22
Parts Cross Reference File - Consignee Warehouse .....	23
Destination File - Zipp Logistics.....	24
Requirement File - OEM Division .....	25
Net Processing (Optional).....	25
Intermediate Consignee Shippers .....	27
Shipping .....	27
Print Method.....	29
Print Notes .....	29
Process Requirements (DELJIT/DELFOR) .....	29

VL7 Menu .....	30
Price Catalog Menu Overview .....	30
Price Catalog Flow .....	30
Create Price Catalog.....	34
Maintain Price Catalog.....	35
VL3 Menu .....	41
DESADV Processing Menu .....	41
Inbound DESADV Flow.....	41
Maintain Inbound DESADV.....	42
Print Inbound DESADV.....	42
Process Inbound DESADV .....	43
Purge Inbound DESADV.....	44
VL44 Menu.....	46
Application Advice Menu (APERAK) .....	46
VL38 Menu.....	47
Receiving Advice Menu (RECADV).....	47
DESADVs.....	47
Maintain DESADVs.....	48
Electronic Invoices .....	52
Maintain Invoices .....	53
<b>How to Use This Document.....</b>	<b>60</b>
General Information .....	60
Security .....	60
Implementation.....	60
VL0 Menu.....	60
ASNs .....	61
Electronic Invoice Menu.....	61

## Table of Changes

<b>Changed By</b>	<b>Date</b>	<b>Reason</b>	<b>Update#</b>	<b>Section Changed</b>
K. Radtke	9/1/15	Net Processing (Optional)	A114011303	Dest. Abbv. & Requirement Master
K. Radtke	9/1/15	Added new country codes	A109072008	Electronic Invoice (810)
K. Radtke	9/1/15	Supplier ID	A109050514	Trading Partnership File
K. Radtke	9/2/15	Dimensions	A108070301	Parts Cross Reference File
K. Radtke	9/2/15	New codes for 810	A108033106	APERAK (Application Advice)

# General Information

## Business Practices

Cummins Engine uses two different business practices: SMI (supplier managed inventory) and suppliers that do not use SMI (non-SMI).

### Non-SMI

Non-SMI suppliers receive DELJITs and DELFORs containing firm requirements and DELFORs containing planning requirements. Shipments are made directly to Cummins Engine plants. The DESADV is transmitted by the supplier to Cummins Engine.

During the “Extract,” shippers remain in the RSPSHP files and the status is changed to I10 (Invoice) and the quantity shipped is removed from inventory. When the extract is complete the invoices are placed in the Invoice File to be printed and processed.

### SMI (Supplier Managed Inventory)

SMI suppliers receive DELJITs containing firm requirements and DELFORs containing planning requirements. Shipments are made to Zipp Logistics. The DESADV is not transmitted by the supplier. When Zipp Logistics ships the parts to Cummins Engine, Zipp Logistics sends a DESADV to Cummins Engine and a copy of the DESADV to the supplier.

During the “Extract,” shippers are removed from the RSPSHP files and placed in the SPINVxC (consignment invoice) files. The quantity shipped is removed from the shipping warehouse inventory and placed in the consignee warehouse inventory. When the extract is complete, the invoices are placed in the Consignment Invoice file. When an inbound DESADV is received and processed for the used quantities, those quantities shipped on the invoices are transferred to a new invoice in the regular Invoice file. A new invoice is created for each Zipp Logistics SID number.

## Messages and Versions

The Cummins Engine EDIFACT module uses the EDIFACT messages listed below.

EDIFACT Message	Document Name	X12 Equivalent	Version
APERAK	Application Advice	824	D97A
CONTRL	Functional Acknowledgement	997	D97A
DELFOR	Delivery Forecast	830	D97A
DELJIT	Delivery Just-in-time	862	D97A
DESADV	Despatch Advice	856	97A, 98B
INVOIC	Electronic Invoice	810	97B
PRICAT	Price Catalog	832	97B
RECADV	Receiving Advice	861	D97A

All Cummins Engine EDIFACT messages are received and sent in the EDIFACT format. However, EDIFACT messages are processed as X12 transaction sets within AutoRelease. They are identified on inquiries and reports as the equivalent transaction set numbers.

## Data Field Restrictions

Data fields may not contain any of the following characters:

- : (colon)
- + (plus sign)
- ' (apostrophe)
- ? (question mark)

These characters are used as EDIFACT element separators, sub-element separators, and segment terminators.

## Ship-To Destinations

Cummins Entity Name Plant Ship To Dock Codes DUNS Number

(CEP) Columbus Engine Plant - Columbus 039128053 003, 025, 029, 057 006415160  
(CDC) Consolidated Diesel, Inc - Whitiakers 876525346 087, 088 006415160  
(DCM) Cummins Mexico - San Luis Potosi 932707235 127 006415160  
(CIC) Cummins Industrial Center - Seymour 081535635 031 006415160  
(CKEC) Cummins -Komatsu Engine Company 081535635 059 006415160  
(CMU) Cummins Marine - Charleston 059985465 070, 074 006415160  
(DEP) Darlington Engine Plant (UK) 232127399 190-199, 555 006415160  
(JEP) Jamestown Engine Plant - Assembly/BOF 074019753 082 006415160  
(MDC) Memphis Distribution Center 146708334 064 006415160  
(CMEP) Midrange Engine Plant - Columbus 792820524 022 006415160  
(CMD) Cummins MerCruiser Diesel 059985465 076 006415160  
(CPGK) Cummins Power Peneration, LTD 216278580 181 216278580  
(CSV) Cummins Scania Venture 043650113 See DELFOR 043650113  
ONAN - Memphis Distribution Center 031591865 062 031591865  
(OND) ONAN - Murphy Warehouse - Fridley 053417515 128 053417515  
(ISX) Columbus Engine Plant (APEX) 010096591 001 010096591  
(DAV) Daventry Engine Plant (UK) 229899570 170-179 229899570  
(FSB) Fuel Systems Business 010094790 017 010094790  
(JEP) Jamestown Engine Plant - Machining 074019753 082 074019753  
(DRC) Recon - Charleston 180511032 073 151198256  
(DRC) Recon - El Paso/Juarez 151198256 090 151198256  
(DRC) Recon - Memphis 928328418 069 151198256  
(HST) Holset - Mid-Range - Charleston 611667213 078 611667213  
(HST) Holset Heavy Duty - Charleston 124816984 075 124816984  
(HUDS) Holset - Huddersfield (UK) 212137624 See DELFOR 212137624  
(BRZ) Cummins Brasil 876409392 150 (Mutually-defined)  
Cummins Corporate ID # 006415160

# Security

## Communication Method

Cummins Engine communicates through the ACM (Advanced Communications Module) component.

For more information on ACM, see Chapter 17 of the AutoRelease main manual. Enter security requirements (identification codes, passwords, etc.) before attempting to receive or transmit. Network security is entered one time, but may be accessed by multiple trading partners.

Note: When establishing communication set up either with a VAN or direct, the following must exist:

Wrap Data? YES - 80  
 Start New Record on New Interchange? YES

## File Archiving / Auto Print and Process

(Option 3 on the AZ10 Menu - ACM)

```

AZD2008                                PROCESS PROFILE SETUP

      OEM .....
      Company .....

      Auto Print .....
      Auto Process.....
      Auto 997.....
      Days To Archive..... 0

F4=Prompt  F12=Cancel
    
```

- Auto Print (Y/N) - Enter “Y” if using Auto Receive and Breakdown (scheduled through ACM), to perform an automatic Print after the Breakdown. Enter “N” if not using Auto Receive, or, if using Auto Receive and Breakdown, if the Print option is not to be run automatically after the Breakdown.
- Auto Process (Y/N) - Enter “Y” if using Auto Receive and Breakdown (scheduled through ACM) and if also using Auto Print, to perform an automatic Process after the Receive, Breakdown and Print. Enter “N” if not using Auto Receive, or, if using Auto Receive, Breakdown, and Auto Print, if the Process option is not to be run automatically after the Print.
- Auto 997 (Y/N) – Enter “Y” and a 997 will automatically be sent back to the OEM acknowledging receipt of inbound EDI data.
- Days to Archive - Enter the number of days to archive files received from the OEM. Files must be saved at least one day. Archived files are files that are stored for a given number of days, so that they can be reactivated. The number of days is not based on calendar days. Only the number of days when a communication session takes place is counted. Then the archived files are removed during the next shift.

Note: Only error-free requirements are processed. Errors must be corrected and the “Print” and “Process” options must be taken manually to process the remaining data.

# Implementation: Non-SMI and SMI

## Identification Code File

The Identification Code File is used when taking the options to “Split” and “Breakdown” a file received from Cummins Engine. The Identification Code File is used differently by different manufacturers.

```
Company Number - xx
OEM Code - EE
Plant ID - Supplier Code

OEM ID - Cummins Engine's DUNs Number (006415160)
Corporate ID - Your DUNs Number *
Remit to Duns Number - Used for testing ONLY **
VAT Code - Tax ID
Transmission Mode - T/P T-Test, P-Production
Smart Labels - N
Pallet Staging - N
Bar Code File Transfer - N
Variable Unwrap Print - Y or N
Automatic print of 997 - N
AutoMap - N
```

Errors that occur during the “Split” that indicate a code is missing from the Identification Code File are referring to OEM ID.

Errors that occur during the “Breakdown” that indicate a code is missing from the Identification Code File are referring to Plant ID or Corporate ID.

\* The Corporate ID is transmitted in the UNB segment of the DESADV. If the Corporate ID field is left blank, the Plant ID is transmitted.

## Trading Partnership File

The Trading Partnership File is used to enter data used in the “enveloping” of the electronic file being transmitted instead of using the Identification Code File and the hard-coding within the programs. When a trading partner changes its enveloping, users may change the enveloping in the Trading Partnership File, instead of waiting for a program change.

Press F15 (Trading Partnership File) after entering the appropriate data in the Identification Code File.

Steps to create default values:

Press F6 (ADD) from the UNB List screen.

Abbreviations may be entered. Cummins Engine requires a separate record for each destination. The first record created is a template and is copied and modified to create each required record; and is then deleted. Therefore, it is recommended to leave the customer and destination records blank, at this time. Press Enter.

Enter the code representing data format (E for EDIFACT). Press Enter. The UNB Detail screen is displayed.

Press F7 (Infor defaults).

Three UNB records are created:

1. One DESADV message
2. One PRICAT message
3. One INVOIC message

Modifications are needed to the DESADV and PRICAT UNB records. The INVOIC is transmitted to Cummins Corporate, modifications are NOT needed.

The DESADV and PRICAT template records must be copied and modified for each Cummins Engine destination and message combination.

Enter "3" next to the template record to copy. Press Enter. Enter the customer (optional) and destination (required) abbreviations. Press Enter.

Select the copied record with "1." Press Enter. The UNB Detail screen displays.

**UNB Detail Screen (DESADV)**

**Required Changes for the DESADV and PRICAT Records**

```

VLD9702P                               Maintain Trading Partnership File

Company Number..... KB                (A) ISA/ (C) ICS/ (E) Edifact:   E
OEM Code..... EE
Supplier ID..... 0000402219XXX
Customer Abbrv(O).....
Destination Abbrv(O)....
EDIFACT Message Type.... DESADV
User Define Description: DESADV MESSAGE           Active (Y)/(N):  Y
      UNB - Qualifier/Information
Sender:  1      0000402219XXX                Syntax ID:      UNOA
Receiver: 1      006415160                  Syntax Version: 1
      UNG - Qualifier/Information
Sender:                                     Processing Option:  P
Receiver:                                  P=Print Before Sending

Hexadecimal Code
Version.....:  D                          Sub Element Separator:  7A
Release Number....:  98B                    Data Element Separator:  4E
Responsible Agency:  UN                      Segment Terminator:     7D
(T)est/ (P)roduction:  P                    Acknowledgement Requested: N

F7=Create Infor Defaults  F12=Return
    
```

Select the DESADV Message and press ENTER

"Version" must be 'D'

"Release Number must be '98B'

User Define Description - Enter the name of the plant to receive the shipment.

