



# **Infor GM MGO (GF)**

**Traditional**

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## Table of Changes

Changed By	Date	Reason	Update#	Section Changed
K. Radtke	5/25/18	Added check against ship history for GF	A117050804	Enhanced Application Control Keyword
K. Radtke	8/25/17	Re-transmitting DESADVs	A114100202	DESADVs
K. Radtke	7/20/15	New MGO/ Shanghai set-ups	A114051904	File Maintenance
K. Radtke	7/20/15	Adding steps to retransmit DESADV	A114100202	Retransmitting DESADVs
K. Radtke	7/20/15	Air International Code Changes	A112042302	Destination Master File
K. Radtke	7/20/15	New GM Requirements	A112012710	Container Master
K. Radtke	7/20/15	Dest. Abbv. record enhancement	A112011105	Air International Suppliers
K. Radtke	7/20/15	DESADV including BOM	A112010604	General Information
K. Radtke	7/20/15	Daewoo Commercial Invoice price	A109072014	Destination Master File
K. Radtke	7/20/15	GM Factura Prefix	A109022607	Forms Control File

# General Information

## Messages and Versions

The General Motors MGO (Material Global Optimization) module uses the following EDIFACT messages:

EDIFACT Message	Document Name	X12 Equivalent	Version
CTRL	Functional Acknowledgement	997	2.2
DELFOR	Delivery Forecast	830	D97A
DELJIT-KB	KANBAN Signal	862	D97A
DELJIT-PUS	Pick-Up Sheet	862	D97A
DELJIT-SH	Ship Schedule	862	D97A
DELJIT-JS	Buyer's Production Sequence Schedule	866	D97A
DESADV	Despatch Advice Inventory Report	856	D97A
INVRPT	Receiving Advice	846	D97A
RECADV		861	D97A

All GM MGO 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.

## Split Data

### Forecast SPOFCST Report

This report identifies 18 months of forecast data for each part. Forecast data is sent in a flat file and printed in report format during the Split process.

## Opel Division EDIFACT Messages and Versions

The Opel division uses the following EDIFACT messages.

EDIFACT Message	Document Name	X12 Equivalent	Version
DELFOR	Delivery Forecast	830	D97A
DESADV	Despatch Advice	856	D97A

All Opel 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.

## SAAB Requirements

SAAB requirements are processed through the GM MGO module.

## Data Field Restrictions

Data fields may not contain any of the following characters:

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

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

Data fields may not contain any of the following characters for GM MGO:

- a (lower case a) e (lower case e) ' (apostrophe)
- # (number sign) \$ (dollar sign) & (ampersand)
- ~ (tilde) % (percent sign) < (less than)
- z (lower case z) \_ (underscore) @ (at sign)
- \* (asterisk) ^ (caret)

## Shipper Print--PO Line Number

The purchase order line number is printed on shipper and invoice documents.

## Arrears Requirements--GM

GM may transmit arrears requirements that are identical to another requirement except for the requirement quantity. During the "Process," these requirements are combined.

## GM--MGO Assembly

### Plant Ship-to Codes (Alphabetical by Plant)

CITY	CISCO CODE	CITY	CISCO CODE
Antwerp	72424	Lansing Center	19320
Arlington	18008	Lansing Craft Centre	78105
Azambuja	72452	Lansing M Body	19050
Baltimore	48063	Lansing North M Chassis	19314
Blue Macaw	72475	Lansing South C Chassis	19313
Bochum 1 (Prod)	72332	Linden	48005
Bowling Green	18016	Lordstown	19078

