



# Infor Dura Automotive Systems (DU) AutoMap

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## Table of Changes

Changed By	Date	Reason	Update#	Section Changed

## General Information

### Transaction Sets and Versions

The Dura Automotive Systems module supports the following transaction sets:

- 830 Material Release Version 4010
- 856 ASN Version 4010
- 997 Functional Acknowledgement Version 4010

The **830 (Material Release)** for parts using the pull system control, the 830 is forecast only. Pull signals are faxed or e-mailed by Dura plants. For parts NOT using the pull system control, the 830 serves as both forecast and authorized ship.

**Note:** Firm ship requirements are NOT received via EDI. They are faxed and entered into manual requirement entry as 850s.

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

The **997 (Functional Acknowledgement)** is required to be transmitted to acknowledge the received 830s, the turn around time of a 997 varies by plant. A 997 is also received to acknowledge the transmitted 856.

# Implementation

## Identification Code File

The identification code file is used when taking the option to "split" a file received from Dura Automotive Systems and also when transmitting ASNs. The identification code file is used differently by different manufacturers.

Company Number	- XX
OEM Code	- DU
Plant ID	- Your DUNS Number*

Press Enter to display remaining fields:

OEM ID	- Dura Automotive Systems DUNS Number**
Corporate ID	- Not used by Dura Automotive Systems, Inc.
Remit to Duns #	- Not used by Dura Automotive Systems, Inc.
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 indicate a code is missing from the identification code file are referring to plant ID and OEM ID.

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

## Purchase Orders

Dura Automotive Systems supports two purchase order types:

- Contract Orders
- Spot Orders

## General Shipping Information

The shipper number (SID) must be the same on the invoice. Dura Automotive Systems requires the following data to print on the shipper:

- Year-to-Date Cumulative Shipped
- Heat Number or Date of Manufacture
- Pull Signal Numbers Shipped

## Payment Process

The payment process varies by Dura Automotive Systems divisions. The payment is either by paper invoice or pay on receipt. Dura Automotive Systems does not use the ASN for payment.

## Security

### Printing Quick Receive Labels

To print quick receive labels, add the application control record "QUCKRDU" as shown below. Note that the maximum length of the bar code serial number must be 7. The program adds the letters "DU" to the beginning of the serial number. Per Dura, the maximum length is 9.

### Application Control Record

<b>Company:</b>	XX
<b>Application Name:</b>	*ALL
<b>Keyword:</b>	QUICKRDU
<b>Length:</b>	1
<b>Decimal:</b>	Blank
<b>Infor Data:</b>	Y

\*Additional Records to Identify Destination as Issuer

Enter a separate record for each Dura Automotive Systems Division that transmits requirements because the Issuer ID is different for each division. The first record contains your supplier code in the plant ID. 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.

\*\*OEM IDs

OEM IDs for each Dura Automotive Systems destination are listed below.

#### Atwood Mobile Products Division

- Elkhart, IN 848038659
- LaGrange, IN 005479522

#### Body and Glass

- Fulton, KY 844887830
- Jacksonville, FL 804139558
- Lawrenceburg, TN 826433344
- Newark, DE Not Available
- Pikeville, TN 848038246
- St. Louis, MO Not Available

## **Driver Controls Division**

### Brake Systems - Product Business Unit:

- East Jorden, MI 060178092
- Gladwin, MI 068811298
- Mancelona, MI 060178688
- Moberly, MO 789367273

### Cables - Product Business Unit:

- BrookField, MO 046753406
- Hannibal, MO (North) 788623692
- Hannibal, MO (South) 182067637
- Metamorris, Mexico 000213212
- Milan, TN 003133886
- Stratford, Ontario 248609349

### Shift Systems - Product Business Unit

- Brantford, ONT Canada 240608331
- Fremont, MI 928176411
- Livonia, MI 060964384

## **Engineered Products Division**

### Mechanical Assemblies - Product Business Unit

- Butler, IN 005461520
- Brownstown, IN 042817866
- West Union, IA 080292345

### Plastic Products - Product Business Unit

- Bowling Green, KY 804333763
- Henry, TN Not Available
- Jonesville, MI 047309273
- Mishawaka, IN 804333763

### Seat Systems - Product Business Unit

- Bracebridge, Canada Not Available
- Gordonsville, TN Not Available
- Mount Carroll, IL 039616917
- Stockton, IL 039616917

## Master File Entry for Dura Automotive Systems

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.

### Machine Readable - Customer

Dura Automotive Systems 830s are issued independently from multiple Dura plants to supplier locations. Separate machine readable customer abbreviations must be entered for each Dura identification number that is received.