Receiver - Enter the DUNs of the Cummins destination.

Release Number - Enter the current version number of the DESADV.

For Cummins Brazil locations, change the Sender and Receiver qualifiers to "ZZ." All other locations require a qualifier of "1" (not 01).

Press enter to save the record.

Press F12 to return to the UNB List screen.

Repeat step 5 for each destination and message combination.

When all destinations and message combinations have been entered, delete the template records.

Cummins (EE) may send supplier IDs that are up to 21 characters in length. The supplier ID format will be made up of the following fields:

The first six positions will be the supplier number

The next one – thirteen positions will be a city name

The last two positions will be the location code

In order to work within the AutoRelease system, if the code is longer than 17 characters, the supplier ID needs to be modified in the Trading Partnership file in order to find a match. If the total length of the supplier ID is 17 characters or less, no changes are required.

When the supplier ID is 18 – 21 characters in length, the customer must reformat the supplier ID in the Trading Partnership file as follows:

- The supplier number
- The location code
- Positions one through nine of the city name

Before: 347741COLUMBUS01

After: 347741COLUMBUS01 (no changes - total length is 17 or less characters of city name)

The complete inbound supplier ID will be saved within the AutoRelease files and printed on the reports and sent back on the ASN to Cummins (EE) as required.

## Machine Readable Destination File

DESTINATION ABBREVIATION RECORD			
Company Number .....	KB		
OEM Code .....	EE		
Identification Number .....	792820524		
Dock Location .....	022		
Destination Abbreviation ....	CUMMIN		
Destination Description .....			
P O Destination .....	000000000		
ERS Destination .....		(Y/N)	
OEM Consideration .....		(Y/N)	
<b>Electronic Invoices</b> .....	<b>Y</b>	<b>(Y/N)</b>	
Line Set .....	N	(Y/N)	
<b>Clear By Destination</b> .....	<b>Y</b>	<b>(Y/N)</b>	
Type of FBO .....		(M/S)	
Chrysler PAB/Non-PAB Combine.		(Y/N)	
Send Prev CUM on ASN/DESADV .	N	(Y/N)	
Exclude from APNAT calc .....	N	(Y/N)	
Place on Credit Hold .....		(Y/N)	
Ship Direct .....		(Y/N)	

- Electronic Invoices - Enter "Y." Electronic Invoice files are created for this destination when the Print and Process Invoice option is taken and the Reprint Invoice prompt is answered with "N" for "No."
- Cummins (EE) sends two types of DELFORs. One is a full replacement with purpose code 05 and the other is a change with purpose code 04. When a purpose code 05 DELFOR is sent and a part is no longer needed, no zero quantity is sent. The part is left off of the release. A purpose code 04 DELFOR only sends the parts that were changed. If clear flags were marked and a DELFOR with purpose code 04 was received, all parts not changed by the DELFOR would have their requirements removed. If clear flags were not marked and a DELFOR with purpose code 05 was received with parts that were no longer required not sent, the requirements that should have been removed but were not. Cummins now has the option for clear by destination code for DELFOR purpose code 05 which will clear parts that are received on a purpose code 05 DELFOR but not on one with purpose code 04. In order to use this option, the clear by destination flag needs to be marked on the Machine Readable Destination File and the 830 clear flags on the Requirement Masters need to be marked.

## Parts Cross Reference File - Dimensions

To print dimensions on the Cummins shipper, dimensions need to be entered into the Parts Cross Reference File using Parts Cross Reference Maintenance and pressing F7 = Dimension. All dimensions will be converted to square meters for area and cubic meters for volume on the shipper form based on the Unit of Measure entered on the screen.

## Destination File - Invoices

### Destination Maintenance Screen

SCD6300B		MAINTAIN DESTINATION MASTER FILE	
Company Number .....	KB	ENGINE COOLING, INC.	
Destination Number .....		4548	
Name 1 .....		FOB .....	
Name 2 .....		Distributor Code ..	
Address 1 ..		Ford Dest Code .....	
Address 2 ..		ASN/DESADV (B/C/N/O/V/Y)	
Address 3 ..		GM Msg/Temp Msg Code ...	/
City/State .		GM Std Loc/Ford Rt Cd 2.	
Zip Code ...		Carrier Preference .....	
Country ....		Route Code / HMRS (Y/N).	
		Honda Destination .....	
Arrival/Ship Dates (A/S) .....		Supplier Type (P/S) ....	
Delivery Travel Time (Hrs/Min)		ASN Unit of Measure ....	
Delivery Travel Time (Days) ..		JIT Location (Y/N) .....	
		Bar Code Verif (Y/N/C/S)	
Available Ship Days (X = Select)		<b>Print Invoices (Y/N) ...</b>	
S M T W H F S		<b>Create Invoices (Y/N) ..</b>	
Names:		Payment Type: Coll PP PPI Oth	
		Alt. Description...	
		Dealer Code .....	
F1=Help F12=Return		Cat Europe Ult Dest ....	

- Print Invoices - Enter "N" if hard copy invoices are not needed or required. Enter "Y" to print hard copy invoices in addition to transmitting the electronic invoice.
- Create Invoices - Enter "Y" to create a hard copy, electronic invoice, or both for each shipper to this destination.

## Destination File - One PO Per Invoice

### Remark Screen

```
SCD6300C                MAINTAIN DESTINATION MASTER FILE

      Print Remarks (Y/N):  N Shipper      N Invoice      N Acknowledgement

Remark: _____
_____
_____
_____

      ASN/DESADV Transmit Windows:  Before  Hours:      Mins.:
                                      After   Hours:      Mins.:

      3rd Party Electronic Invoice OEM ....
      Multi-Company Pool Bill Destination? (Y/N):
      Print Part Description on Invoices (Y/N):
      Travel Time: Set Prior to Current Date? (Y/N)...:
                          Set Holiday to Next Ship Day? (Y/N):
      Remove no-charge returnable containers from invoice? (Y/N)
      Funds Type .....          Funds Type Description ...
      Tax Exempt .....

F1=Help  F12=Return                One P.O. Per Invoice (Y/N)
```

- One P.O. Per Invoice - Cummins Engine requires one invoice per purchase order number. Enter "Y" in this field to create a separate invoice for each purchase order.

## Model Year

Cummins Engine does not send model year. Therefore, the Requirement and Price Files must be entered leaving the Model Year field blank.

## Price File

```

                                MAINTAIN PRICE MASTER FILE

Company ..... KB
Internal Part Number .. 12345
Model Year .....
Price Code ..... A
Customer Abbrv ..... CUMMIN (O)
Destination Abbrv ..... CUMMIN (O)
P.O. Number ..... 12345 (O)
Lower Quantity Range .. 1
Upper Quantity Range .. 99999999
Effective Date ..... 0/00/00

Price (6) ..... 125.000000 Expiration Date ..... 000000
Type of Funds ..... USD Funds Type Desc ..... US
DOLLARS
G&S Tax Acct. No. .... G&S Tax Rate (2) .....
Supplier Ship Meth .... Approval Date ..... 000000
User Defined Field ....
Comment Line .....
Basis of Unit Price....

F1=Help F10=Delete F11=Misc Charges F12=Return
    
```

Infor recommends that the Cummins Engine Price file is entered with the Customer Abbreviation, Destination Abbreviation, and Purchase Order Number so that the price for Cummins can be entered with no more than three decimal places and so that when the price catalog is built, the correct price is retrieved from the Price file.

### Price (6)

Cummins Engine requires prices to be no more than three decimal places.

If more than three decimal places are used, the price is rounded up and only three decimal places are used in the Electronic Invoice file. The paper invoice is calculated using six decimal places and is then truncated to use three decimal places for the total price. Therefore, the paper invoice and electronic invoice will not match. If Cummins Engine's price calculation is different from the price in the Electronic Invoice file, payment may not be made or may not be made promptly.

### Funds Type

The funds type must be entered in the Price File. All line items on a single INVOIC must contain the same funds type. Valid codes include the following:

- CAD - Canadian Dollars
- GBP - British Pound Sterling
- JPY - Japanese Yen
- USD - US Dollars
- XEU - Euro Dollars

## Requirement File - Clear Flags

The requirement master clear flags are not marked for Cummins Engine.

866 862 830 850

- - - -

This is subject to change based on the files Cummins Engine transmits to your company.

Note: Do not select clear flags with "X" if requirements are transmitted only once for any given transaction set.

## Dock Code

Cummins Engine uses dock codes. The dock codes must be entered in the requirement master as they are received in the file.

## CUM Required Prior - DELJIT

Cummins Engine does not send CUM required prior, so it must be entered manually before going live so the system can include ahead or behind figures in the package quantity. The CUM required prior is entered using the option Enter Manual Requirements. CUM required prior can be entered using F5 from the entry screen or it may be entered directly on the header screen.

The CUM required prior for the DELJIT is used to calculate ahead or behind figures and to round to package quantity only when there is a DELFOR and DELJIT. When both the DELFOR and DELJIT are used, mark the 862 report flag. When entering a Cummins Engine manual requirement or while testing, the CUM required prior is entered using the option Enter Manual Requirements. CUM required prior can be entered using F5 from the entry screen or it may be entered directly on the header screen.

REPORT FLAGS - If this requirement master is expected to receive only DELFORs, mark only the 830 report flag. If this Requirement Master is expected to receive DELJIT and DELFOR messages, mark the 830 and 862 report flags. The report flags determine what is placed in the Load File, and if the incorrect report flags are marked, the CUM required will be incorrect.

## CUM Required Prior - DELFOR

Cummins Engine sends CUM required prior, so it is not necessary to enter it manually before going live. The first time a requirement is received, the CUM required prior figure sent by Cummins Engine overlays what was entered manually.

The CUM required prior for the DELFOR is used to calculate ahead or behind figures and to round to package quantity only if there is no DELJIT. When only the DELFOR is used, mark the 830 report flag. When entering a Cummins Engine manual requirement or while testing, the CUM required prior is entered using the option Enter Manual Requirements. CUM required prior can be entered using F5 from the entry screen or it may be entered directly on the header screen.

REPORT FLAGS - If this requirement master is expected to receive only DELFORs, mark only the 830 report flag. If this Requirement Master is expected to receive DELJIT and DELFOR messages, mark the 830 and 862 report flags. The report flags determine what is placed in the Load File and if the incorrect report flags are marked the CUM required will be incorrect.

## OEM Miscellaneous File - Clear Transaction Sets Including Purchase Order

OEM MISCELLANEOUS INFORMATION MAINTENANCE			
Company Number .....		KB	
OEM Code .....		EE	
Destination Abbrev ...			
Model Year .....		Clear 830s w/ Purpose Codes	
GM Message File .....		Clear 862s w/ Purpose Codes	
GS ASN/UNH DESADV Ver Lvl.		Combine Daily 866s .....	(Y/N)
Next Avail Adjust # .....		Caterpillar Facility Code .	
Use DUNS in ISA/UNB Seg...	(Y/N)	Caterpillar Proprietary ID	
GM DESADV Packaging Info..	(Y/N)	Caterpillar 830 10-10-10...	(Y/N)
Appl Receiver ID ....		IBM Supplier Code.....	
GM Invoice Message File...		Clear Transaction Set including	
GM Invoice Location Code..		Purchase Order.... 830	
GM Duns in ISA/UNB Seg....	(Y/N)	Clear Transaction Set including	
GS/UNH Invoice Ver. Lvl...		Release Number....	
		Process EDI Dock.....	(Y/N)
		Direct Supply Contract #...	
F1=Help F12=Return			

Clear Transaction Sets - These fields are used to clear requirements during the "Process," including P.O. based on the key to the Requirement Master File, plus the Purchase Order Number. This is needed when multiple Purchase Orders are sent for the same Requirement Master with full files by Purchase Order. Enter the transaction set to be cleared with the Purchase Order Number and do not mark the clear flag for this transaction set in the Requirement Master. Enter 830 for all destinations.