CKD Bochum (Prod)	72330	Luton (Prod)	72281
CKD Ruesselsheim (Prod)	72259	Maua	72480
Cordoba	72682	Moraine - 6	48086
Detroit Hamtramck	19019	Oklahoma City	18014
Doraville	18003	Orion	19017
Eisenach (Prod)	72258	Oshawa Car 1	14020
Ellesmere Port (Prod)	72359	Oshawa Car 2	14001
Fairfax	18044	Oshawa Truck	14007
Flint Truck-Medium Duty	48065	Pontiac East	48069
Fort Wayne	48075	Rosario	72681
Genasys	10021	Ruesselsheim (Prod)	72261
Gliwice	72443	Sao Caetano ASM	72671
GM de Mexico (Ramos Arizpea, MZ)	23765	Sao Jose Car ASM	72677
GM de Mexico (Silao, MX)	23005	Sao Jose CKD	72664
GM de Mexico (TOLUCA, MX)	23780	Sao Jose TRK ASM	72669
Intl. Prod. Center - CKD	14061	Shanghai (Prod)	72872
Intl. Prod. Center - Tillsonburg	14006	Shreveport	48015
Intl. Prod. Center	14602	Shreveport - Electric Truck	48083
Janesville - Isuzu	48026	Ste. Therese	14002
Janesville - Light	48028	Thailand (Prod) Rayong	72132
Janesville - Medium	48027	Wentzville	19018
Lansing Body Annex	19051	Wilmington	19007
Lansing C Body	19049	Zaragoza (Prod)	72322
* Different ship-to codes require separate Machine Readable Destination records.			

## Plant Ship-to Codes (Numerical Sequence)

CISCO CODE	CITY	CISCO CODE	CITY
10021	Genasys	48027	Janesville - Medium
14001	Oshawa Car 2	48028	Janesville - Light
14002	Ste. Therese	48063	Baltimore
14007	Oshawa Truck	48065	Flint Truck-Medium Duty
14006	Intl. Prod. Center - Tillsonburg	48069	Pontiac East
14020	Oshawa Car 1	48075	Fort Wayne
14061	Intl. Prod. Center - CKD	48083	Shreveport - Electric Truck
14602	Intl. Prod. Center	48086	Moraine - 6
18003	Doraville	72132	Thailand (Prod) Rayong
18008	Arlington	72258	Eisenach (Prod)
18014	Oklahoma City	72259	CKD Ruesselsheim (Prod)
18016	Bowling Green	72261	Ruesselsheim (Prod)
18044	Fairfax	72281	Luton (Prod)
19007	Wilmington	72322	Zaragoza (Prod)
19017	Orion	72330	CKD Bochum (Prod)
19018	Wentzville	72332	Bochum 1 (Prod)
19019	Detroit Hamtramck	72359	Ellesmere Port (Prod)
19049	Lansing C Body	72424	Antwerp
19050	Lansing M Body	72443	Gliwice

19051	Lansing Body Annex	72452	Azambuja
19078	Lordstown	72475	Blue Macaw
19313	Lansing South C Chassis	72480	Maua
19314	Lansing North M Chassis	72664	Sao Jose CKD
19320	Lansing Center	72669	Sao Jose TRK ASM
23005	GM de Mexico (Silao, MX)	72671	Sao Caetano ASM
23765	GM de Mexico (Ramos Arizpea, MZ)	72677	Sao Jose Car ASM
23780	GM de Mexico (Toluca, MX)	72681	Rosario
48005	Linden	72682	Cordoba
48015	Shreveport	72872	Shanghai (Prod)
48026	Janesville – Isuzu	78105	Lansing Craft Centre

\* Different ship-to codes require separate Machine Readable Destination records.

## Truck and Bus

### Division Details

Indianapolis Truck and Bus uses DELFOR, DELJIT, and DESADV. The Truck and Bus division requires suppliers to transmit bar code information in the DESADV file.

### GM MGO Component

#### Miscellaneous Information--North America

- The MGO Component North America sends 88120 or 88121, depending on the com code, as the issuer ID in the NAD segment for both DELFORs and DELJITs and must have a unique Customer Abbreviation.
- A one-position or four-position model year is received on DELFORs. A two-position model year is required to be transmitted in the DESADV file, so the system either adds the missing position or removes the extra positions.
- Example: 0 or 2000 is transmitted in the DESADV file as 00.
- MGO Component sends a CUM required prior figure and a CUM shipped.

- MGO Component model year changeover takes place at the end of the calendar year, rather than the model year.
- MGO Component air shipments require the SCAC code to be placed in the TDT in the DESADV file. The combination of a Conveyance Code of "A" in the Carrier File and the GM Message Code "MZ7" or "MZ8" in the Destination File creates this segment.
- MGO Component may send four types of DELJIT (Delivery Just-in-time):
  - DELJIT with qualifier KB  
A KANBAN number is received; DESADV required; Discreet quantities.
  - DELJIT with qualifier SH  
Without KANBAN; Single source supplier requires DESADV.
  - DELJIT with qualifier PUS  
DESADV may be required depending on the contract with GM and if the supplier uses the INVRPT
  - DELJIT with qualifier JS  
In-sequence schedule; DESADV required

Note: The beginning KANBAN (from the RAN field) is printed on the load sheet.