CUSTOMER ABBREVIATION RECORD	
Company Number .....	KB
OEM Code .....	DU
Identification Number ...	123456
Customer Abbreviation .....	DUCUST
Company Name .....	
Body & Assembly .....	(Y/N)
CMMS Format .....	(Y/N)
Ship Direct .....	(Y/N)

### Model Year

Dura Automotive Systems does not send model year. Therefore, the requirement and price files must be entered leaving the model year fields blank.

### EDI Code File

#### Type Codes

- C - Firm
- D - Planning

#### Frequency Codes

- D - Discrete
- W - Weekly Bucket

### Requirement File - Clear Flags

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

## Returnable Containers

The returnable container part number prints on the invoice as separate line item. The "Print Container on Separate Line Item" field must be flagged with "Y."

## Unit of Measure

Dura Automotive Systems uses "PC" instead of "EA" when using pieces as the unit of measure.

## CUM Required Prior

Dura Automotive Systems does not send CUM Required Prior. They send CUM Received, which is placed in the CUM Required Prior field. Therefore, it is not necessary to enter it manually before going live. The CUM Received that is transmitted will overlay what was entered manually.

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 Dura Automotive Systems manual requirement or while testing. To enter, access the Manual Requirements Entry screen and select a part or press F5.

## Contract Orders

Contract Orders are long term purchase agreements used to establish a "vendor scheduling" acquisition environment. Dura Automotive Systems pull signal orders are sent via EDI in the 830 file as planning requirements. Suppliers receive firm pull signal orders via fax, from which they ship. Faxed firm ship requirements are manually entered as 850s. The pull signal orders received via fax contain all related information including pull signal numbers to be sent back in the 856 file in the REF\*CR segment.

## Requirement Master

### The 830/850 Pull Signal Requirement Master

Mark the 830 MRP Flag. The 830 data is passed to the MRP for planning. 830 requirements are NOT processed into the load file; these requirements are NOT firm requirements. Mark the 850 Report Flag. Do NOT mark the 830 Report Flag. 850 firm requirements are manually entered from a fax and are processed into the load file. Mark the Process P.O. flag with "Y."

JTDMAINT2		REQUIREMENT MASTER ENTRY										CHANGE		
Company KB		Customer DUCUST Part 123456										Destination DUDEST MY		
Customer Part # ....		123456										OEM Code ..... DU		
Supplier Code .....		001234567										OEM Division ...		
Customer # .....		1111111111										Destination # .....		
1900														
Commodity Code .....		100										Unit of Measure .... EA		
Controlling Source .												Price Code ..... A		
Dock Code .....												Trailer Capacity ...		
Container Part # ...		BOX90										Package Quantity ... 25		
MRP		Reports										Clear		
866	862	830	X	850		866	862	830	850	X	866	862	830	850
		Process P.O.s Y												
Planner # .....		0000										Product Code .		
Weekly Ship Code .		Balance Out Code ...										Final Release Code : Analyst # ....		
Rack ID .....														
User #1 ..												User #2 ..		
User #3 ..		.00000												
Remarks ..														
F1=Help		F7=OEM Info										F9=REQC		
F11=File Maint		F12=Return										F10=Delete		
		F19=Fab/Mtl										F20=Special Process		

## Spot Orders

Spot Orders are one-time purchase agreements and are sent via fax from which the supplier ships. Spot orders must be manually entered as 850 requirements to prevent CUM calculations. Spot orders are issued for parts using release control and does not affect the CUMs. Spot orders do not use pull signals, CUMs, EDI, 830 planning or ASNs. Spot order requirements are printed as separate shippers.

### Machine Readable - Destination

The same destination identification number is used for both contract and spot orders, therefore, add a suffix to the end of the identification number of spot orders to provide a unique destination abbreviation.

Identification Number:

DESTINATION ABBREVIATION RECORD		
Company Number .....	KB	
OEM Code .....	DU	
Identification Number .....	xxxxxxz	
Dock Location .....		
Destination Abbreviation .....	DUDST2	
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 .....	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)	

The x's represent the contract orders identification number and the z is the suffix used to create a unique destination abbreviation to be used by spot orders.

## Destination File

Spot order requirements do NOT require ASNs.

ASN/DESADV: Enter "N".

Spot Orders must have a separate requirement master. Spot order requirements are entered as 850 requirements to prevent CUM calculation.