## Miscellaneous Charge / Tax File

```

                                MAINTAIN MISCELLANEOUS CHARGE MASTER FILE

Company Number ..... KB
Customer Abbreviation ..... CUMMIN
----- Optional -----
Destination Abbreviation ...
Internal Part # .....
Customer Part Number .....
Purchase Order Number .....
Engineering Rev Level .....
RAN Number .....
Container Part Number .....
Release Number .....

                                Assign Taxes
Calculate charge based on (X):  Container Qty      Part Qty      Charge Qty

Retain charge? (Y/N/E)  Y

Shipper/Invoice charge type (X):  Beginning      X End

F1=Help  F12=Return
    
```

- Shipper/Invoice charge type - If hard-copy invoices are printed, charges or taxes must print at the end of the invoice. Enter "X" in "end" of the Shipper/Invoice Charge Type field. Charges or taxes are transmitted on the electronic invoice in the ALC and MOA segments.

## Tax Rate File

If the supplier has a local sales tax, a record must be entered in the Tax File.

```

                                MAINTAIN TAX RATE MASTER FILE

Company Number ..... KB

Tax Code ..... LS
Tax Description ..... LOCAL SALES TAX
Tax Rate ..... .60000
Tax Qualifier ..... LS
G/L Credit Account Number .. 12345
Tax Juris. Code Qualifier ..
Tax Jurisdiction Code .....
Tax Exempt Code .....
Relationship Code .....
Assigned ID .....

                                Last Maintained By .....
                                Last Maintained Date ...
                                Last Maintained Time ...

F1=Help  F12=Return
    
```

Enter "LS" (local sales tax) as the tax code. Enter a description and the rate of the sales tax.

If a manual INVOIC is being created and the local sales tax (LS) is used, "LS" must be entered in the Special Services Code field on the Miscellaneous Charge screen of the INVOIC. LS is transmitted in the ALC segment.

If the INVOIC is created by data received and processed through the system, modifications are not needed. LS is transmitted in the ALC segment.

## Retrieve Company Number from Parts Cross Reference File

The Application Control record "PXCO#xx" may be entered to retrieve the company number from the Parts Cross Reference File instead of the Identification Code File if the following points are applicable:

- A Cummins Engine EDIFACT supplier has only one DUNS/Supplier ID representing multiple plants.
- Each plant ships unique parts.
- Each plant is entered as a separate company.
- All companies use the same Customer and Destination Abbreviations.

Add the "PXCO#xx" record as shown below, where "xx" is the OEM code. For more information about adding control records, see Chapter 11 of the AutoRelease main manual.

Application name \*ALL  
Keyword PXCO#xx  
Length 01  
Dec blank  
Infor Data Y

# Implementation: SMI (Supplier Managed Inventory)

## Business Practices

SMI suppliers receive DELJITs containing firm requirements and DELFORs containing planning requirements. Shipments are made to Zipp Logistics. The DESADV is not transmitted by the supplier. When Zipp Logistics ships the parts to Cummins Engine, Zipp Logistics sends a DESADV to Cummins Engine and a copy of the DESADV to the supplier.

During the "Extract," shippers are removed from the RSPSHPx files and placed in the SCPINVxC (consignment invoice) files. The quantity shipped is removed from the shipping warehouse inventory and placed in the consignee warehouse inventory. When the Extract is complete, the invoices are placed in the Consignment Invoice File.

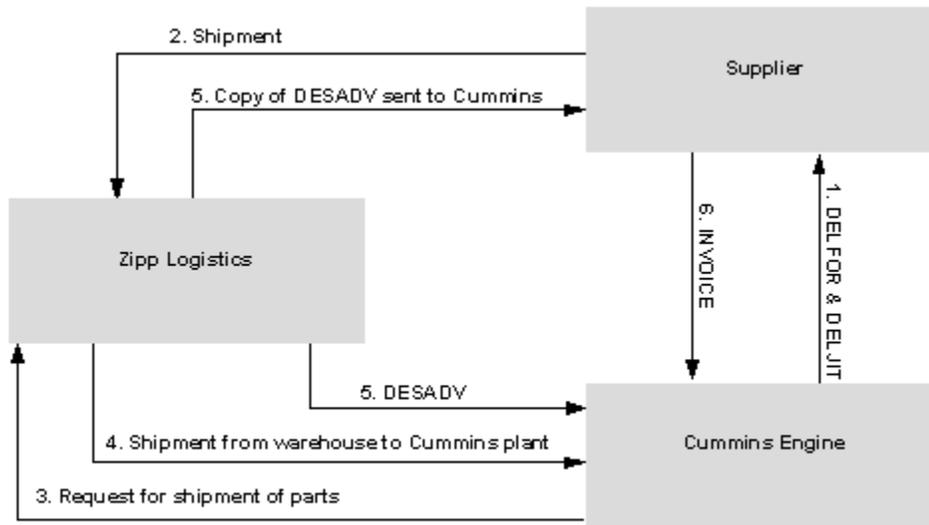
When Zipp Logistics ships the parts to Cummins, Zipp sends a DESADV to Cummins with a copy to the supplier.

The copy of the DESADV file is received by the supplier using the Cummins Engine VL0 menu. Once the inbound DESADV is received and processed, the used quantities shipped on the invoices are transferred to a new invoice in the regular Invoice File. A new invoice is created for each Zipp Logistics SID number.

## Data Flow

1. Cummins Engine transmits the DELFOR (contains planning requirements) and the DELJIT (contains firm requirements) to SMI suppliers.
2. Shipments are made to Zipp Logistics.
3. Cummins requests a shipment of parts from the Zipp Logistics warehouse.
4. Zipp Logistics ships the requested parts to Cummins Engine.
5. Zipp Logistics sends a DESADV to Cummins Engine and a copy of the DESADV to the supplier.
6. The supplier transmits the INVOIC to Cummins Engine.

## Data Flow Pictorial



## Machine Readable - Destination File

A Machine Readable Destination record must be entered for the intermediate consignee location (Zipp Logistics).

DESTINATION ABBREVIATION RECORD	
Company Number .....	KB
OEM Code .....	EE
Identification Number .....	ZLSC
Dock Location .....	
Destination Abbreviation ....	ZIPP
Destination Description .....	ZIPP LOGISTICS
P O Destination .....	000022000
ERS Destination .....	(Y/N)
OEM Consideration .....	(Y/N)
Electronic Invoices .....	Y (Y/N)
Line Set .....	N (Y/N)
Clear By Destination .....	N (Y/N)
Type of FBO .....	(M/S)
Chrysler PAB/Non-PAB Combine.	(Y/N)
Send Prev CUM on ASN/DESADV .	N (Y/N)
Exclude from APNAT calc .....	N (Y/N)
Place on Credit Hold .....	(Y/N)
Ship Direct .....	(Y/N)

- Identification Number - Enter the intermediate consignee code for Zipp Logistics (ZLSC).
- Destination Abbreviation - User-defined abbreviation that identifies the intermediate consignee "ship-to." This abbreviation must be different from destinations that are not intermediate consignees (SMI).
- Destination Description - Name of the intermediate consignee destination location.
- PO Destination - Enter the user-defined destination number of the destination record containing the address of this intermediate consignee. This is used to retrieve the destination address to display on the shipper screen and to print on the shipper and invoice.

## Parts Cross Reference File - Consignee Warehouse

The Consignee Warehouse field in the Parts Cross Reference File must be entered for the requirements to be placed in the Consignee Invoice File during the "Extract."

```

RLD13400B                PART CROSS REFERENCE MAINTENANCE

Company ..... KB
Customer Abbreviation ..... CUMMIN
Customer Part Number ..... 12345
Destination Abbreviation ...      (O)

Bar Code Part Number ..... 12345
Internal Part Number ..... 12345
Part Description ..... WHEEL
Color Description .....
Part Weight (5 dec)          15      Metal Thickness (3 dec)
OEM Misc Information #1 ..      Reason Code
OEM Misc Information #2 ..      Reason Code
Shipping Warehouse .....      DR Account .....
Shipping Location .....      CR Account .....
Consignee Warehouse ..... ZIPP   Section Number ...
Consignee Location .....      Rule Number .....
Country of Origin ..... USA     Origin Criterion .
Province of Origin .....
Harmonized System Code ...      User Defined
Supplier ID .....
F1=Help  F7=Dimension  F9=Extension  F12=Return
    
```

Parts are identified to be placed in the Consignee Invoice File during the "Extract" by entering a consignee warehouse in the Parts Cross Reference File.

## Destination File - Zipp Logistics

A destination record is required for the intermediate consignee. Enter the intermediate consignee name and address. This address is printed on the shipper and invoice.

SCD6300B		MAINTAIN DESTINATION MASTER FILE	
Company Number .....	KB	ENGINE COOLING, INC.	
<b>Destination Number .....</b>	<b>22000</b>		
Name 1 .....	ZIPP LOGISTICS	FOB .....	
Name 2 .....		Distributor Code ..	
Address 1 ..	125 N. MAIN STREET	Ford Dest Code .....	
Address 2 ..		<b>ASN/DESADV (B/C/N/O/V/Y) V</b>	
Address 3 ..		GM Msg/Temp Msg Code ...	/
City/State .	LIVONIA MI	GM Std Loc/Ford Rt Cd 2.	
Zip Code ...	48150	Carrier Preference .....	100
Country ....	USA	Route Code / HMRS (Y/N).	
Arrival/Ship Dates (A/S) .....	S	Honda Destination .....	
Delivery Travel Time (Hrs/Min)		Supplier Type (P/S) ....	
Delivery Travel Time (Days) ..		ASN Unit of Measure ....	EA
Available Ship Days (X = Select)		JIT Location (Y/N) .....	
S M T W H F S		Bar Code Verif (Y/N/C/S)	
Names:		Print Invoices (Y/N) ...	Y
F1=Help F12=Return		Create Invoices (Y/N) ..	Y
		Payment Type: Coll PP PPI Oth	
		Alt. Description...	
		Dealer Code .....	
		Cat Europe Ult Dest ....	

The destination number is entered in the PO Destination field in the Machine Readable File.

- ASN/DESADV - Enter "V" for variable length ASN without bar code. The destination number is entered in the PO Destination field in the Machine Readable Destination File.

## Requirement File - OEM Division

The Requirement Master for supplier-managed inventory parts must contain the OEM Division of SMI.

JTDMAINT2		REQUIREMENT MASTER ENTRY										CHANGE					
Company	KB	Customer	CUMIN	Part	102408	Destination	CUMIN	MY									
Customer Part #	....	102408				OEM Code	.....	EE									
Supplier Code	.....	30200				<b>OEM Division</b>	...	<b>SMI</b>									
Customer #	.....	1111				Destination #	.....	101									
Commodity Code	.....	100				Unit of Measure	....	EA									
Controlling Source						Price Code	.....	A									
Dock Code	.....	666				Trailer Capacity	...										
Container Part #	...	100				Package Quantity	...	50									
MRP			Reports					Clear									
866	862	830	X	850	866	862	X	830	X	850	866	862	X	830	X	850	
Process P.O.s																	
Planner #	.....	0000				Balance Out Code	...	Product Code	..	0000							
Weekly Ship Code						Final Release Code	..	Analyst #	....								
Rack ID																	
User #1	..						User #2	..									
User #3	..	.00000															
Remarks																	
F1=Help	F7=OEM Info		F8=REQB		F9=REQC		F10=Delete										
F11=File Maint	F12=Return		F19=Fab/Mtl		F20=Special Process												

- OEM Division - If requirements for supplier-managed inventory parts are received, the Requirement Master must contain SMI in the OEM Division field.
- If SMI is entered in the OEM Division field, when the shipper is created, the consignee address is retrieved using the intermediate consignee code that was processed into the Requirement C record. This accesses the Machine Readable Destination File and obtains the PO Destination Number, which is the destination number where the intermediate consignee address is stored.

