Infor Ford (F)

Traditional

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Contents

Table of Changes

Changed By	Date	Reason	Update#	Section Changed
K. Radtke	5/29/18	Total and Material Suppliers	A117081002	Application Control File
K. Radtke	8/17/17	Add Ford Component Sales, LLC	A115122403	Implementation
K. Radtke	8/10/15	Eng. Rev. Level	A115061807	Application Control File
K. Radtke	8/10/15	Route Code printing on multiple documents	A115032710	Application Control File
K. Radtke	7/3/15	Print load sheet - break by IC dock location	A114082903	Application Control File
K. Radtke	7/3/15	New 862	A113121902	Application Control File

General Information

Transaction Sets and Versions

The Ford module supports the following transaction sets:

- 810 Electronic Version 4010
- 820 Remittance Advice Version 3040
- 824 Application Advice Version 3010
- 830 Material Release Version 2001
- 841 Packaging Specifications Version 3032
- 850 Purchase Order Version 3060
- 856 ASN Version 2002
- 860 P.O. Change Version 3060
- 861 Receiving Advice Version 2001
- 862 Shipping Schedule Version 2002
- 863 Report of Test Results (CPK) Version 2003
- 864 Text Message Version 4010
- 865 P.O. Change Acknowledgement Version 2001
- 866 Production Sequence Version 3010
- 870 Order Status Report Version 3010
- 997 Functional Acknowledgement Version 2002
- 997 Functional Acknowledgement (inbound) Version 2002

The 810 (Electronic Invoice)

The 820 (Remittance Advice) is issued when a check is issued indicating the payment amount and the invoice data supporting this payment.

The 824 (Application Advice) is sent by Ford to the supplier to convey an error, rejection or approval. The 824 may also be transmitted by the supplier to Ford to accept an 841 with a change.

The 830 (Material Release) contains planning requirements.

The 841 (Packaging Specification) is used to transmit packaging specifications between Ford Engine Operations and suppliers. The 841 is used in conjunction with the 824 for two-way communication. The 841 replaces the 1121 packaging form.

The 850 (Purchase Order) contains Dealer Direct requirements.

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

The 860 (PO Change) contains requests for changes to the 850.

The 861 (Receiving Advice) is printed only and reports discrepancies of the ASN and the actual shipment.

The 862 (Shipping Schedule) contains firm ship requirements.

The 863 (Report of Test Results (CPK)) is used to inform Ford of all detail statistical part information.

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

The 865 (PO Change Acknowledgement) is used to change the quantity or part number, or to cancel a line item. (Ford will respond with an 860, PO Change Acknowledgement.)

The 866 (Production Sequence) contains sequenced requirements.

The 870 (Order Status Report) is used to advise a Ford Customer Service Division of a change in the ship date. The 870 is required when the requirement date will be missed by 24 hours.

The 997 (Functional Acknowledgement) is required to be transmitted to acknowledge the received requirements, within the time frame defined by Ford. A 997 is also received to acknowledge the transmitted 856.

Communication Scheduler Job Entries

For jobs to be active in the Communication Scheduler, at least one job entry must have a sequence number of "1." Enter this value in the Seq field. To add job entries, access the Work with Scheduler screen by pressing F8 on the Communication Scheduler screen.

Label Ship Code File

The Label Ship Code file contains the ship codes and descriptions that print on the container labels. To add or update Ship Code file records, choose option 18 (Label Ship Code) from the File Maintenance main menu. For more information, see Chapter 6, Part 1, of the AutoRelease Main manual.

FCSD Containerization Flow 820s

Note that the FCSD shipper number, not the ARS shipper number, is included in the FCSD Containerization 820s. For reconciliation, AutoRelease retrieves the ARS shipper number using the bar code file.

Unlimited Company Processing

The ability to submit up to 500 companies, or “unlimited company processing,” is available for the manual or Auto Receive, Breakdown, Print, and Process options. These companies are entered in user profiles. For more information on entering companies in user profiles, see the section “Set Up Security File” in Chapter 11 of the AutoRelease main manual.

Security

Communication Method

This supplement describes set up only if accessing Ford directly or if receiving directly from the Lear / Masland Corporation.

Ford may be accessed using FTP through the AutoRelease ACM module. For more information on ACM, see Chapter 17 of the AutoRelease main manual.

Ford is also accessed by contacting Ford directly. Enter “D” for direct as the network selection; then enter Ford security codes before attempting to receive or transmit.

Ford data may be received directly from Lear/Masland Corporation. If the Lear Logon ID is entered in the Ford Security file, Lear is accessed. If the Lear Logon ID field is blank, Ford is accessed.

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
```

- No. of days to Archive - Enter the number of days to archive files received from Ford. 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.
- Auto Print (Y/N)? - Enter “Y” if using AutoReceive and Breakdown (scheduled through file maintenance from the Communications Menu), 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 file maintenance from the Communications Menu), and if also using Auto Print, to perform an automatic Process after the Receive, Breakdown and Print.
- 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.

Enter “N” if not using auto receive, or, if using AutoReceive, Breakdown, and Auto Print, if the process option is not to be run automatically after the Print.

Implementation

Identification Code File

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

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

OEM ID - F159B for production and F159E for testing
Corporate ID - Supplier Code
Remit to Duns Number - Not used by Ford
VAT Code - Tax ID
Transmission Mode - P
Smart Labels - Y or N
Pallet Staging - Y or N
Bar Code File Transfer - N
Variable Unwrap Print - Y or N
Automatic Print of 997 - Y or N
AutoMap - N
```

Errors that occur during the Split that indicate a code is missing from the Identification Code File refer to the OEM ID. Errors that occur during the Breakdown that indicate a code is missing from the Identification Code File refer to Plant ID and Corporate ID.

Visteon/Chicago ILVS Requirements

When setting up the Identification Code File for Visteon / Chicago ILVS requirements, enter “2559A” in the OEM ID field. This value is received in the GS02.

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 F14 (Trading Partnership File) after entering the appropriate data in the Identification Code File.

Steps to create default values:

1. Press F6 (ADD) from the ISA List Screen.
2. Abbreviations may be entered. Ford FTP requires a separate record for each customer and destination combination. The first record created contains blank Customer and Destination Abbreviations. Leave the customer and destination records blank, at this time. Press Enter.

3. Enter code representing data format (“A” for ISA). Press Enter. The ISA Detail Screen displays.
4. Press F7 (Infor defaults).

One ISA record is created.
Six GS records are created (824, 841, 856, 863, 865, and 870).
One communication record is created (Direct).

Modifications are needed for the ISA record. No modifications are needed for the GS and Direct records.

1. a. The original/default (blank Customer and Destination Abbreviation) record must be left as is. One blank record is required. This is not a template record; do not copy or delete this record. (The default record cannot be copied because Ford requires a different receiver ID in the GS03 depending on the transaction set being transmitted. If the default record is copied to create the customer and destination specific records, the GS03 is not created correctly).

GS03 Requirements:

- The 824 (inbound) and 841 records require “EF17A” in the GS03.
- The 856 records require the ship-to ID in the GS03.
- The 863 records require the division code in the GS03.
- The 865 and 870 records require the issuer ID in the GS03.
- The 824 response (outbound) records require “AF1CC” in the GS03.

Note: The 824, 863, 865, and 870 responses use the record with the blank Customer and Destination Abbreviations. The correct code is placed in the GS03 when the trading partnership records are created for each customer and destination combination.

b. Press F6 (ADD) from the ISA List Screen.

c. Enter the customer and destination combinations for this record. Press Enter.

d. Enter the code representing data format (“A” for ISA). Press Enter. The ISA Detail Screen displays.

e. Press F7 (Infor defaults).

f. Repeat for each customer and destination combination.

ISA Detail Screen

```
VLD9702A                  Maintain Trading Partnership File

 Company Number.......... KB                (A)ISA/(C)ICS/(E)Edifact: A
 OEM Code................ F
 Supplier ID............. B535B
 Customer Abbrv(O)....... FCSD
 Destination Abbrv(O).... FCSD

 User Define Description:

             Qualifier/Information
 Authorization:  00                        Active (Y)/(N): Y
 Security:       00
 Sender:         ZZ   B535B
 Receiver:       ZZ   F159B
                                              Hexadecimal Code
 Control Standards ID:  U                 Sub Element Separator:  A1
 Version Identifier:    00200             Data Element Separator: A1
                                          Segment Terminator:     1C
 Computer Generated ISA Control Number:

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

Required Changes (Production ASN Record):

User Defined Description - Enter a meaningful description of the record.

Sender - If a Corporate ID is used for the mailbox and it is different from the supplier code, enter your “user number”. (User number is on the Ford Security Maintenance screen.)

1. Press Enter. The ISA List displays.
2. Press F10 (GS Level). The GS List screen displays.
3. Select a transaction set record with “1” to display the GS Detail screen with the GS level default data.
4. Press Enter.

GS Detail Screen

```
VLD9702E                Maintain Functional Identifier

 Company Number.......... KB
 OEM Code................ F
 Supplier ID............. B535B
 Customer Abbrv(O)....... FCSD
 Destination Abbrv(O).... FCSD
 Transaction Type........ 856
                                              Non Repeating Transaction
 Functional Identifier:     SH                    Control Number:
 Application Sender:        B535B
 Application Receiver:      AF52M             ST Control#:
 Responsible Agency Code:   X
 Version/Release/Industry:  002002FORD
 (T)est/(P)roduction:       P
 Acknowledge Requested:     N

 Last Date Used:             9/25/XX
 Last Time Used:            13:17:37
 Number Times Used:               3             Processing Option: P
 Computer Generated Group Control Number:       P=Print Before Sending
F12=Return
```

- Processing Option - The default is blank if an unwrapped file is not to be viewed before the transmission. (Optional.) Change to “P” to activate an unwrapped file to be viewed before the transmission.
- Press Enter to return to the GS List screen.
- Press F12 twice to return to the ISA List screen.

  Setup is complete.

Destination Abbreviation File

The OEM Consideration flag should be set to 'Y' for a Ford Europe destinations to generate the EIN# on the Ford Commercial Invoices.

Print Route Code and Ship Day on Multiple Documents

Application Control Record

This keyword is used to determine if the route code followed by the ship date day of the week is to be printed on the BOL/Shipper, Invoices, Hazmats and sent on the ASN. The Route Code is supplied in the Keyword. The Infor Data contains the Destination Duns Number (DSTDUN) and Supplier ID (SUPPID). If the supplied DSTDUN and SUPPID is set up, the route code plus the day of the week will be written on the BOL/Shipper, Invoices, Hazmats and sent on the ASN. An Application Control record will need to be set up for each DSTDUN/SUPPID combination.

NOTE: This was added for Ford Kansas City plant, but can be used for other Ford plants if required.

Add the record as described below. For more information about adding control records, see Chapter 11 of the AutoRelease main manual.

CO = Company or **
Application Name = SHPR
Keyword = XXXXXXXX
Length = 34
Dec= blank
Infor Data = YYYYY,ZZZZZ

NOTE: XXXXXXXX = Route Code: Ford plant's route code that needs to print on the BOL/Shipper, Invoices, Hazmats and ASN. YYYYY = the Ford plant's Destination Duns Number (ship-to)
ZZZZZ = your Supplier ID for this Ford plant.

From the main menu select System Maintenance (option 11), then Application Control File Maintenance (option 17).

Enter the following information:

```
        APP
Opt  CO# Name  Keyword
 1   **  SHPR  XXXXXXXX
```

Press Enter and on the next screen enter a length of 34 and DSTDUN,SUPPID in the Infor Data area.

Example ONLY:

```
CO#  APP Name  Keyword
**     SHPR    064332

Infor Data              Length:  01 Dec:
        1         2         34
123456789012345678901234567890123456789012345
AP06A,K025E

Customer Data           Length:     Dec:
        1         2
12345678901234567890
```

Note: The system will append the day of the week to the route code and print that configuration on the documents.

The day of the week representation is as follows:

1 = Monday
2 = Tuesday
3 = Wednesday
4 = Thursday
5 = Friday
6 = Saturday
7 = Sunday

862 Engineering Part Number

Application Control Record

If an 862 arrives and the Engineering Part Number has a value and the keyword RPLENPF is "Y" the value of the Engineering Part Number in the Requirement Master File JTPJITA will be set to the value in the 862. If you do not want the value of Engineering Part Number on the 862 to overlay the value in the Requirement Master File set RPLENPF to "N".

Add the record as described below. For more information about adding control records, see Chapter 11 of the AutoRelease Main Manual.

CO = Company or **

Application Name = *ALL

Keyword = RPLENPF

Length = 1

Dec= blank

Infor Data = "Y"

From the main menu select System Maintenance (option 11), then Application Control File Maintenance (option 17).

Enter the following information:

APP

Opt CO# Name Keyword

1 ** *ALL XXXXXXXX

Press Enter and on the next screen enter a length of 01 and Y in the Infor Data area.

Example ONLY:

CO# APP Name Keyword

** *All XXXXXXXX

Infor Data Length: 01 Dec:

1 2 3 4

1234567890123456789012345678901234567890123 45

Y

Customer Data Length: Dec:

1 2

12345678901234567890

Retrieve Company Number from Parts Cross Reference File

Application Control Record

The Application control record PXCO#xx may be added to the Application Control File so that the company number is retrieved from the Parts Cross Reference File instead of from the Identification Code File, if the following are applicable:

- Ford 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 is printed 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
Decimal: Blank
Infor Data: Y

For the Retrieve Company Number from Parts Cross Reference File Enhanced feature, the following were added:

- Supplier ID
- Keyword ‘ENHANCED’

The supplier receives inbound EDI for multiple Supplier IDs when each Supplier ID meets all requirements for Retrieve Company by Parts Cross Reference and each Supplier ID shares customer part numbers between the Supplier IDs and has a different set of companies.

Note in the example below that Customer Parts AAA and CCC have the same part number although each is listed under a different Supplier ID. Also, each has a different Company Code even though the Customer Part number does not change.

Supplier ID 12345		Supplier ID 98761	
	CO		CO
Cust Part AAA	01	Cust Part AAA	03
Cust Part BBB	01	Cust Part CCC	04
Cust Part CCC	02	Cust Part EEE	03
Cust Part DDD	02	Cust Part FFF	04

Note: This enhancement is available only for select OEMs.

When the ENHANCED option is used, the Parts Cross Reference File must contain the Supplier ID. For more information, see Maintain the Parts Cross Reference File.

To activate the Retrieve Company by Parts Cross enhancement, do the following:

- Maintain the Application Control File for the keyword PXCO#F
- Change the Infor Data length to 8
- Place the word ENHANCED in the variable (shown below)

Application Name *ALL
Keyword PXCO#xx
Length 8
Dec Blank
Infor Data ENHANCED

```
CO#  APP Name  Keyword
 01     *ALL    PXCO#F

 Infor Data                 Length:  8  Dec:
          1         2         3         4
 12345678901234567890123456789012345678901234 5
 ENHANCED

 Customer Data              Length:     Dec:
          1         2
 12345678901234567890


 F12=Return
```

Maintain the Parts Cross Reference File

Use the Parts Cross Reference File with the 'ENHANCED' option. For more information, see Retrieve Company Number from Parts Cross Reference File.

Because the same customer part number can be used by multiple companies, the Supplier ID must now be added to the Parts Cross Reference record for the Breakdown program to identify which company number should be retrieved. To accomplish this, a new field was added to the Reference Maintenance screen (see below):

```
RLD13400B              PART CROSS REFERENCE MAINTENANCE

Company ..................... KB
Customer Abbreviation ...... FCSD
Customer Part Number ....... GC3Z 2078 D
Destination Abbreviation ...        (O)

Bar Code Part Number ..... GC3Z 2078 D
Internal Part Number ..... GC3Z 2078 D
Part Description ......... WHEEL
Color Description ........
Part Weight (5 dec)           15.00000     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 ......                 Section Number ...
Consignee Location .......                 Rule Number ......
Country of Origin ........ USA             Origin Criterion .
Province of Origin .......
Harmonized System Code ...                 User Defined
Supplier ID .............. 123456
F1=Help  F7=Dimension  F9=Extension  F12=Return
```

The Supplier ID associated with each Company, Customer Abbreviation, and Customer Part Number record must be entered into the Supplier ID field. This is necessary only if you are using the Enhanced PXCO#F keyword.

During the Ford Breakdown, if the Supplier ID is not entered or does not match the Supplier ID in the receive file, an error prints on the “Ford Parts Cross Reference/Company Retrieval” report stating that a match was not found.

The Ford Parts Cross Reference Company Retrieval Report prints when the “Breakdown” option is taken. This report lists the company number and the associated customer part number that was found in the Parts Cross Reference File.

NOTE: A program was written to update the Parts Cross Reference records with the Supplier ID. To run the program, do the following:

1. Make sure no process is accessing the Parts Cross Reference File (PXREF)
2. Make sure the FUTDTALIB or its equivalent is in the library list and from a command line enter:
   CALL CONVRPXREF

The following screen displays:

```
CONVDPXREF        ADD SUPPLIER ID TO PARTS CROSS REFERENCE FILE

                  OEM ........................
                  Company ....................
                  Customer Abbreviation ......
                  Destination Abbreviation ...          (O)

                  Supplier ID ................
                  Remove Supplier ID .........          (Y or blank)
```

1. Enter the OEM to validate the Supplier ID because the Parts Cross Reference File does not contain the OEM.
2. Enter the Company, Customer Abbreviation, and Destination Abbreviation (optional) for the group of part records to be updated
3. Enter the Supplier ID that is to be attached.

Note that multiple error messages can be generated if the criteria entered is not valid.

1. If you want to remove the Supplier ID from a group of records, leave the Supplier ID field blank and place a ‘Y’ in the “Remove Supplier ID” field. This blanks out the Supplier ID on the selected part records. All parts for the entered criteria appear on the generated listing, even if the Supplier ID was originally blank.
2. When you fill in the appropriate fields, press Enter to submit the program. A report is generated listing all records that were updated and placed on hold in the customer’s output queue.

Note: The program updates every record that matches the selection criteria even if the value was previously present.

Machine Readable - Customer & Destination

Ford Body & Assembly must have a separate Customer Abbreviation from other Ford divisions, because some plants receive the previous days CUM on the ASN, which is associated with the Customer and Destination Abbreviations as entered in the Machine Readable Files.

Infor recommends that each Ford division use a separate Customer Abbreviation.

The Machine Readable Destination File has the OEM Consideration flag that should be set to 'Y' for a Ford Europe destination. When the ASN is being created, the flag is checked and if it is set to 'Y', the value in the BSN02 will be left padded with zeros to make it 11 characters long.

Planning Requirements - 830s

If receiving planning requirements with a type of “D” and a frequency of “F” for a Body & Assembly destination, mark the Body & Assembly flag with “Y” in the Machine Readable Customer Abbreviation record. If receiving planning requirements with a type of “D” and a frequency of “F” that are not for a Body

& Assembly destination, mark the “Send Prev CUM on ASN/DESADV” flag with “N” in the Machine Readable Destination Abbreviation record.

Machine Readable - Customer File

```
         CUSTOMER ABBREVIATION RECORD



Company Number .......... KB
OEM Code ................ F
Identification Number ... AP24A

Customer Abbreviation ..... FORDBA
Company Name .............
Body & Assembly ........... Y    (Y/N)
CMMS Format ..............      (Y/N)
Alternate Customer Abbrev..

Ship Direct ..............      (Y/N)
```

- Body & Assembly - Enter “Y” if Ford requires the previous day's CUM shipped for this destination only. In addition to the “Y” here, also enter “Y” in the Send Prev CUM on ASN / DESADV field in the Machine Readable Destination File for each destination that requires the previous day's CUM.

Machine Readable - Destination File

```
          DESTINATION ABBREVIATION RECORD

Company Number .............. KB
OEM Code .................... F
Identification Number ....... G9W1A
Dock Location ...............

Destination Abbreviation .... FLATRK
Destination Description .....
P O Destination ............. 000000000
ERS Destination .............     (Y/N)
OEM Consideration ...........     (J/U/Y/N/S/A)
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 . Y   (Y/N)
Exclude from APNAT calc ..... Y   (Y/N)
Place on Credit Hold ........     (Y/N)
FCSD Packager Ship Direct ...     (Y/N)
```

- Send Prev CUM - Enter “Y” if this Ford destination receives the previous days CUM on ASN / DESADV shipped in the ASN file.
- Note: If this field is marked “Y,” the Ford Body & Assembly field in the Customer Abbreviation File must also be marked “Y.”
- Exclude from - Enter “Y” if this Ford destination has been converted from the DDL system APNAT calc to the CMMS3 system and is receiving FAB & Material CUMs.
- Once this destination is converted to CMMS3, the planning, FAB, and material CUMs are excluded from APNAT calculations.
- The OEM Consideration flag should be set to 'Y' for Ford Europe destinations. When the ASN is being created, the flag is checked and if it is set to 'Y', the value in the BSN02 will be left padded with zeros to make it 11 characters long.
- For Ford Japan destinations, the code of A has been added to the OEM Consideration field. If the OEM Consideration field is equal to A and the Conveyance Code is equal to O, the TD507 and TD508 will be created with the values of PP and Q953K.

Destination File - Ford Dest Code & Route Code / HMRS

Destination File

```
SCD6300B              MAINTAIN DESTINATION MASTER FILE

Company Number ............ KB   ENGINE COOLING, INC.
Destination Number ........       413
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)       Print Invoices (Y/N) ...
S    M    T    W    H    F    S         Create Invoices (Y/N) ..
                                        Payment Type: Coll   PP   PPI   Oth
Names:                                  Alt. Description...
                                        Dealer Code .......
F1=Help   F12=Return                    Cat Europe Ult Dest ....
```

Prototype Shipments - Van Born Warehouse

Enter “FM1DA” in the Ford Dest Code field if this destination represents prototype material supplier shipments to the Van Born Warehouse. This creates the required ASN segments: PRF with the Purchase Order number and REF*LS with the shipping label serial number.

Consolidated (Nirvana & Milk run) Shipments

Both Nirvana shipments (consolidated shipments from first tier suppliers) and milk run shipments (which may include lower tier suppliers) require the shipper number and the invoice number to be replaced by the route code, followed by the shipment date in Julian format (RRRJJJ).

- In the Ford Dest Code field, enter the Ford plant code.
- In the Route Code field, enter the Ford assigned route code.

Ford Penske Shipments

Customers sending shipments to Ford Penske, route code 164303, must set up the following Application Control record if the shipments are not delivered on the same day:

Company: **
Application Name: *ALL
Keyword: PNSK303
Length: 01
Dec: Blank
Infor Data: Y

Customers must also enter the date on which the shipments will reach Ford Penske in the Arrival Date field on the Create Shipper/Bill of Lading screen.

The above steps are also required to ensure that the bill of lading number on the Shipper/Invoice / Hazardous Material form is formatted with the three-digit route code and the Julian date of the arrival date.

Model Year

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

Requirement Master - Clear Flags

Infor suggests that clear flags (found in the Requirement Master) be marked as follows:

866	862	830	850
?	X	?	?

This is subject to change based on the files Ford transmits to your company. Check with your customer for transaction sets marked “?”.

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

Note: The 850 clear flag must not be marked for Customer Service Division Dealer Direct.

CUM Required Prior

Ford does not send CUM required prior. Ford sends CUM requirements rather than net requirements. (Exception: Ford Kentucky Truck 862s & FCSD Packager 862s.) Therefore, CUM required prior 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 is entered using F5 from the entry screen or it may be entered directly on the header screen.

Line Feed

Line Feed is processed into the LABEL2 field and Reserve Line Feed is processed into the LABEL3 field in JTPJITB for label printing purposes. The value can be maintained in that field if required.

Container File - Returnable Containers

Ford requires a space before the container number in the Customer Container Number field. This is needed for returnable containers only. If a space has not been entered, a space is entered before the returnable container number when the ASN is created.

Application Control File – Sort by Dock Code (Intermediate Consignee)

The Intermediate Consignee address will be printed on the header of Load Sheet if the Dock Code changes.

CO = Company
Application Name = *ALL
Keyword = DOCKBRK
Length = 40
Dec= blank
Infor Data = OEM code

From the main menu select System Maintenance (Option 11), then Application Control File Maintenance (Option 17).

Enter the following information:

```
APP
Opt  CO# Name  Keyword
 1     Co# *ALL    DOCKBRK
```

(Use individual company numbers, not ** for all)

```
Infor Data                Length:  40          Dec:
              1               2               3               4
1234567890123456789012345678901234567890123 45
 F MNAZ
```

```
Customer Data            Length:             Dec:
              1               2
12345678901234567890
```

(Example: F = Ford (start in Position 1), MN = Magna; AZ = AutoZone. Each OEM holds two positions starting from Position 1 in Infor Data field.)

When taking Option 9 - Load Sheet Schedule from "Reports Menu", select your Company, OEM (the OEM set up in the Keyword), then sort order by Destination, Dock, and Part#.

Application Control File - Automodular Destinations

The AMDESTS Application Control record is required for Ford (F) shipments of Ford Motor Company of Canada Bailed Assembler shipments to Automodular. This record contains up to six 6-character Destination Abbreviations for Automodular destinations. When this record is active, Automodular information is printed on the Canadian Customs Invoice forms (both English and bilingual).

Application Name: *ALL
Keyword: AMDESTS
Length: 36
Decimal: Blank
Infor Data: Up to six 6-character destination abbreviations

Application Control File - Shipper Export Declaration Company Data

The SEDSTN Application Control record is optional. When this record is active, company data for the entered Destination Abbreviation is printed instead of "FORD MOTOR COMPANY” in box 1a of the Ford Shipper Export Declaration document. The application name for this record is “SED.”

Application Name: SED
Keyword: SEDSTN
Length: 6
Decimal: Blank
Infor Data: 6-character destination abbreviation

Application Control File - Rack Sequence Error Report

The PRTILVS Application Control record is optional. This record prevents the Rack Sequence Error Report from printing unless an ILVS Requirement Master is affected. The Application Control File is accessed from the System Maintenance Menu (RC20).

Application Name: *ALL
Keyword: PRTILVS
Length: 01
Decimal : Blank
Infor Data: N

Application Control File - Duplicate ILVS Requirements

The ILVSQTY Application Control record is required for Ford ILVS if the supplier always receives two requirements with the same part number and blend number (for example a left and a right part). This record prevents AutoRelease from reducing the duplicate requirements and sets the net quantity at two instead of one when the Requirement B record is checked for first time requirements.

Application Name: *ALL
Keyword: ILVSQTY
Length: 01
Decimal: blank
Infor Data: Enter the default net quantity (1-9)

If a net quantity is not entered, the default is “1.”

Application Control File – FCSD New 862

The FCSD 830 (both current and new SAP versions) have and NI*BT segment containing the bill to information. This is mapped into the Issue DUNS field which is used to determine the Customer Abbreviation in AutoRelease. The new FCSD SAP 862 does not use this segment. Since the N1*BT is not present it will map the Ship-To into the Issue Duns field. This will cause the 830 and 862 requirements to process into different Requirement Masters. According to FCSD, the N1*BT will always contain B82AA for all service 830s. Therefore, a new Application Control File keyword is being used to retrieve the Bill-To information for the 862 so the 862 requirements will process into the same Requirement Master as their associated 830s.

Add the record as described below. For more information about adding control records, see Chapter 11 of the AutoRelease Main Manual.

CO = Company or **
Application Name = EDI
Keyword = AF52M862
Length = 17
Dec= blank
Infor Data = "B82AA"

The new FCSD SAP 862 will contain firm shipping orders. These suppliers will no longer ship off the 830. The intermediate consignee will be retrieved from the 862 JITC record if present, otherwise it will be retrieved from the 830 JITC. This will be used to print the proper address on the load sheet and shipping documents.

The 830 conversion of planning requirements to firm requirements based on the Fab cum received will not be done if you are receiving 862s (862 report flag marked).

Shipping Instructions for Ford

Separate line items are required if multiple container descriptions are used for the same part on the same shipment.

```
Part 100 Qty 80 Container 1 CTN90

Part 100 Qty 80 Container 1 BOX90
```

Separate line items are required if different quantities are shipped in the same container type on the same shipment.

