



# Infor Detroit Diesel (DE)

Traditional

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## Table of Changes

Changed By	Date	Reason	Update#	Section Changed
K. Radtke	9/2/15	Loading Point	A115052103	Destination Abbreviation & Requirement Master Files

# General Information

## Transaction Sets and Versions

The Detroit Diesel module supports the following transaction sets:

- 824 Application Advice Version 4010
- 850 Purchase Order Version 3040
- 856 ASN Version 4010
- 862 Shipping Schedule Version 3040
- 864 Text Message Version 2040
- 997 Functional Acknowledgement Version 4010

The 824 (Application Advice) reports errors of content in the file received from Detroit Diesel.

The 850 (Purchase Order) contains firm requirements. The 850 is used by the Canton division only. 850s (either manually entered or received electronically) are processed into the Requirement File only if the Process P.O. flag in the Requirement Master is marked "Y." If 850s are processed into the Requirement File, then the 850 Report flag is checked to determine whether to process it into the Load File.

The 856 (ASN) is required to be transmitted for each shipment when the truck leaves the plant.

The 862 (Shipping Schedule) are firm ship requirements.

The 864 (Text Message) is text transmitted to the supplier from Detroit Diesel.

The 997 (Functional Acknowledgement) is required to be transmitted by the supplier to acknowledge the received files, within the time frame defined by Detroit Diesel. A 997 is received to acknowledge the transmitted 856 sent by the supplier.

## Ship-to Locations

Detroit Diesel ship-to locations include the following:

- Canton: 44707
- MBE DDR Mexico: 56001
- MBT Transmissions: 00028
- MBE Kontane: 55001
- MBE Canton: 00025
- Redford: 63001

## Business Practices

The CLD segment on the ASN reports the number of containers in the first element, the number of parts per container in the second element, and the container description in the third element. Up to three CLD segments may be reported for the same part number on an ASN.

When shipping on pallets or skids, the CLD segment reports the pallet or skid information. When shipping in loose cartons, the CLD segment reports the carton information.

If the shipper has been created and extracted, it may be reviewed from the ASN Menu in ASN maintenance. Package quantity may be changed if incorrect. The Container Master File must contain the correct pallet capacity for that shipper prior to creating the ASN.

If the supplier is consistently shipping in non-standard pack quantities, Infor recommends marking the PROCESS OPTION in the Trading Partnership file "P." This setting permits the user to review the ASN for accuracy prior to transmission. If necessary, a cancellation ASN may be sent to Detroit Diesel by changing the action code to "N" and re-transmitting the ASN. Make any necessary corrections prior to re-transmitting the ASN.

## Business Logic

When entering business logic information on the Pallet Data and Container Data Maintenance screens, note the following:

- "SKD71" and "PLT71" are the only valid pallet descriptions for Detroit Diesel.
- "BOX25" is the only valid container description for Detroit Diesel.

For more information on pallet and container data maintenance, see Chapter 14 or 15 of the AutoRelease main manual.

# Security

## Communication Method

Detroit Diesel 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.....	
F4=Prompt F12=Cancel	

- Auto Print (Y/N) - Enter “Y” if using AutoReceive and Breakdown (scheduled through ACM), to perform an automatic Print after the Breakdown. Enter “N” if not using AutoReceive, or, if using AutoReceive and Breakdown, if the Print option is not to be run automatically after the Breakdown.
- Auto Process (Y/N) - Enter “Y” if using AutoReceive 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 AutoReceive, or, if using AutoReceive, 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

## Identification Code File

The Identification Code File is used when taking the options to "Split" and "Breakdown" a file received from Detroit Diesel, and when transmitting ASNs. The Identification Code File is used differently by different manufacturers.

### Initial Record

(Trading Partnership Record Required)

Company Number - xx
OEM Code - DE
Plant ID - Detroit Diesel-assigned
OEM ID - DDC63001
Corporate ID - Not used by Detroit Diesel
Remit to Duns Number - Not used by Detroit Diesel
VAT Code - Tax ID
Transmission Mode - P
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.