## Net Processing (Optional)

Cummins sends a CUM received which is used along with the suppliers CUM shipped to determine ahead/behind status. The module has been modified to handle a rare exception when suppliers may want to ignore the CUM received and treat a location as a 'Net based' customer.

To activate the 'Net' based feature for a location, set the OEM Consideration flag in the Machine Readable Destination file to 'Y'. In conjunction, all Requirement Masters for this destination must have the Special Processing flag (F20=Special Process) 'Type of Processing' flag set to 'N' for net.

The OEM Consideration flag will prevent the cum received, release number and requirements with a type/frequency of A/D will not process into the system. It will also check the incoming EDI against ship history to remove/reduce in-transits.

The Type of Processing flag of 'N' will remove the requirement during the extract and set the CUM required to equal to the CUM shipped. It also makes them an exception to the SHIFT. This setting excludes the requirements from ahead/behind calculations.

### WARNING - CRITICAL SYSTEM MAINTENANCE REQUIRED

Any customer switching from cum to net processing will be required to clean up their Requirement Files prior to their first EDI receive and after making the setup changes described below. For each destination converting to 'NET Processing' the supplier will need to delete from the Requirement Masters any A/D requirements and any requirements still in the Requirement Master for shippers that have been extracted. Failure to remove these requirements will cause them to remain in the system. They will not be removed with the new process.

The following set ups are required to activate the 'Net Processing' feature:

- Set the 'OEM Consideration' flag in the Machine Readable Destination record to 'Y'.
- Set the 'Clear by Destination' flag in the Machine Readable Destination record to 'Y' (NOTE: this is not a new setting).
- Set the 'Type of Processing' flag in ALL requirement masters for this destination to 'N' for 'Net'.
- Set the 'Clear Transaction Set including Purchase Order' to have 830 in the first bucket (NOTE: this is not a new setting and is needed regardless of whether you are using this new feature or not).

When the above set-up is activated, the following will occur during the EDI process of inbound requirements:

- Cum received will print on the Requirement Edit List but will not be passed to the Requirement Masters. Release Number will print on the Requirement Edit List but will not be used when checking for duplicates during the remove duplicates program and will not be passed to the Requirement Masters.
- Requirements with a type/frequency of A/D will print on the Requirement Edit List but will not be passed to the Requirement Masters.
- During the Clear Transaction Set using Purchase Order process the detail requirements in the Requirement Master are retrieved and marked for deletion (in essence, clear flags but only for that purchase order). A change was made to this process that will check to see if the requirement is prior to the horizon start date of the DELFOR. If it is, it will not be deleted as it is truly a past due requirement. (Note: This is because when 'Net Processing' the requirements stay in the Requirement Master until shipped and cum required and cum shipped are kept in sync so you are never ahead or behind. Therefore, if the requirements are cleared each time you process it would remove any truly past due requirement. This will prevent that from happening. You need to clear the requirements in order to recognize date changes and to remove old planning records since you will never ship them, they would stay on the system forever. Also as planning dates fluctuate all the dates would be retained and you would have excess data and over plan.)
- Check against ship history will be performed to remove/reduce in-transit requirements from the inbound EDI file before processing.

## Requirement C Record - Intermediate Consignee

JTDMAINT6		REQUIREMENT MASTER ENTRY - OEM INFORMATION		ADD
Transaction Type ... 862				
Company KB	Customer CUMIN	Part 102408	Destination CUMIN	MY
Invoice Toyota-MM? .....	N	Purpose Code .....		
Ship or Delivery Date .....		Plant Location ...		
OEM Unit of Measure .....		Default Eng Lvl ..		
OEM Ship Code .....		Storage Location .		
OEM Package Qty .....		Line Supply Loc ..		
OEM Last Ship Date .....	0/00/00	Tag Code .....		
OEM Last Ship Qty .....		Int. Consignee ...	ZLSC	
OEM Cum Shipped .....		Line Feed .....		
Fab Date .....	0/00/00	Planner Name .....		
Fab Start Date .....	0/00/00	Planner Phone .....		
Material Date .....	0/00/00	Default P.O. ....		
Material Start Date .....	0/00/00	Process Code .....		
CUM Reset Date .....	0/00/00	JIT Reference # ..		
Purchase Order Date .....	0/00/00	Default Type/Freq. /		
		Drop Point.....		
F1=Help F12=Return				

When DELJIT requirements are processed, the intermediate consignee code, ZLSC (Zipp Logistics SCAC Code), is placed into the Int. Consignee field if the OEM Division Field in the Requirement Master contains "SML." This is accessed when the shipper is created. A match is found in the Machine Readable Destination File and the PO destination number is used to retrieve the destination address from the Destination File. This address displays on the shipper trailer (ASN Information) screen and prints on the shipper and invoice.

## Intermediate Consignee Shippers

The consignee address is retrieved using the intermediate consignee code (ZLSC) that was processed into the Requirement C record. This accesses the Machine Readable Destination File and obtains the PO destination number, which is the destination number where the intermediate consignee address is stored.

## Shipping

The ship-to address of the intermediate consignee is retrieved when F5 is pressed to create the shipper and is displayed on the trailer (ASN Information) screen.

The shipping trailer (ASN Information) screen displays the intermediate consignee address that is used on the shipper and invoice. This address can be maintained. F15 (Prompt Dest Number) may be used to display and select an alternate destination.

The consignee address is retrieved using the intermediate consignee code (ZLSC) that was processed into the Requirement C record. This accesses the Machine Readable Destination File and obtains the PO destination number, which is the destination number where the intermediate consignee address is stored.

**ASN Information Screen**

RSDM1000L	ASN INFORMATION	Status	Ship
Company	KB		
Cust	CUMIN		
Dest	ZIPP		
	Supplier Code .....	30200	
	Intermediate Destination ...	ZLSC	
	Ship From ID.....		
	Logistics # .....		
	New Destination Number	22000	
	Name 1	ZIPP LOGISTICS	
	Name 2		
	Address 1	125 N. MAIN STREET	
	Address 2		
	Address 3		
	City/State	LIVONIA	MI
	Zip Code	48150	
	Country	USA	
F5=Create Shipper    F12=Return    F15=Prompt Dest Number			

After all parts are selected and F5 is pressed to create the shipper, the intermediate consignee address is retrieved and displayed. This is the address that is printed on the shipper and invoice.

This address is retrieved by finding the Machine Readable record for the intermediate destination, to obtain the destination number entered in the PO Destination field and retrieve the address from the Destination file.

# VLO Menu

```

V 12.0          9/11/XX          MENU: VL0EE          9:27:28
-----
                CUMMINS ENGINE EDIFACT
                VARIABLE LENGTH TELECOMMUNICATIONS
                -----

1.  Receive Data
2.  Split Network Data into OEM files
3.  Breakdown Data
4.  Print Req's (DELJIT/DELFOR)
5.  Print Notes
6.  Print Functional Acks (CONTRL)
7.  Process Req's (DELJIT/DELFOR)
8.  Maintain Network Selection File
9.  Maintain Network Security

10. Commerce Miscellaneous Menu
11. GEISCO Miscellaneous Menu
12. Maintain Miscellaneous File
13. Price Catalog Menu
14. DESADV Processing Menu
15. Application Advice Menu (APERAK)
16. Receiving Advice Menu (RECADV)

23. Return to V/L Telecommunications
24. Return to Main Menu

Option

```

Many options are identical from trading partner to trading partner. Those options are explained in the AutoRelease Manual. Only options unique to this trading partner, exceptions, or unique business practices are explained in this document.

See the How to Use this Document section for organizational details about AutoRelease and trading partner documents.

## Print Method

Print Method: Optional

Cummins Engine is coded to use the optional "Print" method, which affects the Breakdown, Print, and Process options.

## Print Notes

(Option 5 on the VLO menu)

This option is used to print notes transmitted from Cummins Engine. The Transaction Set Audit Report that prints during the "Breakdown" indicates if notes were received. The "notes" print when the Print Requirements option is taken. They can be reprinted using this option. The company selection is displayed if the user has authority to multiple companies.

## Process Requirements (DELJIT/DELFOR)

(Option 7 on the VLO menu)

## Special Processing - Past Due Requirements

Cummins Engine may send a past due requirement and a firm requirement with the same requirement date. Special processing is in place to enter "1" as the requirement time on the second record so both records are processed.

## Special Processing - Duplicate Requirements

Cummins Engine may send requirements with the same requirement date, ship-to location, supplier ID, and part number in the same file. Special processing is in place to create unique requirement records so that both records are processed.

## Special Processing - ABSN

The ABSN (Assembly Build Station Number) is received in the RFF PE segment in the 830 file and is processed into the Label 1 field in the requirement B record. The ABSN is required on the bar code label.

# VL7 Menu

VLD7001A	9/12/XX	MENU: VL7	13:10:14
12.0	-----		
CUMMINS ENGINE EDIFACT PRICE CATALOG MENU			
-----			
<ol style="list-style-type: none"> <li>1. Create Price Catalog</li> <li>2. Maintain Price Catalog</li> <li>3. Price Catalog List / Verification</li> <li>4. Create and Transmit Price Catalog</li> <li>5. Purge Price Catalog</li> <li>6. Reactivate Price Catalog</li> </ol>			
<ol style="list-style-type: none"> <li>23. Return to V/L Communications Menu</li> <li>24. Return to Main Menu</li> </ol>			
Option			

## Price Catalog Menu Overview

(Option 13 on the VL0 menu)

This Price Catalog Menu (VL7) is used to create, maintain, display, print, purge, and reactivate the price catalog (832) for Cummins Engine. When this data is no longer current, it may be purged.

Cummins Engine price catalog data is placed in the universal price catalog files VPH832A - VPH832H.

## Price Catalog Flow

### Create Price Catalog

1. Create the Price Catalog file using option 1.
2. Verify or change Catalog ID information.

3. Press Enter.
4. Enter selection criteria to retrieve data from master files.
5. Select the parts to be included in this Catalog.
6. Press F10 (Build Catalog). Data is retrieved from master files.