```
Part 100 Qty 80 Container 1 CTN90

Part 100 Qty 60 Container 1 CTN90
```

Separate line items are not required for returnable containers unless the returnable container consists of multiple pieces, each with its own customer container number.

For example, batteries (100) with a top rack (1001), bottom rack (1002) and separators (1003) requires three line items:

```
Part 100 Qty 80 Cont Qty 1 RCK90 Ret Part # 1001

Part 1002 Qty 1 Cont Qty 0 RCK90 Ret Part # 'blank'

Part 1003 Qty 2 Cont Qty 0 RCK90 Ret Part # 'blank'
```

All containers of the same description and the same container quantity must be scanned before another container type or container quantity is scanned.

Mixed Pallets

When shipping a mixed load pallet to Ford, enter the pallet description at shipper entry time for each part on the pallet and leave the pallet quantity zero on all but one part.

Ford Commercial Invoices

Ford requires that a Commercial Invoice be presented for all shipments entering the US. Ford Commercial Invoice data is entered through shipper maintenance using F7=Ford Export Options.

```
RSDM1000B              CREATE SHIPPER/BILL OF LADING     Company KB  Status S
CUSTOMER   FORD                   100    DESTINATION  EFOAA                200
Name       FORD MOTOR COMPANY            Name 1       FORD MOTOR COMPANY
Address 1  55555 NORTH STREET            Name 2       WINDSOR PLANT 1
Address 2                                Address 1    125 W. MAIN STREET
Address 3                                Address 2
City/State DEARBORN           MI         Address 3
Zip Code   48124                         City/State   WINDSOR            ON
Country    USA                           Zip Code     Y8U 337
                                         Country      CANADA
Use Names File Company.
Batch ID...............                  Carrier .  100 CENTRAL TRANSPORT
Conveyance Number .....
Shipper Date/Time .....  8/11/XX          Equip. Initial ... EQ  SCAC .... CTNR
Arrival Date/Time .....  0/00/00          Conv/Rte/Pool Loc. LT
OEM Code ............. F                 Remarks ..........
No Charge Invoice (Y/N) N                FOB ............. NORTHVILLE
Payment Type: X Coll   PP   PPI   Other AETC .............
Alt. Description.                        Appt Number ......
Terms ........... NET 30 DAYS            Seal Number ......
Routing .........
F7=Ford Export Options   F8=Export Options       F9=Prompt Carrier
F12=Return
                         F15=Prompt Dest Number  F16=Prompt Sold-To/Ship-To
```

Press F7 (Ford Export Options)

```
                                Assist Statement
    1 - Prototype tooling and engineering assists not included in
        invoice value.
    2 - Ford provided assists which are not included in invoice price, but
        such assists will be reported by Ford to US Customs separately.
    3 - All assists are included in the invoice price.
    4 - No assists apply.

   4 Select Proper Assist Statement

                               Purpose Statement
    1 - Prototype parts for motor vehicles.
    2 - Pre-Production build -- motor vehicles.
    3 - For production of motor vehicles.
    4 - For service of motor vehicles.
    5 - Other.

   5 Select Proper Purpose Statement


 F12=Return
```

1. If an assist statement was previously selected, the previous assist statement is defaulted. If an assist statement was not selected, “4” is defaulted.

2. If a purpose statement was previously selected, the previous purpose statement is defaulted. If a purpose statement was not selected, “5” is defaulted.
3. Select the Assist and Purpose Statements to print on the Commercial Invoice. Press Enter.

The Export Options screen from the Destination File displays.

```
                  EXPORT OPTIONS

            EXPORT DOCUMENT OPTIONS
Export Documents (Y/N) .........
Country of Ultimate Dest .......
Parties to Trans. (Y/N) ........
Direct Sale (Y/N) ..............
Plant Code .....................
Port of Exit ...................
Release Office Name/Phone# .....

            EXPORT INVOICE OPTIONS
E.I.N.# ........................
F.O.B. (Plant or Dest?)(P/D) ...
Bill Customs Charges to (S/C/B).
Shipper Included (Y/N) .........
Port of Entry ..................
Mode of Trans    Road     Rail     Water     Air     Other
Comments
```

Changes may be made. Press Enter to return to the shipper header screen.

Print Commercial Invoices

The Ford commercial invoice may be printed from Shipper Print, Print Export Documents, or Reprint Shippers from History.

Print Commercial Invoices

```
         EXPORT DOCUMENT PRINT SELECTION
                    Status of Shipper:  S
                      S=Ship
                      E=Extracted
                      I=Invoice
                      A=All (S/E/I)

     Batch ID (leave blank for all)

     Output Queue for Printed Documents  KARENR

     Print Export Papers Interactively   N
```

From “Print Export Documents,” enter export information.

```
                  USER DEFINED EXPORT DOCUMENT SELECTION
DISPLAY

Options:  1=Select       Other:
     Form
 Opt Code Keyword   Form Description

     CI   COMMINV   Original Commercial Inv - ArtForm

     CI   NCOMMINV  New Commercial Inv - ArtForm

     CI   FCOMMINV  Ford Commercial Invoice - ArtForm

     CN   AUTORPT   Canada Automotive Report & Release

     CN   BILINGUA  Canada Customs Invoice - Bilingual

     CN   ENGLISH   Canada Customs Invoice - English

     CN   TOYSUMMB  Toy Canada Cust Summ Invoice - Bilingual
```

1. Select the document to print.
2. After the form has been selected, select the record(s) to print on the Commercial Invoice.

```
                        EXPORT DOCUMENT PRINT SELECTION
                        Select Export Document(s) or All
                                                                Status: S
Option:  1=Select
                                                              Car
    Opt Co    Dest     Ship To     Cust     Sold To    Shpr #    #    Sts
     EQ KB
        KB   ******         100   ******         100   111899   100   Shp
        KB   ******         100   ******         100   111525   100   Shp
        KB   ******         100   ******         100   111527   100   Shp
        KB   ******         100   ******         100   111529   100   Shp
        KB   ******         100   ******         100   111530   100   Shp
        KB   ******         100   ******         100   111531   100   Shp
        KB   ******         100   ******         100   111900   100   Shp
        KB   AIR            166   AIR      111111111   112453   100   Shp
        KB   ALPHA          999   ALPHA    111111111   112083   100   Shp
        KB   HEBRON         100   ALSIG          100   111321   100   Shp
        KB   HEBRON         100   ALSIG          100   111322   100   Shp
        KB   AMAXLE        1900   AMAXLE   111111111   112514     3   Shp
        KB   AMAXLE        1900   AMAXLE   111111111   112515     3   Shp

More...
 F5=Refresh   F6=Select All Records     F12=Return    F13=Additional
Selections
```

Funds Type, Funds Description, and Country of Origin print on the header of the Commercial Invoice. These fields are retrieved from the first detail record.

Argentinean Commercial Invoices

All Argentinean Commercial Invoices must include the part description in both Spanish and English. Therefore, suppliers shipping to S2D3C and S2D3D must enter "ARGENTINA" in the Country field in the Destination Master and complete the Spanish Part Description field on the Maintain Parts Cross Reference Extension File screen.

Prototype Shipments - Powertrain

General Information

Powertrain suppliers who ship to: EMDO (EF16A)
ATNPC (TCOCA)

Prototype parts are identified by the added suffix of “ZZ.” Ford parts typically consist of a prefix, base, and suffix (example: F5DE 9J432 BC). A prototype part has an additional suffix (called a control code) of “ZZ” (example: F5DE 9J432 BC ZZ).

Prototype parts are shipped to the intermediate consignee identified in the N1*IC.

Parts Cross Reference File - Prototype Parts

Enter prototype parts in the Parts Cross Reference File with a Destination Abbreviation. Although the customer part number is unique because “ZZ” is added for prototype parts, the internal part number is the same. The Destination Abbreviation distinguishes the prototype parts from production parts.

Destination File - ASN Type

The ASN / DESADV (B / C / N / O / V / Y) field must contain “C” for variable length ASN with bar code verification for Ford prototype parts. PSW (Parts Sample Warrant) is required to be transmitted in the REF*LS segment in the ASN file for prototype parts. The REF*LS segment is created only if bar code verification is performed.

Shipper

PSW is required to print after each prototype part on the shipper when

- Creating the shipper from the Parts Detail screen, press F14 (Miscellaneous/Charge).
- The Miscellaneous Charge screen displays. Press F9 (Enter/Maintain Misc Comments).
- The Comment screen displays. Enter PSW as a comment to print on the shipper.

Continue with the shipper create.

ASN

PSW is required to be returned in the REF*LS segment in the ASN file, with the label serial number. When the customer part number ends in “ZZ”, the serial number is placed in the first 10 positions of the REF*LS, the 11th position is blank, and PSW is placed in positions 12-14. This occurs during the ASN Create if the ASN / DESADV field in the Destination File contains “C” (variable length ASN with bar code verification).

Ford e-VEREST Division

General Information

Production suppliers use X12 transaction sets; however, the 820 transaction set has been converted to an EDIFACT message (REMADV).

EDIFACT Messages

The Ford e-VEREST division uses one EDIFACT message. All Ford e-VEREST division 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.

Data Field Restrictions

Data fields may not contain any of the following characters:

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

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

Consolidated (Nirvana) Shipments

Overview

In June 2000, Ford implemented new procedures for managing consolidated (Nirvana) shipments. These procedures streamline material flow from North American Tier 1 production material suppliers to Ford assembly plants and the Chihuahua engine plant in Mexico.

Benefits

The implementation of the Ford consolidated shipments procedures are designed to benefit both Ford and its suppliers. Using these procedures, Ford has streamlined the material flow to its assembly plants, including using one provider to handle all facets of material flow, simplifying the material handling process, and processing returnable containers. Costs are also reduced in the areas of transportation, material handling, inventory, and premium freight. Suppliers benefit through less dock congestion/better dock use; a single carrier for multiple plants, resulting in fewer pickups; dedicated drivers and equipment; improved material flow (all material scheduled); a standardized workflow; the opportunity to reduce inventory; and improved communication with Ford and its carriers.

Delivery Methods

Delivery methods used for Ford consolidated shipment destinations include the following:

- Truckload direct
- Milk run direct
- Through an Origin Distribution Center (ODC)

ODCs are distribution centers located close to the supply base. Routes to ODCs stop at the supplier within their "pick-up window" for all plants that ship "Less Than Truckload" daily. Shipments are sorted by plant and dock location. Each dock requires an individual shipper.

Destinations

Destinations for which Ford consolidated shipments are applicable include the following:

Plant Name	Plant Code	Bar Code Label Destination Code
Atlanta	AP10A	ATLA
Chicago	AP03A	CHGA
Chihuahua Engine	EF18A	CHIE
Cuautitlan	AP23A	CTLA
Dearborn	AP05A	DBNA
Edison	AP11A	EDSA
Hermosillio	AP24A	HSLA
Kansas City	AP06A	KCYA
Kentucky Truck	AP10A	KYTA
Lorain	AP07A	LORA
Louisville	AP09A	LUVA
Michigan Truck	AP02A	MTPA
Norfolk	AP12A	NRFA
Oakville	AP20A	OAKA
Ohio	AP04A	OHTA
Ontario Truck	AP21A	ONTA
St. Louis	AP14A	SLSA
St. Thomas	AP22A	STTA
Twin Cities	AP15A	TCYA
Wayne	AP16A	WAYA
Wixom	AP17A	WIXA

An individual shipper must be created for each dock; therefore, a Machine Readable Destination File must be created for each destination and dock combination used. When a single destination has multiple docks, enter the same Destination Abbreviation in each Machine Readable Destination File, because CUM shipped is tracked by destination.

Carrier

The Ford consolidated shipments' carrier can be either Larmex or Penske Logistics, depending on the shipping schedule required by Ford from your location.

Carrier File

```
SCD6100B                 MAINTAIN CARRIER MASTER FILE

    Company Number ........  KB ENGINE COOLING, INC.
    Carrier Number ........    3

    Carrier Name ..........  PENSKE LOGISTICS

    Carrier Address .......  15201 COMMERCE N
    Carrier City ..........  DEARBORN
    Carrier State .........  MI
    Carrier Zip ...........  48124
    Carrier Country (ISO)..  USA
    Carrier Phone .........  5555555555
    Carrier Abbreviation ..  PSKL           Travel on Weekends? (Y/N/ )
                                            Pool Loc Code ............XXXXX
    Pool Carrier ..........  P              Conveyance Code ..........  C
    GM Mode ...............                 Airport Location Code.....
    Delivery Carr. Abbrv ..                 Carrier Code .............
    Equip. Desc Cd/Initial.  TL             Transport Ownership,coded.
    Remarks ....


 F1=Help   F10=Delete   F12=Return
```

- Carrier Abbreviation - If you are shipping Nirvana daily, use PSKL (Penske Logistics). If Ford has changed you over to once-a-week shipments, use UPFS (Larmex).
- Pool Carrier - Enter “P” to indicate that a pool bill is to be created.
- Pool Loc Code - Enter the code representing the pool location to be transmitted in the ASN file.
- Conveyance Code - Enter “C” for “consolidation.”
- Equip. Initial - Enter the SCAC for the carrier that is transporting the requirements to the consolidated location.

Dock Code

The dock code is an important part of the Ford consolidated shipments procedures. It must print on the shipper, pool bill (consolidated bill of lading), and bar code label, and it must be transmitted to Ford in the ASN file.

OEM Miscellaneous File

Ford requires that the dock they send be transmitted back in the ASN file.

```
                    OEM MISCELLANEOUS INFORMATION MAINTENANCE

                         Company Number .......  KB
                         OEM Code .............  F
                         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..........
                                          Clear Transaction Set including
GM Invoice Message File...                 Purchase Order....
GM Invoice Location Code..                Clear Transaction Set including
GM Duns in ISA/UNB Seg....    (Y/N)        Release Number....
GS/UNH Invoice Ver. Lvl...                Process EDI Dock........... Y   (Y/N)
                                          Direct Supply Contract #...
```

The “Process EDI Dock” field in the OEM Miscellaneous File must be marked “Y” to process the dock into the Requirement B record.

```
RSDM1000E              CREATE SHIPPER/BILL OF LADING           Status
Ship
Company   KB
Cust/Dest FORDBA   AP24A    Req Date  7/22/XX   PO #      GM  43969
Part      85-08176-8        Req Time            RAN #
MY                          Tran Typ 862        Eng Rev

Cust Part # 85-08176-8                     Desc WHEEL
Qty Required .........        1       ASN Type ............... C
Credit Qty (Y/N)......                ASN Ctn Desc ........... CTN90
                                     ASN Pallet Desc ........ PLT90
Total # of Containers.     1
# of Loose Ctn .......               Container Desc ......... CTN90
# of Pallets .........   1           Pallet Desc ............ PLT90
Net Weight ...........      15       Container Part Number .. 1002
Tare Weight ..........    72         Returnable Ctn (Y/N) ... Y
Gross Weight .........        87     Honda Route Code .......
                                     Price Code .............
Dock Code ............ 142          Invoice Toyota-Ky (Y/N). N
Gross Meters (2) .....               Unit of Measure ........ EA

F5=Continue  F7=Chg Ctn Part  F9=Lot/Loc Info  F11=Price Code Inq
F12=Return
F13=Additional Info  F14=Misc Chg/Comm  F15=Chg RAN  F22=DLR/DOR Numbers
F17=Enter Serial IDs
```

When the Process EDI Dock (Ford) field contains “Y,” the Dock Code field on the Shipper Entry Part Detail screen is not maintainable; however, the dock code can be changed on the Requirement B record where it is processed from Ford.

Manual Requirements Entry

The dock code transmitted on ASNs for most OEMs is taken from the Requirement A record; however, for Ford consolidated shipments, the dock code from the Requirement B record is used.

```
JTDMAINT5        REQUIREMENT MASTER ENTRY - DETAIL REQUIREMENTS       CHANGE

Company KB  Customer FORDBA  Part 85-10522-1       Destination AP24A   MY

 Requirement Date ...  3/23/XX                Pri Mtl Rel # .....
 Requirement Time ...    0                    Release # .........
 Transaction Type ... 862                     Release Date ......  0/00/00
 Purchase Order # ... GM  43969               Order Quantity ....
 Engineering Rev ....                         Order Price .......
.000000
 RAN # .............                          P.O. Line..........
 Type/Frequency ..... C / D                   Change Seq # ......
                                              Fitting Code ......
 Qty Required .......                         Dock ............. 145
 VIN # .............                         Label
 Beg Kanban # .......                         Data:
 End Kanban # .......
 Line Feed ..........
 Reserve Line Feed ..
 Honda Route Code ...
 Zone ...............

 F1=Help   F12=Return
```

If it is necessary to enter manual requirements, a dock code cannot be entered on the Manual Requirements Entry screen. When requirement entry is complete, enter the dock code in the Dock field in the Requirement B record. This dock code must have a matching Machine Readable Destination record.

Ford Primary Metal ASNs

- All primary metal destinations must contain “P” in the Supplier Type field in the Destination File.
- Enter theoretical weight and heat code at shipper entry time. Multiple lifts may be shipped on the same line item of a shipper only if their theoretical weights and heat codes are identical.
- Enter the actual weight of the shipment in the Qty Ship field at shipper entry time.
- Bar code labels must be scanned in the order they are displayed on the shipper.

Example: Part Label # Actual Wt Theo Wt

10 301 500 510

10 302 525 520

Scan individually in the order they appear on the shipper; Label #301 first, followed by Label #302.

When shipping multiple lifts with the same theoretical weights on the same line item, enter the total of the theoretical weights into the Theo Wt field at shipper entry time.

Feature-Based Order (FBO)

Overview

Ford sends 866 requirements for base and feature parts, each with its own customer part numbers. These base and feature parts have a common job sequence number and are assembled into one end part.

There may or may not be a base part for each assembled end part. There may be an unlimited number of feature parts for each assembled end part. There may be an unlimited number of base parts plus feature parts with the same job sequence number (example: Driver and passenger seats may have two bases with the same sequence number).

The supplier ships the end part, which does not have a customer part number, but consists of all base and feature parts, as required by the OEM.

Example: A seat assembly may contain a base and several features such as a back, arm rest, head rest, map pockets, and so on.

Some assemblies may not have a base, but only features that when assembled become an end part, such as a door or an engine.

Requirement File

All base, feature, and end parts must be entered in the Requirement Master File.

```
JTDMAINT2                 REQUIREMENT MASTER ENTRY                    CHANGE

 Company KB  Customer FORD    Part 381495           Destination EFOAA   MY

 Customer Part # .... 1W7E 6B289 FD                  OEM Code ....... F
 Supplier Code ...... 086931359                      OEM Division ...
 Customer # .........       100                   Destination # ......
200
 Commodity Code ..... 100                         Unit of Measure .... EA
 Controlling Source .                             Price Code ......... T
 Dock Code ..........                             Trailer Capacity ...
 Container Part # ... BOX90                       Package Quantity ...       1
  _________ MRP _________    _______ Reports _______    ________ Clear ________
  866   862 X 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 .
  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
```

Only base and feature parts require a price code. Base and feature parts are invoiced; end parts are not.

Mark the 830 and / or 862 MRP and do not mark the 866 flag for base and feature parts to pass planning to MRP. There is no order number or job sequence number at the time this planning information is received, so it is not possible to “plan” based on end parts.

Mark the 866 MRP flag if end parts are to be passed to MRP, and do not mark the 830 and/or 862 MRP flags. End parts are exploded into the bill of material to include all component parts in the MRP file. The 866 is often received only about four weeks before the required ship date. This is when the common job sequence number is assigned, making it possible to connect base and feature parts to the end part. Use the 866 for planning, if four weeks is an acceptable length of time for planning.

Warning: If MRP flags are marked for end, base, and feature parts, MRP are overstated.

Special Processing Window

```
JTDMAINT4            Special Processing Information
Load Past Due Req'ts from
History? (Y/N/B/M) ......         Chrysler Special Processing for
                                  'B D' or 'B W' Reqs (B/L/S)....
Type of Processing (C/N).         Remove Chry EDI 'B D' or 'B W'
                                  Reqts. prior to today (Y/N) .....
Ignore STD PAK for
Load/MRP Build? (Y/N) ..          Omit 830 planning req'ts in
                                  Shipping (Y/N) ..................
Competitor Part (C) or
FBO Flag (B/F/J/E) ......         Pricing Based On Order Quantity
                                  Or Ship Quantity? (O/S) .........
Special Partial Week
for current week (Y/N) ..         Override in Manual Req'ts Entry:
                                  Release Number and Date? (Y/N) ..
No Container Calculation          P.O. Number? (Y/N) ..............
for Part On Shipper (Y/N)         Eng. Revision Level? (Y/N) ......

Partial Week With Sunday          Secondary OEM Code ..............
Dates (Y/N) .............         SPAB BOM Flag  ..................
                                  OEM Specific Process (B,Q,Z).....
F1=Help   F12=Return
```

Mark the FBO flag with “B” for “Base,” “F” for “or “E” for “End” if this Requirement Master represents a component or end part requiring feature-based order processing.

All end parts must also be entered in the Part Bill of Material file, accessed from the Requirement Master header screen (F11 File Maint), where all associated base and feature parts are identified and the number of these parts per end part is entered.

Bill of Material File (Parts)

```
File Maintenance Selection

    Customer
    Destination
    Price
    Part Cross Reference
    Commodity Code
    Container File
    Part Bill of Mat'l File
    EDI Code
    Unit of Measure
```

Select the Part Bill of Material file.

```
    MAINTAIN PART BILL OF MATERIAL FILE


Company Number ............. KB
Internal Part Number ....... 85-10522-1
Customer Abbreviation ...... FORDBA (O)
Destination Abbreviation ... AP24A  (O)
Component Part Number ......
```

Create a record for each base and feature that is used to assemble the end product. Enter the in-house part number in the Component Part Number field. Press Enter.

```
                      MAINTAIN PART BILL OF MATERIAL FILE

                 Company Number ............. KB
                 Internal Part Number ....... 85-10522-1
                 Customer Abbreviation....... FORDBA (O)
                 Destination Abbreviation ... AP24A  (O)
                 Component Part Number ...... 11220

 Customer Component Part Number ........
 Quantity Per Part .....................


 Price Code ............................
                                            Dimensions:
                                              Height .......
                                              Length .......
 Component Owner (S/O) .........              Width ........
 Returnable (Y/N) ..............              U of M .......
 Component Type (P/C/APx/ACx) ..
 Aux Pkg Assigned to Container .

 F1=Help   F12=Return                       F14=Cum Shipped
```

- Customer Component Part Number - Defaults from the Parts Cross Reference File.
- Quantity Per Part - Enter the number needed of this component to assemble this end part. This quantity is needed for invoicing.

The Bill of Material File, accessed from the File Maintenance Menu, is used for components of containers. The Part Bill of Material File, accessed from the Requirement Master header screen, is used for components of parts.

Price File

Only base and feature parts require a price record. Base and feature parts are invoiced; end parts are not.

The "Print"

All incoming parts with the same job sequence number represent an end part. The end part is found by searching the Part Bill of Material file for an end part that has all the same components as the group of incoming parts with the same job sequence number. There must be an exact match of the total number of incoming parts with the components of an end part. A pseudo requirement is created for the end part.

The "Process"

Base, feature, and end parts are processed into the Requirement and the Load Files. Only end parts are displayed on the shipper Parts Selection screen and only end parts are typically printed on the Load Sheet. However, there is a Load Sheet Selection field to print component parts as well.

Requirement history records are created for base, feature, and end parts.

Shipping - Detail Remarks and Miscellaneous Charges

Detail remarks and miscellaneous charges can be attached to the end item to print on the shipper. They are not passed to the invoice.

Detail remarks and miscellaneous charges entered through file maintenance can be attached to the base and feature parts. They are passed to the invoice, but are not printed on the shipper.

Shipping - The Default Warehouse Location

When the warehouse location is used for the end part, the lot / location is used for the component parts as well.

Shipper Print

- End parts print on shippers, pool bills, and export documents.
- The number of feature parts for each end part is listed on the shipper.
- End parts are summarized on the shipper by VIN and RAN numbers.

ASN Extract

Note the following:

- Only base and feature parts are added to the ASN file.
- Only base and feature parts are added to the Invoice file.
- Shipping history is updated for base, feature, and end parts.

- Lot / location history is updated for base, feature, and end parts.
- Shipping CUMs are updated for base, feature, and end parts.
- Ford 866 requirements are reduced or removed for base, feature, and end parts.
- The CUM required prior is set to equal the CUM shipped.

Shift Exception

Ford 866 requirements for base, feature, and end parts are not shifted. When shipped against, the requirement quantity is reduced by the quantity shipped. If fully shipped, the requirement is removed during “Extract.” The CUM required prior is set to equal the CUM shipped.

Invoicing

Only base and feature parts are invoiced. Therefore, only base and feature parts can be accessed from invoice maintenance and printed on the invoice. End parts are ignored by invoicing. Line items for the same part are combined and the RANs and VINs are listed together on both the shipper and invoice.

Reports

The Gross Requirements Report, Requirement Schedule and the Load Sheet have selection fields to print data for component parts.

The Ford 866 may have an order number, a job sequence number, or both. If only one is sent, it is placed in the RAN field. If both are sent, the job sequence number is placed in the RAN field and the order number is printed on the 866 Load Sheet.

Bailment

Overview

Ford Bailment is a program that is implemented with specific suppliers. The Bailment process involves Tier 1 and Tier 2 suppliers working together to produce and ship modular systems to Ford:

- Tier 2 suppliers receive releases from Ford for the component part numbers used to build the modules and ship them to Tier 1 suppliers for assembly.
- Tier 1 suppliers receive releases from Ford for the modular system part numbers and ship them to Ford.

Tier 1 suppliers must include their module part numbers as well as all the component part numbers of the module on the shipping document and ASN.

Since Tier 1 suppliers do not receive releases for the component parts the parts are retrieved from the Modular Part Numbers' Bill of Material file during shipper create and added to the shipper.

The component parts:

- Print on shippers
- Pass to shipping history
- Pass to ASN files
- Pass to invoice history

Note: Modular system part numbers may have multiple components, but only Bailment components need to be set up as described below.

All component parts must have a Requirement Master. This Requirement Master must have the same company, Customer Abbreviation, Destination Abbreviation, and model year (if used) as the end part Requirement Master. These Requirement Masters do not have detail records. Note that Bailment components cannot be manually entered.
For components:

- Mark the 862 report flag only
- Do not enter container information
- Do not mark the MRP flags, there are no requirements for these parts, they are generated during the shipper create process

For end parts:

- Mark the appropriate report flags
- Enter a price code, end parts are invoiced

To implement Ford Bailment Module parts, set up the required files as listed below. Note: Bailment setups are for Tier 1 suppliers only. Tier 2 releases run through the current Ford module without additional setups.

Requirement Master File

```
JTDMAINT2                 REQUIREMENT MASTER ENTRY                     ADD

Company KB  Customer FORD    Part 12345            Destination FORD    MY

Customer Part # ....                                 OEM Code .......
Supplier Code ......                                 OEM Division ...
Customer # .........                             Destination # ......
Commodity Code .....                             Unit of Measure ....
Controlling Source .                             Price Code .........
Dock Code ..........                             Trailer Capacity ...
Container Part # ...                             Package Quantity ...
 _________ MRP _________   _______ Reports _______   ________ Clear ________
 866   862   830   850     866   862   830   850     866   862   830   850
                              Process P.O.s
 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
F11=File Maint  F12=Return   F19=Fab/Mtl    F20=Special Process
```

Special Processing Window

```
JTDMAINT4            Special Processing Information
Load Past Due Req'ts from
History? (Y/N/B/M) ......         Chrysler Special Processing for
                                  'B D' or 'B W' Reqs (B/L/S)....
Type of Processing (C/N).         Remove Chry EDI 'B D' or 'B W'
                                  Reqts. prior to today (Y/N) .....
Ignore STD PAK for
Load/MRP Build? (Y/N) ..          Omit 830 planning req'ts in
                                  Shipping (Y/N) ..................
Competitor Part (C) or
FBO Flag (B/F/J/E) ......  F      Pricing Based On Order Quantity
                                  Or Ship Quantity? (O/S) .........
Special Partial Week
for current week (Y/N) ..         Override in Manual Req'ts Entry:
                                  Release Number and Date? (Y/N) ..
No Container Calculation          P.O. Number? (Y/N) ..............
for Part On Shipper (Y/N)         Eng. Revision Level? (Y/N) ......