## SUPPID 997s

(Trading Partnership Record Required)

An additional identification record must be set up to transmit 997s. Enter "SUPPID 997" in the Plant ID field.

Company Number - xx
OEM Code - DE
Plant ID - SUPPID 997
OEM ID - Blank
Corporate ID - Blank
Remit to Duns Number - Blank
VAT Code - Tax ID
Transmission Mode - P
Smart Labels - N
Pallet Staging - N
Bar Code File Transfer - N
Variable Unwrap Print - Y or N
Automatic print of 997 - N
AutoMap - N

## 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.

Steps to create default values:

1. After entering the appropriate data on the Identification Codes detail screen, press F14 (Trading Partnership File). The Trading Partnership Review screen displays.
2. Press F6 (Add).
3. Enter optional Customer and Destination Abbreviations or leave blank if all customers and destinations for this company, OEM, and supplier code are the same.
4. Press Enter.
5. Enter "A" for the data format code.
6. Press Enter. The Maintain Trading Partnership File screen displays.

```
VLD9702A                               Maintain Trading Partnership File

Company Number..... KB                (A) ISA/ (C) ICS/ (E) Edifact: A
OEM Code..... DE
Supplier ID..... 12345
Customer Abbrv(O).....
Destination Abbrv(O)....

User Define Description:

                Qualifier/Information
Authorization:                               Active (Y) / (N) :
Security:
Sender:                12345
Receiver:

                Hexadecimal Code
Control Standards ID:           Sub Element Separator:
Version Identifier:             Data Element Separator:
                                Segment Terminator:

Computer Generated ISA Control Number:

F7=Create Infor Defaults  F10=GS Level  F12=Return
```

Press F7 (Infor defaults). Fields on the screen are updated with defaults. The defaults are the same for each division except for the Sender ID, which is retrieved from the Plant ID field in the Identification Code File. The following records are also created:

Initial Record:

- One ISA identification record (856)
- One GS identification record (856)
- One business logic identification record (PALLET)

997 Record:

- One ISA 997 record
- One GS 997 record (997)

997 Record

- Sender ID - Leave blank. The system creates the sender ID from the incoming receiver ID.
- Receiver ID - Leave blank. The system creates the sender ID from the incoming receiver ID.
- In the User Define Description field, enter a description to represent the appropriate division and transaction set. No other modifications to this screen are required.

- Press F10 (GS Level). The Functional Identifier Display screen displays.
- Select the 856 record with “1.” The Maintain Functional Identifier screen displays with default data. The default for the processing option is blank. Leave the field blank if an unwrapped file is not to be viewed before the transmission. Enter “P” in the field if an unwrapped file is to be viewed before the transmission (optional).

```
VLD9702E                               Maintain Functional Identifier

Company Number..... KB
OEM Code..... DE
Supplier ID..... 12345
Customer Abbrv(O).....
Destination Abbrv(O)....
Transaction Type..... 856

Functional Identifier:                               Non Repeating Transaction
Application Sender:          12345                  Control Number:
Application Receiver:                               ST Control#:
Responsible Agency Code:
Version/Release/Industry:
(T)est/(P)roduction:
Acknowledge Requested:

Last Date Used:          0/00/00
Last Time Used:
Number Times Used:
Computer Generated Group Control Number:      Processing Option: P
                                                P=Print Before Sending
F12=Return
```

Activate the business logic record PALLET so that users can access Pallet and Container Data Maintenance screens from the ASN Maintenance screen:

- A. Press F9 (Business Logic). The Trading Partner Business Control screen displays.
- B. Select the 856 record with “1.” The Maintain Business Control Logic screen displays.
- C. In the Active field, enter “Y” to activate the PALLET keyword.

For more information on the Pallet and Container Data screens, see Chapter 14 or 15 of the AutoRelease Main Manual.

## Destination Abbreviation Record

### DESTINATION ABBREVIATION RECORD

```

Company Number ..... KB
OEM Code ..... DE
Identification Number ..... 123456XX
Dock Location .....

Destination Abbreviation ....
Destination Description .....
P O Destination ..... 000000000
ERS Destination ..... (Y/N)
OEM Consideration ..... (Y/N)
Electronic Invoices ..... N (Y/N)
Line Set ..... N (Y/N)
Clear By Destination ..... Y (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)

```

Detroit Diesel does not send zero requirements to cancel parts they no longer want to receive. Therefore, mark the Clear By Destination flag in the Machine Readable Destination Abbreviation Record to clear requirements that are no longer required.