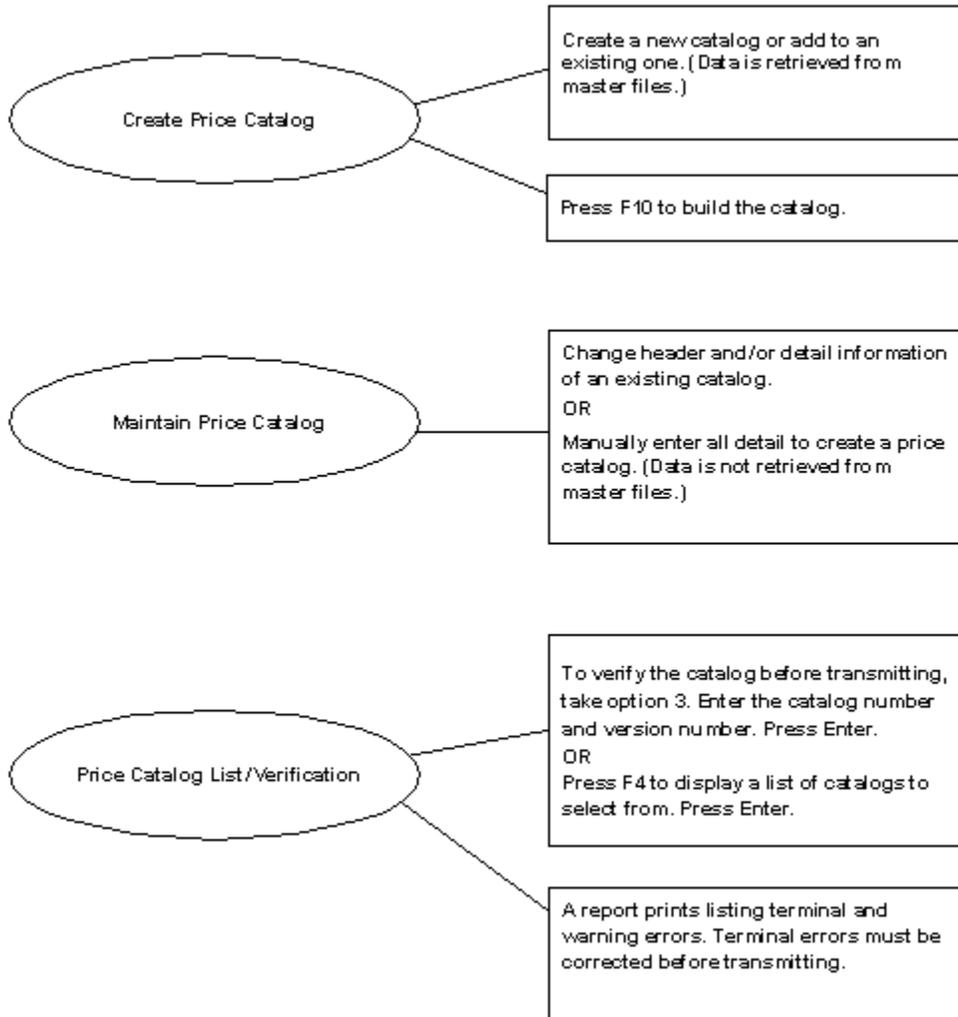
### **Price Catalog List / Verification (Optional)**

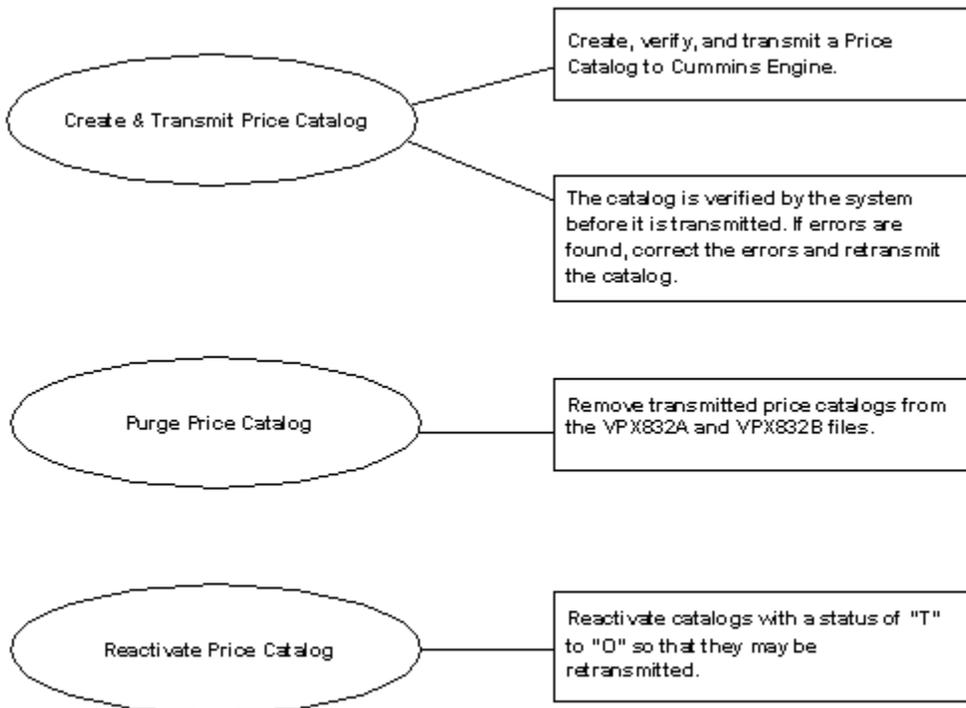
1. Verify the catalog before transmitting it by taking option 3.
2. Enter the catalog number and version number and press Enter. Or press F4 to display a list of catalogs and select one and press Enter. A report prints listing terminal and warning errors. Terminal errors must be corrected using option 2 (Maintain Price Catalog) before transmitting.

### **Create and Transmit Price Catalog**

1. To transmit a catalog to Cummins Engine take option 4.
2. Enter the catalog number and version number and press Enter. Or press F4 to display a list of catalogs and select one and press Enter. Before the catalog is transmitted, it is verified by the system and a report prints. If errors were found, correct the errors using option 2 (Maintain Price Catalog). After errors are corrected, take the Transmit option again to complete the transmission.

### Price Catalog Pictorial Flow





## Create Price Catalog

(Option 1 on the VL7 menu)

This option is used to create price catalog records by retrieving data from AutoRelease master files. A screen prompts for the company number.

### Catalog ID Screen

VLD7005A	CATALOG ID SCREEN	9/12/XX
13:28:47		
OEM Code .....	EE	
Company .....	KB	
Catalog Number .....	20XX0912132846	
Catalog Version .....	1	
Catalog Effective Date ..	0912XX	
Catalog Expiration Date .	000000	
Catalog Purpose .....		
F3=Exit    F4=Prompt    ENTER=Continue		

Header data is defaulted and can be changed.

- Catalog Number - Required. Defaults to the current date and time (YYYYMMDDMMSS).
- YYYY = Year (1999)  
MM = Month (03)  
DD = Day (10)  
MM = Minute (32)  
SS = Second (05)
- Catalog Version - Required. User-defined version number. The default is "1."
- Catalog Effective Date - Required. Today's system date is the default. The effective date may be changed.
- Catalog Expiration Date - Required. Supplier's price catalog expiration date.
- Catalog Purpose - Not used by Cummins Engine.

## Maintain Price Catalog

(Option 2 on the VL7 menu)

This option is used to change price catalog records that were entered using the option Create Price Catalog or to enter records manually. (A manually entered record is when all detail is entered manually. No data is retrieved from the AutoRelease master files.)

A screen prompts for the company number.

### Selection Screen

```

VLD7013A                                PRICE CATALOG MAINTENANCE

                                         Company Number .... BK
                                         Catalog Number ....
                                         Catalog Version ...
    
```

Enter a catalog number and version number and press F6=Add to create a new work file or prompt to display a list of existing work files. If an existing catalog number is entered and Enter is pressed, that price catalog displays.

Records in the work file may be added, deleted, or changed.

- Catalog Number - Required. Defaults to the current date and time (YYYYMMDDMMSS).
- Catalog Version - User-defined version number of the supplier's price catalog.

### Header Screen

Select a record from the Catalog List screen to display the Header screen. Or press F6 from the Selection screen to add a record.

```

VLD7014B                                CATALOG HEADER MAINTENANCE
Company  BK                                OEM  EE                                ACTION CODE  O
-----
-
Catalog Number ..... 20XX200209105255      Supplier ID .....
Catalog Version .... 1                      Effective Date .... 2/09/XX
Catalog Purpose .... 3                      Expiration Date ... 0/00/00
Quote Facility Code. 00                      Unit of Measure ... EA
Currency.....
Caterpillar Receiving Mailbox (CMS only):
Contact Name.....
Contact Number.....
    
```

- Catalog Number - User-defined or system generated. Defaults from the selection screen. Not maintainable. The catalog number must not be repeated in the calendar year.
- Supplier ID - The supplier code assigned by Cummins Engine. This is entered in the supplier code field in the requirement master and the Plant ID field in the Identification Code File. Required. Transmitted in the NAD+SE segment.
- Catalog Version - User-defined or system-generated version number of the supplier's price catalog. Not maintainable.
- Effective Date - Required. Enter the effective date that applies to all line items for this catalog number. An effective date for individual line items may be entered on the detail screen. If an effective date is entered on the detail screen that date overrides the effective date entered on the header screen. Transmitted in the header DTM+7 segment.
- Catalog Purpose - Not used by Cummins Engine.
- Expiration Date - Required. Enter the expiration date that applies to all line items for this catalog number. An expiration date for individual line items may be entered on the detail screen. If an expiration date is entered on the detail screen, that date overrides the expiration date entered on the header screen. Transmitted in the header DTM+36 segment.
- Quote Facility Code - Not used by Cummins Engine.
- Unit of Measure - Enter the Unit of Measure if it applies to all line items for this catalog number. A Unit of Measure for individual line items may be entered on the detail screen. Valid Unit of Measure codes, if Price Break records are not entered, are the following:  
  
EA = Each  
PCE = Piece  
HU = Hundreds  
TH = Thousands
- Valid Unit of Measure codes, if Price Break records are entered, are the following:  
  
EA = Each  
PCE = Piece

Transmitted in the QTY and PRI segments. Also, transmitted in the RNG segment, if price breaks are used.

- Caterpillar Receiving Mailbox (CMS only) - Not used by Cummins Engine.
- Contact Name - Not used by Cummins Engine.
- Contact Number - Not used by Cummins Engine.

## Detail Screen

Select a record from the Catalog Detail List to display the detail screen. Or press F6 from the Catalog Detail List to add a record.

VLD7012A		CATALOG DETAIL MAINTENANCE			
Company	KB	OEM	EE	Action Code	O
-----					
-					
Catalog Number	.....	19990209105255		Cust Abbrev	..... CONSG
Catalog Version	....	1		Dest Abbrev	..... CONSG
Catalog Purpose	....	3		Model Year	.....
Plant ID	.....			Purchase Order	....
In-House Part	.....	CONPART1			
Customer Part	.....				
Engineering Rev Lvl.				Unit Price (6 dec).	55.000000
Effective Date	....	0/00/00		Price Type Qual....	
Expiration Date	....	4/01/XX		Quantity	.....
1					
Minimum Qty	.....			Unit of Measure	...
Charge Amt (2 Dec)	.	.00		Maximum Qty	.....
Reason Qualifier	...			Minimum Order Amt..	.000000
Reason Code	.....			Order Multiple	....
Reference Detail	...			VMRS Code	.....
F3=Exit      F10=Delete      F11=Price Break      F12=Return					
F13=Special Service      F14=Other Chgs					

- Cust Abbrev - Required. User-assigned Customer Abbreviation entered in the Machine Readable File.
- Dest Abbrev - Required. User-assigned destination abbreviation entered in the Machine Readable File.
- Model Year - Not used by Cummins Engine.
- Plant ID - Required. Supplier code assigned by Cummins Engine. This is entered in the Supplier Code field in the Requirement Master and the Plant ID field in the Identification Code File.
- Purchase Order - Required. Purchase Order Number issued by Cummins Engine.
- In-House Part - Required. Internal part number entered in the Parts Cross Reference File. Transmitted in the PIA VP segment.
- Customer Part - Required. Cummins Engine's part number. Transmitted in the LIN segment.
- Engineering Rev Lvl - Not used by Cummins Engine.