Partial Week With Sunday          Secondary OEM Code ..............
Dates (Y/N) .............         SPAB BOM Flag  ..................
                                  OEM Specific Process (B,Q,Z).....  B
F1=Help   F12=Return
```

In the Special Processing window mark the FBO flag with “F” for “Components” or “E” for “End” and mark the OEM Specific Process flag with “B” if this Requirement Master represents a component or end part requiring Bailment order processing.

All end parts must also have a Part Bill of Material file, accessed from the Requirement Master header screen (F11 File Maint), where all associated Bailment component parts are identified and the number of these parts per end part is entered.

Bill of Material File (Parts)

```
File Maintenance Selection

   Customer
   Destination
   Price
   Part Cross Reference
   Commodity Code
   Container File
   Part Bill of Mat'l File
   EDI Code
   Unit of Measure
```

Select the Part Bill of Material file.

```
  MAINTAIN PART BILL OF MATERIAL FILE


 Company Number ............. KB
 Internal Part Number ....... 85-10522-1
 Customer Abbreviation ...... FORDBA (O)
 Destination Abbreviation ... AP24A  (O)
 Component Part Number ......
```

Create a record for each Bailment component that is used to assemble the end product. Enter the in-house part number in the Component Part Number field. Press Enter.

```
                    MAINTAIN PART BILL OF MATERIAL FILE

                Company Number ............. KB
                Internal Part Number ....... 85-10522-1
                Customer Abbreviation....... FORDBA (O)
                Destination Abbreviation ... AP24A  (O)
                Component Part Number ...... 11220

Customer Component Part Number ........
Quantity Per Part .....................

Price Code ............................
                                            Dimensions:
                                              Height .......
                                              Length .......
Component Owner (S/O) .........               Width ........
Returnable (Y/N) .............                U of M .......
Component Type (P/C/APx/ACx) ..
Aux Pkg Assigned to Container .

F1=Help   F12=Return                        F14=Cum Shipped
```

- Customer Component Part Number - Defaults from the Parts Cross Reference File.
- Quantity Per Part - Enter the number needed of this component to assemble this end part. This quantity is needed for shipping and invoicing.

The Bill of Material file, accessed from the File Maintenance Menu, is used for components of containers. The Part Bill of Material File, accessed from the Requirement Master header screen, is used for components of parts.

Shipper Print

- End parts and components print on shippers, pool bills, and export documents.
- End parts are summarized on the shipper by VIN and RAN numbers, if sent.

ASN Extract

Note the following:

- End parts and components are added to the ASN file.
- End parts and components are added to the Invoice file.
- Shipping history is updated for components and end parts.
- Lot/location history is updated for components and end parts.
- Shipping CUMs are updated for components and end parts.

Ford Body & Assembly

Machine Readable

Ford Body & Assembly must have a separate Customer Abbreviation from other Ford divisions, because some plants receive the previous day's CUM on the ASN, which is associated with the Customer and Destination Abbreviations as entered in the Machine Readable Files.

Ford Body & Assembly sends planning using the ID “APNAT.” To process this planning into the Requirement Master, the following entries must be made in the Machine Readable and Requirement Master Files:

- Enter “APNAT” in the Machine Readable variable file as a customer using the Customer Abbreviation that is used for Ford Body & Assembly. (Ford Body & Assembly must have a separate Customer Abbreviation from other Ford Divisions.)

```
          CUSTOMER ABBREVIATION RECORD



  Company Number ........... KB
  OEM Code ................ F
  Identification Number ... APNAT

  Customer Abbreviation ..... FORDBA
  Company Name .............
  Body & Assembly ...........      (Y/N)
  CMMS Format ...............      (Y/N)
  Alternate Customer Abbrev..

  Ship Direct ...............      (Y/N)
```

- Enter “APNAT” in the Machine Readable File as a destination, using the Destination Abbreviation that is used in the Requirement Masters to indicate planning.

```
        DESTINATION ABBREVIATION RECORD

   Company Number ............... KB
   OEM Code ..................... F
   Identification Number ....... APNAT
   Dock Location ...............

   Destination Abbreviation .... PLAN
   Destination Description .....
   P O Destination ............. 000000000
   ERS Destination .............     (Y/N)
   OEM Consideration ...........     (J/U/Y/N/S/A)
   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)
   FCSD Packager Ship Direct ...     (Y/N)
```

- Create a Requirement Master for each part that receives planning, using the Destination Abbreviation entered in the Machine Readable File. A valid customer number, destination number, and price code must be entered. Use Ford's customer number and any valid destination number and price code.

Intermediate Consignee Overview

Ford Body & Assembly sends an intermediate consignee for 862 parts that are shipped to Masco Tech (AP11M). The 862 requirements are sent from Edison, Wisconsin (AP11A). The intermediate consignee destination number, name, and address are required on the Load Sheet, shipper, and invoice, and are required in the ASN file.

Destination File - Intermediate Consignee

A destination record is required for the intermediate consignee, which is identified by the issuer in the N1*IC in the 862 file from Edison, Wisconsin (AP11A). Enter the intermediate consignee name and address. This address is printed on the shipper and invoice.

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

Machine Readable Destination File - Intermediate Consignee

A Machine Readable destination record must be entered for the intermediate consignee identified in the N1*IC in the 862 file from Edison, Wisconsin (AP11A).

```
          DESTINATION ABBREVIATION RECORD

 Company Number ............... KB
 OEM Code ..................... F
 Identification Number ....... AP11A
 Dock Location ...............

 Destination Abbreviation .... INTCON
 Destination Description ..... INTERMEDIATE CONSIGNEE
 P O Destination ............. 000001234
 ERS Destination .............     (Y/N)
 OEM Consideration ...........     (J/U/Y/N/S/A)
 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)
 FCSD Packager Ship Direct ...     (Y/N)
```

- Identification number - Enter the intermediate consignee code in the N1*IC in the 862 file.
- Destination Abbreviation - User-defined abbreviation that identifies the intermediate consignee “ship-to.” This abbreviation must be different from destinations that are not intermediate consignees.
- 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 Load Sheet, shipper, and invoice, and to be transmitted in the ASN file.

Requirement Master - OEM Division - Intermediate Consignee

The requirement master for Edison, Wisconsin, must contain the OEM division “INTCON” if intermediate consignees were received in the N1*IC in the 862 file.

```
JTDMAINT2                 REQUIREMENT MASTER ENTRY                    CHANGE

Company KB  Customer FORDS   Part 17D788-0004      Destination EDISON  MY

Customer Part # .... SW 6142                         OEM Code ....... F
Supplier Code ...... 31100999                        OEM Division ... INTCON
Customer # .........       100                  Destination # ......
127
Commodity Code ..... 100                        Unit of Measure .... EA
Controlling Source .                            Price Code ......... A
Dock Code ..........                            Trailer Capacity ...
Container Part # ... 100                        Package Quantity ...       1
 _________ MRP _________   _______ Reports _______   ________ Clear ________
 866   862 X 830 X 850     866   862   830 X 850     866   862   830 X 850
```

- OEM Division - If 862 requirements from Edison, Wisconsin, contain an intermediate consignee, the Requirement Master must contain “INTCON” in the OEM Division field.
- If “INTCON” is entered in the OEM Division field when the shipper is created, the consignee address is retrieved using the intermediate consignee code (N1*IC), which was processed into the Requirement C record, to access the Machine Readable Destination File and obtain the P.O. destination number, which is the destination number where the intermediate consignee address is stored.

Requirement C Record - Intermediate Consignee

```
JTDMAINT6         REQUIREMENT MASTER ENTRY - OEM INFORMATION          CHANGE

                           Transaction Type ... 830

Company KB  Customer FORDS   Part 17D788-0004      Destination CANPAK  MY

 Invoice Toyota-MM? .......             Purpose Code .....
 Ship or Delivery Date .... SH          Plant Location ...
 OEM Unit of Measure ...... EA          Default Eng Lvl ..
 OEM Ship Code ............ Y          Storage Location .
 OEM Package Qty ..........             Line Supply Loc ..
 OEM Last Ship Date .......  1/18/XX    Tag Code .........
 OEM Last Ship Qty ........        11   Int. Consignee ... AP11A
 OEM Cum Shipped ..........        11   Line Feed ........
 Fab Date .................  3/24/XX    Planner Name ..... ALAN MASLANKA
 Fab Start Date ...........  1/21/XX    Planner Phone .... 905-454-6185
 Material Date ............  3/24/XX    Default P.O. ..... 298526
 Material Start Date ......  1/21/XX    Process Code .....
 CUM Reset Date ...........  1/01/XX    JIT Reference # ..
 Purchase Order Date ......  0/00/00    Default Type/Freq.   /
                                        Drop Point........
 F1=Help   F12=Return
```

The N1*IC (intermediate consignee code) is processed into the Int Consignee field. This is accessed when the shipper is created. A match is found in the Machine Readable Destination File, and the P.O. destination number is used to retrieve the destination address from the Destination File to display on the shipper trailer (ASN information) screen and to print on the shipper and invoice.

Intermediate Consignee Shippers

The consignee address is retrieved using the intermediate consignee code (N1*IC), which was processed into the Requirement C record, to access the Machine Readable Destination File and obtain the P.O. destination number, which is the destination number where the intermediate consignee address is stored. The intermediate consignee name and address is printed on the shipper.

Shippers

Line items on a Ford Body & Assembly shipper are combined when they contain the same

- Part Number
- Purchase Order Number
- Release Number
- Engineering Release Level
- RAN

Body & Assembly shippers are identified when the OEM code is “F” and the Body & Assembly field in the Machine Readable Customer File is marked “Y.”

Broker Uses Alternate Carrier

Ford Body & Assembly suppliers may be contacted by a broker to be advised that the primary carrier will not pick up a shipment and that an alternate carrier will be used. The ASN for this shipment must contain the broker's standard carrier SCAC code (TD503), as well as the pick-up carrier SCAC code (TD302), as designated by the broker.

If the shipper has been finalized (“N” to reprint shipper), enter the appropriate codes on the ASN Maintenance screen to create an accurate ASN file:

- Equipment Initial - Enter the pick-up carrier SCAC code to be transmitted in the TD302.
- Carrier Abbreviation - Enter the broker's SCAC code to be transmitted in the TD503. Broker's SCAC codes are the following:

HJBL - J. B. Hunt Logistics

LDAO - Landstar

MMDT - Multimodal

RBIN - G. H. Robinson

VRTX - Vertex Transportation

If the shipper has not been finalized, the carrier number can be changed on the shipper header screen. The Carrier Abbreviation in the Alternate Carrier File must be entered with the broker's SCAC code. The Equipment Initial field must contain the pick-up carrier's SCAC code.

Ford Kentucky Truck

CUMs

Ford Kentucky Truck sends CUM requirements on the 830s and Net requirements on the 862s. They also transmit a CUM considered quantity on the 862 to some suppliers. The CUM considered is used as CUM required prior. Therefore, the 830 CUM required prior must be entered manually before going live so the system can calculate ahead or behind quantities and include them in the package quantity. It is not necessary to enter the 862 CUM required prior (if Ford Kentucky Truck sends a CUM considered), because the first time an 862 is received, the CUM considered will overlay the CUM required prior that was entered manually.

Ford Kentucky Truck sends the 862 CUM required prior (CUM considered) to some suppliers and not to others.

- Suppliers that receive CUM required prior must leave the OEM Division field in the Requirement A record blank.
- Suppliers that do not receive CUM required prior must enter “KENTUCKY” in the OEM Division field in the Requirement A record, so the Ford Kentucky Truck shift exception takes place.

Shift Exception

Ford Kentucky Truck 862 requirements are not removed during the “Shift” for suppliers that do not receive an 862 CUM required prior. (“KENTUCKY” must be entered in the OEM Division field in the Requirement A record.) These requirements are removed during the ASN extract. Also during the “Extract,” the CUM shipped is forced into the 862 CUM required prior, so they are equal. This also occurs when a shipping adjustment is made. If the requirement is not shipped complete, the net requirement in the Load File is adjusted by the quantity shipped.

Ford Component Sales, LLC.

The Ford Component Sales, LLC transactions use a different X12 version and sender IDs than the rest of the Ford module. Therefore, additional defaults were added. If you are doing business with Ford Component Sales, LLC you will need to add a new trading partnership record for Customer Abbrev 1988A '.

Once you rebuild from defaults for the record with Cust Abbrev '1988A ' you will need keep only the set up for Ford Component Sales. IMPORTANT: Do not change any of your existing trading partner set up for the rest of your Ford Identification Code records.

Ford Component Sales, LLC has an 850, 856 and 810.

ALL the 850s are drop ship orders and will flow through the same Dealer Direct Drop Ship process currently in the Ford module. The Ford Component Sales, LLC will need their own 'Shell' Destination Master and 'Shell' Requirement Masters. The Customer Abbrev used for Ford Component Sales, LLC MUST be '1988A '. Follow the Dealer Direct set ups in this Ford supplement substituting AF1CC with 1988A.

After the 850s are received and the Breakdown is complete, the drop ship order will need to be maintained using Option 5. Maintain Dealer Direct Drop Ship ID. The 9300 series will be used for Ford Component Sales, LLC Destination Masters to keep them separate from the current Ford Dealer Ship Direct (AF1CC and CA02L) program as well as the other OEMs with Dealer Direct orders.

Once the drop ship orders are maintained they may be processed. During the process the 'Shell' records will be used to create the new Destination Masters and Requirement Masters. (Again, use this Ford Supplement and follow the same set ups as AF1CC but create unique shell records for Ford Component Sales, LLC.)

When shipping these orders, each order must have its own shipper. Ford Component Sales, LLC assigns a Purchase Order as well as using the dealers order number which is the vehicles VIN. The two Purchase Orders are sent with a hyphen separating them. The FCS purchase order is processed into the Purchase Order field and the customer’s Purchase Order number is processed into VIN#.

ASNs are required for the Ford Component Sales, LLC shipments. The ASN needs to send an order status code for the shipment. The statuses are:

BK = Shipment of previous backorder

BP = Partial Shipment/balance back ordered

CC = Shipped complete

CP = Partial Shipment/balance cancelled

The order status will be determined by calculating the quantity shipped for a part/Purchase Order/Purchase Order Line/VIN# and comparing it to the original order quantity. If a partial shipment is made, the program cannot determine if the balance will be backordered or cancelled, so a new back order field was added to the ASN maintenance screen. If the remaining quantity of the order will be back ordered then the BackOrd field should be 'Y' or blank. If the remaining quantity is being cancelled the user must set the BackOrd flag to 'N'. (Note: You will only have to maintain the backorder flag if you wish to cancel any remaining balance.)

The Electronic Invoice was added to the Ford module for Ford Component Sales, LLC. Ford Component Sales is the only division of Ford that will use the Electronic Invoice. All Ford Component Sales, LLC parts must have a price record. These will need to be set up before creating your shippers. The Contract Terms are also needed on the Electronic Invoice so you will need to set up the Contract File for each of

the part/purchase order. NOTE: If you do not set up the Contract File, the electronic invoice will default to net 30 days with no discount or late percentage.

Note: Do not mark the Electronic Invoice flag in the Machine Readable Destination File for ANY Ford location. The Ford Component Sales, LLC invoices will pass automatically and no other Ford locations use the Electronic Invoice.

Ford Customer Service Division (FCSD) & Ford Customer Service Division Canada

FCSD = Ford Customer Service Division (American)

FCSD Canada = Ford Customer Service Division (Canadian)

FCSD and FCSD Canada use the same setup for dealer direct shipments, but the issuer ID is different. The examples that are shown in this document use “AF1CC” as the issuer ID. When dealing with FCSD Canada, replace this with “CA02L.”

FCSD

There are unique setup needs for the two types of FCSD dealer direct orders:

- Dealer direct 850 requirements that are received via EDI.
- Dealer direct 830 requirements that are received via EDI and 830 Emergency Orders that are received via fax, which will redirect previously received EDI requirements.

FCSD Canada

- Dealer direct 850 requirements that are received via EDI.

Ford Customer Service Division Dealer Direct - 850 - EDI

Dealer Direct File Entry

Four master files must be created in advance:

- One record must be entered in the Machine Readable - Customer File.
- One record must be entered in the Parts Cross Reference File for every dealer direct part that is shipped.
- One Destination Master “Shell” must be entered, to store default data to be retrieved by the system to create individual destination files for dealer destinations.
- One Requirement Master “Shell” must be entered for every dealer direct part to be used. This “Shell” is used to create individual Requirement Master records for each dealer/destination /part automatically during the “Process.”

No master file entry is required in the Machine Readable - Destination File.

The supplier type in all destination records must be marked “S” (Service).

Machine Readable - Customer File

```
         CUSTOMER ABBREVIATION RECORD



 Company Number .......... KB
 OEM Code ................ F
 Identification Number ... AF1CC

 Customer Abbreviation ..... AF1CC
 Company Name .............. FCSD DEALER DIRECT
 Body & Assembly ...........      (Y/N)
 CMMS Format ...............      (Y/N)
 Alternate Customer Abbrev..

 Ship Direct ...............      (Y/N)
```

Create a Machine Readable - customer record with “AF1CC” for FCSD.

Create a Machine Readable - customer record with “CA02L” for FCSD Canada.

Destination File

```
SCD6300B              MAINTAIN DESTINATION MASTER FILE

Company Number ............ KB   GIBBS DIE CASTING
Destination Number ........      4589
Name 1 .....                            FOB ...............
Name 2 .....                            Distributor Code ..
Address 1 ..                            Ford Dest Code .........
Address 2 ..                            ASN/DESADV (B/C/N/O/V/Y) V
Address 3 ..                            GM Msg/Temp Msg Code ...     /
City/State .                            GM Std Loc/Ford Rt Cd 2.
Zip Code ...                            Carrier Preference ..... 100
Country ....                            Route Code / HMRS (Y/N).
                                        Honda Destination ......
Arrival/Ship Dates (A/S) ..... S        Supplier Type (P/S) .... 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)       Print Invoices (Y/N) ...
S    M    T    W    H    F    S         Create Invoices (Y/N) ..
                                        Payment Type: Coll   PP   PPI   Oth
Names:                                  Alt. Description...
                                        Dealer Code .......
F1=Help   F12=Return                    Cat Europe Ult Dest ....
```

Create a “shell” Destination Master File where data are retrieved when the dealer direct requirements records are created. The values entered in this shell record carry over to the destination record. Note the following when creating this shell record:

- Incoming EDI replace the Name-1, Name-2, Address-1, Address-2, City, State, and Zip fields.
- Incoming EDI replace the ASN Unit of Measure, unless the incoming EDI value is blank.
- The Arrival/Ship Dates code is coded as “S.”
- The Supplier Type is coded as “S.”
- The ASN/DESADV is coded as “V.”

Parts Cross Reference File

```
RLD13400B              PART CROSS REFERENCE MAINTENANCE

Company ..................... KB
Customer Abbreviation ...... AF1CC
Customer Part Number ....... EFZ15003 ZFD
Destination Abbreviation ...        (O)

Bar Code Part Number ..... EFZ15003 ZFD
Internal Part Number ..... EFZ15003
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 ......                 Section Number ...
Consignee Location .......                 Rule Number ......
Country of Origin ........ US              Origin Criterion .
Province of Origin .......
Harmonized System Code ...                 User Defined
Supplier ID ..............
F1=Help  F7=Dimension  F9=Extension  F12=Return
```

- Create a Parts Cross Reference record for every dealer direct part that is shipped.
- Enter “AF1CC” in the Customer Abbreviation field for FCSD.
- Enter “CA02L” in the Customer Abbreviation field for FCSD Canada.
- Destination Abbreviation must be blank.

Requirement Master File

```
      REQUIREMENT MASTER ENTRY
         Requirement Header


 Company ....................  KB
 Customer Abbreviation ......  AF1CC
 In-House Part Number .......  TESTPART
 Destination Abbreviation ...  DEALER
 Model Year .................
```

A Requirement Master record must be entered in the Requirement Master File for each dealer direct part received, with Customer Abbreviation “AF1CC” for FCSD or “CA02L” for FCSD Canada, and Destination Abbreviation “DEALER.” This “Shell” Requirement Master is used to create Requirement Masters for every part/dealer/destination to store the requirements. It is not necessary to manually enter a separate Requirement Master for every dealer.

```
JTDMAINT2                 REQUIREMENT MASTER ENTRY                    CHANGE

Company KF  Customer AF1CC   Part F6VZ5413086AAE   Destination DEALER  MY

Customer Part # .... F6VZ 5413086 AAE              OEM Code ....... F
Supplier Code ...... K840A                         OEM Division ...
Customer # .........       901                  Destination # ......
900
Commodity Code ..... 0001                       Unit of Measure .... EA
Controlling Source .                            Price Code ......... A
Dock Code ..........                            Trailer Capacity ...
Container Part # ...                            Package Quantity ...      10
 _________ MRP _________   _______ Reports _______   ________ Clear ________
 866   862   830   850     866   862   830   850 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
```

Enter the FCSD or FCSD Canada Ford Customer Service Division customer number used to retrieve the address from the Customer File.

Enter the “shell” Destination Number. Destination Number is a required field on this screen and is validated against the Destination File. If data is entered in the “Shell” Destination record, such as a preferred carrier, it is retrieved during the Process and displayed at ship time.

The 850 report flag must be marked. The 850 clear flag is not marked.

The Process P.O.s field must contain “Y.”

No requirements are processed into this file. During the “Process,” the system creates individual requirement records for each part/dealer/destination using the data in the “Shell” requirement record, changing the Destination Abbreviation and the destination number based on the Dealer Direct Maintenance file (accessed from the Ford VL0 menu).

Receive

Infor recommends that suppliers that receive dealer direct requirements receive from Ford several times a day. FCSD may place “emergency orders” in your mailbox up until 1:00 PM eastern time each day.

Maintain Drop Shipments Before Processing

The Ford AIAG Identification Code Audit Report, printed during the “Breakdown,” indicates if drop ship orders were received. Drop shipment records are placed in the VPRDDAF file during the “Breakdown.”

After the “Breakdown” and before the “Print,” access the option “Maintain Dealer Direct Drop Ship ID,” to link the ship-to address to the Destination File. This must be done before data can be processed.

Two fields may be maintained in the Dealer Drop Ship file:

- A user-defined destination ID must be entered
- A Destination Abbreviation may be entered, but is not required. The Destination Abbreviation, if entered, is used when creating the Requirement File. If the Destination Abbreviation is left blank, the last six characters of the dealer code become the Destination Abbreviation.

If the “Print” option is taken, before a destination number is entered in drop ship maintenance, the Ford Dealer Direct Drop Ship Exception List prints, identifying each drop ship order that requires maintenance.

The report includes the release number, ordering dealer, and the ship-to name and address.

If a destination number is not entered using the option Maintain Dealer Direct Drop Ship ID before the “Process” option is taken, the system will not have the information needed to create the Destination and Requirement Files; therefore, drop ship records are not processed into the Requirement and Load Files.

Special Processing

A requirement record must be entered in the Requirement File for each dealer direct part received, with Customer Abbreviation “AF1CC” for FCSD or “CA02L” for FCSD Canada and Destination Abbreviation “DEALER.” This “Shell” Requirement File is used for all dealer direct orders so it is not necessary to manually enter a separate Requirement File for every dealer. No requirements are processed into this file, but it is used to create individual requirement records automatically.

During the “Process,” the system creates individual requirement records for each part/dealer/destination using the data in the “Shell” requirement record, changing the Destination Abbreviation and the destination number, so the ship-to address can be accessed. The Destination Abbreviation “DEALER” is changed to the dealer code as received in the REF IT segment with zero appended to the beginning.

> Example: Dealer code “12345” becomes “012345” and replaces “DEALER” as the Destination Abbreviation.

Default data is retrieved from the “Shell” destination record. This data can be changed at shipper entry time. The destination number that was entered in the “Shell” requirement file is changed to the dealer code as received in the REF IT segment, with 9000 appended to the beginning.

> Example: Dealer code “12345” becomes “900012345” and replaces the destination number.

Dealer direct requirements are received on 850s. All dealer direct requirements, even those with errors, are processed into the Dealer Direct Response files (VPXDDAF and VPXDDBF), and Requirement Masters are created. However, only the error-free requirements are processed into the Requirement File and the Load File. Shipping is checked, and if a Y Release Number is found, that requirement is dropped as a duplicate.

Shipper Information

The customer purchase order number (dealer purchase order number), received in the REF*DC in the 850 file, is printed on the shipper. The customer Purchase Order Number displays on the response screen in the Dealer PO # field from the Maintain Responses option on the Dealer Direct Menu (VL34F).

Responding to Dealer Direct Orders

The Response files (VPXDDAF and VPXDDBF) are created during the “Process.” All dealer direct orders, with or without errors, are processed into the Response files. Records with errors, however, are not processed into the Requirement and Load Files.

Ford expects a response from the supplier in the form of one of the following transaction sets:

- 824 Application Advice - Cancel complete Y Release Order (the entire order).
- 865 Purchase Order Change - Quantity change, part change, or cancel line item. (When Ford receives an 865, they will send back an 860 - P. O. Amendment Acknowledgment.)
- 870 Order Status Report - Advises of the “Expect to Ship Date.” This is required when the requirement date will be missed by 24 hours.
- 856 ASN - The order has been shipped. (When shipped, the quantity shipped is subtracted from the quantity in Expect to Ship Dates).

Ford Customer Service Division (FCSD) Dealer Direct - 830 - EDI & Emergency Orders

Miscellaneous FCSD Facts

- Emergency orders are received via fax from Ford Customer Service.
- Emergency orders are shipped from existing open orders, regardless of destination.
- Ford Customer Service Division (FCSD) 830s may extend to 12 months of requirements.
- Once a month, FCSD transmits every release for every part.
- FCSD transmits a release with a zero quantity when a release is canceled.

Required File Entry

- FCSD requires the CUM shipped to indicate the current quantity. Mark the Ford Body & Assembly flag in the Machine Readable Customer record “N.”
- Machine Readable Destination records for packagers are entered with a blank Destination Abbreviation. The PO Destination field contains the user-defined Destination Number that is used to retrieve the packager address.
- The Machine Readable destination records for the ST locations (AF52M, CA02A, and so on) must mark the OEM consideration flag “S.”
- The supplier type in all Destination records must be marked “S” (Service).
- Identify Ford Customer Service Requirement Masters by entering FCSD in the OEM Division field to build the Load File correctly for the service division.
- The 830 clear flag in the Requirement Master must be marked.
- Mark the Ignore STD PAK for the Load File Build flag in the Special Processing Information window “Y” if shipping less than the package quantity.

Machine Readable – Customer

```
        CUSTOMER ABBREVIATION RECORD


Company Number .......... KB
OEM Code ................ F
Identification Number ... AF52M

Customer Abbreviation ..... FCSD
Company Name .............. FORD DEALER DIRECT
Body & Assembly ...........      (Y/N)
CMMS Format ...............      (Y/N)
Alternate Customer Abbrev.. BATES

Ship Direct ...............      (Y/N)
```

The Ford Body & Assembly flag must be marked “N.” Ford Customer Service requires the CUM shipped to include the current ship quantity in the ASN file.

Ford Customer Service Suppliers may also ship "BATES" parts or materials. BATES shipments are identified by the same customer identification number as FCSD and may be shipped to the same destinations. However, the part numbers are unique.

If a Requirement Master is not found with the Customer Abbreviation for FCSD, a second search is made for the “BATES” abbreviation entered in the Alternate Customer Abbrev field.

Machine Readable - Destination

(One for each packager)

```
         DESTINATION ABBREVIATION RECORD

Company Number ............... KB
OEM Code ..................... F
Identification Number ....... EO49A
Dock Location ...............