The Detroit Diesel Consolidation Center (Redford) has begun sending an unloading point. Each shipment can have only one unloading point. DDC Redford will also track their cumts based on this unloading point. To keep these separate, the unloading point, sent in the REF\*LF will be appended to the Ship-To so each Ship-To/Dock/Unloading point can be set up with a separate Destination Abbreviation.

New Destination Abbreviations will require you to set up additional Requirement Masters (and if you use the Dest Abbrev to define your Parts Cross Reference and/or Price File you will need additional records for these files also).

Once you begin to receive the new unloading points the CUM Received values will reset to zero.

## Retrieve Company Number from Parts Cross Reference File

### Application Control Record

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 are applicable:

- A Detroit Diesel 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.

The Parts Cross Reference Company Retrieval Report prints when the Breakdown option is taken. This report lists company numbers and the associated customer part numbers found in the Parts Cross Reference File.

Add the "PXCO#xx" control record as described 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: 1

Dec: Blank

Infor Data: Y

## Detroit Diesel and MTU Detroit Diesel Files

An Application Control keyword is required if files are received from both Detroit Diesel and MTU Detroit Diesel for the same destination and dock, but with different SUPPID, and the supplier cannot create different companies for each SUPPID. This keyword appends the SUPPID to the issuing duns for 862s.

Company XX where "XX" is the company number, or "\*\*\*" for all companies

Application Name \*ALL

Keyword DDSUPPID

Length 1

Infor Data Y

## Model Year

Detroit Diesel transmits a model year in the 862 file. Therefore, the Requirement and Price Files must be entered with a model year also.

The model year must be entered exactly as Detroit Diesel transmits it. The field is four positions, but if Detroit Diesel transmits only the last position, the master files must be created using only the last position.

## Requirement File - Process P.O.s

JTDMAINT2				REQUIREMENT MASTER ENTRY								CHANGE			
Company KB		Customer DET		Part 1111				Destination DET				MY			
Customer Part # .... 1111				OEM Code ..... DE											
Supplier Code ..... 1111				OEM Division ...											
Customer # ..... 11111111				Destination # ..... 1235											
101															
Commodity Code ..... 100				Unit of Measure .... EA											
Controlling Source .				Price Code .....											
Dock Code .....				Trailer Capacity ...											
Container Part # ... BOX90				Package Quantity ... 1											
MRP				Reports				Clear							
866	862	830	X 850	866	862	830	X 850 X	866	862	830	850				
Process P.O.s Y															
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									

The 850 report flag must be marked to process 850s into the Load File.

The Process POs field must contain "Y."

## Requirement File - Clear Flags

Detroit Diesel sends complete files. The clear flags must be marked for transaction sets received:

866	862	830	850
—	X	—	—

This is subject to change based on the files Detroit Diesel transmits to your company.

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

## CUM Received and CUM Required

Detroit Diesel sends CUM received, which is processed into CUM required. Therefore, it is not necessary to enter it manually before going live. The CUM required is used to calculate ahead and behind figures and to round to package quantity. Enter the CUM required when entering a Detroit Diesel 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.

## Container Master File

Enter a pallet capacity for all containers shipped to Detroit Diesel before creating or transmitting an ASN. To enter a pallet capacity, access the Maintain Container Master File detail screen (option 15 from the File Maintenance Menu) and press Enter.

Set up one Container Master File per carton and pallet combination. The pallet capacity (number of cartons per pallet/skid) is required to calculate the CLD segment on the ASN.

The Customer Container Number on the expendable container must be "00000EXP" so that this value appears in the LIN\*\*BP segment of the ASN after the "RC" qualifier.

## Requirement Master

Set up the package quantity with the number of pieces in a carton. For Detroit Diesel - MTU Division requirements, enter "MTU" in the OEM Division field and enter a valid MTU Unit of Measure.