- Unit Price (6) - Required. The unit price is retrieved from the Price file. This field accepts six decimal positions; however, Cummins Engine accepts only three decimal positions. The last three decimal positions in this field are truncated.
- If entering decimal positions, enter the price with the decimal point. If entering a whole number (no decimal places), it is not necessary to enter the decimal point. Transmitted in the PRI segment.
- Effective Date - Defaults from the Price file. An effective date entered or changed on this screen, applies only to this line item. Transmitted in the detail DTM\*7 segment.
- Price Type Qual - Required. Valid price type qualifiers are the following:  
CAT - Catalog Price  
TRF - Transfer Price
- Transmitted in the PRI segment.
- Expiration Date - Defaults from the Price file. An expiration date entered or changed on this screen, applies only to this line item. Transmitted in the detail DTM\*36 segment.
- Quantity - Not used by Cummins Engine.
- Minimum Qty - Required. The minimum order quantity required to purchase this part. Transmitted in the QTY segment.
- Unit of Measure - A unit of measure entered or changed on this screen; applies only to this line item. Valid unit of measure codes if Price Break records are not entered are the following:  
EA = Each  
PCE = Piece  
HU = Hundreds  
TH = Thousands
- Valid unit of measure codes if Price Break records are entered are the following:  
EA = Each  
PCE = Piece
- Transmitted in the QTY and PRI segments. Also, transmitted in the RNG segment if price breaks are used.

Note: If the unit of measure is changed and price break records are entered, the unit of measure must be updated in the price break records.

- Charge Amt (2) - Not used by Cummins Engine.
- Maximum Qty - Not used by Cummins Engine.
- Reason Qualifier - Not used by Cummins Engine.
- Minimum Order Amt - Not used by Cummins Engine.

- Reason Code - If the Reference Detail field contains data, the reason code must be entered. Valid qualifiers are the following:  
 001 - Supplier Economics  
 002 - Cost Reduction  
 003 - Engineering Change  
 004 - Exchange Rate Adjustment  
 005 - Metal Market Adjustment  
 006 - Packaging  
 007 - Volume  
 008 - Other  
 009 - Cost Reduction - PCI
- Transmitted in the APR segment.
- Order Multiple - Not used by Cummins Engine.
- Reference Detail - The reason change description is required if the reason code is used. Up to 35 characters may be entered. Transmitted in the APR segment.
- VMRS Code - Not used by Cummins Engine.

## Price Break

Press F11 from the detail screen to display the Price Break window.

VLD7012B		
Additional Pricing Information		
SeqNo	Unit Price	Quantity
1	.000000	
2	.000000	
3	.000000	
4	.000000	
5	.000000	
6	.000000	
7	.000000	
8	.000000	
		More...
F6=Add/Update F12=Return		

If the price of a part changes depending on the quantity ordered, price breaks are entered. Enter the unit price and the quantity break number of this part. On each line, enter the unit price and the high quantity for that price until all price breaks for this part have been entered. The last price break entered is the maximum quantity on the detail screen that can be ordered.

Example:

Unit Price Quantity  
 Unit price entered on the detail screen = 0 - 100  
 \$250.00 per part = 101 - 200

\$200.00 per part = 201 - 500

\$150.00 per part = 501 - maximum quantity entered on the detail screen

After the price break information has been entered, press F6 to create (or update) pricing information.

This screen is informational only, and price calculations are not performed. The price break information is transmitted in the PRI and RNG segments.

### Special Service Window

Press F13 from the detail screen to display the Special Service window. Enter and / or maintain initial setup charges associated with the price catalog.

VLD7012C

Special Services						
SeqNo	Alw/ Chg	SS Code	Amount	Quantity	Unit Charge	
1	C	SU _____	.00	_____	_____	
2	C	SU _____	.00	_____	_____	
3	C	SU _____	.00	_____	_____	
4	C	SU _____	.00	_____	_____	
5	C	SU _____	.00	_____	_____	

More...

F6=Add/Update    F12=Return

All initial setup charges associated with the price catalog are displayed. After setup charges have been entered, press F6 to create (or update) the charges.

### Other Charges Window

Press F14 from the detail screen to display the Other Charges window. Enter and / or maintain other charges associated with the price catalog.

VLD7012D

OTHER CHARGES						
SeqNo	Alw/ Chg	SS Code	Amount	Quantity	Unit Charge	U/M
1	C	SU _____	.00	_____	_____	__
2	C	SU _____	.00	_____	_____	__
3	C	SU _____	.00	_____	_____	__
4	C	SU _____	.00	_____	_____	__
5	C	SU _____	.00	_____	_____	__

Bottom

F6=Add/Update    F12=Return

All other charges associated with the price catalog are displayed. After other charges have been entered, press F6 to create (or update) the charges.

- Alw/Chg - Allowance or charge. Valid codes are the following:  
C - Charge  
SS Code - Indicates "special service" charge. Valid codes:  
ABG - Tooling Charge  
Amount - Enter the full charge amount.
- Quantity - Enter "1."
- Unit of Measure - Required. Not transmitted.

The on-going and / or recurring charges are transmitted in the ALC and MOA segments.

## VL3 Menu

```

VLD3000EE1      9/12/XX      MENU: VL3EE      14:08:13
12.0      -----
                INBOUND DESADV PROCESSING
                -----

1.  Maintain Inbound DESADV
2.  Print Inbound DESADV
3.  Process Inbound DESADV
4.  Purge Inbound DESADV

23. Return to V/L Telecommunications Menu
24. Return to Main Menu

                Option
  
```

## DESADV Processing Menu

(Option 14 on the VL0 menu)

The DESADV is sent to Cummins Engine with a copy to the supplier from Zipp Logistics. The inbound DESADV must be printed and processed from this menu. When the inbound DESADV is processed, the quantity shipped on the invoice is transferred from the Consignee Invoice file to the regular Invoice file.

The Inbound DESADV Processing Menu (VL3) is used to maintain, print, process, and purge the inbound DESADV. When this data is no longer current, it may be purged.

Cummins Engine inbound DESADV data is placed in the universal DESADV files: VPXDESA - VPXDEF.

## Inbound DESADV Flow

### Receive, Split, and Breakdown Inbound DESADV

From the Cummins Engine VL0 menu, take the option to Receive Data. All data for all companies is received.

From the Cummins Engine VL0 menu, take the option to Split Network Data into OEM files. The file received from the Commerce network is sorted and separated by OEM. A separate file is created for each OEM in the network file.

From the Cummins Engine VL0 menu, take the option to Breakdown Data. The breakdown converts the data into a format that is used throughout the rest of the system. It also separates the data into individual files for each company.

## **Maintain Inbound DESADV**

From the Cummins Engine VL3 menu, take the option to Maintain Inbound DESADV. This option is not available, at this time.

## **Print the Inbound DESADV**

From the Cummins Engine VL3 menu, take the option to Print Inbound DESADV. This option prints all data sent in the inbound DESADV file. The print Inbound DESADV option performs a check for master files that are needed to process the requirements received into the requirement detail file and the load file. The Cummins Engine Inbound Despatch Advice is printed and an Edit List is created.

Note: The print is optional. If all errors were corrected after the breakdown, it is not necessary to take the print inbound DESADV option.

## **Process the Inbound DESADV**

From the Cummins Engine VL3 menu, take the option to Process Inbound DESADV. The process checks the DESADV History file for records with the same company and OEM code that do not have a "P" (Processed) status. These records are moved to a temporary work file (VPRDESX). This file is used to transfer the parts from the Consignment Invoice file (SCPINVxC) to the regular Invoice file (RSPSHPx). The quantities consumed, identified in the inbound DESADV, are removed from the Consignment Invoice file to the regular Invoice file. The removed quantities are available for invoicing.

## **Maintain Inbound DESADV**

(Option 1 on the VL3 menu)

This option is not available at this time (12/2001).

## **Print Inbound DESADV**

(Option 2 on the VL3 menu)

This option prints all data sent in the Inbound DESADV file. The Print Inbound DESADV option performs a check for master files that are needed to process the requirements received into the requirement detail file and the load file. The Cummins Engine Inbound Despatch Advice is printed and an Edit List is created.

The company selection is displayed if the user has authority to multiple companies. A break message indicates if there is no data for the company(s) entered.

## Selection Screen

```

VLD4540A                               INBOUND DESADV LISTING
Enter the following or leave blank for ALL:
  SID Number:
    From
    To
  Ship Date:
    From      0/00/00
    To        0/00/00

F3=Exit

```

- SID Number - Enter a range of SID numbers to be included on the DESADV list. Or, leave blank for all.
- Shipper Date - Enter a range of dates to be included on the DESADV list. Or, leave blank for all.

An Edit List contains all quantities shipped and is placed on hold. It may be released to print or it may be deleted if this data in this format is not needed. This report may be the only place to obtain this data.

The printout for Cummins Engine may include data from the following transaction set:

Despatch Advice DESADV

Check the Error Report for errors and omissions in the machine readable, Parts Cross Reference, and requirement master files.

Note: Data with terminal errors is not processed. Terminal errors are preceded by "T." Correct the errors and run this option again before taking the option to Process Inbound DESADV. Terminal errors not corrected are represented by asterisks (\*\*\*\*\*) on the printout.

It may be necessary to process some error-free requirements before correcting errors. The Print Inbound DESADV option must be taken again after errors are corrected and before the Process Inbound DESADV option is taken to process the remaining requirements.

If all errors were corrected after the breakdown, it is not necessary to take the Print Inbound DESADV option.

## Process Inbound DESADV

(Option 3 on the VL3 menu)

The Process Inbound DESADV option checks the DESADV History file for records with the same company and OEM code that do not have a "P" (Processed) status. These records are moved to a temporary work file (VPRDESX). This file is used to transfer the parts from the Consignment Invoice file (SCPINVxC) to the regular Invoice file (RSPSHPx). The quantities consumed, identified in the inbound DESADV, are removed from the Consignment Invoice file to a new invoice in the regular Invoice file. A new invoice is created for each Zipp Logistics SID number. The removed quantities are available for invoicing.

The printout for Cummins Engine may include data from the following transaction set:

Despatch Advice DESADV

The company selection is displayed if the user has authority to multiple companies. A break message displays:

DESADV Data Processed for Company - XX

Once records are processed, the status is changed to "P" (Processed) so that already processed records are not reprocessed.

The following reports print:

- Cummins Engine EDIFACT Transfer from DESADV History to Consignment Work File

This report identifies records that were moved from the DESADV History file to the temporary Consignment work file (VPRDESX).

- Consignment Invoices Not Transferred

This report identifies records that were not transferred to the temporary Consignment work file (VPRDESX).

- Consignment Invoice Transfers

This report identifies the records that were transferred from the Consignment Invoice file (SCPINVxC) to a new invoice in the regular Invoice file (RSPSHPx). A new invoice is created for each Zipp Logistics SID number. The Zipp Logistics SID number is placed in the Release Number field in invoice maintenance (F13=Additional Info from the Parts Detail screen). The Zipp Logistics SID number is printed on this report under the KANBAN / Seq # column heading.

## Purge Inbound DESADV

(Option 4 on the VL3 menu)

This option removes inbound DESADVs from the VPXDESA through VPXDESE files and prints a list of the purged records.

A screen prompts for company number.

### Purge Inbound DESADV Screen

```
VLD4561A                                PURGE INBOUND DESADV

                                         DESADV Date (MMDDYY) .....

** Note: All 'P' status detail records with a date equal to or
less than the date entered will be purged.
```

Enter the DESADV date in MM-DD-YY format. All records in the Inbound DESADV file with action code "P" (Processed), up to and including this date, are purged. A confirmation window displays.

Note: DESADV records that are purged cannot be reactivated.

A report prints listing the purged records.