## Miscellaneous Information--Europe

The MGO Component Europe (issuer ID = 88123) issues DELFORs and must have a unique Customer Abbreviation from other MGO divisions. MGO Component Europe sends 88123 in the NAD segment. Enter "88123" in the Plant ID field in the Identification Code File for the MGO Component Europe division.

---

Plant Ship-to Codes (Alphabetical By Plant)

<b>City</b>	<b>CISCO Code</b>	<b>City</b>	<b>CISCO Code</b>
Adrian	39050	Matamoros	3970
Anaheim	35010	Milwaukee	31020
Anderson, Plt 11	35111	Mogi	72477
Anderson, Plt 20	35120	Moraine	51087
Anderson, Plt 24	35124	New Brunswick	35006
Aspern	72410	Olathe	35008
Bay City	51004	Oshawa Battery	14009
Bedford	51050	Oshawa Chassis	14030
Bochum, Opel	72329	Parma	18171
Chicago	35011	Pittsburg	19085
Columbus	36121	Pontiac	18231
Coopersville	58006	Ramos Engine (Mexico)	23764

Defiance	51040	Ramos Trans	23769
Direct Ship (DHQ)	36215	Reman / ATS	51602
El Paso	31022	Reman / Lansing	51310
Ellesmere Port Engine	72358	Reman Fred Jones	51605
Ellesmere Port Press	72282	Reman Willi Tech	51604
Fitzgerald	35012	Reman, Dynamic	51603
Flint Comp	51015	RIMIR	36972
Flint East	31005	Rochester Lex	58001
Flint Metal	19091	Romulus Eng	51063
Flint V6	51436	Romulus Trans	51065
Flint V8	51192	Rosario Engine	72683
Flint West	31023	Rosario Stamping	72684
Fredricksburg	51003	Saginaw Malleable	51030
Gliwice	72444	Saginaw Metal	51032
Gr. Rapids (DEE)	58005	Sao Caetano	72667
Gr. Rapids (MFD)	18024	Sao Jose Dos Campos	72668
Grand Blanc	19032	Service	51006
Indianapolis Metal	19025	SGM (Shanghai)	72870
Kaiserslautern, Diesel	72395	St. Catharine's Comp	14014
Kaiserslautern, Opel	72263	St. Catharine's Engine	14024
Kaiserslautern, Saginaw	44387	Stasourgs	51269
Lansing GMPT	51300	Szentgotthard	72290
Lansing Metal Fab	19312	Toledo	51098
Laredo	35440	Toluca (Mexico)	23762
Laurel	35018	Tonawanda	51160
Livonia Eng	51005	Vandalia	39002
Lordstown	19044	Warren	51099
Mansfield	18096	Wichita Falls	31021
Marion	18095	Willow Run	51002
Massena	51090	Windsor Trans	14005
		Zaragoza	72325

\* Different ship-to codes require separate Machine Readable Destination records.

**Plant Ship-To Codes (Numerical Sequence)**

CISCO CODE	CITY	CISCO CODE	CITY
14005	Windsor Trans	51004	Bay City
14009	Oshawa Battery	51005	Livonia Eng
14014	St. Catharine's Comp	51006	Service
14024	St. Catharine's Engine	51015	Flint Comp
14030	Oshawa Chassis	51030	Saginaw Malleable
18024	Gr. Rapids (MFD)	51032	Saginaw Metal
18095	Marion	51040	Defiance
18096	Mansfield	51050	Bedford
18171	Parma	51063	Romulus Eng
18231	Pontiac	51065	Romulus Trans
19312	Lansing Metal Fab	51087	Moraine
19025	Indianapolis Metal	51090	Massena
19032	Grand Blanc	51098	Toledo
19044	Lordstown	51099	Warren
19085	Pittsburg	51160	Tonawanda
19091	Flint Metal	51192	Flint V8
23762	Toluca (Mexico)	51269	Stasourg
23764	Ramos Engine (Mexico)	51300	Lansing GMPT
23769	Ramos Trans	51310	Reman / Lansing