Destination Abbreviation ....
Destination Description ..... EAGLE PACKAGING FORD
P O Destination ............. 000000000
ERS Destination .............     (Y/N)
OEM Consideration ...........     (J/U/Y/N/S/A)
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)
FCSD Packager Ship Direct ...     (Y/N)
```

A record must be entered for each intermediate consignee (packager) that is identified by the issuer as N1*IC:

- Leave the Destination Abbreviation field blank.
- Enter the user-defined destination number of the destination record containing the address of this intermediate consignee in the PO Destination field.

Machine Readable - Destination

(Only one record per ST.)

NOTE:

If you are a material supplier, AF52M will no longer be used as a Ship-To, you will now receive the actual ship to value. Follow all other setups and replace the instruction for AF52M with the ship-to received on the 830/862.

```
         DESTINATION ABBREVIATION RECORD

Company Number ............... KB
OEM Code ..................... F
Identification Number ....... EFOAA
Dock Location ...............

Destination Abbreviation .... EFOAA
Destination Description ..... FLATROCK
P O Destination ............. 000001900
ERS Destination .............     (Y/N)
OEM Consideration ...........     (J/U/Y/N/S/A)
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)
FCSD Packager Ship Direct ...     (Y/N)
```

A record must be entered for each ship-to, which is identified by the issuer as N1*ST. The Destination Abbreviation field must contain the user-defined abbreviation

- Enter “S” (Service) in the OEM Consideration field. This performs edit checking during the “Print” to determine if there is a Machine Readable Destination record for the intermediate consignee. If not, a warning message prints.

For Ford FCSD (AF30A):
Set up one DABBV using the Destination Duns# and a dock code. Set up a different DABBV using the same Destination Duns# and no dock code.

Example:

1) FCSD = AF30A
2) FCSD1 = AF30A, Dock A

Two unique Requirement Master Files must be built.

Set up a keyword "SPECIALFCSDPRC" by entering the ID codes from the N1*ST, N1*SU and N1*IC in the Other Key field and place the corresponding dock code in the Text field.

From the System Maintenance Menu,
Select option 17. Application Control File Maintenance.
Then select option 1. Enhanced Application Control File Maintenance.

Select Keyword: SPECIALFCSDPRC

Entry Keys Used: OEM=F, Other Key=N1~ST(N104) + N1~SF(N104) +
N1~IC(N104)

Text Length: 10
Text Values: Enter the "Dock Code" for this intermediate consignee

Help text for Keyword "SPECIALFSCDPRC":

SPECIALFCSDPRC
Ford Customer Service Division (FCSD) had 'Total' and 'Material' suppliers. 'Total' suppliers ship directly to Ford while 'Material' suppliers ship to an intermediate consignee. Both supplier types receive 830s and 862s. For the 'Material' suppliers the 862 comes in with a dock code in the REF*DK but the 830 does not. The Ship-To, Supplier ID, Intermediate Consignee are a unique combination. The Intermediate Consignee has only 1 dock code assigned to it. Set up this keyword by entering the ID codes from the N1*ST, N1*SU and N1*IC in the Other field and place the corresponding dock code in the Text field. During the the Breakdown when this combination is found, the dock code will be populated in the 830 so the same destination abbreviation will be retrieved for both the 830 and 862 during the Print. For example if the Other Key value is AF30AA123BH751B the following N1 segments would be:

N1~ST~~92~AF30A
N1~SF~~92~A123B
N1~IC~~92~H751B

Destination File

A Destination record is needed for all ship-to destinations, whether it is a dealer, warehouse, or packager.

```
SCD6300B              MAINTAIN DESTINATION MASTER FILE

Company Number ............ KB   ENGINE COOLING, INC.
Destination Number ........      1453
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)       Print Invoices (Y/N) ...
S    M    T    W    H    F    S         Create Invoices (Y/N) ..
                                        Payment Type: Coll   PP   PPI   Oth
Names:                                  Alt. Description...
                                        Dealer Code .......
F1=Help   F12=Return                    Cat Europe Ult Dest ....
```

When shipping an emergency order against an order originally received electronically, the original destination address from the Destination File displays on the shipper header screen, but is not printed on the shipper or invoice. The intermediate consignee (packager) address is retrieved and displayed on the shipper trailer (ASN Information) screen when F5 is pressed to create the shipper. This address is printed on the shipper and invoice.

The Supplier Type field in the Destination File must be marked “S” for all ship-to destinations (identified by the issuer as N1*ST). This identifies a destination as a “service” destination and retrieves the Dealer Code (DLR) and the Dealer Code Reference Number (DOR) from the RAN field and places them in the REF*CO segment in the ASN file during the “create” and omits the IC segment in the ASN file.

A Destination record is required for all intermediate consignees (packagers) that are identified by the issuer as N1*IC. This is used to retrieve the address to be used on the shipper and invoice.

Requirement Master

```
JTDMAINT2                 REQUIREMENT MASTER ENTRY                    CHANGE

Company KB  Customer FORD    Part 381495          Destination FLTRCK   MY

Customer Part # .... 1W7E 6B289 FD                 OEM Code ....... F
Supplier Code ...... 086931359                     OEM Division ... FCSD
Customer # .........       100                  Destination # ......
200
Commodity Code ..... 100                        Unit of Measure .... EA
Controlling Source .                            Price Code ......... T
Dock Code ..........                            Trailer Capacity ...
Container Part # ... BOX90                      Package Quantity ...       1
 _________ MRP _________   _______ Reports _______   ________ Clear ________
 866   862 X 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 .
 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
```

Only one Requirement Master is needed to handle all ship-to destinations per N1*ST.

Enter “FCSD” in the OEM Division field. This changes the type/frequency “DW” to “CW” through the authorized fab dates for the Load File build. It also eliminates the CUM shipped from printing on the shipper.

The Requirement Master clear flags for the 830 must be marked.

- F9=REQC - The Intermediate Consignee destination code is processed into the Int Consignee field.
- F20=Special Processing - Enter “Y” in the Ignore STD Pack field.

Requirement C Record - 830

```
JTDMAINT6         REQUIREMENT MASTER ENTRY - OEM INFORMATION          CHANGE

                           Transaction Type ... 830

Company KB  Customer FCSD    Part GC3Z 2078 D      Destination AF31A   MY

 Invoice Toyota-MM? .......             Purpose Code .....
 Ship or Delivery Date .... SH          Plant Location ...
 OEM Unit of Measure ...... PC          Default Eng Lvl ..
 OEM Ship Code ............ Y          Storage Location .
 OEM Package Qty ..........             Line Supply Loc ..
 OEM Last Ship Date .......  9/28/XX    Tag Code .........
 OEM Last Ship Qty ........        16   Int. Consignee ... H751B
 OEM Cum Shipped ..........        40   Line Feed ........
 Fab Date .................  0/00/00    Planner Name ..... Q4T PAVEL
 Fab Start Date ...........  0/00/00    Planner Phone ....
 Material Date ............  0/00/00    Default P.O. ..... SC  08831
 Material Start Date ......  0/00/00    Process Code .....
 CUM Reset Date ...........  1/01/XX    JIT Reference # ..
 Purchase Order Date ......  0/00/00    Default Type/Freq.   /
                                        Drop Point........
 F1=Help   F12=Return
```

The N1*IC (packager code) is processed into the Int Consignee field. 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 to display on the shipper trailer (ASN Information) screen and to print on the shipper and invoice.

Special Processing Window

```
JTDMAINT4            Special Processing Information
Load Past Due Req'ts from
History? (Y/N/B/M) ......         Chrysler Special Processing for
                                  'B D' or 'B W' Reqs (B/L/S)....
Type of Processing (C/N).         Remove Chry EDI 'B D' or 'B W'
                                  Reqts. prior to today (Y/N) .....
Ignore STD PAK for
Load/MRP Build? (Y/N) ..Y         Omit 830 planning req'ts in
                                  Shipping (Y/N) ..................
Competitor Part (C) or
FBO Flag (B/F/J/E) ......         Pricing Based On Order Quantity
                                  Or Ship Quantity? (O/S) .........
Special Partial Week
for current week (Y/N) ..         Override in Manual Req'ts Entry:
                                  Release Number and Date? (Y/N) ..
No Container Calculation          P.O. Number? (Y/N) ..............
for Part On Shipper (Y/N)         Eng. Revision Level? (Y/N) ......

Partial Week With Sunday          Secondary OEM Code ..............
Dates (Y/N) .............         SPAB BOM Flag  ..................
                                  OEM Specific Process (B,Q,Z).....
F1=Help   F12=Return
```

You must mark the Ignore STD PAK for Load File Build flag in the Requirement Master - Special Processing (F20) window if shipping less than package quantity.

Shipping

- Ship all dealer direct 830 requirements (emergency orders) against an existing open customer service order, regardless of destination. If there is no open customer service order for this part, contact Ford for special instructions.
- Because separate Requirement Master Records are not required for each intermediate consignee, disregard the default destination address displayed on the shipper header screen. The ship-to address of the intermediate consignee is retrieved when F5 is pressed to create the shipper and displays on the trailer (ASN Information) screen.
- You may enter the Dealer Code (DLR) and the Dealer Order Reference (DOR) number using F22 DLR / DOR Numbers from the Part Detail screen. (Or, you may enter them in the RAN field using the LRxxxxxDORyyyyy format.)
- The shipping trailer (ASN Information) screen displays the intermediate consignee address that is used on the shipper and invoice; you can maintain this address. You may use F15 (Prompt Dest Number) to display and select an alternate FCSD destination.
- You may retrieve the consignee address using the intermediate consignee code (N1*IC), which was processed into the Requirement C record, to access the Machine Readable Destination File and obtain the PO Destination Number.

Create Shipper / Bill of Lading Screen

```
RSDM1000B              CREATE SHIPPER/BILL OF LADING     Company KB  Status S
CUSTOMER   FCSD                  200    DESTINATION  FLTRCK
127
Name       FORD CUSTOMER SERVICE        Name 1       XXXXXXXXXXXXXXX
Address 1  111 WILSON MILLS             Name 2
Address 2                               Address 1
Address 3                               Address 2
City/State ROMULUS            MI        Address 3
Zip Code   48114                        City/State
Country                                 Zip Code
                                        Country
Use Names File Company.
Batch ID...............                 Carrier .  100 CENTRAL TRANSPORT
Conveyance Number .....
Shipper Date/Time .....  8/14/XX        Equip. Initial ... EQ   SCAC ....
CTNR
Arrival Date/Time .....  0/00/00        Conv/Rte/Pool Loc. LT
OEM Code ............. F               Remarks ..........
No Charge Invoice (Y/N) N               FOB ............... NORTHVILLE
Payment Type:   Coll X PP   PPI   Other AETC .............
Alt. Description.                       Appt Number ......
Terms ........... NET 30                Seal Number ......
Routing .........
F7=Ford Export Options   F8=Export Options       F9=Prompt Carrier
F12=Return
                         F15=Prompt Dest Number  F16=Prompt Sold-To/Ship-To
```

If shipping an emergency order against a previously received EDI order, you may ignore the destination address displayed on this screen. When you press F5 to create the shipper, the packager (intermediate consignee) address is retrieved and displayed on the shipper trailer (ASN Information) screen. The packager's address is printed on the shipper and invoice.

Parts Detail Screen

```
RSDM1000E              CREATE SHIPPER/BILL OF LADING           Status
Ship
Company   KB
Cust/Dest FCSD     AF31A    Req Date 10/12/XX   PO #      SC  08831
Part      GC3Z 2078 D       Req Time            RAN #
MY                          Tran Typ 830        Eng Rev

Cust Part # GC3Z 2078 D                    Desc WHEEL
Qty Required .........       39       ASN Type ............... V
Credit Qty (Y/N)......                ASN Ctn Desc ........... CTN90
                                     ASN Pallet Desc ........ PLT90
Total # of Containers.     1
# of Loose Ctn .......               Container Desc ......... CTN90
# of Pallets .........   1           Pallet Desc ............ PLT90
Net Weight ...........     585       Container Part Number .. 1002
Tare Weight ..........    72         Returnable Ctn (Y/N) ... Y
Gross Weight .........       657     Honda Route Code .......
                                     Price Code ............. A
Dock Code ............               Invoice Toyota-Ky (Y/N). N
Gross Meters (2) .....               Unit of Measure ........ EA

F5=Continue  F7=Chg Ctn Part  F9=Lot/Loc Info  F11=Price Code Inq
F12=Return
F13=Additional Info  F14=Misc Chg/Comm  F15=Chg RAN  F22=DLR/DOR Numbers
F17=Enter Serial IDs
```

After DLR and DOR numbers are entered, they are displayed in the RAN # field in the upper right section of the screen. Because the RAN field is only 15 positions, the first “D” is not displayed but is passed to the ASN file. It may be changed using F15 Chg RAN or F22 DLR/DOR Numbers.

F22=DLR/DOR Numbers Window

```
RSDM1000U            Maintain DLR and DOR Numbers

                  Dealer Number .............      0

                  Dealer Order Number .......      0

 F12=Return
```

Enter or change the DLR in the Dealer Number field.

Enter or change the DOR in the Dealer Order Reference Number field.

Shippers

ASN Information Screen

```
RSDM1000L                    ASN INFORMATION                 Status     Ship
 Company KB
 Cust    FCSD
 Dest    AF31A
                  Supplier Code  .............  TFK4QA
                  Intermediate Destination ...  H751B
                  Ship From ID................

                  Logistics # ................

                  New Destination Number              127
                  Name 1         EAGLE PACKAGING
                  Name 2
                  Address 1      125 E. MAIN STREET
                  Address 2
                  Address 3
                  City/State     ROMULUS              MI
                  Zip Code       48155
                  Country        USA


 F5=Create Shipper   F12=Return    F15=Prompt Dest Number
```

After you have selected all parts and pressed F5 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 Destination record for the Intermediate Destination to obtain the Destination number entered in the PO Destination field and retrieve the address from the Destination File.

Emergency Orders

If this is an emergency order that is shipped directly to the ultimate destination, bypassing the packager. Remove the intermediate Destination ID and press Enter before F5 to create the shipper.

You may use F15 (Prompt Dest Number) to display and select an alternate FCSD destination.

ASNs

Never send an ASN to Ford Customer Service (FCSD) if the shipment has already been received by FCSD. This affects your CUM reconciliation process and may affect your quality rating, because FCSD may not consider the ASN received if it is not matched with shipment after its receipt. When in doubt, call your Ford contact.

FCSD calculates the CUM Shipped transmitted to the supplier as follows:

CUM In Transit + CUM Received = CUM Shipped

The CUM shipped is transmitted to the supplier and is used to perform CUM reconciliation.

FCSD increases the CUM In Transit when it receives the ASN. When the shipment is received, the CUM In Transit is reduced and the CUM received is increased.

An ASN received after the shipment increases the CUM In Transit and therefore increases the CUM shipped, causing a CUM discrepancy.

When FCSD is in receipt of an ASN, they show that a shipment is in transmit. All “in-transit” shipments are dropped after 21 days if they are not matched with a shipment. So, an ASN sent after the shipment was received never matches a shipment and is dropped. The supplier's quality rating is affected, because FCSD did not receive an ASN (before the shipment was received), even though the supplier received a functional acknowledgement indicating the ASN was accepted.

Ford Customer Service Division (FCSD) Ford Packager 830 - 862

FCSD Packager

Ford FCSD packager requirements are those requirements that are sent to their final destination from the packager, not the manufacturer. Ford sends the 830 (with CUM requirements) to the supplier, who manufactures the parts. These are firm requirements for the supplier to ship the parts to the packager, who is identified as the intermediate consignee in the N1 IC segment. Ford sends the 862 ship instructions (with NET quantities) and a copy of the 830 to the packager, who then packages the part and ships it to the final destination. If using containerization flow, see the section “Packager ASN Menu” for additional setups and requirements.

Packagers

862s are sent to packagers hourly during the day and in one batch at night.

Exceptions

862s are not created for the following:

- PRC Packaging location (AF30A) in Romulus, Michigan
- Mexico Packaging locations (WE60E & WE60A)
- Canada Packaging locations (CA02x)

Nets (Not CUMs)

The 862 that is sent to the packager is sent with NET values rather than CUMs. All other Ford divisions (except Kentucky Truck) send CUMs. This requires special processing.

Enter “PACKAGER” in the OEM Division field of the Requirement A record (to handle the NET quantities differently from the other Ford divisions and to not remove duplicates).

Ford Customer Service Division (FCSD) Ford Packager 830 - 862

The Packagers Requirement File

The packager receives NET requirements rather than CUMs. Only the 862 is processed into the Load File (mark the report flag for the 862 only). The 830 that is received is a copy of what is sent to the manufacturer of the part and may be used for planning. The destination is different, so if processed, the data is placed in a separate Requirement File.

Requirement File Screen

```
JTDMAINT2                 REQUIREMENT MASTER ENTRY                    CHANGE

Company KB  Customer FCSD    Part 123456           Destination FCSDC   MY

Customer Part # .... 123456                          OEM Code ....... F
Supplier Code ...... 12345                           OEM Division ... PACKAGER
Customer # .........       200                  Destination # ......
127
Commodity Code ..... 100                        Unit of Measure .... EA
Controlling Source .                            Price Code ......... A
Dock Code ..........                            Trailer Capacity ...
Container Part # ... 1002                       Package Quantity ...     100
 _________ MRP _________   _______ Reports _______   _________ Clear ________
 866   862   830   850     866   862 X 830   850     866   862   830   850
                              Process P.O.s
 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
```

- OEM Division - Enter “PACKAGER.” Special processing takes place, to not remove duplicates and to handle the NET quantities. 862 requirements are not shifted from the Requirement File. During the “Extract” and when shipping adjustments are made, the 862 CUM required is set to equal the CUM shipped.
- The Behind Schedule and the Requirement Schedule are printed requirements dated prior to the current date instead of comparing CUMs.
- Packagers do not receive a RAN, so requirements are reduced or removed without using the RAN as part of the key.

Visteon / Chicago ILVS Requirements

Visteon/Chicago ILVS requirements are processed through the Ford module. See the section below, “Ford ILVS (In-Line Vehicle Sequencing),” for file setups and information. In addition, Visteon / Chicago does not require an ASN. Therefore, set the ASN flag to “N” when setting up the Destination Master for Visteon/Chicago to prevent ASNs from being extracted.

Ford ILVS (In-Line Vehicle Sequencing)

Overview

ILVS (In-Line Vehicle Sequencing) is used to implement the Ford standard of production of delivering material to an assembly plant. It is not a replacement for communication between the supplier and the plant. In fact, communication is even more crucial because of the reduced inventory held at the assembly plant and the predetermined window times at both the supplier and the assembly plant.

ILVS accomplishes the Ford standard of production by using both computer and manufacturing technology. This standard integrates how parts are delivered from the supplier to the assembly plant for use in construction, paint, and final assembly.

Each day orders are blended to establish the line-up of vehicles to be built at an assembly plant. In the blend, the vehicles are lined up with various options (moon roof, air conditioning, paint color, and so forth) grouped together.

Each assembly plant electronically issues six days of orders blended in predictable sequence part requirements to the suppliers. The supplier manufactures, assembles, and delivers commodities in sequence back to the assembly plant.

The 866 contains six off-line days of information, and it includes the vehicles built the previous day. AutoRelease compares the incoming 866 file to shipping history to determine which requirements are processed into the Requirement Master.

Objectives

The objective of ILVS is to create a vehicle-build sequence that alternates complex units with simple units and balances paint requirements and trim requirements to optimize the supplier's operations. The assembly line cannot handle too many complex builds in a row. The established blend sequence does not change for a minimum of six working days.

The assembly plant realizes benefits from the stability with the following:

- Improved quality
- Improved manpower utilization
- Reduced inventory

Benefits

- Provides suppliers with six days of firm scheduling
- Elimination of daily DDL (Direct Data Link) follow-up for ILVS parts
- Mixed colors in racks
- Label for every part (or kit)
- Fewer racks in the system
- Reduced scrap, obsolescence, and returns
- Improved engineering change control
- Opportunity for better schedules for 2nd tier suppliers
- Suppliers know what has to be produced and shipped for a rolling six day window

Business Practices

- Provide suppliers with firm six off-line days of predictable sequence part requirements
- No changes to segmentation once part sequence is provided to suppliers
- Expedited orders, specification changes, and cancellations will not occur once the order is sequenced
- All in-plant sequence deviations subsequent to providing sequence to suppliers are managed internally by the assembly plant
- Vehicle Operations shuts down the assembly plant if sequenced orders fall below five days

Material Release

With the implementation of ILVS, suppliers receive the 866 for sequenced shipments and still continue to receive the 830 (weekly for 26 weeks) and 862 (daily for 14 days) for non-sequenced shipments.

Material Requirements

The Off-Line Day is the day a vehicle is scheduled to be produced.

The Ship Day is the day material is required to be shipped to support part installation for the vehicle at the assembly plant. The ship day is calculated from the off-line day by taking into account the specific amount of time for installed systems, operational reserve, transit time, adjustments, and weekend parameters.

The Blend

The “blend” is the line up or sequencing of vehicles; the order in which vehicles are produced at the assembly plants. The ship date may change, but the sequence does not. The 866 contains a minimum of six working days’ worth of data. Each day, one day's worth of orders falls off the 866 as vehicles are produced and another day's orders is added.

Blend Number

There is one blend number assigned per vehicle. This number correlates with the day that the car comes off the line. This does not necessarily correlate with the ship date. It is common to have more than one blend number with the same ship date. The production date is the same for all shifts regardless of the times worked.

Blend numbers are not supposed to change. However, if Ford decides to remove a part (blend number) within the six firm days, the supplier can still send the part even though its blend number has been removed from the schedule. If Ford notifies the supplier before the firm period, the supplier is expected to bump parts up a space on the rack and reprint labels for the racks containing the new blend numbers. Ford communicates this with suppliers differently depending on the agreed upon contract with each supplier. A supplier could be notified of this through a phone call, fax, or more commonly when the Release file is updated.

When suppliers are notified late and there is not enough time to reprint labels, rearrange parts on the rack, or move shipper line items around, the supplier may send racks and shippers the way they are.

Blend Rules - One Batch per Day

Orders are blended for the assembly plant each work day to fill the line-up back to six full “rolling” production days. As one day drops off (is built), a new day is added.

Blend Rules - Scheduled for an Off-Line Day

Each batch of orders is given a projected off-line date. The off-line date is the date that most of the vehicles with that date are expected to be produced.

An exception to this rule occurs when the plant is working Saturday and/or Sunday. Two or three days’ worth may be blended at one time. All these vehicles may have the same blend date, usually Friday’s date. The off-line date is important because it determines the first part of the rotation number.

Blend Rules - Combined Blends

Under special circumstances, two or more days’ worth of orders may be combined into one blend date. This occurs during the acceleration at launch and on weekends. During acceleration, each day may be small, so multiple days may be combined into one blend day. For plants that work on the weekends, extra vehicles are blended during the week, usually on Friday.

Blend Rules - Blend Number Format

The blend number is a seven-digit number consisting of two parts. The first three digits are the scheduled off-line date, in Julian format. Julian format is the number representing the day of the year. Example: January 25 is 025 and October 14 is 288. The last four positions of the blend number are a unique four-digit sequential number. This number ranges from 0001 to 8999.

The blend number is transmitted in the 866 release as a seven-digit field without the dash. (It may be printed with a dash.) The same blend number is associated with right-hand and left-hand part numbers.

The blend number does not change, because the Julian number does not change even if the vehicle does not roll off the line on its proposed off-line day. Since the blend numbers do not change, the sequence of parts does not change.

Blend Rules - Pre-Blend

If sequenced orders are available to support more than six days, orders may be pre-blended for some plants, but not all. Pre-blend units are vehicles that are sequenced but have not yet been blended. This is not an authorization to build.

The final sequence of these orders is not locked in until they are blended. To cut down on data transmitted, pre-blends are not sent unless the supplier requests them. The pre-blends are differentiated from the blended orders by a Julian date plus 400. Example: A Julian date for a pre-blended order for January 30 is 430 instead of 030 and for October 14 is 688 instead of 288. Preblended orders also start with the sequence number “0001” for each pre-blended day. This information is used for planning purposes and is printed on the Net Change Report following the string of blended orders.

Blend Rules - Rollover

A rollover occurs when there are not enough sequence numbers to blend the orders for the full day. When this happens, the sequence numbers start again at 0001. The last sequence number may not exceed 8999 and usually does not exceed 8500.

A whole off-line day must be sequential from low to high, and a rollover cannot occur within an off-line day.

> Example: If yesterday's last sequence number was 8532 and 750 orders need to be blended today, a rollover occurs, since this would exceed 8999. The units in today's blend would start with sequence number 0001. The rollover blend numbers would look like the following:
>
> 123-8531 (yesterday's blend number)
>
> 123-8532 (yesterday's blend number)
>
> 124-0001 (today's blend number)
>
> 124-0002 (today's blend number)

Blend Rules - 9000 Series

Numbers 9000-9999 (9000 series) are reserved for special builds at assembly plants. Special builds are vehicles that are built separately from the others. These include the following:

- Future model orders
- Selective prototype
- Engineering trials
- Added starts
- Pre-job #1 builds

The use of the 9000 series assists the assembly plant to segregate the special build material and provides extra flexibility to manipulate these builds outside of the planned timing.

Suppliers are notified when they receive requirements with the 9000 series blend numbers. During the “Print,” a separate Series 9000 Blend Number Report is printed.

Series 9000 materials are shipped on a separate rack from production material. 9000 racks are shipped with production material, in the rear of the trailer. The Rack Sequence field on the rack label is blank, unless otherwise directed by the plant.

Application Control Record - ILVS 9000 Series Rack Labels

This is required if printing Ford ILVS 9000 Series Rack Labels. This record places the sequence number into the quick receive header and detail files so that records are not overwritten. The sequence number is cleared when the record is displayed for printing and when it is written to the bar code label print file.

Application Name : *ALL
Keyword: ILVS9000
Length: 01
Decimal: Y
Infor Data: blank

Application Control Record - Delete Quick Receive Records

If rack labels are created from the Load File instead of the Ship file, this record may be used to delete the quick receive records from the RSPQKRC1 and RSPQKRC2 files. Quick receive records are deleted based on the number of days entered in the Infor Data field.

Application Name: *ALL
Keyword: QRCVDEL
Length: 03
Decimal: 0
Infor Data: Enter the number of days, up to three positions, that must pass before the records are deleted.

Example: If 030 is entered, once the current date meets or exceeds 30 days, the quick receive records are deleted.

Scenario 1

Two different parts (right and left or front and back) on one rack to the same location on the assembly line.

The rack ID and next sequence number are entered in the Rack Set ID file. The Suffix field may be blank (in the Rack Set ID file) because the parts go to the same location on the assembly line.

Both requirement masters contain the same rack ID.

Example:

Rack 105

Part A Part B
Part A Part B
Part A Part B

Scenario 2

Two different parts that are alternated on the assembly line or go to separate locations on the assembly line.

Each Requirement Master contains a different rack ID with the suffix (R, L, F, B).

Example:

Rack 100 Rack 407

Part A (L) Part B (R)
Part A (L) Part B (R)
Part A (L) Part B (R)

Application Control Record

Required if using FBO by Job Sequence Number, which is an optional feature. This record indicates the number of features associated with each job sequence series.

Application Name	*ALL
Keyword	NMBJOBSQ
Length	Blank
Decimal	Blank
Infor Data	Enter the number of features

File Maintenance Menu

```
                              MENU: RC15
              ----------------------------------------------------
                        ADDITIONAL FILE MAINTENANCE MENU
              ----------------------------------------------------

  1.  Canadian Inland Freight            12.  Rack Set ID
  2.  Pool Bill Number                   13.  VIN/Model ID Cross Reference
  3.  Seal Number                        14.  Contract File
  4.  RAN Number in Shipping History     15.  AETC Reason Code File
```

```
  5.  Pallet Staging                      16.  AETC Responsibility Code File
  6.  Ship Calendar                       17.  Ship History Eng Rev Update
  7.  Planning Grid                       18.  Multi-Leg Shipment
  8.  Requirement Master Global Update    19.  Dual Part labels
  9.  MRP Demand Requirements             20.  Multiple Racks for Requirement
 10.  Units of Measure                    21.  P.O. Abbreviation Maintenance
 11.  Units of Measure X-Ref              22.  FTP Setup


                     23.  Return to Previous Menu
                     24.  Return To Main Menu

 F1=Help                           Option
```

The Rack Set ID file and the VIN / Model ID Cross Reference File must be entered before the Requirement File.

Rack Set ID

The first sequence number for each Ford ILVS commodity is assigned by Ford, but is not received in the EDI file. Therefore, it must be manually entered in the Rack Set ID file to be retrieved to print on the part label and the shipper.

The next sequence number is retrieved from the Rack Set ID File during the extract. Rack IDs remain the same for all of the same parts. It is the rack sequence number that increases.