# VL44 Menu

VLD4400EE1	9/12/XX	MENU: VL44EE	14:15:42
12.0	-----		
CUMMINS ENGINE EDIFACT APPLICATION ADVICE MENU			
-----			
<ol style="list-style-type: none"> <li>1. Display Application Advice</li> <li>2. List Application Advice</li> <li>3. Purge Application Advice</li> </ol>			
<ol style="list-style-type: none"> <li>23. Return to V/L Communications Menu</li> <li>24. Return to Main Menu</li> </ol>			
Option			

## Application Advice Menu (APERAK)

(Option 15 on the VL0 menu)

The Application Advice Menu is used to display, list, and purge the application advice (APERAK). The application advice reports errors of content in the file received from Cummins Engine EDIFACT. The application advice also indicates whether the transmission was accepted with errors or was rejected. The Transaction Sets Received Audit Report, printed during the "breakdown," identifies the transaction sets received by each company. During the "breakdown," all data received in the APERAK file is placed in the universal Application Advice files: VPX824A - VPX824I.

Cummins is using the APERAK message to provide immediate notification of EDI invoicing (810) errors. New codes have been added for the 810:

003	Duplicate Billing
009	Invalid Date
010	Total Out of Balance
013	Duplicate ASN
802	Invalid Debit or Credit Flag Code,
CUR	Invalid Currency Code
POI	Purchase Order Number Invalid
Q	Missing or Invalid Item Identification
OIC	INVOIC (for defining new transaction type used for INVOIC APERAKs)
RAK	APERAK (for future use)
RPT	INVRPT (for future use)
AAO	Error Description
AAE	Acknowledgement Description

## VL38 Menu

VLD3800EE1	9/12/XX	MENU: VL38EE	14:16:55
12.0	-----		
	CUMMINS ENGINE EDIFACT		
	RECEIVING ADVICE MENU		
	-----		
	1. Display Receiving Advice		
	2. List Receiving Advice		
	3. Purge Receiving Advice		
	23. Return to V/L Communications Menu		
	24. Return to Main Menu		
	Option		

## Receiving Advice Menu (RECADV)

(Option 16 on the VL0 menu)

The Receiving Advice Menu (VL38EE) is used to display, print, and purge the Receiving Advice (RECADV) file received from Cummins Engine EDIFACT. The RECADV reports discrepancies between ASN data and the actual shipment received.

Discrepancies are not processed into the requirement or load files. Adjustments must be made manually (when necessary) from the Manual Requirement/Shipping Adjustments Menu (RC8). When this data is no longer current, it may be purged. The Transaction Sets Received Audit Report, which is printed during the "breakdown," identifies the transaction sets received by each company. During the "process," all data received in the RECADV file is placed in the universal Receiving Advice files: VPX861A - VPX861I.

## DESADVs

12.0	9/12/XX	MENU: VL8EE	14:17:49
	-----		
	CUMMINS ENGINE EDIFACT		
	DESADV MENU		
	-----		
	1. Enter/Maintain DESADV messages		
	2. List DESADV messages		
	3. Create and Transmit DESADV		
	4. Purge Transmitted DESADV messages		
	5. Reactivate Transmitted DESADV messages		
	23. Return to V/L Communications Menu		
	24. Return to Main Menu		
	Option		

Traditionally coded trading partners use a VL8xx menu (where “xx” is the OEM code) to transmit DESADVs to the trading partner. Many options are identical from trading partner to trading partner. Those options are explained in the AutoRelease manual. Only options unique to this trading partner, exceptions, or unique business practices are explained in this document.

See the How to Use this Document section for organizational details about AutoRelease and trading partner documents.

## Maintain DESADVs

(Option 1 on the VL8 menu)

### DESADV File Maintenance Screen

DESADV FILE MAINTENANCE			
Company KB	Sequence Number	OEM EE	Action Code O
Shipper # ..	Net Weight .....		DESADV..... V
Qty Shp ....	Tare Weight .....		Cust Abbv ...
Ship Date ..	U of M .....		Dest Abbv ...
Ship Time ..	Container Qty .....		Pallet Qty...
Arr Date ...	Container Desc .....		Pallet Desc..
Arr Time ...	Equip Desc .....		Equip Init ..
	Dock Code .....		
Cust Part # ....			
In-House Part #.			
Plant ID .....	Pro # .....		
P.O. # .....	Conv Code .....		
Seal #.....	Conv Bill #.....		
Country/Origin..	Carrier Abbv .....		
	Carrier Name.....		
F10=Delete F12=Return F13=Address File			

- Company Number - Displays the company number that was previously entered.
- Sequence Number - Assigned by the system.
- OEM - “EE” for Cummins Engine EDIFACT.
- Action Code - The action code places the corresponding two-digit code in the BGM segment of the DESADV file. Values include the following:
  - O - Original 9
  - R - Replace 5
  - T - Transmitted
  - H - Hold Record is not included in transmission

Many fields on the DESADV screen default from various master files. However, many of them can be changed at shipper entry time.

- Shipper # - Shipper number assigned by the system when the shipper was created.
- Net Weight - Total weight of parts, calculated by multiplying the quantity shipped times the net weight per part entered in the Parts Cross Reference file. It can be changed at shipper entry time.
- DESADV - Defaults from the ASN field in the Destination file. The DESADV code can be changed at shipper entry time. Cummins Engine uses "V" for variable length without bar code verification.
- Qty Shp - Number of pieces shipped.
- Tare Weight - The weight of the container(s), which is calculated based on the container and pallet weights entered in the Container file. The tare weight can be changed at shipper entry time.
- Cust Abbv - User-assigned abbreviation that must be entered in the machine readable file to return the correct customer code in the DESADV file.
- Ship Date - Date of shipment in the MM-DD-YY format. Defaults from shipper entry time.
- U of M - Defaults from the ASN Unit of Measure field in the Destination file. It can be changed at shipper entry time.
- Dest Abbv - User-assigned abbreviation that must be entered in the machine readable file to return the correct destination code in the DESADV file.
- Ship Time - Time entered at shipper entry time (HHMM) in military format. If no time was entered, the ship time defaults from the system time when the "extract" option is taken.
- Container - The number of containers, which is calculated by dividing the quantity shipped by the package quantity entered in the requirement A record. It can be changed at shipper entry time.
- Pallet Qty - Number of pallets, calculated by dividing the quantity shipped by the pallet capacity entered in the Container file. The pallet quantity can be changed at shipper entry time.
- Arr Date - Defaults from shipper entry time.
- Container Desc - Container description must be a valid AIAG standard description consisting of three alpha characters followed by two numeric characters. This defaults from the Container file. The container code can be changed at shipper entry time.
- Pallet Desc - Defaults from the Container file or from shipper entry time. The pallet description must be an AIAG standard code. Arr Time - Defaults from shipper entry time.
- Equip Desc - The equipment description further describes the conveyance code. It defaults from the Carrier file.
- Equip Init - Equipment initial (equipment owner's code) defaults from the Carrier file. "TE" is used for full shipments or full truckload only. Transmitted in the EQD segment, position 300, DE 8053.

- Dock Code - Code representing the dock at the destination location if a dock code was transmitted. Defaults from the requirement A record. The destination abbreviation with the dock code must be entered in the machine readable destination file to transmit the correct destination location code in the DESADV file.
- Cust Part # - Cummins Engine's part number.
- In-House Part # - Internal part number entered in the Parts Cross Reference file.
- Plant ID - Supplier code assigned by Cummins Engine. This is entered in the Supplier Code field in the requirement master and the Plant ID field in the Identification Code file.
- Pro # - The PRO number is supplied by the freight carrier and may be entered here or on the update DESADV info screen when the Create and Transmit option is taken.
- P.O. # - Purchase order number issued by Cummins Engine. Defaults from the requirement B record.

- Conv Code - AIAG standard code which describes the method of conveyance. Defaults from the Carrier file. It can be changed at shipper entry time. Valid codes are the following:  
6 - Aircraft  
13 - Ocean Vessel  
31 - Truck
- Seal # - Seal number entered at shipper entry time. If there are multiple seal numbers entered from the File Maintenance Menu, all are transmitted in the DESADV file, but only the one entered on the shipper entry screen is displayed here.
- Conv Bill # - Defaults from the Conveyance Number field at shipper entry time if a trailer number was entered. The first four positions represent the alphanumeric prefix, and the last six positions represent the trailer number. If there is no prefix, input blanks in the first four positions. If there was no entry at shipper time, the shipper number defaults. The prefix is transmitted in the second element of the TDT segment, and the trailer number is transmitted in the third element of the TDT segment.
- Country/Origin - Defaults from Parts Cross Reference file. Cannot be changed at shipper entry time.
- Carrier Abbv - Carrier abbreviation (SCAC code), which defaults from the Carrier Abbreviation field in the Carrier file.
- Carrier Name - Carrier name associated with the number entered in the Carrier Preference field in the Destination file. The carrier can be changed at shipper entry time.
- F13 - Address File - Displays the Address Maintenance screen, from which users maintain address information for DESADVs that are shipped internationally. For more information, see the section "[See F13 - Address File.](#)," below.

## F13 - Address File

Press F13 from the DESADV File Maintenance screen to display the Address Maintenance screen. Use this screen to enter, update, or delete address information for DESADVs that are shipped internationally and require the NAD+CB segment for the broker name, address, and ID, and / or the NAD+FW segment for the freight forwarder name, address, and ID.

```

VLD8623AA
      ADDRESS MAINTENANCE
        ADD

      COMPANY
      SHIPPER #
      H OR D          (H=Hdr, D=Dtl)
      QUALIFIER      ID #
      NAME 1
      NAME 2
      ADDRESS 1
      ADDRESS 2
      ADDRESS 3
      CITY
      STATE/ZIP
      COUNTRY

F3=Exit          F12=Cancel  Enter=Update/Add

```

To add a new address

1. Enter a unique qualifier and press Enter. Additional fields display.
2. Complete the additional fields as necessary.
3. Press Enter to save or F12 to cancel.

To update an existing address

1. Enter an existing qualifier and press Enter. Additional fields display.
2. Modify the additional fields as necessary.
3. Press Enter to save or F12 to cancel.

To delete an address

1. Enter an existing qualifier and press Enter. Additional fields display.
2. Press F10 (Delete).

## Electronic Invoices

```
VLD7500EE1    9/12/17    MENU: VL75EE    14:25:24
12.0    -----
                CUMMINS ENGINE EDIFACT
                ELECTRONIC INVOICES
                -----

1.  Electronic Invoice Maintenance
2.  Print Invoice Register
3.  Create and Transmit Invoices
4.  Purge Transmitted Invoices
5.  Reactivate Transmitted Invoices
23. Return to Electronic Invoice Processing Menu
24. Return to Main Menu

                Option
```

Traditionally coded trading partners use a VL75xx menu (where “xx” is the OEM code) to transmit electronic invoices to the trading partner. Many options are identical from trading partner to trading partner. Those options are explained in the AutoRelease manual. Only options unique to this trading partner, exceptions, or unique business practices are explained in this document.

See the How to Use this Document section for organizational details about AutoRelease and trading partner documents.

## Maintain Invoices

(Option 1 on the VL75 menu)

### Invoice Header Screen

VLD751EE1	ELECTRONIC INVOICE MAINTENANCE		
Company Number ... KB		Invoice Number ...	100
VLD751EE2	HEADER INFORMATION	ADD	
Invoice Date.....	0/00/00	Customer Abbv....	
Invoice Number...	100	Dest. Abbv.....	
Shipper Number...		Plant ID.....	
Ship Date.....	0/00/00		
Ship Time.....			

- Customer Abbv - Required. User-defined abbreviation, which is also entered in the requirement and the machine readable files. The customer abbreviation is used to retrieve the customer ID number to be returned in the INVOIC file.
- Invoice Date - Required. Defaults to the system date when adding an invoice. The format is MM-DD-YY.
- Dest Abbv - Required. User-defined abbreviation, which is also entered in the requirement and the machine readable files. The destination abbreviation is used to retrieve the customer ID number to be returned in the INVOIC file.
- Invoice Number - Required. Assigned by the system.
- Plant ID - Required. Supplier code assigned by Cummins Engine. This is entered in the Supplier Code field in the requirement master and the Plant ID field in the Identification Code file.
- Shipper Number - Shipper number associated with this invoice.
- Ship Date - The date in MM-DD-YY format when the shipment left the plant.
- Ship Time - The time in military format when the shipment left the plant.