31020	Milwaukee	51436	Flint V6
31005	Flint East	51602	Reman / ATS
31021	Wichita Falls	51603	Reman, Dynamic
31022	El Paso	51604	Reman Willi Tech
31023	Flint West	51605	Reman Fred Jones
35006	New Brunswick	58001	Rochester Lex
35008	Olathe	58005	Gr. Rapids (DEE)
35010	Anaheim	58006	Coopersville
35011	Chicago	72263	Kaiserslautern, Opel
35012	Fitzgerald	72282	Ellesmere Port Press
35018	Laurel	72290	Szentgotthard
35111	Anderson, Plt 11	72325	Zaragoza
35120	Anderson, Plt 20	72329	Bochum, Opel
35124	Anderson, Plt 24	72358	Ellesmere Port Engine
35440	Laredo	72395	Kaiserslautern, Diesel
36121	Columbus	72410	Aspern
36215	Direct Ship (DHQ)	72444	Gliwice
36972	Rimir	72477	Mogi
39002	Vandalia	72667	Sao Caetano
39050	Adrian	72668	Sao Jose Dos Compos

39701	Matamoros	72870	SGM (Shanghai)
44387	Kaiserslautern, Saginaw	72683	Rosario Engine
51002	Willow Run	72684	Rosario Stamping
51003	Fredicksburg		

## GM MGO Component Ship Direct

### Business Practices

An original buyer (GM or a non-GM facility) transmits DELFOR / DELJIT requirements to Delphi. Delphi transmits the DELFOR / DELJIT requirements to the supplier. The supplier is expected to ship directly to the facility that ordered it and transmit the DESADV to Delphi.

### Unlimited Company Processing

The ability to submit up to 500 companies, or "unlimited company processing," is available for the manual or AutoReceive, 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.

### Credit Shippers

Note that credit shippers are not written to the consignee invoice files.

### Air International Requirements

If receiving requirements for Air International (IL), see the Air International supplement.

### Enhanced Application Control File

A keyword "CHKSHPHSTFULKEY" can be turned on if you need to check shipping history for GM MGO (GF) (see help text below).

From the main menu select System Maintenance (option 11),

Application Control File Maintenance (option 17),

Enhanced Application Control File Maintenance (option 1),

Enter the keyword into the position to field and select

with a 1.

Fill in the keys with a value or a wild "\*" for any value.

Keyword: CHKSHPHSTFULKEY

**Entry Keys Used:**

Company = XX (Your company) or '\*' for all companies

OEM=GF (only OEM at this time)

Cust=XXXXXX (Your CABBV) or '\*' for all CABBVs

Dest=XXXXXX (Your DABBV) or '\*' for all DABBVs

Other key=862

Text Values: 'Y' or 'N'

**Help text for Keyword "CHKSHPHSTFULKEY":**

This keyword was created for a specific situation reported by one customer. This situation is caused by a timing issue. Most suppliers will NOT need this keyword, set it up ONLY if you are experiencing the situation described below:

If your designated ship time is within a couple of hours of the time the GM MGO release (830/862) are generated and you are experiencing the following:

GM MGO updates the cum required for the shipment received however, the release (830/862) is generated before the requirements are removed from GMs system. The result is the requirements are resent and processed into AutoRelease causing the supplier to consistently over ship.

## **Security**

### **Communication Method**

The GM MGO module supports five divisions of General Motors. Each division is identified by unique Com Codes, shown below:

- MGO Assembly Com Code: BFT (formerly known as ISP) - Integrated Schedule Project
- MGO Assembly Com Code: GET (formerly known as ISP) - Integrated Schedule Project Europe
  - Opel
- MGO Component Com Code: MZ7 (formerly known as MSS) - Material Scheduling System
  - Powertrain
  - Metal Fabrication Plants
- MGO Component Com Code: MZ8 (formerly known as MSS - Material Scheduling System)
  - Delphi I
  - Delphi E
- MGO Component Com Code: RU7 (formerly known as MSS) - Material Scheduling System Europe

The GM MGO module also supports SAAB requirements.

GM MGO communicates through the ACM (Advanced Communications Module) component.