```
RSDM1040B                 RACK SET ID MAINTENANCE



                    Company Number ............... KB
                    Customer Abbreviation ........ FORD
                    Destination Abbreviation ..... HEBRON
                    Rack ID ...................... 559955995
                    Next Sequence Number ......... 001
                    Suffix (L/R/B/F) ............. L
                    Standard Rack Quantity .......       1
```

- Customer Abbreviation - Enter the corresponding Machine Readable Customer Abbreviation for Ford ILVS.
- Destination Abbreviation - Enter the corresponding Machine Readable Destination Abbreviation for this Ford ILVS destination.
- Rack ID - Enter the user-defined rack ID. A unique rack ID must be entered for each commodity that is sequenced. Each rack ID is for a different part sequence and suffix combination.

After key fields are entered, press Enter to display remaining fields.

- Next Sequence Number - The first sequence number is assigned by Ford for each commodity. As each sequence number is used (Extracted), it is incremented by 1.
- The sequence number is assigned to the load file at the time of the Load File build and prints on the rack label.
- Suffix (L/R/B/F) - Suffixes are used only for those parts for which a location must be designated (doors, bumpers, fenders, and so forth). The suffixes are the following:
  L - left
  R - right
  B - back
  F - front
- Standard Rack Quantity - The quantity of parts that fit in or on a rack. When printing rack labels, this quantity is required as the “standard” quantity.

VIN / Model ID Cross Reference

The VIN / Model Cross Reference File creates a table that is used to retrieve the DDL Model ID and description to print on the rack label, based on the data from the VIN numbers that are processed into the Load File. The second position and the fifth through seventh positions of the incoming VINs are matched with the company and VIN model ID to retrieve the DDL ID and description to print on the label.

```
                                VIN Model ID
                                UPDATE ENTRY


Company ..................... 01
VINs company (pos 2) ....... 2
VINs model ID (pos 5-7) .... 222
DDL Model ID ............... 3333
Description ................ MI VIN ID
```

- VINs company (pos 2) - Enter the OEM company number as it is found in the second position of the VIN number in the incoming file.
- VINs Model ID (pos 5-7) - Enter the model ID of the car that represents positions five through seven in the VIN number in the incoming file. The model ID does not change from year to year.

After key fields are entered, press Enter to display remaining fields.

- DDL Model ID - Enter the Ford DDL code to identify the model of the vehicle. This number is retrieved to print on the rack label.
- Description - Enter the description of the vehicle model. This description is retrieved to print on the rack label.
- Example: Ford F150 Pickup Truck

Container File

```
                        MAINTAIN CONTAINER MASTER FILE

                 Company Number ............. KB
                 Container Number ........... 8522
                 Customer Abbreviation ...... ILVSC
                 Destination Abbreviation ... ILVSD
```

```
      Customer Container Number ............. 789456
      Internal Container Description ........ BLUE RETURNABLE TOTE
      ASN/DESADV Cont Desc/Cont Desc ........ CTN90  /  CTN90
      Returnable Container (Y/N/X) .......... Y
      Print Ctn on Separate Line (Y/N) ...... Y
      Relieve Inventory (Y/N) ............... N
      Use BOM/Dunnage Information (Y/N) ..... N
      Container Weight (5) .................. 2.5
      Print/Extract BOM (Y/N) ............... M
      Multiple Line Items/Container (Y/N/M).. Y
      Combine Partial Containers (Y/N).......
      Harmonized System Code ................
      Country of Origin .....................

F1=Help   F12=Return   F13=BOM Maintenance   F14=Cum Shipped
```

- Returnable Container - Enter “Y” to indicate this is a returnable container.
- Print CTN on Separate Line - Enter “Y” to indicate a separate line item is required.
- Multiple Line Items/Container - Enter “M” to indicate multiple part numbers are associated with one container line item.

- Combine Partial Containers - Enter “Y” to indicate that different part numbers with the same container number are combined and shipped in one container.

Parts Cross Reference File

```
RLD13400B              PART CROSS REFERENCE MAINTENANCE

Company ..................... KB
Customer Abbreviation ...... FORD
Customer Part Number ....... 1W7E 6B289 FD
Destination Abbreviation ...        (O)

Bar Code Part Number ..... 1W7E 6B289 FD
Internal Part Number ..... 381495
Part Description ......... WHEEL
Color Description ........ SPRUCE METALLIC
Part Weight (5 dec)           15.00000     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 ......                 Section Number ...
Consignee Location .......                 Rule Number ......
Country of Origin ........ US              Origin Criterion .
Province of Origin .......
Harmonized System Code ...                 User Defined
Supplier ID .............
```

```
F1=Help  F7=Dimension  F9=Extension  F12=Return
```

- Color Description - Enter the color to print on the Ford ILVS part label.

Requirement Master File

```
JTDMAINT2                 REQUIREMENT MASTER ENTRY                    CHANGE

Company KF  Customer FCSD    Part I5ABC12345678XX  Destination FCSD30  MY

Customer Part # .... 5ABC 12345678 XX              OEM Code ....... F
Supplier Code ...... 1475E                         OEM Division ... ILVS
Customer # .........       203                  Destination # ......
121212
Commodity Code ..... 0001                       Unit of Measure .... EA
Controlling Source .                            Price Code ......... A
Dock Code ..........                            Trailer Capacity ...   500
Container Part # ... 100                        Package Quantity ...      10
 _________ MRP _________    _______ Reports _______    ________ Clear ________
 866 X 862 X 830 X 850     866 X 862 X 830 X 850     866 X 862 X 830 X 850
                              Process P.O.s
 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
```

OEM Division - Enter “ILVS” to indicate that shipping history is to be checked for duplicate blend numbers. During the “Process,” if the CUM required does not equal the CUM shipped, the package quantity is set to equal the net quantity.

Package Quantity - It is necessary to enter the same standard pack quantity (the number of parts that fit on the rack) into the Requirement Masters of all parts that are expected to be combined in the same container.

Report & Clear Flags - Mark 866, 862, 830.

Rack ID - Enter the rack ID as it is entered in the Rack Set ID File. This file is used to establish the rack sequence number as well as enter the alpha suffix to print on the rack label. A unique rack ID must be entered for each commodity that is sequenced.

Select F20 (Special Processing) to complete the Requirement Master.

Requirement Master - Special Processing Window

```
JTDMAINT4            Special Processing Information
Load Past Due Req'ts from
History? (Y/N/B/M) ......         Chrysler Special Processing for
                                  'B D' or 'B W' Reqs (B/L/S)....
Type of Processing (C/N).         Remove Chry EDI 'B D' or 'B W'
                                  Reqts. prior to today (Y/N) .....
Ignore STD PAK for
Load/MRP Build? (Y/N) ..Y          Omit 830 planning req'ts in
                                  Shipping (Y/N) ..................
Competitor Part (C) or
FBO Flag (B/F/J/E) ......         Pricing Based On Order Quantity
                                  Or Ship Quantity? (O/S) .........
Special Partial Week
for current week (Y/N) ..         Override in Manual Req'ts Entry:
                                  Release Number and Date? (Y/N) ..
No Container Calculation          P.O. Number? (Y/N) ..............
for Part On Shipper (Y/N)         Eng. Revision Level? (Y/N) ......

Partial Week With Sunday          Secondary OEM Code ..............
Dates (Y/N) .............         SPAB BOM Flag  ..................
                                  OEM Specific Process (B,Q,Z).....
F1=Help   F12=Return
```

- Ignore STD PAK for Load/MRP Build? (Y / N) - Enter “Y” to ignore standard pack.

Application Control Record - Prevent Rack Sequence Error Report from Printing

The PRTILVS Application Control record is optional. This record prevents the Rack Sequence Error Report from printing unless an ILVS Requirement Master is affected. The Application Control File is accessed from the System Maintenance Menu (RC20).

Application Name: *ALL
Keyword: PRTILVS
Length: 01
Decimal: Blank
Infor Data: Enter “N” for “no.”

Print Reports

Ford ILVS Production Sequence (866) Error Report (FILVSERR)

Lists errors or omissions in the Machine Readable, Parts Cross Reference, and Requirement Master Files. This report is created when the print (manual or automated) option is taken.

Ford ILVS Production Sequence (866) Report (FILVSPRT)

Ford ILVS requirements are listed in order by ship date and blend number. This report is created when the Print (manual or automated) option is taken.

Ford ILVS Production Sequence (866) Missing Parts Report (FILVSMIS)

The Missing Parts Report is meant to alert a supplier when requirements have been received that are not associated with a valid part number.

Part errors may occur when Ford's material system does not have a part correctly defined. This may happen during a "controlled change." A controlled change is when multiple parts have to change engineering revision levels at the same time.

When a part error occurs, “xxxx” is placed in the prefix and suffix of the part, as a place holder, to maintain the sequence, rather than skipping a blend number. This is intended to bring the error to Ford's and the supplier's attention. Ford part errors must be corrected by Ford's Preproduction Department. Suppliers are to call their preproduction analyst to see if the error is going to be corrected that day. Usually this type of error is corrected in one day, and the correct part number is sent on the next day's 866.

Series 9000 Blend Numbers (VLNBLND9K)

Lists all blend numbers between 9000 and 9999. Blend numbers 9000-9999 (9000 series) are reserved for vehicles that are not built in the normal sequence.

The use of the 9000 series assists the assembly plant to segregate the special build material and provides extra flexibility to manipulate these builds outside of the planned timing. Series 9000 materials are shipped on a separate rack from production material; however, the 9000 racks are transported in the rear of the same trailer. The Rack Sequence field on the rack label is blank, unless otherwise directed by the plant.

Special builds include the following:

- Future model orders
- Selective prototype
- Engineering trials
- Added starts
- Pre-job #1 builds

Process

Ship history is checked for blend numbers. Duplicate blend numbers are not processed. Unprocessed requirements print on the Requirements Already Shipped Against Report.

When the requirements are processed and the Load File is rebuilt, the rack sequence numbers are placed in the Load File. These rack sequence numbers print on the Load Sheet and the labels.

Part Errors

Part errors may occur when Ford's material system does not have a part correctly defined. This may happen during a “controlled change.” A controlled change is when multiple parts have to change engineering revision levels at the same time.

When a part error occurs, “xxxx” is placed in the prefix and suffix of the part, as a place holder, to maintain the sequence, rather than skipping a blend number. This is intended to bring the error to Ford's and the supplier's attention. Ford part errors must be corrected by Ford's Preproduction Department. Suppliers are to call their preproduction analyst to see if the error is going to be corrected that day. Usually this type of error is corrected in one day and the correct part number is sent on the next day's 866.

Extra Parts

Under certain conditions, usually during an engineering level change, the Ford system may transmit two part records for the same part (two records with identical information, but with different part numbers). When this occurs, Ford transmits both requirements. This is recognized because an extra part is received for the blend number. Once you have determined an extra part has been sent, call Ford to determine which part should be sent.

Back Status

To back-status a vehicle is an unusual event whereby the vehicle is removed from the blend. The supplier receives a blend number one day, and it is not received the next day. This is a last resort and occurs only when a vehicle that was blended is unbuildable and must be removed from the line-up. A fax is sent from the assembly plant to notify the supplier of a back status.

If the blended part can be removed, remove it. However, if it is already staged, ship it. If it is going to disrupt your operation to remove it, ship it.

Load Sheet

When printing a Load Sheet for Ford ILVS requirements, press F7 (Sort Order) from the Load Sheet Selection screen and select rack sequence. A dotted line separates each rack and projected rack sequence when the rack sequence number has changed. Line items are printed in descending order (highest to lowest). This is useful when using reverse loading (the last parts used on the assembly line are the first to be loaded on the truck).

F7 - Sort Order - From the Load Sheet Selection Screen

```
   1=Select                    LOAD SHEET SORT ORDER
   Part Number, Destination                Destination, Manifest#, Part#
   Part Number, RAN                        Destination, Dock, Part#
   RAN, Destination, Part Number           Destination, Sid#, Part#
   Destination, Release, Part Number       Rack Sequence - Nissan
   Release, Destination, Part Number       Job Seq#, Batch#, Lot # - Honda
   Purchase Order, Part Number             Rack Sequence - Nissan (Ascending)
   866 Load Sheet                          Seq, Order Swet Date
   Destination, VIN#, Part Number          Chrysler Detail Dock, Part#
   Destination, Date, Part Number          Honda Small Lot
   Destination, RAN, Part Number           Destination, TMS Bin Loc, Part
   Destination, Date, RAN
   Rack Sequence
   Destination, VIN#, Part Number, RAN
   Destination, Build Station, Part#
   Destination, Date, Manifest#
   F12=Return
```

Select Rack Sequence with “1.” Press Enter.

Load Sheet - Selection Screen

```
RLD11000E                       LOAD SHEET
                                              SORT ORDER: DEST, PART
Optional Selections (Blank for All)
 Company ...... KB                       Purchase Order ..
 Cust Abbrev ..                          OEM Code ........
 Part Number ..                          OEM Division ....
 Dest Abrv(s)..

Optional Ranges (Blank for All)    FROM                TO
 Requirement Date .............
 Requirement Time .............
 Planner Number ...............  0000                9999
 Release Number ...............
 RAN Number ...................
 Sales Order/PO Line ..........  0000000000  00000  0000000000  00000
 Line Feed Location ...........
Print a Summary Load Sheet?           N (Y/N)   For Summary Load Sheet:
Print in Internal or Cust Part order? I (I/C)    Pagebreak on dest? Y (Y/N)
Print Net or Package quantities?      P (N/P)    Print Inventory?   N (Y/N)
Print Ship or Arrival Dates?          S (S/A)    Print Remarks?     N (Y/N)
Print BOM Explosion?                  N (Y/N)    Print Internal/Cust
                                                 Part# & Trn Type?  Y (Y/N)
F3=Exit   F7=Sort Order    F8=Additional Sel
```

The blend number received from Ford is placed in the RAN field.

Either a date range or a RAN (blend) range must be entered when sorting by rack sequence.

Rack sequence sort order is as follows:

- Rack number
- Rack sequence number
- Package quantity
- Rack ID
- Blend number

Print Labels

Take option Create Labels from the Requirement Processing Menu (RC12).

```
                      Label Print Selection                    8/14/XX
RSDBP1000                                                      11:56:43

   Print Container Labels from Requirements? ............    N  (Y/N)

   Print Container Labels from Shippers? ................    N  (Y/N)

   Print Labels on Demand? ..............................    N  (Y/N)

   Print Quick Receive Labels? ..........................    N  (Y/N)

   Print Part Labels from Requirements? .................    N  (Y/N)

   Print Rack Labels? ...................................    N  (Y/N)

   Print Non-Product Labels? ............................    N  (Y/N)

   Print Batch Labels? ..................................    N  (Y/N)

   Reprint Labels from History? .........................    N  (Y/N)

   Honda Small Lot Print Container Labels from Load File?    N  (Y/N)
   Honda Small Lot Print Container Labels from Shipper? .    N  (Y/N)
```

- Rack labels may be printed either before creating shippers (from the Load File) or after the shipper has been created (from the shipping file).
- If printing from the shipping file, a shipper number range may be entered to avoid printing all rack labels. If printing from the Load File, a shipper has not yet been created, and therefore shipper numbers are not available.
- Racks are sequential, just like parts are sequential on the racks.
- The blend range is printed on rack labels, shippers, and invoices.
- Shippers and labels may be reprinted from history files.

Shipper

In shipper entry, Ford ILVS requirements may be sorted by rack number and blend number. Select F15 (Sort Requirements) from the parts selection screen.

The range of blend numbers are printed on the shipper in descending order (high to low). Ford ILVS 866 requirements may be sorted the following three ways:

- Ford ILVS Non-9000 - Sorts and displays only non-9000 series blend numbers.
- Ford ILVS 9000 Only - Sorts and displays only the 9000 series blend numbers.
- Ford ILVS Both - Sorts and displays all blend numbers.

The shipping documents consolidate quantities of the same part numbers based on the flags marked in the Container File.

Shipper Extract

ILVS shippers must be “Extracted” in order. The lowest blend number per rack ID is compared to the lowest blend number on other shippers in the file. If a lower blend number is found, a message displays identifying the shipper that must be Extracted first.

Rack Sequencing

Rack sequencing is when rack sequence numbers are assigned to the Load File for 866 requirements with a blend year and valid rack ID. The rack ID is validated against the Rack Set ID file. Rack sequencing is done by rack ID. Within rack ID, it is then sequenced by blend year, and then blend number. The blend year is used internally to track requirement dates going into a new year.

The Rack Sequence Error Report identifies incomplete racks and lists discrepancies between the rack sequence assigned in the Load File and the rack sequence numbers on unprocessed shippers. This report prints every time the Load File is recalculated. It may also be printed on demand from the shipper processing menu using the option Re-sequence ILVS Racks.

Extract

During the Extract, the Next Sequence Number field in the Rack Set ID file is updated and the Requirements Removed Report is printed.

AutoScan

Requirements for incorporating Ford ILVS into AutoScan Label Print include the following:

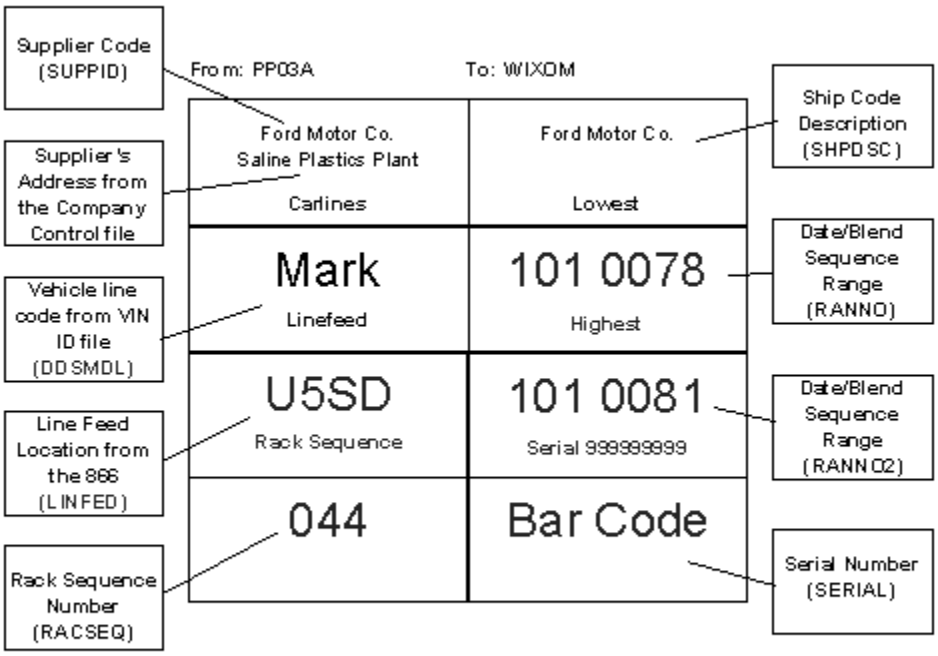
- Part label
- AutoScan - rack label

Part Label

Ford ILVS requires the use of parts on every production part (except kits). Suppliers verify the correct label to a part. The label size is limited to approximate dimensions of 4 inches by 2 inches. The specific label location on the part is mutually defined by the assembly plant and each supplier.

AutoScan - Rack Label

Rack labels are placed on the corner of each rack or pallet. The rack sequence number synchronizes the loading and unloading of containers. The rack sequence number is maintained typically at a carline, shipping commodity level (except for commodities shipped in pairs). The label size is limited to approximate dimensions of 6.5 inches by 4 inches.



Bar codes on both the part and rack labels are designed to mechanically verify material. The part and rack label bar codes can be used to verify the correct part-to-rack relationship.

Visteon ANX

To run Visteon ANX data through the Ford Module, follow the steps below.

1. From the Work With Scheduler screen, set up a record with “V1” as the OEM / Network ID:

   a. From the AutoRelease Main Menu, choose option 11, System Maintenance Menu.

   b. From the System Maintenance Menu, choose option 12, Communications Menu.

   c. From the Communications Menu, choose option 1, Communication Scheduler.

   d. Press F8 (Scheduler) to access the Work Scheduler screen.

   e. Press F6 (Create) to add a new record.

2. Set up a new Visteon communications mailbox. Use a different receive member than the one assigned to Ford:

a. From the AutoRelease main menu, choose option 11, System Maintenance Menu.

b. From the System Maintenance Menu, choose option 12, Communications Menu.

c. From the Communications Menu, choose option 10, ACM Basic / ACM Plus.

d. From the ACM main menu, choose option 1, Communications Configuration.

e. Press F6 (Add) to add a new mailbox.

3. Set up a new communications setup for Ford with an OEM code “F” and a Mailbox Description “Visteon”:

   a. From the AutoRelease Main Menu, choose option 11, System Maintenance Menu.

   b. From the System Maintenance Menu, choose option 12, Communications Menu.

   c. From the Communications Menu, choose option 10, ACM Basic/ACM Plus.

   d. From the ACM main menu, choose option 2, Trading Partner Communication Setup.

   e. Press F6 (Add) to add a new communications setup.

4. Set up a trading partner record with the Visteon Customer and Destination Abbreviations under the Ford production Plant ID. See the section “Trading Partnership File” for more information.

5. Set up an additional Identification Code File with an OEM ID of “VISTE” for testing and “VISTN” for production and a dummy Plant ID. Do not set up a trading partnership record under this ID. See the section “Identification Code File” for more information.

Ford WDMO

Ford Worldwide Direct Marketing Operations (WDMO) issues Suppliers Part Release Orders via EDI using a Planning Schedule (830) transaction. The supplier will receive a Purchase Order (850) transaction from Excelda with the name and address of the dealer to whom the items are to be shipped.

Suppliers must create shippers from the 850 received from Excelda and send an ASN for the shipment to Excelda on a daily basis. When the Excelda ASN is extracted, the corresponding Ford WDMO/DIO ASN is automatically created. Once a week, the supplier is to send a CUM ASN to Ford WDMO, including information for all of the orders shipped to the Ford dealers based on the ASNs sent to Excelda.

Machine Readable Customer File

Two Customer Abbreviation records must be set up: one for OEM “F” and one for OEM “FW”.

Note: The Customer Abbreviation value entered for Ford must match the value entered for Excelda

Requirement Master

Oem Division must be “WDMO.”

Ford Europe UTi Romulus

For Ford Europe UTi Romulus destinations, complete the setups below.

Machine Readable Destination File

Enter “U” in the OEM Consideration field on the Destination Abbreviation Record screen. This entry ensures accuracy of the TD3 and TD5 segments on the ASN. Access the Destination Abbreviation record screen from the Machine Readable File option on the File Maintenance main menu.

Carrier File

Set up the Carrier File as described below. Access the Carrier File by choosing option 6, Carrier, from the File Maintenance main menu.

1. In the Carrier Abbreviation field (the TD503), enter “UNPC” for Ford Europe UTi Romulus’s SCAC code.
2. In the Equip. Initial field (the TD302):

   a) For FCL suppliers, enter the SCAC of the container owner. For example, “FSCU,” “GATU,” “CPSU.”
   b) For LCL or consolidated suppliers, enter the SCAC of the container carrier.

3. In the Conveyance Code field (the TD504), enter “O” for LCL and FCL moves and “A” for Air Freight. Note that if the Conveyance Code is “A” for Air Freight, a 3-digit value is required in the Airport Location Code field.

In addition, note the following:

- For air freight, the location qualifier “OR” (the TD507) and the Airport Location Code (the TD508) are included in the ASN.
- For ground shipments, the location qualifier “PP” (the TD507) and the Pool Ship to Location “ETX1A” (the TD508) are included in the ASN.
- If the Conveyance Code is “A,” the Airport Location Code is required.

Ford New Model Warehouse

For Ford New Model Warehouse destinations, use the label formats “F_P02” for part labels and “F_C09” for container labels. To avoid the impound of incorrectly labeled parts, follow the steps below.

1. Create a Parts Cross Reference record for every Ford New Model Warehouse part that is shipped.
2. Enter and format the bar coded part number as:

   a) a 6-character Part Prefix that is right justified and padded to the left with spaces

b) an 8-character Part Base that is right justified and padded to the left with spaces
c) an 8-character Part Suffix that is left justified and padded to the right with spaces

3. Press F9 (Extension) to maintain the Parts Cross Reference Extension File.
4. Enter the Tool Type.

VL0 Menu

```
VLD0000F1      8/14/XX            MENU: VL0F            12:06:35
12.0         ----------------------------------------------------
                   FORD VARIABLE LENGTH TELECOMMUNICATIONS
             ----------------------------------------------------

1.  Receive Data                              10.  Maintain Network Security
2.  Split Network Data Into OEM Files         11.  Ford Miscellaneous Menu
3.  Breakdown Data                            12.  AIAG Reports Menu
4.  Acknowledge Received Data                 13.  CpK 2003 Processing Menu
5.  Maintain Dealer Direct Drop Ship ID       14.  Ford Dealer Direct Menu
6.  Print Requirements (830,862,866)          15.  P.O. History (850,860) Menu
7.  Print Dealer Direct Reports               16.  Remittance Advice (820) Menu
8.  Process Reqmnts. (830,850,860,862,866)    17.  Packaging Specs (841) Menu
9.  Maintain Network Selection



            23.  Return to V/L Telecommunications Menu
            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: Mandatory

Ford is coded to use the mandatory “Print” method, which affects the Breakdown, Print, and Process options.

Receive

(Option 2 on the VL0 Menu)

Acknowledge Received Data

(Option 4 on the VL0 Menu)

Functional Acknowledgements & Application Advices

After a transmission to Ford, Ford sends a Functional Acknowledgment (997).

A 997 received from the Ford Variable Length Telecommunications Menu (VL0F) must be printed from the AIAG Reports Menu (VL47F).

Functional Acknowledgments can also be received from the ASN Menu (VL8F) or the CpK Menu (VL92F). The “Receive” options from these menus receive only Functional Acknowledgments (997s) and Application Advices (824s), but receive all 997s and 824s in the mailbox. All 997s and 824s received from these menus must be printed from these menus (where they were received). All 997s and 824s received from the ASN menu can be automatically printed during the “Receive” if the Automatic Print of 997 field in the Identification Code File contains “Y.”

Maintain Dealer Direct Drop Ship ID

(Option 5 on the VL0 Menu)

A drop ship order is an order that is received from Ford on behalf of a dealer, but is shipped to a location other than that of the dealer, such as a service station or repair shop. The drop ship order address is received in the incoming file. It is not a location that is shipped to on a regular basis; therefore, no Destination or Requirement Files exist.

The Ford AIAG Identification Code Audit Report, printed during the “Breakdown,” indicates if drop ship orders were received.

The system creates the Destination and Requirement Files for the incoming segments. After the “Breakdown” and before the “Print” and “Process,” the dealer direct drop shipments must be accessed by using this option to link a destination number with each drop ship location. The destination ID must be entered so that the system has the information to create the master files needed to process the data.

If the “Print” option is taken before dealer direct records are maintained, a Ford Dealer Direct Drop Ship Exception List prints for each drop ship order that requires maintenance. This report lists the release number, ordering dealer, and ship-to name and address for each order.