## Invoice Line Item Selection Screen

Press Enter from the Header screen to display the Line Item screen. This screen lists all line items for this invoice. A line item can be selected to be viewed or maintained or can be deleted.

VLD7511D		ELECTRONIC INVOICE MAINTENANCE				
		Detail Selection Screen				
Options: 1=Select 4=Delete						
					Company Number:	KB
					Invoice Number:	111864
Opt	Type	Part Number	Price	Line #	Seq #	P.O. Number
ITEM		102408	12.000000			40000293
Bottom						
F6=Add Part		F7=Add Misc Chrg		F12=Return	F17=Top	F18=Bottom

### Options

- 1 Select - Enter "1" next to the record to display or maintain.
- 4 Delete - Enter "4" next to the record to delete the selected record. A confirmation window displays. Enter to delete or press F12 to return without deleting.
- Functions
- F6 - Add Part - Displays a blank line item record to add a part.
- F7 - Add Misc Chrg - Displays the Miscellaneous Charge screen to add a charge pertaining to the entire invoice. (A miscellaneous charge may be attached to a specific line item from the detail screen.)
- F12 - Return - Returns to the header screen.
- F17 - Top - Positions list at the beginning.
- F18 - Bottom - Displays the last records in the list.

## Detail Screen

Press Enter from the header screen when manually adding an invoice, or use F6 (Add Part) to display a blank line-item record to add a part.

VLD751EE1	ELECTRONIC INVOICE MAINTENANCE	
Company Number ... KB	Invoice Number ... 111864	
VLD751EE3	LINE ITEM INFORMATION	CHANGE
Our Part#... 102408	Qty Ship.....	1
Cust Part#.. 102408	Unit Price (6dec).	12.000000
Part Desc... WHEEL	Unit of Measure... EA	
P.O. Number. 40000293	Funds Type..... USD	
Country of Origin..		

Data on the electronic invoice screens may come from the file where it was originally processed or entered, or it may have been changed at ship time or through invoice maintenance.

- Our Part # - Required. In-house part number.
- Qty Ship - Required. Number of parts to invoice. The invoice may be a charge or credit invoice. However, the invoice cannot contain both a credit and a charge, it must be one or the other.
- To create a charge invoice, enter the quantity and press the field plus (+) key.
- To create a credit invoice, enter the quantity and press the field minus (-) key. This may be necessary when parts are returned due to fire, water damage, and so on.
- Cust Part # - Required. Cummins Engine's part number entered in the Parts Cross Reference file.
- Unit Price (6 dec) - Required. The price for a single part entered to three decimal places.
- Cummins Engine requires that no more than three decimal places be used for the Electronic Invoice file. If the decimal position is more than three decimal places, the price is rounded up and only three decimal places are used in the Electronic Invoice file. The paper invoice is calculated using six decimal places and is then truncated to use three decimal places for the total price. Therefore, the paper invoice and electronic invoice will not match.
- If Cummins Engine's price calculation is different from the price in the Electronic Invoice file, payment may not be made or may not be made promptly.
- Part Desc - Optional. Description of the part. Transmitted in the IMD segment.
- Unit of Measure - Required. Abbreviation for unit of measure. Valid unit of measure abbreviations are the following:

BC - Bucket      BG - Bag

BIN - BIN	BO - Bottle
BX - Box	CA - Case
CF - Cubic Feet	CI - Cubic Inches
CT - Carton	CY - Cubic Yards
DA - Days	DP - Dozen Pair
DR - Drum	DZ - Dozen
EA - Each	FT - Feet
GA - Gallon	GS - Gross
HR - Hour	HU - Hundreds
IN - Inches	KE - Keg
KG - Kilogram	KT - Kit
LB - Pound	LF - Linear Foot
LN - Length	MI - Mile
OZ - Ounce	PA - Pail
PD - Pad	PK - Package
PR - Pair	PT - Pint
RI - Roll	RM - Team
SF - Square Foot	SH - Sheet
ST - Set	TH - Thousands
YD - Yard	

- P.O. Number - Required. Purchase order number assigned by Cummins Engine. Transmitted in the RFF segment.
- Note: All parts on an invoice must have the same P.O. Number for each line item. The P.O. Number is retrieved from the first line item.
- Funds Type - Required. Retrieved from the Price file when the shipper is created. Transmitted in the header CUX segment. Valid codes are the following:
  - CAD - Canadian Dollars
  - GBP - British Pound Sterling
  - JPY - Japanese Yen
  - USD - US Dollars
  - XEU - Euro Dollars
- Note: All parts on an invoice must have the same funds type for each line item. The funds type is retrieved from the first line item.
- Country of Origin - Optional. Country of origin to print on the invoice. Transmitted in the ALI segment. Valid codes are the following:
  - US - United States
  - MX - Mexico

CA - Canada GB - Great Britain  
 JP – Japan

Note: Cummins (EE) electronic invoice (810) verification would validate the country of origin against 'US', 'CA', 'MX', 'JP' and 'GB' only. A warning message "W - Country of origin should be 'US', 'CA', 'MX', 'JP' or 'GB'" would be given if a match was not found.

Additional country codes have been added to the 810 verification:

- AR Argentina
- AT Austria
- AU Australia
- BE Belgium
- BR Brazil
- CA Canada
- CN China
- CZ Czech Republic
- DK Denmark
- FI Finland
- FR France
- DE Germany
- HK Hong Kong
- HU Hungary
- IN India
- IE Ireland
- IT Italy
- JP Japan
- KR Korea, Republic of
- MX Mexico
- NL Netherlands
- NZ New Zealand
- RU Russia
- SG Singapore
- SK Slovak Republic
- SE Sweden
- TW Taiwan
- TH Thailand
- UK United Kingdom
- US United States

Previous codes will still be valid. If a match is not found, the warning message will be issued.

### Miscellaneous Charge Screen

F7 (Miscellaneous Charge) from the Line Selection screen applies the miscellaneous charge to the entire invoice; not associated with a specific line item.

VLD751EE1	ELECTRONIC INVOICE MAINTENANCE	
Company Number ... KB	Invoice Number ... 111864	
VLD751EE4	MISC CHARGE INFORMATION	ADD
Amount (6 dec)....	.000000	Spec Serv Cd.....
Quantity.....	0	P.O. Number..... 40000293

Miscellaneous charges and taxes are transmitted in the ALC and MOA segments.

- Amount (6 dec) - Required. Amount of the miscellaneous charge. The charge may be a charge or credit. However, the invoice cannot contain both a credit and a charge, it must be one or the other.
- To create a charge invoice, enter the amount and press the field plus (+) key.
- To create a credit invoice, enter the quantity and press the field minus (-) key.
- If entering decimal positions, enter the charge with the decimal point and up to three decimal positions. If entering a whole number (no decimal places), it is not necessary to enter the decimal point.
- Unit of Measure - Required. Unit of measure defaults from the Destination file. Valid unit of measure abbreviations are the following:  
Quantity - Required. The quantity entered is multiplied by the "amount" to obtain the extended charge.

BC - Bucket	BG - Bag
BIN - Bin	BO - Bottle
BX - Box	CA - Case
CF - Cubic Feet	CI - Cubic Inches
CT - Carton	CY - Cubic Yards
DA - Days	DP - Dozen Pair
DR - Drum	DZ - Dozen
EA - Each	FT - Feet
HR - Hour	HU - Hundreds
IN - Inches	KE - Keg
KG - Kilogram	KT - Kit
LB - Pound	LF - Linear Foot
LN - Length	MI - Mile
OZ - Ounce	PA - Pail
PD - Pad	PK - Package
PR - Pair	PT - Pint
RI - Roll	RM - Team
SF - Square Foot	SH - Sheet
ST - Set	TH - Thousands
YD - Yard	

- Special Serv Cd - Required. The special service code is transmitted in the ALC segment. Valid codes are the following:

AAC - Modification Costs	LS - Local Sales Tax
ABD - Overtime	PC - Packing
ABG - Tooling Charge	PN - Pallet Charge
ABK - Miscellaneous	SAA - Shipping and Handling
CAA - Cancellation Charge	SAD - Special Packaging
FC - Freight Charge	SC - Surcharge
IN - Insurance	SU - Setup

Note: If this field is blank and the local sales tax (LS) is used, enter "LS." LS is transmitted in the ALC segment.

## How to Use This Document

This document provides information regarding unique instructions required to implement this trading partner's unique business practices. Check the chapters in AutoRelease that describe the common functions and procedures performed by all trading partners, such as the daily procedures, security, ASN options, etc.

### General Information

The general information section of this document describes transaction sets and versions, how they apply to this trading partner and other miscellaneous information.

### Security

The security section of the document explains the Advanced Communication Module (ACM),

### Implementation

The trading partner documents provide information that may be pertinent only to this trading partner. The implementation section covers master file entry that is unique to this trading partner. However, all required master files must be entered according to the instructions in the "AutoRelease User's Manual."

Files and fields that are unique for all trading partners include the identification code file, trading partnership file, model year, Requirement Master clear flags and CUM required prior.

### VL0 Menu

Traditionally coded trading partners use a VL0xx menu (where xx is the OEM code) to perform daily procedures (from the "receive" through the "process"). Many of the options on the VL0 menus are identical from trading partner to trading partner. Those options are explained one time only in the AutoRelease manual.

Daily Procedures                      Describes the receive, split, breakdown, print, process, and transmit 997

Security                                      Describes all security selection and maintenance options and VAN menus

The VL0 section of each trading partner document illustrates the menu for this specific trading partner, but describes ONLY exceptions and unique business practices such as:

- The print method (mandatory or optional) is identified.
- Special processing for a common option for this specific OEM is identified.
- Fields that print on the edit list but are not processed are identified.
- Options that are not commonly used by other trading partners are described in detail.

A complete description of the common options can be found in the Daily Procedures chapter of AutoRelease.

## ASNs

Traditionally coded trading partners use a VL8xx menu (where “xx” is the OEM code) to transmit ASNs to the trading partner. Many of the options on the VL8 menus are identical from trading partner to trading partner. Those options are explained one time only in the AutoRelease manual.

ASN (VL8) Options	Describes the standard procedures for transmitting ASNs without bar code.
ASN with Bar Code Options	Describes the standard procedures for transmitting ASNs with bar code.

The VL8 section of each trading partner document illustrates the menu for this specific trading partner, but describes ONLY exceptions and unique business practices such as:

- Valid action codes are identified.
- The ASN Maintenance screen displays with valid field descriptions.
- ASN extract exceptions and special processing relating to ASNs for this specific trading partner are identified.
- Options that are not commonly used by other trading partners are described in detail.

A complete description of the routine options can be found in the ASN (VL8) Options chapter of AutoRelease.

## Electronic Invoice Menu

Some traditionally coded trading partners use a VL75xx menu (where xx is the OEM code) to transmit electronic invoices to the trading partner. Many of the options are identical from trading partner to trading partner. Those options are explained one time in the AutoRelease manual.

Electronic Invoices	Describes invoice maintenance, print invoice register, create and transmit, purge, and reactivate transmitted invoices menu options.
---------------------	--

The VL75 section of each trading partner document illustrates the menu for this specific trading partner, but describes ONLY exceptions and unique business practices such as:

- Invoice header screen and valid field descriptions
- Invoice line item screen
- Invoice line item information screen and valid field descriptions
- Miscellaneous charge screen and valid field descriptions
- Options that are not commonly used by other trading partners are described in detail

A complete description of the common options can be found in the Electronic Invoices chapter of AutoRelease.