Infor Detroit Diesel VM Motori (VL)

AutoMap

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Contents

Table of Changes

Changed By	Date	Reason	Update#	Section Changed

General Information

Messages and Versions

The Detroit Diesel VM MOTORI module uses the EDIFACT messages listed below.

DELFOR	Delivery Forecast	830	D97A
DESADV	Despatch Advice	856	D97A
Inbound Control	Control	997	D97A
Outbound Control	Control	997	D97A

All Detroit Diesel VM MOTORI 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 number.

> **Example:** A DELFOR "Schedule" may only replace another DELFOR "Schedule".

The **DELFOR Delivery Forecast message** contains planning requirements. The Delivery Forecast is processed in as an 830.

Miscellaneous Information

Emergency orders are handled via EDI. Suppliers are paid from the paper invoice. Multiple parts are printed as one line item on the shipper.

Security

Communication Method

Detroit Diesel VM Motori 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.

When establishing a trading partnership with a VAN or direct, the following data is required in your User Profile:

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 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

Identification Code File

The identification code file is used when taking the option to "split" a file received from Detroit Diesel VM MOTORI, and also when transmitting DESADVs. The identification code file is used differently by different manufacturers.

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

Press Enter to display remaining fields:

```
   OEM ID                   - Detroit Diesel VM MOTORI ID #, 01325610382
   Corporate ID             - Mutually defined
   Remit to Duns #          - Not used by Detroit Diesel VM MOTORI
   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                  - Y
```

Errors that occur during the "split" that indicates a code is missing from the identification code file are referring to plant ID or OEM ID.

AutoMap - Enter "Y" to place data in the AutoMap files (during the split).

Additional Records to Identify Destination as Issuer

Enter a separate record for each Detroit Diesel VM MOTORI division that transmits requirements because the Issuer ID is different for each division. The first record contains your supplier code in the plant ID field. Each additional record contains a "dummy" ID in the plant ID field. Use any number except a real supplier identification code used by this or another trading partner.

Master File Entry

The entry of each master file is NOT explained in this document. Only the master files that require unique entry, to accommodate specific business practices for this trading partner are noted.

Model Year

Detroit Diesel VM MOTORI does not send model year. Therefore, the requirement and price files must be entered leaving the model year fields blank.

CUM Required Prior

Detroit Diesel VM MOTORI does not send CUM Required Prior. Therefore, it is necessary to enter it manually before going live. The CUM Required Prior is used to calculate ahead and behind figures and to round to package quantity. Enter the CUM Required Prior when entering a Detroit Diesel VM MOTORI manual requirement or while testing. To enter, access the Manual Requirements Entry screen and select a part or press F5.

Purchase Orders

The BO qualifier in the RFF segment, open order number, is known as the Blanket Purchase Order. The CO qualifier in the RFF segment, closed order number, is known as a Spot Buy Purchase Order Number.

EDI Code File

Type codes

Detroit Diesel VM MOTORI transmits a numeric code that AutoRelease converts to an alpha type and frequency code. Use C (firm) or D (planning) when entering records in the EDI code file. Due to the manner in which the SCC segment is sent, requirement types and frequencies are processed in the following manner:

Type Codes: D - Planning: Translated from P1
C - Firm: Translated from DD

Frequency Codes: M - Monthly: Translated from 12
D - Daily: Translated from 1
W - Weekly: Translated from 4

Requirement Master - Clear Flags

The requirement master clear flags should not be marked. Keywords are used to determine what to clear based on purpose codes.

Outstanding quantities sent in the QTY+83 are printed only because the quantity is also included in the CUM Required figure, preventing the doubling of requirements.

Requirement Master - Special Processing

To ensure proper CUM calculations, set the Load Past Due Reqt's from History special processing flag to "Y." To set this flag, press F20 (Special Process) from the Requirement Master Entry detail screen.

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 from the Identification Code file if the following points are applicable:

- A Detroit Diesel VM MOTORI 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 on adding application control records, see Chapter 11 of the AutoRelease main manual.

Application Name:	*ALL
Keyword:	PXCO#xx
Length:	1
Decimal:	Blank
Infor Data:	Y

The Detroit Diesel VM MOTORI Parts Cross Reference Company Retrieval report is printed when the split option is taken. This report lists the company number and the associated customer part number that was found in the Parts Cross Reference file.

DESADV

DESADV Cancellation Procedure

Call Detroit Diesel VM MOTORI to cancel the DESADV.

Unit of Measure Codes

MEA	-	Measure
KGM	-	Kilogram
QTY	-	Quantity
PCE	-	Piece

Contact Information

The CTA - Person to be contacted is retrieved from the Bill Clerk field in the Company Control File. The COM - Telephone number is retrieved from the Company Phone Number field in the Company Control File. The COM - Fax Number is retrieved from the Fax Phone # field in the Company Control File. The COM - E-mail Address is retrieved from the "Addr 2" field on the Company Control File Maintenance screen.