## Shipper Maintenance

When shipping a part number in multiple carton quantities (loose cartons) or in multiple pallet/skid quantities in the same shipment, the supplier must create a separate shipper line item for each package quantity.

Pallets/skids must not be reported when shipping mixed loads. The container quantity (the first element of the CLD segment) for each part number on the load cannot reflect a fraction of a pallet. Therefore, Detroit Diesel requires that suppliers show cartons only on mixed loads and not pallet quantities. Treat a mixed pallet as if shipping loose cartons.

See the following examples for shipping scenarios.

## Example 1

When shipping 115 pieces of AAAAABBB on one pallet of 100 pieces and one loose container of 15 pieces, the shipper requires two line items: one for 100 pieces in one pallet and one for 15 pieces in one carton with a zero pallet quantity. If the Ignore Std Pack flag is marked "Y" in the Requirement Master, and the Requirement Master contains the correct package quantity (the number of pieces per carton), and the Container Master File contains the correct pallet capacity (the number of cartons per pallet) for this shipment, the ASN contains two CLD segments: one for the pallet (CLD\*1\*100\*PLT71) and one for the loose carton (CLD\*1\*15\*BOX25).

## Example 2

When shipping 190 pieces of AAAAABBB on one pallet of 100 pieces and one pallet of 90 pieces, the shipper requires only one line item: one for 190 pieces on two pallets. If the Ignore Std Pack flag is marked "Y" in the Requirement Master, and the Requirement Master contains the correct package quantity (the number of pieces per carton), and the Container Master File contains the correct pallet capacity (the number of cartons per pallet) for this shipment, the ASN contains two CLD segments: one for the first pallet (CLD\*1\*100\*PLT71) and one for the second pallet (CLD\*1\*90\*PLT71).

## Example 3

When shipping 115 pieces of AAAAABBB in two loose cartons of 50 pieces and one loose carton of 15 pieces, the shipper requires two line items: one for two loose cartons of 50 pieces and one for one loose carton of 15 pieces. Pallet quantity for both line items is zero. If the Ignore Std Pack flag is marked "Y" in the Requirement Master, the ASN contains two CLD segments: one for the pallet (CLD\*1\*100\*PLT71) and one for the carton (CLD\*1\*15\*BOX25).

## Example 4

When shipping 115 pieces of AAAAABBB in one loose carton of 60 pieces, one loose carton of 40 pieces, and one loose carton of 15 pieces, the shipper requires three line items: one for the one loose carton of 60 pieces, one for the one loose carton of 40 pieces, and one for the one loose carton of 15 pieces. Pallet quantity for all three line items is zero. If the Ignore Std Pack flag is marked "Y" in the Requirement Master, the ASN contains three CLD segments: one for the carton of 60 pieces (CLD\*1\*60\*BOX25), one for the carton of 40 pieces (CLD\*1\*40\*BOX25), and one for the carton of 15 pieces (CLD\*1\*15\*BOX25).

## Example 5

When shipping 50 pieces of AAAAABBB in five cartons of ten pieces and 50 pieces of CCCCCDDD in five cartons of ten pieces, and all cartons are shipped on a single pallet, the pallet quantity on each of the shipper line items must be zero. Detroit Diesel requests that suppliers do not report pallet quantities on mixed pallets. The shipper requires two line items: one for 50 pieces of AAAAABBB in five cartons and one for 50 pieces of CCCCCDDD in five cartons. Pallet quantity for both shipper line items is zero so that the pallet is not included on the ASN. If the Ignore Std Pack flag is marked "Y" in the Requirement Master, the ASN contains one CLD segment for AAAAABBB for the five cartons of 10 pieces each (CLD\*5\*10\*BOX25) and one CLD segment for CCCCCDDD for the five cartons of ten pieces each (CLD\*5\*10\*BOX25).