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

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

Wrap Data? YES - 80

Start New Record on New Interchange? YES

## File Archiving / Auto Print and Process

(Option 3 on the AZ10 Menu - ACM)

AZD2008	PROCESS PROFILE SETUP
OEM .....	
Company .....	
Auto Print .....	
Auto Process.....	
Auto 997.....	
Days To Archive.....	
F4=Prompt	F12=Cancel

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

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

## Control File (On the System Maintenance Menu)

Screen 2	COMPANY CONTROL FILE MAINTENANCE	
GM Security	GM (BDS III)	
Ford Supp Code	Ford Security	
GM Z Number		
Separate Shipper and Invoice Number? (Y/N) .....		
Print Pool Bills with Shippers? (Y/N) .....		
Use Outside Processing Shipper Number as Invoice Number? (Y/N) .....		
Print Outstanding Shipments Report during requirement update? (Y/N) ...		
Delete records created by Order Entry? N (Y=Yes, R=Yes, with report, N=No)		
Shipper Created for Outside Processing? (Y/N) .....		
Allow Negative Quantity Shipped? (Y/N) .....		

Enter BDS (Bulk Data Switch) if communicating with General Motors. BDS is transmitted in the TTR segment in the DESADV file.

If the Mexican Government requires an alpha prefix appended to the Factura number on the ASN, enter the Factura prefix in Forms Control File Maintenance. When creating a shipper, invoice or ASN that requires a Factura number, the Factura prefix will be retrieved from the Forms Control File and displayed on the Factura Maintenance screen. The Factura prefix will then be written to the Factura file along with the Factura number. The Factura prefix can only be changed in the Forms Control File. If the Factura prefix has changed and needs to be changed for an existing shipper/ASN, the option to update the Factura prefix from the Forms Control File can be selected during Factura File Maintenance.

## Implementation

### Identification Code File

The Identification Code File is used when taking the option to “Breakdown” a file received from GM and when transmitting a DESADV file. The Identification Code File is used differently by different manufacturers.

General Motors MGO requires a separate Identification Code record for each division (as identified by the division com code).

Use the Initial Identification Code record for the following:

MGO Assembly - BFT

MGO Component - MZ7

MGO Component - MZ8

Use the Europe record for the following:

MGO Component Europe - RU7

MGO Assembly Europe (Opel) - GET

## Initial Record

### IDENTIFICATION CODES

Company Number - XX  
OEM Code - GF  
Plant ID - DUNS Number  
  
OEM ID - Division Com Code \*  
Corporate ID - Your DUNS Number  
Remit to Duns Number - Buyer's Vendor Code (Truck & Bus) \*\*  
VAT Code - Tax ID  
Transmission Mode - T or P  
Smart Labels - Y or N  
Pallet Staging - Y or N  
Bar Code File Transfer - Y or N  
Variable Unwrap Print - Y or N  
Automatic print of 997 - N  
AutoMap - N

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

\* Enter a separate Identification Code record for each General Motors Division that transmits requirements. The first record contains your DUNS number in the Plant ID field. Each additional record contains a "dummy" ID in the Plant ID field. Use any code (alphanumeric) except a real supplier identification code used by this or another trading partner.

\*\* The buyer's vendor code is required in the Remit To field only for Truck & Bus suppliers to be returned in the NAD SF segment in the DESADV file. If GM Truck & Bus transmits a buyer's vendor code, it prints on the Identification Code Audit Report that prints during the "Breakdown."

## European Record

- If you receive requirements for European divisions, create an Identification Code File for each European division.
- MGO Assembly Europe Issuer ID = 88122
- (Opel and Integrated Schedule Project)
- MGO Component Europe Issuer ID = 88123

(Material Scheduling System)

```
Company Number - XX
OEM Code - GF
Plant ID - Issuer ID (88122 or 88123)

OEM ID - 0935HRB2002201
Corporate ID - Not used
Remit to Duns Number - Not used
VAT Code - Tax ID
Transmission Mode - T or P
Smart Labels - Y or N
Pallet Staging - Y or N
Bar Code File Transfer - Y or N
Variable Unwrap Print - Y or N
Automatic print of 997 - N
AutoMap - N
```

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

## Trading Partnership File

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

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

Steps to create default values:

1. Press F6 (Add) from the Trading Partnership review screen.
2. Enter optional abbreviations or leave blank if all customers and destinations for this company, OEM, and supplier code are the same.
3. Press Enter.
4. Enter the code representing the data format (“E” for EDIFACT).
5. Press Enter. The Maintain Trading Partnership File screen displays.
6. Press F7 (Infor defaults):
7. Press F12 to return to the Trading Partnership review screen.
8. For SAAB, set the Sender and Receiver qualifier to “!!!!”. This entry tells the DESADV Create program to omit the Sender and Receiver qualifier, as required by SAAB. When SAAB requires “09420000562588912:30:APM021” in the third element of the UNB segment, enter the entire value as the trading partner's receiver information.