SCD6300B	MAINTAIN DESTINATION MASTER FILE	
Company Number .....	KB	GIBBS DIE CASTING
Destination Number .....	1900	
Name 1 .....	DURA AUTOMOTIVE SYSTEMS	
Name 2 .....	FOB .....	
Address 1 .. 123 MAIN STREET	Distributor Code ..	
Address 2 ..	Ford Dest Code .....	
Address 3 ..	<b>ASN/DESADV (B/C/N/O/V/Y) N</b>	
City/State . CANTON	OH	GM Msg/Temp Msg Code ... /
Zip Code ... 558855	GM Std Loc/Ford Rt Cd 2.	
Country .....	Carrier Preference ..... 3	
Arrival/Ship Dates (A/S) .....	Route Code / HMRS (Y/N).	
Delivery Travel Time (Hrs/Min)	Honda Destination .....	
Delivery Travel Time (Days) ..	Supplier Type (P/S) ....	
Available Ship Days (X = Select)	ASN Unit of Measure .... EA	
S      M      T      W      H      F      S	JIT Location (Y/N) .....	
Names:	Bar Code Verif (Y/N/C/S) N	
F1=Help    F10=Delete    F12=Return	Print Invoices (Y/N) ... Y	
	Create Invoices (Y/N) .. Y	
	Payment Type: Coll    PP    PPI    Oth	
	Alt. Description...	
	Dealer Code .....	
	Cat Europe Ult Dest .....	

**The 850 Spot Order Requirement Master**

Mark the 850 Report Flag

JTDMAINT2		REQUIREMENT MASTER ENTRY										CHANGE	
Company	KB	Customer	DUCUST	Part	123456	Destination	DUDST	MY					
Customer Part #	....	123456				OEM Code	.....	DU					
Supplier Code	.....	001234567				OEM Division	...						
Customer #	.....	111111111				Destination #	.....	1900					
Commodity Code	....	100				Unit of Measure	....	EA					
Controlling Source	.					Price Code	.....	A					
Dock Code	.....					Trailer Capacity	...						
Container Part #	...	BOX90				Package Quantity	...						25
MRP								Clear					
866	862	830	X	850		866	862	830	X	866	862	830	850
						Process P.O.s	Y						
Planner #	.....	0000				Balance Out Code	...						Product Code .
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							

# ASNs

## ASN Cancellation Procedure

Transmit the same ASN with the same shipper identification number with 01 as the purpose code. Resend the 856 with the changes using the same shipper identification number with "00" as the purpose code.

## SCAC Code

Dura Automotive Systems valid SCAC code is THTK Shipped in supplier truck

## Mandatory Fields

### ASN Header Maintenance Screen

ASN Purpose: Transmitted in the BSN 01.

R - Replace 05

Equipment Description: Transmitted in the TD3 01. Valid codes include:

TL - Trailer

RR - Railcar

AF - Air Freight

Equipment Initial: Transmitted in the TD3 02.

Ship Date: Transmitted in the BSN 03 and DTM 02.

Ship Time: Transmitted in the BSN 04 and DTM 03.

Pick up Carrier: Transmitted in the TD5 03.

Time Zone: Transmitted in the DTM 04. Valid codes include:

CT - Central Time PT Pacific Time

ET - Eastern Time TT Atlantic Time

MT - Mountain Time

Some OEMs require a different abbreviation during daylight savings time (April to October) than during the rest of the year when they are on standard time.

Dura Automotive Systems does NOT accept the daylight savings time abbreviations. If the time zone abbreviation is changed in the control file to accommodate another OEM during the daylight savings time period, the daylight abbreviation will be changed during the "ASN create" to the standard abbreviation for Dura Automotive Systems.

The time zone field is mandatory. The time zone abbreviation shown in the "time zone" field is pulled from the company control file and may not be the actual abbreviation to be transmitted. The abbreviation is changed during the "ASN create" to the standard abbreviation for Dura Automotive Systems.

Conveyance Code: Transmitted in the TD5 04 and REF 02. Valid codes include:  
AE - Air Express  
LT - Less than truck load  
M - Motor (common carrier)

## **ID Numbers Screen**

Supplier ID: Transmitted in the N1 04.

## **Reference Numbers Screen**

BOL: Transmitted in the REF 02.

Conveyance Bill: Transmitted in the TD3 03.

## **ASN Detail Maintenance Screen**

Cust Part #: Transmitted in the LIN 03.

Ship Qty: Transmitted in the SN1 02 or CTT 02.

Ship Net: Transmitted in the MEA 03.

Ship Gross: Transmitted in the MEA 03.

Package Qty: Transmitted in the CLD 02.

CUM Shipped: Transmitted in the SN1 04.

ASN Unit/Mea: Transmitted in the SN1 03.

## **ASN Bar Code Maintenance Screen**

Label Serial #: Transmitted in the REF 02.

Returnable Container #: Transmitted in the LIN 02 and LIN 03.

## **ASN Container Review Screen**

Cust Part #: Transmitted in the LIN 03.

Container Description: Transmitted in the CLD 03.

Container Qty: Transmitted in the CLD 01.

# 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).