## VL0 Menu

VLD0000DE1	9/11/XX	MENU: VL0DE	7:21:39
12.0	-----		
DETROIT DIESEL			
VARIABLE LENGTH TELECOMMUNICATIONS			
-----			
1. Receive Data	8. Maintain Network Selection		
2. Split Network Data Into OEM Files	9. Maintain Network Security		
3. Breakdown Data	10. Maintain Miscellaneous File		
4. Acknowledge Received Data	11. Purchase Order Menu (850)		
5. Print Acknowledgements (997)	12. Application Advice Menu (824)		
6. Print Requirements (850,862)	13. Text Message Menu (864)		
7. Process Requirements (850,862)			
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.

## Print Method

Print Method: Optional

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

## Process Requirements (850, 862)

(Option 7 on the VL0 Menu)

Detroit Diesel has an additional report that is printed: Remove Requirements Edit List. This report lists all requirements removed because of duplicate records found in shipping history.



## VL55 Menu

12.0	9/11/XX	MENU: VL55DE	7:23:26
-----			
DETROIT DIESEL			
TEXT MESSAGE MENU			
-----			
1. Display Text Messages			
2. List Text Messages			
3. Purge Text Messages			
23. Return to V/L Communications Menu			
24. Return to Main Menu			
Option			

## Text Message Menu (864)

(Option 13 on the VL0 Menu)

This option is used to display, list, and purge Detroit Diesel text (864). The Transaction Sets Received Audit Report, which prints during the "Breakdown," identifies the transaction sets received by each company.

During the "Breakdown," all data received in the 864 file is placed in the universal text message files VPH864A - VPH864F.

## VL35 Menu

VLD3500DE1	9/11/XX	MENU: VL35DE	7:24:38
12.0	-----		
	DETROIT DIESEL		
	P.O. INQUIRY MENU		
	-----		
	1. Display Purchase Orders		
	2. List Purchase Orders		
	3. Purge Purchase Orders		
	23. Return to V/L Communications Menu		
	24. Return to Main Menu		
	Option		

## P.O. Inquiry Overview

(Option 11 on the VL0 Menu)

The Detroit Diesel P.O. Inquiry Menu is used to inquire into the 850 file received from Detroit Diesel.

During the "Process," all data received in the 850 file is placed in universal purchase order files: VPX855A - VPX855L.

This is the same data as that from the 850 Edit List that is placed on hold during the "Print" from the Detroit Diesel VL0DE Menu. All data received can be viewed and/or listed from this menu (VL35DE). When this data is no longer current, it may be purged. Purging purchase order records from this menu will not affect the Requirement or Load Files.

## VL44 Menu

12.0	9/11/XX	MENU: VL44DE	7:25:46
-----			
DETROIT DIESEL			
APPLICATION ADVICE MENU			
-----			
1. Display Application Advice			
2. List Application Advice			
3. Purge Application Advice			
23. Return to V/L Communications Menu			
24. Return to Main Menu			
Option			

## Application Advice Overview

(Option 12 on the VL0 Menu)

The Application Advice Menu (VL44DE) is used to display, print, and purge the Application Advice (824) file received from Detroit Diesel. The Application Advice reports errors of content in the file received from Detroit Diesel. An Application Advice also indicates that the transmission was accepted with errors or was rejected. The Transaction Sets Received Audit Report, which prints during the "Breakdown," identifies the transaction sets received by each company. During the "Breakdown," all data received in the 824 file is placed in the universal Application Advice files VPX824A - VPX824H. When Application Advice data is no longer current, it may be purged.

## Display Application Advice

(Option 1 on the VL44 Menu)

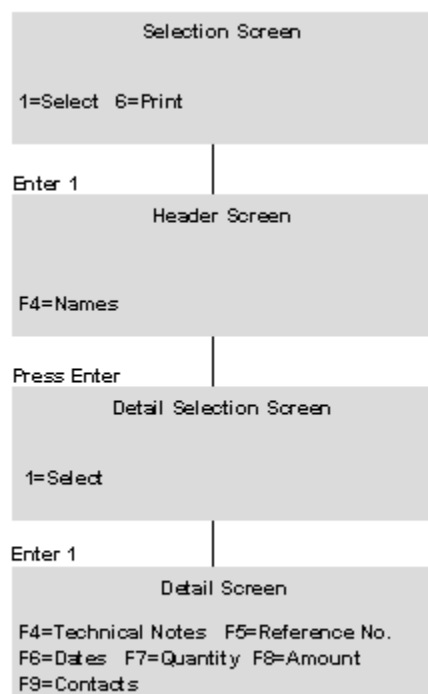
Valid Acknowledgement codes include the following:

TR - Transaction Set Rejected

Valid Error Condition codes include the following:

- BPN - Invalid part number for the given plant.
- NVM - Invalid purchase order number for this vendor.
- PNE - Part does not exist on the purchase order.
- ISC - Invalid SCAC code.
- IPN - Invalid plant number.
- MRA - Shipment received manually. ASN not processed.
- BSD - Shipped date is greater than actual date.

## Application Advice Pictorial Overview



## ASNs

Traditionally coded trading partners use a VL8xx menu (where “xx” is the OEM code) to transmit ASNs 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 ASNs

(Option 1 on the VL8 Menu)

### ASN Maintenance Screen

VLD810DE1		ASN MAINTENANCE		
Sequence number	Company	KB	Action Code	O
-----				
--				
Shp# .....	OEM .....	DE	Cust Abrv .	
Ship Date.... 0/00/00	ASN .....		Dest Abrv .	
Qty Shp.....	Net Weight.....		Dock.....	
Unit of Mea..	Tare.....		Carrier....	
Ordered Qty..	Container Qty...		Equip Desc.	
Conv. Code...	Cont. Desc.....		Equip Init.	
Package Qty..	Pallet Qty.....		Ret. Cont..	
Cum Shipped..	Pallet Desc.....		GM Msg Cd..	
Payment Type (X) :	Coll PP PPI		OEM Div....	
Plant ID...	In-House Prt#.			
P.O. # ....	Cust Prt # ...			
Conv Bill #	Container #...			
Country Org	DDC Control #			
Time Zone	Carrier Name..			
Eng Serial#	Sea Container.			
Air Way Bill	P.O. Line	Line Feed		
F12=Return				

- Sequence number - Assigned by the system.
- Company - Displays the company number that was previously entered.
- Action Code - The action code places the corresponding two-digit code in the BSN 01 segment in the ASN file. Valid codes are the following
  - O - Original 00
  - H - Hold Record is not included in transmission
  - N - Cancel 01
- Shp# - Shipper number assigned by the system when the shipper was created.
- OEM - "DE" for Detroit Diesel.
- Cust Abrv - User-assigned abbreviation that must be entered in the Machine Readable File to return the correct customer code in the ASN file.
- Country Org - Two-position country code. Value retrieved from the Parts Cross Reference File.

- Time Zone - Time zone code. Value retrieved from the Company Control File. Values include the following:

CT - Central Time Zone

ET - Eastern Time Zone

MT - Mountain Time Zone

PT - Pacific Time Zone

During periods of daylight savings time, use the following:

CD - Central Daylight Time

ED - Eastern Daylight Time

MD - Mountain Daylight Time

PD - Pacific Daylight Time

For suppliers shipping from European locations use the following:

GM - Greenwich Mean Time (GMT- England)

01 - GMT + 1 hour

02 - GMT + 2 hours

03 - GMT + 3 hours

04 - GMT + 4 hours

For suppliers shipping from South American locations use the following:

20 - GMT - 5 hours (Eastern time)

21 - GMT - 4 hours (Atlantic time)

22 - GMT - 3 hours

For suppliers shipping from locations outside of North America use the following:

01 - GMT + 1 hour      13 - GMT + 13 hours

02 - GMT + 2 hours      14 - GMT + 14 hours

03 - GMT + 3 hours      15 - GMT + 15 hours

04 - GMT + 4 hours      16 - GMT - 9 hours

05 - GMT + 5 hours      17 - GMT - 8 hours

06 - GMT + 6 hours      18 - GMT - 7 hours

07 - GMT + 7 hours	19 - GMT - 6 hours
08 - GMT + 8 hours	20 - GMT - 5 hours
09 - GMT + 9 hours	21 - GMT - 4 hours
10 - GMT + 10 hours	22 - GMT - 3 hours
11 - GMT + 11 hours	23 - GMT - 2 hours
12 - GMT + 12 hours	24 - GMT - 1 hours