Prior to Production - Initial file set-up must be completed as described in the dealer direct file entry section. The following four master files must be created in advance:

- One record must be entered in the Machine Readable - Customer File.
- One record must be entered in the Parts Cross Reference File for every dealer direct part that is shipped.
- One Destination Master “Shell” must be entered, to store default data to be retrieved by the system to create individual destination files for dealer destinations.
- One Requirement Master “Shell” must be entered for every dealer direct part. This “Shell” is used to create individual Requirement Master records for each dealer/destination/part automatically during the “Process.”

A screen prompts for company number.

Drop Ship Screen

```
VLD3405F1          DEALER DIRECT DROP SHIPMENT MAINTENANCE

                                Company ...  KB

                 If the Dest Abbrev is left blank, the last 6
                 characters of Dest ID will be the Dest Abbrev
Ordering
Dest
 Dealer  Release #      Drop Ship Name and Address      Iss ID  Dest ID
Abbrev
 53103   YD7859     FORD I.D.O./T.D.S.                  AF1CC
                    17800 DIX-TOLEDO RD.
                    RIVERVIEW            MI  S48192
```

Drop ship orders are placed in the VPRDDAF file during the “Breakdown.” Drop shipment records must be accessed before the “Print” and “Process” options are taken. A destination number must be entered to link the address in the incoming file to the AutoRelease Destination File.

Destination ID - Enter the used-defined destination number. The destination ID is used as the destination number in AutoRelease.

Destination Abbev. - Not Required. If a Destination Abbreviation is entered, it is used on the Requirement File that is created by the system. If the Destination Abbreviation is left blank, the last six characters of the dealer code become the Destination Abbreviation.

Print Requirements

(Option 6 on the VL0 Menu)

Ford ILVS Print Reports

These reports print only during the “Print.” They will not print during the “Process.”

Ford ILVS Production Sequence (866) Error Report (FILVSERR)

Lists errors or omissions in the Machine Readable, Parts Cross Reference, and Requirement Master Files. This report is created when the Print (manual or automated) option is taken.

Ford ILVS Production Sequence (866) Report (FILVSPRT)

Ford ILVS requirements are listed in order by ship date and blend number. This report is created when the Print (manual or automated) option is taken.

The Missing Parts Report is meant to alert a supplier when requirements have been received that are not associated with a valid part number. This may occur during an engineering level change; however, it should be the exception and not the norm.

When Ford's system detects an error, “X”s are placed in the prefix and suffix as place holders in the sequence so a blend number is not skipped. The “X”s are used to notify the supplier as well as Ford. Ford errors are corrected by Ford's Preproduction Department when the responsible analyst is contacted. The error should be corrected in one day.

Series 9000 Blend Numbers (VLNBLND9K)

Lists all blend numbers between 9000 and 9999. Blend numbers 9000-9999 (9000 series) are reserved for “special builds,” vehicles that will not be built in the normal sequence.

The use of the 9000 series assists the assembly plant to segregate the special build material and provides extra flexibility to manipulate these builds outside of the planned timing. Series 9000 materials are shipped on a separate rack from production material; however, the 9000 racks are transported in the rear of the same trailer. The Rack Sequence field on the rack label is blank, unless otherwise directed by the plant.

Special builds include the following:

- Future model orders
- Selective prototype
- Engineering trials
- Added starts
- Pre-job #1 builds

Print Dealer Direct Reports

(Option 7 on the VL0 Menu)

This option prints the Dealer Direct Reports from the Ford Customer Service Division. The company selection is displayed if the user has authority to multiple companies.

The Transaction Set Audit Report that prints when the “Breakdown” option is taken indicates if Ford Dealer Direct 850s and/or 860s were received. If there are no 850s or 860s, a break message indicates that there is no data for the company number(s) entered, as shown below:

```
No Ford 850/860 data available to print for Company - xx.
```

If data is available, the following reports are printed:

- Ford Dealer Direct Address Listing - This report lists the Y Release Order Number, the destination ID number, and the ship-to name and address.
- Ford Dealer Direct Requirement Edit List - This report lists the errors that must be corrected before processing, such as “No in-house part found for cust abbrev: AF1CC and cust part: xxxx xxxxxxx xxx.”
- Ford Dealer Direct Drop Ship Exception Listing - This report prints only if the print option is taken before the drop ship orders are maintained. The destination ID must be entered through the Maintain Dealer Direct Drop Ship ID option before drop ship records can be processed into the Requirement and Load Files. The information included on this report is the Y Release Order Number, ordering dealer, ship-to name, and ship-to address.

- Ford Dealer Direct Emergency Orders - This report lists the following information for emergency orders: Dealer Code, Y Release Order Number, Purchase Order Line Number, FCSD Part Number, In-house Part Number, Quantity Required, and Required Date.
- Dealer Direct PO Change Acknowledgement Error Listing - This report identifies errors or omissions in the Machine Readable, Parts Cross Reference, and/or Requirement Files.

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.” Terminal errors not corrected are represented by asterisks (******) on the printout.

- Ford Dealer Direct PO Change Acknowledgement - This report lists the 860s received from Ford. Purchase Order Change Acknowledgements (860s) are received to acknowledge a Purchase Order Change (865) that Ford received from the supplier.

Special Processing - ILVS

If the same line feed and blend number exist with different release dates, all but the latest are deleted.

Special Processing - Dealer Direct Orders

A Requirement Master record, with Customer Abbreviation “AF1CC” and Destination Abbreviation “DEALER,” must be entered in the Requirement Master File for each dealer direct part received. This “Shell” Requirement Master is used for all dealer direct orders so that it is not necessary to manually enter a separate Requirement Master for every dealer. No requirements are processed into this file, but it is used to create automatically individual Requirement Master records.

During the Process, the system creates individual Requirement Master records for each part/dealer/destination using the data in the “Shell” Requirement Master record, changing the Destination Abbreviation and the Destination number so the ship-to address can be accessed. The Destination Abbreviation “DEALER” is changed to the dealer code as received in the REF IT segment, with “0” appended to the beginning.

> Example: Dealer code “12345” becomes “012345” and replaces “DEALER” as the Destination Abbreviation.

The Destination number that was entered in the “Shell” Requirement Master is changed to the dealer code as received in the REF IT segment, with “9000” appended to the beginning.

> Example: Dealer code “12345” becomes “900012345” and replaces the Destination number.

Dealer direct requirements are received on 850s. All dealer direct requirements, even those with errors, are processed into the Dealer Direct Response files (VPXDDAF and VPXDDBF), and Requirement Masters are created. However, only error-free requirements are processed into the Requirement File and the Load File.

Special Processing - 866s

Duplicate VINs

Shipping history is checked during the “Process” for duplicate VINs (vehicle identification numbers). Requirements with VINs already shipped are not processed.

Line Feed

Line feed is part of the key when shipping history is checked for duplicate requirements. Parts with the same blend number shipped to different line feed locations are not removed during the Process when these parts are not shipped at the same time. Special processing is in place to check the line feed location when removing requirements.

Special Processing - 866 Shift Exception

Ford 866 requirements are not shifted. When shipped against, the requirement net quantity is reduced by the quantity shipped and the CUM required is increased by the quantity shipped. If fully shipped, the requirement is removed during the Extract.

Special Processing - Shift Exception - 866 Base, Feature, and End Parts

Ford 866 requirements for base, feature, and end parts are not shifted. When shipped against, the requirement quantity is reduced by the quantity shipped. If fully shipped, the requirement is removed during the “Extract.” The CUM required prior is set to equal the CUM shipped.

Special Processing - Shift Exception - Kentucky Truck 862 Requirements

Ford Kentucky Truck 862 requirements are not removed during the “Shift” for suppliers that do not receive an 862 CUM required prior. (“KENTUCKY” must be entered in the OEM Division field in the Requirement A record). These requirements are removed during the ASN Extract. Also during the “Extract,” the CUM shipped is forced into the 862 CUM required prior so they are equal. This also occurs when a shipping adjustment is made. If the requirement is not shipped complete, the “net requirement” in the Load File, is adjusted by the quantity shipped.

VL47 Menu

```
                      MENU: VL47F
 ---------------------------------------------------
                   FORD AIAG REPORTS
 ---------------------------------------------------

 1.  Print Receiving Advices (861)
 2.  Print Received ASNs (856)
 3.  Print Functional Ack. and Appl. Advice (997,824)
 4.  Print Text (864)



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

                      Option
```

Print Receiving Advices (861)

(Option 1 on the VL47 Menu)

This option prints receiving advices (861s). The 861 is a discrepancy report providing information to notify the supplier when the ASN data is not the same as the data recorded by Ford when the shipment is actually 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).

The Transaction Set Audit Report that prints when the “Breakdown” option is taken indicates if receiving advices were received. If there are no Receiving Advices, a break message indicates that there is no data for the company number(s) entered.

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

An error report prints, listing customer and destination identification codes not entered in the Machine Readable File and part numbers not entered in the Parts Cross Reference File if these errors were not corrected during the “Breakdown” or “Print.”

Print Received ASNs (856)

(Option 2 on the VL47 Menu)

This option prints ASNs received from Ford. Ford may send ASNs after shipping returnable containers or when returning rejected shipments.

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

The Transaction Set Audit Report that prints when the "Breakdown" option is taken indicates if 856s were received. If there are no ASNs to print, a break message indicates that there is no data for the company number(s) entered.

Print Functional Acknowledgements and Application Advices (997 & 824)

(Option 3 on the VL47 Menu)

This option prints Functional Acknowledgements (997s) and Application Advices (824s) that were received using the Receive Data option on the Ford VL0 Menu.

This option prints 997s only if the Automatic print of 997 field in the Identification Code File contains “N.” If this field contains “Y,” the Functional Acknowledgements (997s) automatically print when they are received.

The Application Advice reports errors of content in the file received from Ford. The Functional Acknowledgement indicates that the file was, in fact, received and that it was syntactically correct. The Application Advice takes the checking procedure a step further and reports if specific content errors are found.

Note: Functional Acknowledgements and Application Advices can also be received from the ASN Menu or the CpK Menu. They must be printed from the same menu where they are received, if they are not automatically printed when received.

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

The Transaction Set Audit Report that prints when the "Breakdown" option is taken indicates if 997s and 824s were received. If there are no records to print, a break message indicates that there is no data for the company number(s) entered.

Print Text (864)

(Option 4 on the VL47 Menu)

This option is used to display, list, and purge the Ford 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.

VL92 Menu

```
12.0          8/14/XX           MENU: VL92F        12:32:41
             ----------------------------------------------------
                     FORD CpK PROCESSING - VERSION 002003
             ----------------------------------------------------

              1.  Detail Statistical Maintenance
              2.  Replacement Part Maintenance
              3.  Detail Statistical Listing
              4.  Replacement Part Listing
              5.  Create/Transmit CpK
              6.  Update Detail with Replacements
              7.  Receive Functional Ack. and Application Advice
              8.  Print Functional Ack. and Application Advice
              9.  Acknowledge Application Advice
             10.  Save CpK files by Quarter
             11.  Restore Quarterly Cpk Files


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

                                   Option
```

Ford CpK Processing Menu

Ford CpK Processing - Step-by-Step Processing

1. Enter all detail statistical part information required for the current quarter.
2. Enter all replacement part data required for the current quarter. New parts should be entered along with replacement part data. A new part is a part number that has never before been sent to Ford. When you enter a new part number using the replacement part maintenance, you must enter the same part number into the Customer Part Number field (replaced part) and the New Part Number field (replacing part). Ford will automatically look at the part as a new part number when this is done.
3. Create the Transmit file for CpK replacement part information.
4. Transmit the replacement part information to Ford.
5. Verify that Ford received your replacement part information with no errors. Receive the 997.
6. Update detail statistical part data with replacement part data.
7. Create the Transmit file for CpK detail statistical part information.
8. Transmit the detail statistical part information to Ford.
9. Verify that Ford received your detail statistical part information with no errors. Receive the 997.
10. Save quarterly CpK files.

Ford CpK Terminology

- Original Part - A part number that has already been established on Ford's system. All detail statistical part data is considered an original part number.
- New Part - A part that has not yet been established on Ford's system (see step 2 in the previous section, Ford CpK Processing - Step-by-Step Processing).
- Replacement Part - A part number that is replacing an original part number.

Detail Statistical Maintenance

(Option 1 on the VL92 Menu)

Statistics are entered for each Ford defined characteristic of each part tested. This is done for each part that is required on the CpK Report. This option is used to add, change, and delete records in the Detail Statistical file. A screen will prompt for company number.

Division Screen

```
DETAIL STATISTICAL REPORTING MAINTENANCE



          Company .......
          Division Code .
```

- Company Number - Company number.
- Division Code - Code that Ford has assigned to the location to receive the CpK report. Transmitted in the N104 segment when the N101 segment = PT.

Detail Statistical Screen

```
                        DETAIL STATISTICAL REPORTING

     Company Number ........... KB       Division Code ........... 125
     CpK/Cp Date .............           Test or Production (T/P)
-------------------------------------------------------------------------
```

Enter the following information or F3 to exit this option and return to the main menu.

- CpK/Cp Date - The ending date of the quarter. Transmitted in the BTR02 segment.
- Test or Production - Enter “T” for test to place 02 in the BTR01 segment. Enter “P” for production to place 00 in the BTR01 segment.

Press Enter.

Message Screen

```
                        DETAIL STATISTICAL REPORTING

      Company Number .......... 01       Division Code ........... 1111
      CpK/Cp Date .............  8/18/17 Test or Production (T/P)  P
-------------------------------------------------------------------------



      Additional Information:

+
F12=Return
```

Nine lines display on which to enter free-form messages to transmit with this CpK Report. Use the ROLL keys to display additional lines, if needed. Ford specifications allow up to 100 lines of free-form messages. This data is transmitted in the NTE segment.

Press Enter.

If records already exist for the criteria entered, the parts selection screen displays. If no records exist for this criteria, the parts entry screen displays.

Part Entry Screen

```
                       DETAIL STATISTICAL REPORTING

     Company Number .......... 01       Division Code ........... 1111
     CpK/Cp Date .............  818XX   Test or Production (T/P)  P
-------------------------------------------------------------------------
Part No ..                                  Part Desc ..
                                            Plant ID ...
 Product Process Characteristics (Enter Y or N for each):
 100% Sorting     Optimum CpK Value     Continue Improving     In Control
-------------------------------------------------------------------------
```

- Part No - Enter this in the format specified by Ford. Transmitted in the LIN03 segment.
- Part Desc - Enter the description of the part.
- 100% Sorting - If the CpK value of any characteristic of this part is less than 1.00 are you 100% sorting? Enter “Y,” “N,” or leave blank if not applicable. Transmitted in the PID segment.
- Optimum CpK Value - If the CpK value of any characteristic is more than 1.00 but less than 1.33, is there a plan to get the value of 2.00? Enter “Y,” “N,” or leave blank if not applicable. Transmitted in the PID segment.

- Continue Improving - If the CpK value of any characteristic is greater than 1.33 but less than 2.00, is there a Continuous Improvement Plan? Enter “Y,” “N,” or leave blank if not applicable. Transmitted in the PID segment.
- In Control - Is your process in control? Enter “Y,” “N,” or leave blank if not applicable. Transmitted in the PID segment.

Press Enter for the Part Detail screen.

Parts Detail Screen

```
                        DETAIL STATISTICAL REPORTING

Company Number ...... __ Division Code ........... __
CpK/Cp Date ......... ______ Test or Production (T/P) _
-------------------------------------------------------------
Part No .. _______________ Part Desc .. _______________

Product Process characteristics (Enter Y or N for each)
100% Sorting _ Optimum CpK Value _ Continue Improving _ In Control _
-----------------------------------------------------------------------
Significant Characteristics .. _______________________ U of M .. __
Sample Freq. _ Sample U/M __ Norm. Code (Y/N) _ SPC Code . __

Engineering Specifications (Enter a decimal point for all values):
Minimum ..... ____ Maximum .. ____ CpK Value ..... ____
X Dbl Bar ... ____ R Bar .... ____ Cp Value ...... ____
                                   Std Deviation . ____
CpK/Cp Values:96=Out of Control 97=No Data 98=Attribute Type 99=No Prod
              (These codes may be entered in place of a value for CpK/Cp)

F10=Delete Characteristics F12=Return
```

- Significant Char - This is a free-formatted area to type any significant characteristics for this part. Transmitted in the CID05 segment.
- U of M - Unit of Measure for sample size. Transmitted in the MEA04 segment.
- Sample Freq - Total number of samples per Unit of Measure. Transmitted in the SPS06 segment.
- Sample U of M - Unit of Measurement for the sample frequency. Transmitted in the SPS05 segment.
- Norm. Code - Is the Normality Distribution curve normal? (Y/N). Transmitted in the PID02 segment.
- SPC Code - The code identifying the chart used to determine the process capability. Transmitted in the PID04 segment.

Press Enter to enter as many characteristic lines as needed.

Engineering Specifications

- Minimum - The minimum measurement value for the characteristic. Transmitted in the MEA05.
- Maximum - The maximum measurement value for the characteristic. Transmitted in the MEA06.
- Note: At least one of the above values must be entered. Enter both if available.
- CpK Value - Ratio that expresses how capable the process is. It is determined using the minimum and maximum measurements. Transmitted in the STA03 segment when the STA02 segment = 18.

- X Double Bar Value - Measured process average. It comes from the control charts. Transmitted in the STA03 segment when the STA02
  segment = 09.
- R Bar Value - The average of the subgroup ranges. Transmitted in the STA03 segment when the STA02 segment = 19.
- CP Value - The Capability Index, determined by the Quality Control Department. Transmitted in the STA03 segment when the STA02 segment = 04.
- Std Deviation - The average range obtained from the Control Chart. Transmitted in the STA03 segment when the STA02 segment = 23.

Replacement Part Maintenance

(Option 2 on the VL92 Menu)

This option is used to enter parts in Ford's system. It is also used when a new part is replacing an old part.

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

Replacement Part Screen

```
                    REPLACEMENT PART FILE MAINTENANCE

 Company Number .....     Division Code ......        Test/Prod (T/P) ....
-------------------------------------------------------------------------------
```

- Company Number - Company number.
- Division Code - Code that Ford has assigned to the division receiving the report.
- Test/Prod - Enter “T” for test if transmitting a test file.
- Enter “P” for production if the transmission is “live” data.

Press Enter.

The message screen displays. Enter the customer part number and press Enter. The Part Selection screen displays.

Part Selection Screen

```
                    REPLACEMENT PART FILE MAINTENANCE

 Company Number ...... __ Division Code .... __ Test/Prod (T/P) .... _
-------------------------------------------------------------------------

                            Plant ID................_________________
                            Customer Part Number...
_________________________

F3=Exit F12=Return
```

Twelve lines are displayed for you to enter free-form messages to transmit with this CpK Report. Use the ROLL keys to display additional lines, if needed. Ford specifications allow up to 100 lines of free-form messages.

Press Enter.

Detail Screen

```
                    REPLACEMENT PART FILE MAINTENANCE

Company Number ..... xx Division Code ...... xxxxx Test/Prod (T/P) .... x
---------------------------------------------------------------------------

Plant ID ................ _______________
Customer Part Number .... ______________________________
---------------------------------------------------------------------------

New Part Number ......... ______________________________

Control Plan Date ....... ______

Feasibility S/O Date ... ______

FMEA Process Date ....... ______

Item Description ........ ____________________

F3=Exit F12=Return
```

- New Part No. - Ford part number, which replaces the old part number.
- Control Plan Date - Date the intention to produce this specific part was submitted to Ford.
- Feasibility S/O Date - Feasibility sign-off date is the date Ford approved the control plan.
- Failure Mode Effect - Date the failure mode effect analysis form was submitted to Ford.
- Item Description - Description of the new part.
- Note: If you are using this report to enter a new part or change the dates on an existing part, both the customer part number and the new part number will be the same.

Press Enter to update the file and return to the Part Entry screen.

Detail Statistical Listing

(Option 3 on the VL92 Menu)

This option prints the data entered into the detail statistical file.

Replacement Part Listing

(Option 4 on the VL92 Menu)

This option prints the data entered into the Replacement Part file.

Create / Transmit CpK

(Option 5 on the VL92 Menu)

This option creates an AIAG format file from the data entered and initiates the communication procedure. The Create CpK screen displays.

- Control Number - User-defined control number for this transmission that must not be repeated for a year.
- Detail Statistical - Enter “Y” to include detail statistical records in this transmission.
- Enter “N” to omit detail statistical records from this transmission.
- Replacement Part - Enter “Y” to include replacement part records in this transmission.
- Enter “N” to omit replacement part records from this transmission.

Update Detail with Replacements

(Option 6 on the VL92 Menu)

This option is used after a Replacement Part Report is transmitted to Ford and after the Functional Acknowledgement is received from Ford. It automatically updates the detail statistical file with the new part number and it deletes the replacement part data from the Replacement Part File.

Receive Functional Acknowledgement and Application Advice

(Option 7 on the VL92 Menu)

This option is used to receive Functional Acknowledgement (997s) and Application Advices (824s) from Ford, after transmitting a CpK file to Ford. All 997s and all 824s in the mailbox are received, not just those acknowledging CpK files. All 997s and 824s received using this option must be printed from the same menu, or may be printed automatically when received, if the Automatic Print of 997 field in the Identification Code File contains “Y” for “yes.”

A screen will prompt for company number to verify security.

A second screen will prompt with “Delete Previous Data?”

```
Do you wish to delete previous Data received:  Y  (Y/N)

NOTE:  A (Y) must be entered if the previous
       receive was not completed successfully.
```

The default is “Y” for “Yes” to delete the file received or appended during the last ASN transmission.

Change the default to “N” for “No” if the last batch of 997s received have not yet been printed, and the data received is added to the new file.

If the Automatic Print of 997 field in the Identification Code File contains “Y,” the Functional Acknowledgements (997s) and Application Advices (824s) received in this communication are printed automatically, without taking the Print Functional Ack. & Application Advice option.

If the Automatic Print of 997 field in the Identification Code File contains “N,” take the option Print Functional Ack. & Application Advice to print the Functional Acknowledgements (997s) and Application Advices (824s) that were received.

Warning: If these transaction sets are not printed after being received and before the “Receive” option on this menu is taken again, be sure to respond “N” to the Delete Previous Data? Or, the data received in the first communication session will be lost.

Print Functional Acknowledgement and Application Advice

(Option 8 on the VL92 Menu)

This option is used only if the Automatic Print of 997 field in the Identification Code File contains “N” to print Functional Acknowledgements (997s) and Application Advices (824s) received from this menu.

If the Automatic Print of 997 field in the Identification Code File contains “Y,” the functional acknowledgements (997s) and application advices (824s) received when the Receive Functional Ack. & Application Advice option is taken, print automatically when they are received.

Warning: If the Automatic Print of 997 field contains “N,” taking this option is the only way to print them. If these transaction sets are not printed after being received and before the “Receive” option on this menu is taken again, be sure to respond “N” to the “Delete Previous Data?” prompt or the data received in the first communication session is lost.

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

Acknowledge Application Advice

(Option 9 on the VL92 Menu)

This option transmits an acknowledgement to Ford to indicate that Application Advices were received. Do not take this option unless Application Advices (824s) were received and printed from this menu. A screen will prompt for company number to verify security and to determine which Ford Security file to use.

A break message indicates when the system operator's message will prompt to dial. Answer the message with “G,” press Enter, and then continue with the communication procedure.

Note: All Application Advices received are acknowledged even if Application Advices were not printed for all companies. However the "Print" option must have been taken for at least one company.

Save CpK Files by Quarter

(Option 10 on the VL92 Menu)

This option is used to save CpK files for the current quarter and clear the files once they are saved. This allows the data for the next quarter to be entered. The previous quarter’s data is available if Ford requires data to be changed and retransmitted.

The Save CpK screen displays.

Enter the quarter to save and press Enter.

Restore Quarterly CpK Files

(Option 11 on the VL92 Menu)

This option is used to restore CpK files that were previously saved. All data in the current CpK files are cleared and replaced with the restored file.

The Restore CpK screen displays.

Enter the quarter to restore and press Enter.

VL34 Menu

```
VLD3400F1      8/14/XX          MENU: VL34F         13:17:43
12.0         ---------------------------------------------------
                      FORD DEALER DIRECT  (824,865,870)
             ---------------------------------------------------

             1.  Maintain Responses
             2.  List Responses
             3.  Create and Transmit Responses
             4.  Purge Selected Responses
             5.  Reactivate Selected Transmitted Responses



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

                                  Option
```

Maintain Responses

(Option 1 on the VL34 Menu)

This option is used to maintain a response to a Ford Customer Service Division Purchase Order (850). The Response files (VPXDDAF and VPXDDBF) are created during the “Process.” All dealer direct orders, with or without errors, are processed into the Response files. Records with errors, however, are not processed into the Requirement and Load Files.

Ford expects a response from the supplier in the form of one of the following transaction sets:

- 824 Application Advice - Cancels the entire order.
- 865 Purchase Order Change - Changes quantity or part number, or cancels a line item. (Ford responds with an 860, P.O. Change Acknowledgement.)
- 870 Order Status Report - Advises of a change in ship date. An 870 is required when the requirement date will be missed by 24 hours.

- 856 ASN - Indicates the order has been shipped. If the expected ship date for this shipment was changed with an 870 that was previously sent, the quantity shipped is subtracted from the quantity in the Expect to Ship Dates field.

A screen will prompt for company number.

Selection Screen

```
VLD3410F1            DEALER DIRECT - RESPONSE MAINTENANCE

                        Company Number..  KB


                        Release Number..
                        Line Number.....

                        Action..........      1 = 824 Cancel Release
                                              2 = 865 Change Qty. or Part
                                              3 = 870 Change Ship Dates
```

- Release Number - Enter the Y Release Order Number.
- Line Number - Enter the Purchase Order Line Number within the Y Release Order Number to respond to an individual line number.
- Action - Enter the code representing the transaction set number of the type of response to transmit:
- Enter “1” to respond with an Application Advice (824) to cancel the entire Y Release Order.
- Enter “2” to respond with “xxxxxx xxxxxx” (865) to change the quantity, price, or part number from the Y Release Order.
- Enter “3” to respond with an Order Status Report (870) to advise of the expect-to-ship date. An Order Status Report (870) is required when the requirement date will be missed by 24 hours or more.
- Enter - Displays the Response screen for the transaction set entered.
- F4 - Prompt - Displays all Y Release Order records in the file to select the record to respond to.
- F7 - 870 Mass Change - Displays the 870 Mass Change screen to change all orders for a single part number.

Enter “1” on the Selection screen to transmit an Application Advice (824) to cancel the entire order. The 824 Response screen displays.

824 Response Screen

```
                    DEALER DIRECT - RESPONSE MAINTENANCE

Release/Line YK0998 / 00001 Company XX
-----------------------------------------------------------------------------
Response Type                    Action Code... 0 (0,M,T)
Req. Date.... 10/19/xx
P.O. Date.... 10/16/xx           In-House Prt#....... ***************
FCSD PO #....                    Cust Prt # ......... F4UY 54043B13 C
Issuer ID....                    AF1CC Unit of Meas.. EA
Supplier Id #                    F9C9H Order Qty..... 1
Dealer Code.. 04922              Qty. to Rcv......... 1
Dealer PO #..                    Unit Price.......... 121.020000
Order #...... 12440
-----------------------------------------------------------------------------
* * * 824 - Delete Entire Order * * *
Response Code ___

F12=Return
```

Verify that this is the Y Release Order to cancel. Enter a valid response code in the Response Code field and press Enter. Valid response codes are the following:

- E03 - Customer not participating in program, order canceled
- E05 - Order below minimum, order canceled

Enter “2” on the Selection screen to transmit a Purchase Order Change (865) to change the quantity or part number, or to cancel a line item. The 865 Response screen displays.

865 Response Screen

```
                    DEALER DIRECT - RESPONSE MAINTENANCE
Release/Line YK0998 / 00001 Company XX
-----------------------------------------------------------------------------
Response Type                    Action Code... 0 (0,M,T)
Req. Date.... 10/19/xx
P.O. Date.... 10/16/xx           In-House Prt#. ***************
FCSD PO #....                    Cust Prt # ... F4UY 54043B13 C
Issuer ID.... AF1CC              Unit of Meas.. EA
Supplier Id # F9C9H              Order Qty..... 1
Dealer Code.. 04922              Qty. to Rcv... 1
Dealer PO #..                    Unit Price.... 121.020000
Order #...... 12440
-----------------------------------------------------------------------------

                * * * 865 - Change/Cancel Line# * * *
New Customer Prt#. ______________________________
New Qty To Receive _________

Cancel This Part.. _ (X)


F12=Return
```

Verify that this is the Y Release Order to change.