Mandatory Fields

ASN Header Maintenance Screen

```
                        ASN HEADER MAINTENANCE        Record Status: O


 OEM: VL              Shipper #: 112583           ASN Purpose: O


 Company:  KB                    Equipment
 Customer Abbrev:   VLCUST          Description:  TE
 Destination Abbrev: VLDEST         Initial:      CNTR
 Dock Code:
 Ship                             Consignee
   Date:   1/03/17                   Warehouse:
   Time:   7:15:00                   Location:
 Arrival
   Date:   0/00/00              SCAC
   Time:    :00:00                 Pick up Carrier : CTNR
 Time Zone:  CD                    Delivery Carrier: CNTR
                                   Canadian Carrier: CTNR
 Conveyance Code:   LT
 FOB Destination:   NORTHVILLE
 Route:
 Shipping Location:


F3=Exit F4=Flags/Codes F5=ID Numbers F7=Reference# F8=Keys  F9=Status
F12=Return
```

ASN Purpose	-	Transmitted in the LIN. C - Change 04 R - Replace 05
Ship Date	-	Transmitted in the DTM.
Ship Time	-	Transmitted in the DTM.
Reference Number	-	Supplier VAT number. Transmitted in the NAD+SE. The NAD+SE value is not sent on the inbound file. If the value is required it must be entered by the supplier in the CHRYSF field in the requirement master, or entered in the Reference field on the Reference Number DESADV Maintenance screen.

ID Numbers Screen

Ship To   -   Transmitted in the NAD.

Supplier ID   -   Transmitted in the NAD.

ASN Detail Maintenance Screen

Cust Part #   -   Transmitted in the LIN.

Ship Gross   -   Transmitted in the MEA.

Package Qty   -   Transmitted in the QTY.

CUM Shipped   -   Transmitted in the QTY.

PO Number   -   Transmitted in the RFF.

ASN Bar Code Maintenance Screen

Label Serial #   -   Transmitted in the GIR and RFF

ASN Container Review Screen

Container Qty   -   Transmitted in the PAC 01

ASN Detail Maintenance Screen

Cust Part #   -   Transmitted in the LIN

Ship Gross   -   Transmitted in the MEA

Package Qty   -   Transmitted in the QTY

CUM Shipped   -   Transmitted in the QTY

PO Number   -   Transmitted in the RFF

ASN Bar Code Maintenance Screen

Label Serial #   -   Transmitted in the GIR and RFF

ASN Container Review Screen

Container Qty   -   Transmitted in the PAC 01

DESADV Bar Code Maintenance - Master Serial Number

```
VLD8400B                    BAR CODE MAINTENANCE

                    Company Number.......... KB
                    Identification Number... 11283
                    Sequence Number......... 00020
Serial Number as on label without spaces
                                    Master/Mixed Serial as on label

Label Type ............
Package Quantity.......
Customer Part Number...
RAN Number.............
Returnable Container ..
Purchase Order Number..
IPP Tag Number 1.......                IPP Reason Code 1...
IPP Tag Number 2.......                IPP Reason Code 2...
        OEM/Label Type                 (C=Container M=Master
X=Mixed)
User Defined Field ....
User Defined Field ....
User Defined Field ....
User Defined Field ....
Lot Number.............
F7=User Defined   F8=Additional Info            F12=Return
```

Label Type   -   S - Single or container labels. Transmitted in the PCI segment.

M or G   -   Master or mixed labels. Transmitted in the RFF segment.

Master Serial # -   If master labels are used the master serial number is mandatory. Transmitted in

How to Use This Document

This document provides information regarding unique instructions required to implement this trading partner's unique business practices. There is a separate document called "AutoMap Manual" which describes those procedures which apply to all trading partners (NOT unique for each trading partner) such as the daily procedures, job controls, etc.

General Information

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

Security

The security section of the document explains the network(s) used by this trading partner, and specific information about how to create the trading partner cross reference file.

Implementation

Requirements received via AutoMap are processed into the AutoRelease master files to perform shipping, ASN and invoicing functions. Therefore, enter all master files in the same manner as required when processing data from the AutoRelease menus.

> **Exception:** Special AutoMap processing needs are handled via keywords in AutoMap. Therefore, clear flags and special processing flags (F20) should not be marked.

The entry of each master file is NOT explained in this supplement. Only those that require specific fields marked to accommodate specific business practices for this trading partner are noted.

The master files required during the "process" from the AutoMap Requirement Display, are the same files that are required when processing from the VL0 menus:

- Machine Readable - customer and destination
- Parts Cross Reference
- Requirement Master

These files must be entered to successfully process data into the requirement and load files.

ASNs

All AutoMap trading partners transmit ASNs to the trading partner by using option 3 (ASNs) from the AutoMap menu. The ASN section of each trading partner document describes the ASN cancellation procedure and mandatory ASN fields for a specific trading partner.

A complete description of the common options can be found in the ASN section of the AutoMap manual.

AutoMap Features and Preferences

In AutoMap, keywords are unique for the business practices of the trading partner. This section describes how to access keywords, whether there are optional or conditional keywords for this trading partner, and how to activate and deactivate keywords.

Activate or Deactivate Keywords - Change Error Types (Warning - Terminal)

Keywords activate special processing to accommodate Autoliv EDIFACT practices. To view keywords used by Autoliv EDIFACT:

1. Access the AutoMap Menu.
2. Take the Process Keywords options.
3. Select the trading partner with 7 (keyword options).
4. Keywords are displayed for the selected trading partner.
5. Select the keyword to be changed with 1 (select).

The error maintenance screen displays. The fields that can be changed include:

Error Type   -   The error type may be W (warning) or T (terminal).

T (terminal) - When the create and transmit ASNs option is taken the ASN records are checked for missing fields that may cause the ASNs to be rejected. If terminal errors are found, (errors that will cause the ASN to be rejected according to OEM specifications) the program ends, the ASN Verification Report prints and a break message is displayed. Terminal errors must be corrected before taking the create and transmit option again.

W (warning) - When the create and transmit ASNs option is taken the ASN data is verified. If only warning errors are found, the ASN Verification Report prints and a break message is displayed that gives the user the option to continue with errors or to cancel. Error Message - The message that is displayed when this error is encountered may be changed.

Active   -   The keyword may be active (Y) or inactive (N).