- Air Way Bill# - Airway bill number for air shipments. Value retrieved from the Carrier File.
- Many fields on the ASN screen default from various master files. However, many of them can be changed at shipper entry time.
- Ship Date - Date of shipment in the MM-DD-YY format. Defaults from shipper entry time.
- ASN - Defaults from the Destination File. The ASN code can be changed at shipper entry time. Detroit Diesel uses the ASN code "V" for variable length without bar code..
- Dest Abrv - User-assigned abbreviation that must be entered in the Machine Readable File to return the correct destination code in the ASN file.
- Qty Shp - Number of pieces shipped.
- 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.
- Dock - Code representing the dock at the destination location if a dock code was entered in 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 ASN file.
- Unit of Mea - Defaults from the ASN Unit of Measure field in the Destination File, except for the MTU Division, which defaults from the Release Master header record. It can be changed at shipper entry time.
- Tare - 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.
- Carrier - Carrier abbreviation (SCAC code), which defaults from the Carrier Abbreviation field in the Carrier File.
- Ordered Qty - Parts & Service order number.
- Container Qty - 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.
- Equip Desc - Defaults from the Carrier Master File. It can be changed on the shipper header screen. The route code is required if the SCAC code (Carrier Abbreviation) is not available. It is transmitted in the TD5 segment in the ASN file.

- Conv. Code - AIAG standard code, which describes the method of conveyance. Defaults from the Carrier File. It can be changed at shipper entry time.
- Cont. 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.
- Equip Init - Defaults from the Carrier Master File. It can be changed on the shipper header screen. It is transmitted in the TD3 segment in the ASN file.
- 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.
- Ret. Cont - Defaults from the Container File. It can be changed at shipper time.
- Pallet Desc - Defaults from the Container File or from shipper entry time. The pallet description must be an AIAG standard code.
- GM Msg Cd - Not used by Detroit Diesel.
- Payment Type - Defaults "X" to designate the method of freight payment from the Control File.
- OEM Div - Defaults from the Requirement Master. Used for MTU Division.
- Plant ID - Supplier code assigned by Detroit Diesel. This is entered in the Supplier Code field in the Requirement Master and the Plant ID field in the Identification Code File.
- In-House Prt# - Internal part number entered in the Parts Cross Reference File.
- P.O. # - Purchase order number defaults from the Requirement B record.
- Cust Prt # - Detroit Diesel part number.
- Conv Bill # - Defaults from the Conveyance Number field at shipper entry time if a trailer number or air freight number was entered. If there was no entry at that time, the shipper number defaults.
- Container # - Number of the returnable container. Defaults from the Requirement A record if the Returnable Container field in the Container File is "Y."
- This field contains the number of the returnable container and is used only when a part is being shipped in a returnable container. It is blank if this record is for the returnable container itself.
- Country Org - Three-digit code representing the country of origin. Defaults from the Parts Cross Reference File.
- DDC Control # - The DDC (Detroit Diesel Corp) number, which identifies the shipment, is received from Canton on the 850 in the PO1 segment. The DDC Control Number is returned in the LIN segment in the 856 file.
- Carrier Name - Defaults from the Carrier Name field in the Carrier File.
- Sea Container – Number must be entered for overseas shipments via ocean.

VLD8610B UPDATE SELECTED ASN/DESADV INFORMATION

Update the Conveyance Bill#, Ship Date, Ship Time, Carrier Code or Pro Number.

Shipper	Conveyance	Ship	Ship AM/	Arv	Arv	AM/	
Number	Bill #	Date	Time PM	Date	Time PM	SCAC	
112008	KB112008	022412	952 AM	000000	0000	CTNR	

Bottom

F3=Exit

**F8=Pro Number**

The Pro Number field has been extended to 30 characters as Detroit Diesel can send up to 30 characters. It is entered by using 'F8=Pro Number' during Detroit Diesel ASN creation from the UPDATE SELECTED ASN/DESADV INFORMATION screen.



# 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 per 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
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Security	Describes all security selection and maintenance options and VAN menus
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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.
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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.