New Customer Prt # - If the part number has changed, enter Ford's replacement part number.

New Qty To Receive - The quantity ordered defaults to this field. Change it to the new quantity that will be shipped.

Cancel This Part - Enter “X” to cancel this line item from the order.

Enter “3” on the selection screen to transmit an Order Status Report (870) to indicate when the order is shipped. An Order Status Report is required when the requirement date is missed by 24 hours. The 870 Response screen displays.

870 Response Screen

```
                    DEALER DIRECT - RESPONSE MAINTENANCE
Release/Line YK0998 / 00001 Company XX
-------------------------------------------------------------------------
Response Type                    Action Code... 0 (0,M,T)
Req. Date.... 10/19/xx
P.O. Date.... 10/16/xx           In-House Prt#. ***************
FCSD PO #....                    Cust Prt # ... F4UY 54043B13 C
Issuer ID.... AF1CC              Unit of Meas.. EA
Supplier Id # F9C9H              Order Qty..... 1
Dealer Code.. 04922              Qty. to Rcv... 1
Dealer PO #..                    Unit Price.... 121.020000
Order #...... 12440
-------------------------------------------------------------------------
                 * * * 870 - Schedule Dates * * *
Quantity Seq # Ship Date          Quantity Seq # Ship Date
000001 ________   _________     000005 ________   _________
000002 ________   _________     000006 ________   _________
000003 ________   _________     000007 ________   _________
000004 ________   _________     000008 ________   _________

 F12=Return
```

Ship Date - Enter the date or dates in the Ship Date column when the order is shipped.

Quantity - Enter the quantity that is shipped on the same line as the corresponding ship date. The total quantities must equal the amount in the Qty to Rcv field.

F7 - 870 Mass Change - This function key is used to change the ship date for all

(From the Selection Screen) orders for a specific part number.

870 Mass Change Screen

```
Ford Dealer Direct 870 Mass Change

     Company ......... 01

     In-House Part ... _______________
     New Ship Date ... ______

     Enter Dates or leave blank for ALL
     From Date ....... ______
     To Date ......... ______

F12=Return
```

- In-House Part - Enter the part number to change the ship date for all orders for a specific part number.
- New Ship Date - Enter the new ship date to apply to all orders for the part number entered.
- Date Range - Enter “from” and “to” dates to limit the record changes to those with a requirement date in this range. Leave these fields blank to change all records that meet the other selection criteria on this screen.

List Responses

(Option 2 on the VL34 Menu)

This option is used to list all records in the Dealer Response file.

List Selection Screen

```
VLD3411F1       DEALER DIRECT RESPONSE FILE LISTING SELECTIONS

         Response Type...........          (824, 856, 865, or 870)
                                           (Leave blank for ALL)

         Action Code.............   M      (O, M, or T - Leave blank for ALL)

         Issuer ID ..............
                                           (Leave blank for ALL)

         Start Date (MMDDYY) ....          (870 Only - Leave blank for ALL)
         Ending Date (MMDDYY) ...
```

- Response Type - Enter the transaction set number of the records to list on the report, or leave blank for all.
- Action Code - Enter the action code of the records to list on the report, or leave blank for all. Valid action codes are the following:
- M - Maintained
  O - Original
- T - Transmitted

- Issuer ID - Identifies the client that sent the requirements.
  - Enter “AF1CC” to view records pertaining only to FCSD.
  - Enter “CA021” to view records pertaining only to FCSD Canada.
  - Leave blank to view all records.
- Start Date - Enter the required date, in MM-DD-YY format, of the 870 records to print, or leave blank for all. Start and ending dates are required only for 870s.
- Ending Date - Enter the required date, in MM-DD-YY format, of the records to print, or leave blank for all. Start and ending dates are required only for 870s.

Purge Selected Responses

(Option 4 on the VL34 Menu)

This option removes transmitted and/or non-transmitted dealer direct response records from files VPXDDAF and VPXDDBF and prints a list of the purged records.

The Company Selection displays if the user has authority to multiple companies.

Purge Response Screen

```
VLD3400F3                PURGE TRANSMITTED RESPONSES


                    Enter the P.O. Date (MMDDYY) ...   0/00/00

                    Issuer ID ......................
                                                  (Leave Blank for All)

                    Purge non-transmitted records? .  N
```

- Enter the P.O. Date (MMDDYY) - Enter the date in MM-DD-YY format.
- Purge Non-transmitted Records - The default is “N.” All response records with the action code ”T” (Transmitted), up to and including the date entered, are purged.
- If “Y” is entered, both the transmitted and non-transmitted records, up to and including the date entered, are purged.

VL35 Menu

```
12.0          8/14/XX           MENU: VL35F        13:32:52
             ----------------------------------------------------
                                   FORD
                             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
```

Purchase Order Inquiry Menu

(Option 15 on the VL0 Menu)

The Ford P.O. Inquiry Menu is used to inquire into the 850 (Purchase Order) and 860 (Purchase Order Change) files received from Ford. Ford Purchase Order data is not processed into the Load File, even if the 850 report flag is marked. During the “Process,” all data received in the 850 file is placed in files: VPX855A - VPX855U.

Note: Purchase Order (850) and Purchase Order Change (860) data is stored in files named “VPX855x.”

This is the same data as that from the 850/860 Edit List that is placed on hold during the “Print” from the Ford VL0F menu. All data received can be viewed and listed from this menu (VL35F). When this data is no longer current, it may be purged. Purging Purchase Order records from this menu does not affect the Requirement or Load Files.

Display Purchase Orders

(Option 1 on the VL35 Menu)

F5 - Reference

(From the Header Screen)

The reference numbers are entered in a table. The window displays the description represented by the code received from Ford. Valid codes for the qualifier on the Reference Number window (F5) from the header screen are the following:

Code Description

BD Bid number

RQ Purchase requisition number

F10 - Charge

(From the Header Screen)

The Charge window displays the special service code, method of handling, and allowance/charge rate. Valid codes for the special service code on the charge window (F10) from the header screen are the following:

Code Description

C Charge

The special service code is an OEM-defined code. The method of handling code is “06” for the charge to be paid by the customer. Total amount is the total dollar amount for the allowance or charge.

VL36 Menu

```
12.0          8/14/XX            MENU: VL36F         13:34:18
             ----------------------------------------------------
                                   FORD
                            REMITTANCE ADVICE MENU
             ----------------------------------------------------

             1.  Display Remittance Advice
             2.  List Remittance Advice
             3.  Purge Remittance Advice
```

Remittance Advice Menu

(Option 16 on the VL0 Menu)

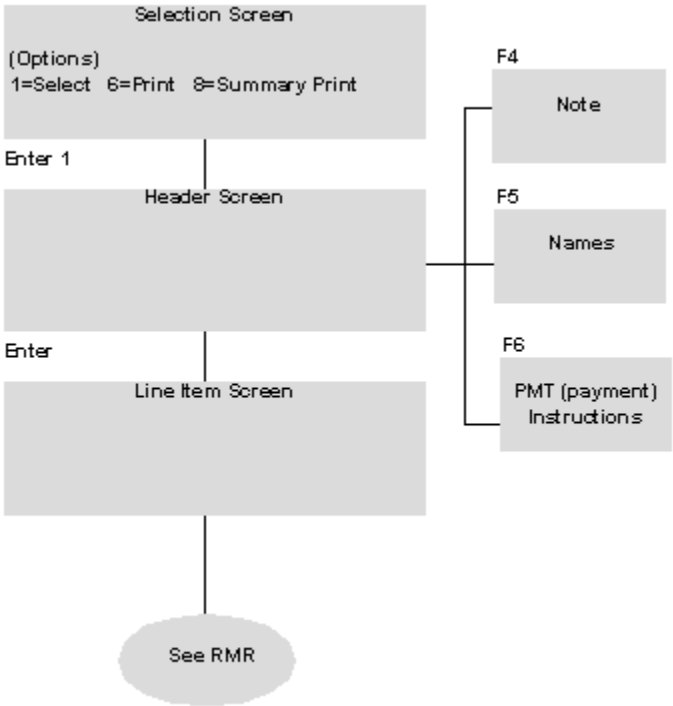
This Remittance Advice Menu (VL36F) is used to display, print, and purge the Remittance Advice (820) or REMADV file received from Ford. The 820/REMADV is issued when a check is issued indicating the payment amount and the invoice data supporting this payment, such as the invoice numbers, part numbers, quantities, Purchase Order Numbers, and so forth. When this data is no longer current, it may be purged.

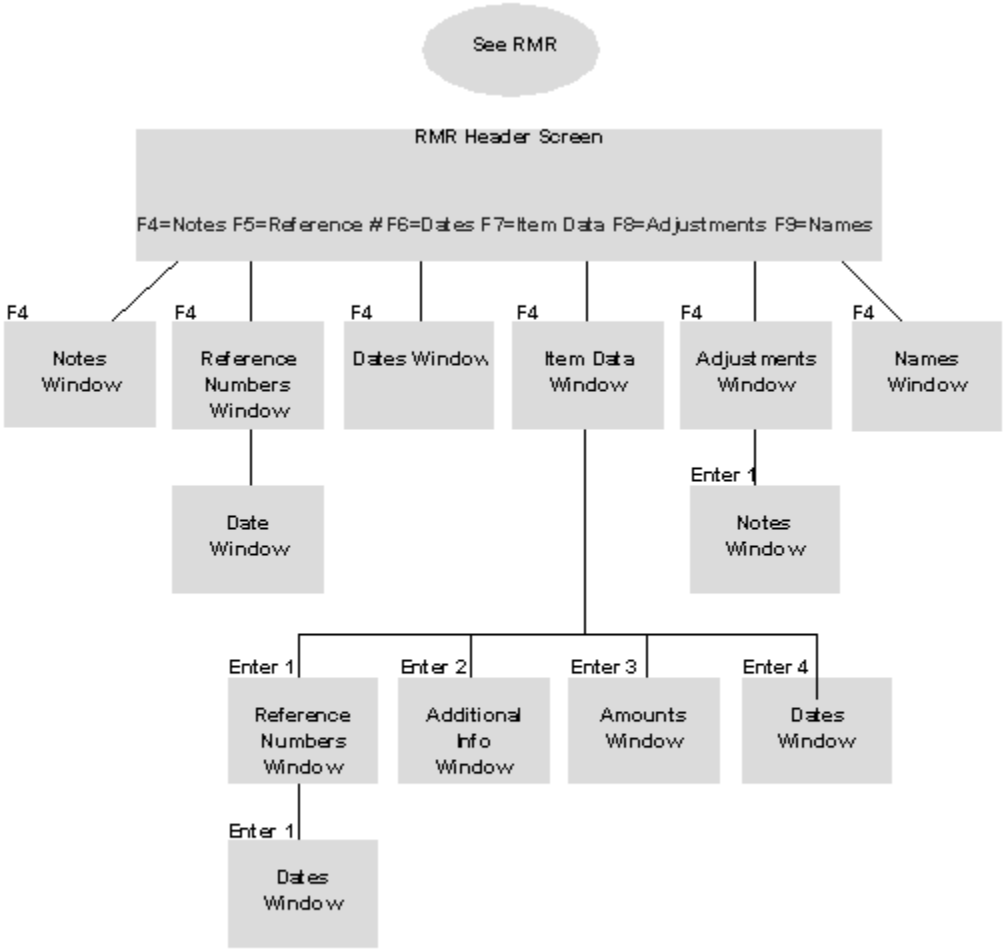
The Transaction Sets Received Audit Report, which is printed during the “Breakdown,” identifies the transaction sets received by each company.

During the “breakdown,” all data received in the 820/REMADV file is placed in Universal Remittance Advice files: VPX820A - VPX820K.

Note: The Ford e-VEREST Division uses the REMADV EDIFACT message in place of the ANSI X.12 820 transaction set.

Remittance Advice Pictorial Overview




See RMR
RMR Header Screen
F4=Notes F5=Reference # F6=Dates F7=Item Data F8=Adjustments F9=Names
F4
Notes Window
F4
Reference Numbers Window
F4
Dates Window
F4
Item Data Window
F4
Adjustments Window
F4
Names Window
Date Window
Enter 1
Notes Window
Enter 1
Reference Numbers Window
Enter 2
Additional Info Window
Enter 3
Amounts Window
Enter 4
Dates Window
Enter 1
Dates Window

VL65 Menu

```
12.0          8/14/XX            MENU: VL65F        13:35:02
             ----------------------------------------------------
                                  FORD
                        PACKAGING SPECIFICATIONS MENU
             ----------------------------------------------------

             1.  Maintain Packaging Specifications
             2.  List Packaging Specifications
             3.  Create and Transmit Packaging Specifications
             4.  Purge Packaging Specifications
             5.  Reactivate Packaging Specifications
             6.  Application Advice Menu
```

Packaging Specifications Menu

(Option 17 on the VL0 Menu)

The 841 transaction set, also called Specifications/Technical Information, replaces the 1121 packaging form. The purpose of the 841 transaction set is to transmit packaging specifications between Ford Engine Operations and suppliers. It is used in conjunction with the 824 Application Advice for two-way communication. There are several uses for the 841 and 824 transaction sets, shown below:

- Packaging information process
- Part cancellation by supplier
- Part cancellation by plant (Ford)
- Packaging recommendation by plant to supplier
- Part number - replacement
- Part number - same packaging

During the Ford “Breakdown,” 841 data is placed in files: VPX841A - VPX841H. This data is defaulted to the Packaging Specifications Maintenance screens accessed from the Ford Packaging Specifications Menu (VL65F).

The Packaging Specification Report is used to assist with creating the 841 and/or the 824.

Packaging Specifications - 841 Overview

The general flow of 824 and 841 transaction sets is the following:

- Ford Engine initiates an 841 to request packaging information on a production part.
- The supplier responds with a proposed 841.
- If a syntax error is found, a 997 is sent to the supplier rejecting the 841.

- If there are no syntax errors, Ford Engine then checks for missing or invalid data and sends an 824 (the following day) to indicate errors or lack of information or to confirm and accept.
- If there are errors, the supplier corrects errors and retransmits the 841.
- If approved by the plant, an 824 is sent as confirmation.
- If there are errors the second time, Ford Engine's 824 responds with an 824 stating "Rejected by plant, call plant for resolution."

This is not an all-inclusive list of all possible scenarios.

See the Ford Engine Operation's User's Guide for the 841 Packaging Specifications to be familiar with Ford's requirements and expectations.

Maintain Packaging Specifications

(Option 1 on the VL65 Menu)

A list of the 841s is displayed where 841s received from Ford Engine can be accessed and maintained. The supplier can also create an 841 to be transmitted to Ford Engine.

841 List Screen

```
Company: xx          PACKAGING SPECIFICATIONS MAINTENANCE
OEM: F

Specification Numbers
Option: 1=Select
                                                   Receive
Opt Specification Number            Action Code     Date
GE                                                  H                 0/00/xx
_                     0000000953160063              T Transmitted     1/30/xx
_                     0000000970280102              H On Hold         1/30/xx
_                     0000000970280103              H On Hold         1/30/xx
_                     1234                          O Open            0/00/xx

 F3=Exit F6=Add Specification F12=Return
```

The query bar (which is the first line beneath the headings) may be used to limit the display to specific selection criteria.

Enter “1” to display a record and press Enter.

- F6 - Add Specification - Displays a blank header screen where a supplier-initiated 84 can be entered.

F6 - Add Specifications

(From the 841 List Screen, or Enter “1” next to a record from the Selection screen.)

Header Screen

```
Company: xx          PACKAGING SPECIFICATIONS MAINTENANCE
OEM: F
                              Header Information

     Specification Number... ____________________________
     Action Code............ _ H = Hold, O = Open, T = Transmitted

     Receive Date........... 0/00/00
     Trans. Creation Date... 1/31/xx

  Supplier                                Plant
Code: ________________                  ________________
Name: ______________________________    ______________________________
Cont: ______________________________    ______________________________
Phone: ____________________             ____________________
Fax: ____________________               ____________________


F3=Exit F12=Return ENTER=Product Description
```

- Spec Number - The 841 specification number.
- Action Code - H - Hold
  O - Original
  T - Transmitted
- Code - Required. Enter the Supplier ID code and the Plant ID code.
- Name - Required. Enter the supplier name and the Ford plant name.
- Contact - Optional. Contact name.
- Phone - Optional.
- Fax - Optional.

Press Enter from the Header screen. The Product List screen displays.

Product List Screen

```
Company: xx            PACKAGING SPECIFICATIONS MAINTENANCE
OEM:    F

Option: 1=Select

Opt        Customer Part Number                 Description
_      E8TE 9E494 AA                        BRKT ASY
_      E9SE 8501 FB                         PUMP ASY WATER
_      F1DE 6582 CB                         COVER ASY



F3=Exit F6=Add Part F12=Return
```

Enter “1’ to display a record and press Enter.

- F6 - Add Part - Displays a blank product description screen on which a part number and associated detail may be entered.

F6 - Add Part

(From the Product List screen or enter “1” next to a record from the Product List screen.)

Product Description Screen

```
Company: xx          PACKAGING SPECIFICATIONS MAINTENANCE
OEM: F
                          Product Description
Specification Number... 0000000953150053
Entity Status.......... C J = Proposed, C = Cancelled
Customer Part Number... E8TE 9E494 AA
Description............ xxxxxxxxxx
Part Weight (Pounds)... _____
Total Quantity......... _________



F3=Exit F12=Return ENTER=Primary Lift Level
```

- Entity Status - “J” - Used by supplier to propose packaging; used by plant to recommend packaging.
- “C” - Canceled (by supplier or plant).
- Customer Part Number - Ford's part number.
- Description - Description of part.
- Part Weight (pounds) - Weight of part in pounds to five decimal places. If entering decimal positions, enter with the decimal point and up to five decimal positions. If entering a whole number (no decimal places), it is not necessary to enter the decimal point.
- Total Quantity - Total quantity for this part.

Press Enter from the Product Description screen.

The primary lift level is mandatory. This level describes the outermost container description. There can be only one primary lift level per part. If primary lift level is deleted, all inner pack levels are deleted.

Primary Lift Level Screen

```
Company: xx          PACKAGING SPECIFICATIONS MAINTENANCE
OEM:     F
                             Primary Lift Level
            Specification Number... 0000000953150053
            Customer Part Number... xxxxxx

            Container Part Number.. 100
            Description............ xxxxxxxxx
            Returnable/Expendable.. XC (RC/XC)

      Package Dimensions
    U of M.. ___              Tare Weight (lbs.).... ________.__
    Length... ________.__     Gross Weight (lbs.)... ________.__
    Width.... ________.__     Transit Stack Height.. _________
    Height... ________.__     Cost per Unit......... __________._____

F3=Exit F4=Pkg Description F12=Return ENTER=Inner Pack Level
```

- Container Part Number - Enter the primary container part number.
- Returnable/Expendable - Enter “RC” for a returnable container. Enter “XC” for an expendable container.
- Unit of measure - Valid codes are the following:
  IN - Inches
  MM - Millimeters

All dimension and weight fields are mandatory. Enter the applicable dimensions, weights, and so forth. Although length, width, height, tare, and gross weights are entered with decimal positions, they are transmitted as whole numbers per Ford specifications.

- F4 - Package Description - Displays the package description screen to enter the AIAG standard container code and the owner code.

Press Enter from the Primary Level Lift screen.

There can be multiple pack levels. The inner pack level is not mandatory. This level describes inner components of the packaging.

Inner Pack Parts Screen

```
Company: xx            PACKAGING SPECIFICATIONS MAINTENANCE
OEM: F
                                Inner Pack Parts
Options: 1=Select 4=Delete

Opt      Inner Pack Level Part Number                Description
_         xxxxxxxx                                    xxxxxxx
_         xxxxxxxx                                    xxxxxxx
_         xxxxxxxx                                    xxxxxxx


F3=Exit F6=Add Part F12=Return
```

- 1 - Select - Enter “1” next to a record to display the Inner Pack Level screen.
- 4 - Delete - Enter “4” to delete the record. No confirmation displays.
- F6 - Add Part - Displays the Inner Pack Level screen, on which detail of the inner packaging may be entered.

F6 - ADD PART

(From the Inner Pack List Screen)

Inner Pack Level Screen

```
Company: DV          PACKAGING SPECIFICATIONS MAINTENANCE
OEM:     F
                        Inner Pack Level

                         Specification Number... 0000000963160063
                         Customer Part Number... E8TE 9E494 AA
                         Lift Level Part Number. 100

                         Pack Level Part Number. ______________________________
                         Description............ ______________________________
                         Returnable/Expendable.. __ (RC/XC)

                         Dimensions
U of M... ___            Gross Weight (lbs.)... __________
Length... __________         Quantity per Lift..... _________
Width.... __________         Cost per Unit......... ________________
Height... __________

 F3= Exit F4=Pkg Description F12=Return
```

Pack Level Part Number - Enter the part number for this inner packaging component.

Description - Enter a description of the inner packaging component.

Returnable/Expendable - Enter RC for a returnable container. Enter XC for a returnable container.

Dimensions - Enter the applicable dimensions, weights, etc. Although length, width, height, tare and gross weights are entered with decimal positions, they are transmitted as whole numbers per Ford specifications.

F4 - Pkg Description

(From the Primary Level Lift Screen)

Package Description Screen

```
Company: xx            PACKAGING SPECIFICATIONS MAINTENANCE
OEM:       F
                              Packaging Description
Owner: R=Seller Owned
       S=Customer Owned

Pkg            Pkg            Pkg            Pkg            Pkg
Code  Owner    Code  Owner    Code  Owner    Code  Owner    Code  Owner
_____  _       _____  _       _____  _       _____  _       _____  _
_____  _       _____  _       _____  _       _____  _       _____  _
_____  _       _____  _       _____  _       _____  _       _____  _
_____  _       _____  _       _____  _       _____  _       _____  _
_____  _       _____  _       _____  _       _____  _       _____  _
_____  _       _____  _       _____  _       _____  _       _____  _
_____  _       _____  _       _____  _       _____  _       _____  _
_____  _       _____  _       _____  _       _____  _       _____  _
_____  _       _____  _       _____  _       _____  _       _____  _
_____  _       _____  _       _____  _       _____  _       _____  _
_____  _       _____  _       _____  _       _____  _       _____  _
_____  _       _____  _       _____  _       _____  _       _____  _

F3=Exit F12=Return ENTER=Update
```

- Package Code - Enter a valid AIAG standard container description consisting of three alpha characters followed by two numeric characters. (See Appendix A for a list of valid codes).
- Owner - Enter “R” to indicate seller-owned. Enter “S” to indicate customer-owned.

VL44 Menu

```
12.0            8/14/XX            MENU: VL44F         13:39:10
                ----------------------------------------------------
                                      FORD
                              APPLICATION ADVICE MENU
                ----------------------------------------------------


                1.  Maintain Application Advice
                2.  List Application Advice
                3.  Create and Transmit Application Advice
                4.  Purge Application Advice
                5.  Reactivate Application Advice
```

Overview

An Application Advice (824) as used by Ford Engine is a two-way communication. Ford transmits an 824 to a supplier to convey an error, rejection, or approval:

- When the Ford plant rejects an 841, they transmit a 997 (indicating syntax errors) and an 824 (indicating specific errors or lack of information).

Note: A 997 is transmitted as soon as Ford receives your transaction. 824s are processed only once a day at Ford Engine (at the end of the day). The 824 is received the day following the supplier transmission of the 841.

- When the Ford plant rejects an 841 for the second time, the 824 indicates "Rejected by plant, call plant for resolution."
- When the Ford plant accepts an 841, the 824 confirms and accepts.

A supplier transmits an 824 to the Ford plant to accept an 841 with a change:

- When a new part number is replacing a current part, both part numbers are identified and the packaging is copied from the old record to the new.
- When a new part number is packaged exactly the same way as a current part (already on file at the plant), both part numbers are identified, and the packaging is copied from the current part to the new.

Maintain Application Advice

(Option 1 on the VL44 Menu)

824s received from Ford can be viewed or maintained. A supplier-initiated 824 may be entered.

F6 - Add from the maintenance screen, or enter “1” next to a record from the 824 list screen, or enter from the specification # screen

824 Detail Screen

```
                 APPLICATION ADVICE/PACKAGING SPECIFICATIONS

Action Code........................... _ H(Hold), O(Open), T(Transmitted)

Supplier ID........................... ________________

Customer Abbreviation(O)............... ______

Destination Abbreviation(O)........... ______

Specification Number.................. ______________________________

New Customer Part Number.............. ______________________________
  replaces Customer Part Number...... ______________________________

                                     or

Packaging for Customer Part Number... ______________________________
  same as Customer Part Number....... ______________________________

  F12=Return
```

- Action Code - H - Hold
  O - Original
  T - Transmitted
- Supplier ID - Supplier ID as entered in the Plant ID field in the Identification Code File.

- Customer Abbreviation (O) - Optional. If entered, the Customer Abbreviation must be a valid abbreviation as entered in the Machine Readable File.
- Destination Abbreviation (O) - Optional. If entered, the Destination Abbreviation must be a valid abbreviation as entered in the Machine Readable File.
- Specification Number - Enter the specification number, or leave blank for all.

If a new part number is replacing a current part, both part numbers are identified in the following two fields, and the packaging is copied from the old record to the new.

- New Customer Part Number - Enter the current part number.
- Replaces Customer Part # - Enter the new part number to replace the current part number.

If the part number is to be packaged exactly the same way as the packaging for an existing customer part number, both part numbers are identified, and the packaging is copied from the current part to the new.

- Packaging for Customer Part # - Enter the current part number to be packaged.
- Same as Customer Part # - Enter the new part number to be package.

ASNs

```
VLD8000F1      8/14/XX           MENU:  VL8F          13:42:20
 12.0         ---------------------------------------------------
                      FORD ADVANCED SHIPPING NOTIFICATIONS
              ---------------------------------------------------


 1.  Maintain ASNs                    10.  Print Functional Ack. & App Adv
 2.  List ASNs                        11.  Acknowledge Application Advice
 3.  Upload / Convert Bar Code Data   12.  Purge Printed Bar Code Labels
 4.  Maintain Bar Code Data           13.  Purge Transmitted ASNs/Bar Code
 5.  Maintain Printed Bar Code Labels 14.  Reactivate Transmitted ASNs/Bar Code
 6.  List Bar Code Data               15.  Packager ASN Menu
 7.  List Printed Bar Code Labels     16.  WDMO ASN Menu
 8.  Create and Transmit ASNs
 9.  Receive Functional Ack. & App Adv



             23.  Return to V/L Advance Shipping Notifications Menu
             24.  Return to Main Menu

                                   Option
```

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.

The Ford VL8 menu contains the same options as the Ford FCSD Packager Advanced Shipping Notifications Menu, option 15 (Packager ASN Menu) on the Vl8 menu. The Packager menu accesses data for packaging suppliers who use the containerization flow process, however, while the ASN Menu accesses data for non-packaging suppliers. For more information, see the section “Packager ASN Menu” in this document.

Maintain ASNs

(Option 1 on the VL8 Menu)

ASN Maintenance Screen

ASN Maintenance Screen

```
VLD90000F1                     ASN MAINTENANCE
 Sequence number               205     Company   KB       Action Code  O
 ---------------------------------------------------------------------------
Shp# .......  112449        Container Qty ..  1000      Release # .  0000002
Ship Date ..   925XX        Net Weight .....    1000    Dest Abrv .  AF30A
Ship Time ..  1143          Tare ...........  1500      Cust Abrv .  FEBLO
Cum Shp ....       1000     Container Desc . BOX90      Pallet Desc
Qty Shp ....      1000      Ret. Cont.(Y/N). N          Pallet Qty
Seal# ......                OEM / ASN Type.. F    / V   Theo Wt....
Eq. Init/Desc CNTR / TL     Oem Division.... FCSD       Dock ......
Conv Code ... LT       Ford Dest Code       Type (P/S)      Ford BOL
Airport Loc .          Dest. Carrier  CNTR  Unit of Mea PC  BOL(7) .
Pool Loc Cd . P00987   Carrier Abbv . CTNR  JIT Rte 1/2
Lot Number                       PO # / PO LIN.. SC  00388        /
Pro Number....                   Inter. Cons.... F201C
RAN/DON ......                   Customer Cont # BOX90
Heat Code.....                   Vehicle ID #...
Exc Trans Auth                   Conv Bill ..... 11              Bailmt=B
In-House Prt # F6AZ 6L266 DAFC   Cust Part # ... F6AZ 6L266 DAFC
Plant ID...... B535B             Arrival Date...  92514   Arrival Time 0000
Corp ID ......                   Engr Level ....
 F10=Delete   F12=Return   F17=Enter Serial IDs
```

- Sequence Number - Assigned by the system. Note that all programs except FCSD Containerization Flow and Ford WDMO use the expanded ASN files VLPASNX and VLPASNX2, in which the sequence number can contain up to 15 characters. FCSD Containerization Flow and Ford WDMO use the ASN files VLPASN and VLPASN2, in which the sequence number can contain up to six characters.
- Company Number - 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 action codes are the following:
- H - Hold Record will not be included in transmission
  I - In-transit Marked automatically when ASN is transmitted to prevent duplicate ASNs from being sent (users can not send ASNs that are in “I” status)
  N - Cancel/Nullify 01 (not valid for assembly plants)
  O - Original 00
  R - Replace 05
  T - Transmitted
- Exception: If the Transmission Mode field in the Identification Code File contains “T” for “test,” the BSN 01 segment contains “12.”

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

- Shp # - Shipper number assigned by the system when the shipper was created.
- 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.
- Release # - Current release number from the Requirement B record.
- Ship Date - Date of shipment in MM-DD-YY format. Defaults from shipper entry time.
- 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.
- Dest Abrv - User-assigned abbreviation that must be entered in the Machine Readable File to return the correct destination code in the ASN file.
- Ship Time - Time entered at shipper entry time (HHMM) in military format. If no time is entered, the ship time is defaulted from the system time when the “Extract” option is taken.
- 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.
- Cust Abrv - User-assigned abbreviation that must be entered in the Machine Readable File to return the correct customer code in the ASN file.
- CUM Shp - The total number of parts shipped this model year, which is transmitted in the SN1 segment in the ASN file.
- Container Desc - The 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. (See Appendix A for a list of codes.)
- Qty Shp - Number of pieces shipped.
- Equipment Desc - The Equipment Description further describes the Conveyance Code. It defaults from the Carrier 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.
- Seal # - Seal number entered at shipper time. If there are multiple seal numbers entered through seal number maintenance, all are transmitted on the ASN but only the one entered on the shipper entry screen is displayed in the field.
- Return Cont (Y/N) - Defaults from the Container File. Can be changed at shipper time. This places the appropriate element in the LIN segment to indicate this part was shipped in a returnable container.
- Theo Wt. - Theoretical weight defaults from shipper entry time and is used on primary metal shipments. The Supplier Type field in the Destination File must contain “P.”
- Equip Init. - Equipment Initial defaults from the Carrier File. Required for all Conveyance Codes. Transmitted in the TD3 02 segment.
- Ford Nirvana - The SCAC for the carrier that is transporting the requirements to the consolidation location is entered here.
- Note: If this is a Ford Body & Assembly shipment that is transported by an alternate carrier, enter the pickup carrier's SCAC code to be transmitted in the TD302 segment.
- OEM/ASN Type - OEM - “F” for Ford.
- ASN Type - Defaults from the Destination File. The ASN code can be changed at shipper entry time. Ford uses the ASN code “V” for variable length without bar code verification, or “C” for variable length with bar code verification.
- Dock - 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 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.

- Ford Dest Code - Defaults from the Destination File. The Ford dest code can be changed at shipper entry time.
- Type (P/S) - Defaults from the Destination File.
- P - Primary Metal supplier.
  S - Parts & Service supplier
- Airport Loc - Airport location code defaults from the Carrier File.
- Dest. Carrier - Carrier abbreviation (SCAC code), which defaults from the Delivery Carrier field in the Carrier File.
- Unit of Mea - Defaults from the ASN Unit of Measure field in the Destination File. It can be changed at shipper entry time.
- Pool Loc Code - Pool location code defaults from the Carrier File if the pool carrier code is “P.”
- Carrier Abbv - Carrier Abbreviation (SCAC code), which defaults from the Carrier Abbreviation field in the Carrier File. Transmitted in the TD5 03 segment.
- Note: If this is a Ford Body & Assembly shipment that is transported by an alternate carrier, enter the broker's SCAC code to be transmitted in the TD503 segment:
- HJBL - J. B. Hunt Logistics
  LDAO - Landstar
  MMDT - Multimedal
  RBIN - G. H. Robinson
  VRTX - Vertex Transportation
- JIT Route Code - Defaults from route code entered in the Destination Master, followed by the month and the day, if the JIT Location field in the Destination File is flagged with “Y.”
- Lot Number - The lot number associated with the parts. Defaults from shipper entry time.
- P.O. # / - P.O. # - Purchase order number defaults from the Requirement B record.
- PO LIN PO LIN - Purchase Order Line Number from Ford. Defaults from the Requirement B record.
- PRO Number - The PRO number is obtained from the freight company transporting the shipment. If entered, it is returned in the REF*FR segment in the ASN file.
- Inter Cons. - Defaults from the Requirement C record. Used for Ford Parts and Service if parts are shipped to an intermediate location before they are shipped to the final destination. It can be maintained at shipper entry time.
- RAN/DON - Defaults from the Requirement B record and is used for the Ford Parts and Service Delivery Order (DOR) number.
- Customer Cont # - Number of the returnable container. Defaults from the Requirement A record if the Returnable Container field in the Container File is “Y.”
- Heat Code - Defaults from shipper entry time. The heat code is required for only primary metal shipments. The Supplier Type field in the Destination File must contain “P.”
- Vehicle ID# - The vehicle identification number defaults from the Requirement B record and is returned in the REF segment in the ASN file.
- Exc Trans Auth - Authorized excess transportation code (AETC) entered at shipper entry time.
- 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 is defaulted for all divisions except FCSD. FCSD requires a trailer number.
- Ford (Nirvana) shipments require a numeric conveyance number. The conveyance number may be less than six digits. If less than six digits, leading zeros are suppressed. However, if more than six digits are entered, only the last six digits are transmitted in the TD3 03 segment in the ASN file.
- Bailmt=B - Defaults from the Requirement Master’s OEM Specific Process field. Enter “B” if the line item is for a Ford Bailment end or component part.
- In-House Prt # - Internal part number entered in the Parts Cross Reference File.
- Cust Part # - Ford's part number.
- Plant ID - Supplier code assigned by Ford. This is entered in the Supplier Code field in the Requirement Master and the Plant ID field in the Identification Code File.

- Arrival Date - Defaults from shipper entry time. Required for the Ford Batavia Division.
- Arrival Time - Defaults from shipper entry. Required for the Ford Batavia Division.
- Corp ID - Defaults from the Identification Code File. The supplier code entered in the Requirement Master finds a match in the Plant ID field in the Identification Code File and then finds the Corp ID entered there, and it defaults to this field.Engr Level - Engineering level. Defaults from the Requirement B record.
- F13 - Factura# - Displays the Factura Maintenance Add window, on which users can assign a Factura number to the ASN or update any Factura number previously assigned. Note that this function key only displays for customers who have purchased the Factura component.
- For more information, refer to Forms Control File Maintenance in Chapter 11: System Maintenance.
- F17 - Enter Serial IDs - Displays the Add Tracking Numbers window for UPS shipments to Ford destination V100A.

Tracking Numbers Window

F17 - Enter Serial IDs

(From the ASN Maintenance Screen)

This function key is used to enter the UPS tracking number, when required by Ford for V100A (Visual Service) shipments.

Add Tracking Numbers Window

```
               Add Serial IDs



        Major Component Serial ID



                                   More...
  F5=Continue    F12=Return
```

Enter the UPS tracking number. One tracking number may be entered per carton. Transmitted in the REF*DO segment.

Enter / Maintain Bar Code Data

(Option 4 on the VL8 Menu)

This option is used to add, change, or delete bar code records. The information in this file must match the corresponding shipper and ASN. If a scanning device is not available, bar code data may be entered manually.

Bar Code Selection Screen

- Ident Number - Enter the shipper number to six positions. For example, if the shipper number is “213,” enter “000213.” Leading zeros are required.
- Sequence Num - This is the sequence number assigned by the system during the “upload,” or it is user-assigned when data is manually entered. Use F4 to review the Bar Code file and select the label to update.

Bar Code Maintenance Screen

- Label Serial Number - Serial number from the bar code label
- Label Type - M or 4S - Master Label
  S - Single Label
  G or 5S - Mixed Label
- Package Quantity - The total quantity per label type. If the label type is “M” or “4S,” this is the total number of pieces for this master label. If the label type is “S,” enter the number of pieces for the single container.
- Customer Part Number - Ford’s part number in the same format as it is scanned
- RAN Number - Receipt authorization number
- Returnable Container - Serial number from the bar code label for the returnable container
- IPP Tag Number 1 - Not used by Ford
- IPP Reason Code 1 - Not used by Ford
- IPP Tag Number 2 - Not used by Ford
- IPP Reason Code 2 - Not used by Ford

Enter / Maintain Bar Code Labels

(Option 5 on the VL8 Menu)

This option is used only if labels are printed using the Smart Label System to add, change, or delete printed bar code labels from the file “VARUPBAR” that was uploaded from the Smart Label System.

Printed Label Maintenance

- Supplier Number - Identification code assigned by Ford
- Package Quantity - Quantity shipped / scanned
- Customer Part Number - Ford's part number
- RAN Number - Not used by Ford
- Model Year - Not used by Ford
- Date Printed - Date the bar code labels were printed
- Transmitted (Y/N) - “Y” defaults if the label has been uploaded from the Smart Label System
- The Transmitted field and the note that follows are displayed only when displaying an existing record, not when adding a record.

Receive Functional Acknowledgements and Application Advice

(Option 9 on the VL8 Menu)

This option is used to receive Functional Acknowledgements (997s) and Application Advices (824s) from Ford, after transmitting an ASN file to Ford. All 997s and all 824s in the mailbox are received, not just those acknowledging ASN files. All 997s and 824s received using this option must be printed from the same menu, or may be printed automatically when received, if the “Automatic Print of 997" field in the Identification Code File contains “Y” for “Yes.”

A screen will prompt for company number to verify security.

A second screen will prompt with "Delete Previous Data?"

```
Do you wish to delete previous Data received:  Y  (Y/N)

 NOTE:  A (Y) must be entered if the previous
        receive was not completed successfully.
```

The default is “Y” for “Yes” to delete the file received or appended during the last ASN transmission. Change the default to “N” for “No” if the last batch of 997s received have not yet been printed, and the data received is added to the new file.

If the Automatic Print of 997 field in the Identification Code File contains “Y,” the Functional Acknowledgements (997s) and Application Advices (824s) received in this communication are printed automatically, without taking the Print Functional Ack. & Application Advice option.

If the Automatic Print of 997 field in the Identification Code File contains “N,” take the option Print Functional Ack. & Application Advice to print the Functional Acknowledgements (997s) and Application Advices (824s) that were received.

Note: If these transaction sets are not printed after being received and before the “Receive” option on this menu is taken again, be sure to respond “N” to the “Delete Previous Data?” prompt, or the data received in the first communication session is lost.

Print Functional Acknowledgement and Application Advice

(Option 10 on the VL8 Menu)

This option is used only if the Automatic Print of 997 field in the Identification Code File contains “N” to print Functional Acknowledgements (997s) and Application Advices (824s) received from this menu.

If the Automatic Print of 997 field in the Identification Code File contains “Y,” the functional acknowledgements (997s) and Application Advices (824s) received when the Receive Functional Ack. & Application Advice option is taken, print automatically when they are received.

Warning: If these transaction sets are not printed after being received and before the “Receive” option on this menu is taken again, be sure to respond “N” to the “Delete Previous Data?” prompt, or the data received in the first communication session is lost.

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

Acknowledge Application Advice

(Option 11 on the VL8 Menu)

This option transmits an acknowledgement to Ford to indicate that Application Advices were received.

Note: Do not take this option unless Application Advices (824s) were received and printed from this menu.

Note: All Application Advices received are acknowledged, even if Application Advices were not printed for all companies. However, the "Print" option must have been taken for at least one company.

Reactivate Transmitted ASNs/Bar Code

(Option 14 on the VL8 Menu)

To reactivate an In-Transit or a Transmitted ASN, choose option 14, Reactivate Transmitted ASNs/Bar Code, from the ASN main menu. The Reactivate Ford ASN/DESADV screen displays:

- To reactivate an In-Transit ASN, select “I - In Transit” with “1”
- To reactivate a Transmitted ASN, select “T - Transmitted” with “1”

```
VLD9018A
                         REACTIVATE FORD ASN/DESADV




Enter the following or leave blank for ALL:

                     Customer Abbreviation ......
                     Destination Abbreviation ...
                                                  From        To
                     Shipper Number .............      0           0
                     Shipper Date ...............   8/10/15     8/10/15

 Options:  1=Select

             Opt  Transmit Codes
                  I - In Transit
                  T - Transmitted
```

Note: Either an In-Transit ASN (I) or a Transmitted ASN (T) may be reactivated, but not both simultaneously.

Packager ASN Menu

(Option 15 on the VL8 Menu)

```
VLD8010F1      8/14/XX          MENU: VL81F         14:05:31
12.0         ---------------------------------------------------
                FCSD PACKAGER ADVANCED SHIPPING NOTIFICATIONS
             ---------------------------------------------------


1.  Maintain ASNs                    10.  Print Functional Ack. & App Adv
2.  List ASNs                        11.  Acknowledge Application Advice
3.  Upload / Convert Bar Code Data   12.  Purge Printed Bar Code Labels
4.  Maintain Bar Code Data           13.  Purge Transmitted ASNs/Bar Code
5.  Maintain Printed Bar Code Labels 14.  Reactivate Transmitted ASNs/Bar Code
6.  List Bar Code Data
7.  List Printed Bar Code Labels
8.  Create and Transmit ASNs
9.  Receive Functional Ack. & App Adv


            22.  Return to the Ford Advance Shipping Notification Menu
            23.  Return to V/L Advance Shipping Notifications Menu
            24.  Return to Main Menu

                                  Option
```

The Packager ASN Menu option displays the FCSD Packager Advanced Shipping Notifications Menu. Use this option when using containerization flow with Ford Customer Service Division (FCSD). Containerization flow is a special packaging process and is required for “packager” suppliers and “total” suppliers acting as their own packagers.

The FCSD Packager Advanced Shipping Notifications Menu is accessible only when security has been added for the menu and the “FORDPKG” Application Control record has been added to the Application Control File and turned on. Add the control record as shown below. For more information about adding control records, see Chapter 11 of the AutoRelease Main Manual. For more information about adding menu security, see Appendix B, Part 2, of the AutoRelease Main Menu.

Company: **
Application Name: *ALL
Keyword: FORDPKG
Length: 1
Decimal: Blank
Infor Data: Y

While the FCSD Packager Advanced Shipping Notifications Menu contains the same options as the Ford ASN Menu, the Packager Menu accesses data for packaging suppliers who use the containerization flow process, and the Ford ASN Menu accesses data for non-packaging suppliers.

Containerization Flow Process

The containerization flow process begins when suppliers receive an 862 containing packaging requirements. The material is then packaged according to the requirements and shipped to the Parts Redistribution Center (PRC). Next the ASN for the 862 requirements is sent to FCSD.

Containerization Flow Requirements and General Information

Containerization flow shipping, bar code, and other requirements are listed below.

- A shipper label, serial number, and packing list are all considered a “label.”
- Every “label” is considered a “shipper.”
- Each pallet is considered a “shipper” or “container/ASN.”
- The shipper label/ serial number/ packing list/ container number/ ASN number consists of a single alpha character and a seven-digit sequence number.
- Single ARS shippers cannot be split between more than one trailer or rail car.
- Full pallets include one part number and one label. These labels contain the shipper number/ serial number/packing list label format. The serial number for the part is the container/ ASN/ shipper/ serial/packing list number.
- Mixed pallets include multiple part numbers and multiple labels (one label per part). These labels contain the shipper number/ serial number/packing list label format. Note that if there are multiple boxes of each part, only one box requires a shipper number/serial number/packing list label. The other boxes are not labeled. The pallet displays a container/ASN number label (mixed label) on the exterior of the container that does not specify the part number. Each label has a unique serial number.
- Bar code is mandatory. Bar code records must be retained until payment is received. When the 820 is received, the Bar Code file SCPBCODE is accessed using the FCSD shipper number (the ARS bar code serial number) to retrieve the ARS shipper number. This information is needed to process payments.
- When scanning pallets for the ARS shippers, all full pallets must be scanned before mixed pallets.
- Labels must be printed from requirements. The Print from Shippers option does not pull the required three character destination code from the Requirement Master File.
- Quantities are “net” quantities.
- Weights are not maintained from the ASN Maintenance screen but are pulled from the Parts Cross Reference and Container Files instead. A warning message is issued if weights are not present in these files.
- ASN records are marked as “Transmitted” only after all associated bar code information has been transmitted.
- AutoRelease creates an ASN for each pallet on a shipper when the shipper is transmitted.
- If using scan-to-create, do not use pallet staging or unexpected results could occur.

Containerization Flow File Setup

Several additional steps are required for the containerization flow process:

Add the Application Control record FORDPKG. This record will activate the Ford Containerization flow processing.

Enter the following data and press enter:

```
Example:
        APP
Opt  CO# Name  Keyword
 1    **    *ALL    FORDPKG
```

Note: CO# must be ** as this record is either active=Y or inactive=N.

Enter a length of 1 and in the data field enter a Y.

```
Example:
CO#  APP Name  Keyword
**    *ALL    FORDPKG

Future Three Data          Length:  1  Dec:
        1         2         3         4
12345678901234567890123456789012345678901234 5
Y
```

Add the Application Control record SERIALF. This record sets up the alpha character used as the first position of all FCSD shipper/container/ ASN numbers. This alpha character is used to create the serial number on the FCSD Containerization Flow labels and to create the FCSD ASNs. For more information on adding control records, see Chapter 11 of the AutoRelease Main Manual.
Enter the following data and press enter:

```
Example:
        APP
Opt  CO# Name  Keyword
1       **    LBL    SERIALF
```

Note: CO# must be ** as this record is either active=Y or inactive=N.

Enter a length of 1. In the data field, enter the static Alpha character assigned to you by FCSD for the Containerization Flow. This information will be used during the label print and the ASN create.

```
Example:

CO#  APP Name  Keyword
**    LBL     SERIALF

Future Three Data          Length:  1  Dec:
        1         2         3         4
12345678901234567890123456789012345678901234 5
X
```

- For direct shipments, mark the FCSD Packager Ship Direct flag in the Machine Readable Destination file “Y.” Note that marking this flag “Y” causes the intermediate consignee information sent on the 862 to be dropped for FCSD ship direct locations. For non-direct shipments, mark the flag “N” or leave blank.
- Create an ARS shipper for each final destination sent on a trailer or rail car.
- Enter the appropriate three-character Destination Abbreviation in the Remarks field in the Requirement Master. This value is appended to the Destination ID on the label. Destination Abbreviations are listed below.

Abbreviation	GSDB	Name
MHC	AF2GA	Memphis HCC
MVC	AF1KA	Memphis HVC
SHC	AF1LA	Sacramento HCC
DHC	AF1MA	Detroit HCC
HOU	AF1NA	Houston HVC
MER	AF1VA	Merrifield HVC
FTW	AF1PA	Fort Worth HVC
PHO	AF1QA	Phoenix HVC
ONT	AF1RA	Ontario HVC
POR	AF1SA	Portland HVC
SHV	AF1TA	Sacramento HVC
BOS	AF1UA	Boston HVC
RAM	AF1WA	Ramsey HVC
ROC	AF1XA	Rochester HVC
EVA	AF1YA	Evansville HVC
CHV	AF1ZA	Chicago HVC
DEN	AF2AA	Denver HVC
KCH	AF2BA	Kansas City HVC
LAK	AF2CA	Lakeland HVC
GRE	AF2FA	Greensboro HVC
AHV	AF2EA	Atlanta HVC
DHV	AF2FA	Detroit HVC
MEM	AF1JA	Memphis LVLC
GEO	AF1DA	Atlanta PDC
DAL	AF44A	Dallas PDC
KAN	AF46A	Kansas City
LOS	AF49A	Los Angeles PDC
SAN	AF50A	San Francisco PDC
DET	AF38A	Detroit PDC
NYK	AF34A	New York PDC
CHI	AF35A	Chicago PDC

NPD	AF31A	National PDC
PRC	AF30A	PRC
CNN	CA02C	Bramalea, Canada

- Set up the label print for the FCSD labels on the Label Print OEM Setup Maintenance screen. The FCSD shipper number format includes a single alpha character followed by a seven-digit number. The alpha character is a static value that is assigned/ selected by FCSD and the supplier. Note that this character prints on the label, in the ASN, and in the 820, but does not appear in the AutoScan Bar Code files. When setting up the labels, make sure the Next Serial Number is seven digits in length. The label print program retrieves the alpha character from the Application Control file SERIALF and appends it to the seven-digit number. If the two-part blue label is used, the format for the container labels is F_C07 and the format for the mixed labels is F_X07. If a 4 X 6 blue label is used, the format for the container labels is F_C08 and the format for the mixed labels is F_X08.
- Set the ASN Type in the Destination Master File to “C.”
- Set the OEM division in the Requirement Master to “PACKAGER.”
- Set up weights in the Parts Cross Reference and Container Files.
- Set up containerization flow dealer direct ASNs to process through the regular Ford ASN Menu. Containerization flow dealer direct shipments do not adhere to the FCSD Containerization Flow Labeling and ASN requirements, and ASNs must therefore process through the regular Ford ASN Menu. To set up these ASNs, modify each line item during shipper maintenance for the containerization flow dealer direct shipper:
- Change the ASN type from “C” to “V.”
- Select F22 and enter the Dealer Number and Dealer Order Number.
- Select F13 and change Bar Code Verify from “C” to “N.”
- Note that during the extract, the OEM division “PACKAGER” is removed to route the ASN to the Ford ASN Menu instead of to the FCSD Packager ASN Menu.

Intermediate Consignees

To set up an intermediate consignee in the Load Sheet, follow the steps below.

1. From the AutoRelease main screen, choose option 9, Reports Menu.
2. From the Reports Menu screen, choose option 9, Load Schedule.
3. From the Load Sheet, screen press F8, Additional Selection.

To select all intermediate consignees, leave the FCSD Intermediate Consignee field blank. To select records with a particular intermediate consignee, enter a value in the field. To select records with a blank intermediate consignee, enter *NONE” in the field.

If a shipment originally designated as a direct shipment is re-routed to the PRC, an intermediate consignee needs to be set up in AutoScan and the shipper updated through shipper maintenance.

Example: A rail car cannot be filled in the specified time frame to be shipped directly and the items must be shipped to the PRC. In this case, enter the intermediate consignee in the Inter. Cons. field on the Label Print Selection - Label Detail Entry/ Update screen.

FCSD ASN Selection

Containerization flow ASNs are viewed through the Review FCSD Packager Shippers for Selection screen. Access this screen through option 8, Create and Transmit ASNs, on the FCSD Packager Advanced Shipping Notifications screen. Each ARS shipper number listed may include one or more pallets. Each pallet on the ARS shipper generates a separate ASN when the shipper number is selected.

When an ASN needs to be transmitted for a single pallet, select the ASN from the ASN #/ Container # screen. Access this screen by pressing F4 from the Review FCSD Packager Shippers for Selection screen. ASNs for single pallets are often sent, because an ASN was rejected by FCSD and must be reactivated, corrected, and retransmitted.

Reactivating Transmitted ASNs / Bar Code

To reactivate an In-Transit or a Transmitted ASN, choose option 14, Reactivate Transmitted ASNs/Bar Code, from the FCSD Packager Advanced Shipping Notifications menu. The Reactivate Ford ASN/DESADV screen displays:

- To reactivate an In-Transit ASN, select “I - In Transit” with “1.”
- To reactivate a Transmitted ASN, select “T - Transmitted” with “1.”

```
VLD9018A
                         REACTIVATE FORD ASN/DESADV




Enter the following or leave blank for ALL:

                     Customer Abbreviation ......
                     Destination Abbreviation ...
                                                 From        To
                     Shipper Number .............      0           0
                     Shipper Date ...............   8/10/XX     8/10/XX

 Options:  1=Select

             Opt  Transmit Codes
                  I - In Transit
                  T - Transmitted
```

Note the following when reactivating ASNs.

- When reactivating a mixed load, leave the Shipper Number fields blank. Enter the mixed label serial number in both the From and the To Bar Code Serial fields.
- When reactivating a single Ford master (set up like a loose container), leave the Shipper Number fields blank. Enter the master label serial number in both the From and the To Bar Code Serial fields.
- When reactivating multiple master loads, enter one master label serial number at a time in both the From and the To Bar Code Serial fields.

- When reactivating an entire ASN, leave the Bar Code Serial fields blank. Enter the shipper number in the From and To Shipper Number fields.
- The Shipper Number range and the Bar Code Serial range cannot be entered at the same time. An error message is issued.
- Either an In-Transit ASN (I) or a Transmitted ASN (T) may be reactivated, but not both simultaneously.

Ford WDMO ASN Menu

```
VLD8900F1      8/14/XX          MENU:  VL89F         14:25:51
 12.0         ---------------------------------------------------
                 FORD WDMO ADVANCED SHIPPING NOTIFICATION MENU
              ---------------------------------------------------


 1.  Maintain ASNs                    10.  Print Functional Ack. & App Adv
 2.  List ASNs                        11.  Acknowledge Application Advice
 3.  Upload / Convert Bar Code Data   12.  Purge Printed Bar Code Labels
 4.  Maintain Bar Code Data           13.  Purge Transmitted ASNs/Bar Code
 5.  Maintain Printed Bar Code Labels 14.  Reactivate Transmitted ASNs/Bar Code
 6.  List Bar Code Data
 7.  List Printed Bar Code Labels
 8.  Create and Transmit ASNs
 9.  Receive Functional Ack. & App Adv


             22.  Return to the Ford Advance Shipping Notification Menu
             23.  Return to V/L Advance Shipping Notifications Menu
             24.  Return to Main Menu

                                   Option
```

The WDMO ASN Menu option displays the WDMO Advanced Shipping Notification Menu. Use this menu to send weekly CUM ASNs based on the ASNs sent to Excelda. While the WDMO Advanced Shipping Notification Menu contains the same options as the Ford ASN Menu, the WDMO Menu accesses data for WDMO suppliers who use the WDMO flow process, and the Ford ASN Menu accesses data for non-WDMO suppliers. Suppliers can send the weekly CUM ASN by selecting all the individual WDMO ASNs for that week.

For this process to work properly, Ford and Excelda requirements must use the same Customer Abbreviation. The Ford Requirement Masters need to have the OEM Division set to “WDMO.”

Electronic Invoices

Ford Component Sales, LLC is the only divisioin of Ford that utilizes the Electronic Invoice Menu. See the section above on Ford Component Sales, LLC for more information.

```
VLD7500F1      8/17/XX          MENU: VL75F          10:31:26
12.0         ----------------------------------------------------
                                  FORD
                            ELECTRONIC INVOICES
             ----------------------------------------------------

             1.  Maintain Invoices
             2.  Print Invoice Register
             3.  Create/Transmit Invoices

             4.  Purge Transmitted Invoices
             5.  Reactivate Transmitted Invoices





            23.  Return to Electronic Invoice Processing Menu
            24.  Return to Main Menu

                                   Option
```

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 communication method used by this trading partner and network profile, when applicable.

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.