## 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:

- GM 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.

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](#).

<u>Supplier ID</u> 12345	<u>Supplier ID</u> 98761
<u>CO</u>	<u>CO</u>
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

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

- Maintain the Application Control File for the keyword PXCO#GF.
- 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
KB	*ALL		PXCO#GF

```
Infor Data Length: 8 Dec:  
        1       2       3       4  
123456789012345678901234567890123456789012345  
ENHANCED
```

Customer Data	Length:	Dec:
12345678901234567890	1	2

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):

PART CROSS REFERENCE MAINTENANCE		
Company .....	KB	
Customer Abbreviation .....	GMCUST	
Customer Part Number .....	456123	
Destination Abbreviation ...	(O)	
Bar Code Part Number .....	456123	
Internal Part Number .....	456123	
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 .....	85963	
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 in the Supplier ID field. This is necessary only if you are using the Enhanced PXCO#GF keyword.

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

The GM MGO 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.

If the pay-on-consumption process is being used, the Consignee Warehouse field in the Parts Cross Reference File must be filled for the requirements to be placed in the consignee invoice file during the Extract.

## Parts Cross Reference Extension File (F9)

RLD13500A	MAINTAIN PARTS CROSS REFERENCE EXTENSION FILE	
Company KB	Cust Abbv GMMGO	Dest Abbv
	Customer Part	09046809
French Description	_____	
Spanish Description	_____	
Country of Origin	_____	
Source Code	_____	
Core Group	_____	Package Qty _____
Group Code	_____	
Left/Right Hand	_____	
DOT Certification	_____	
Kanban/UPC Code	_____	
Alt Part#	_____	
Tool Type	_____	
Export Contrl Class #	_____	
MadeIn	_____	
Manufacturer Code	_____	
F12=Return		

### GM Security Label

Field on the Label: Source Code, Vendor code or DUNS#

Setup in the Extension File: Source Code

Field on the Label: Date Code

This field is programmed to the date the label is printed.

Field on Label: Group Number

Setup in the Extension File: Group Code

Field on Label: GM Number

Setup in the Parts Cross Reference for Customer Part Number

Field on Label: QTY

This is the Requirement Quantity

QR Label symbol

Setup in the Extension File: French Description and/or Spanish Description

Field on Label: The Core Group (CG) Number

Setup in the Extension File: Core Group Field

Field on Label: D.O.T. annotation

Setup in the Extension File: DOT Certification

Field on the Label: Country of Origin

Setup in the Extension File: Country of Origin

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.

The GM MGO Parts Cross Reference 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:

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

Enter the OEM to validate the Supplier ID because the Parts Cross Reference File does not contain the OEM.

Enter the Company, Customer Abbreviation, and Destination Abbreviation (optional) for the group of part records to be updated. Enter the Supplier ID that is to be attached.

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

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.

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**

Each MGO division sends a unique issuer ID. Therefore, a separate Customer Abbreviation must be created for each division.

Division

Com Code CISCO Code /Issuer ID GM Division

BFT 88835 MGO Assembly (formerly ISP Assembly)

GET 88122 MGO Assembly Europe (Opel)

MZ7 88120 MGO Component (formerly MSS Component)

MZ8 88121 MGO Component (formerly MSS Component)

RU7 88123 MGO Component Europe

-- 88123 Strasbourg

### **Destination**

Planning Requirement Masters with non-destination planning must have the clear flags marked. These are planning requirements transmitted without a ship-to ID. The system replaces the blank ship-to ID with 999999. A Machine Readable Destination record must be entered with 999999 as the destination ID and a user-defined abbreviation. A Requirement Master must be entered with this planning abbreviation to store non-destination planning.

Note: All MGO plants transmit dock codes. If a message is received without a dock code, contact the MGO plant that transmitted the requirements.

### **Electronic Invoices--GMAC**

If invoices are sent to GMAC, mark the Electronic Invoice flag with "Y" in the Destination Abbreviation record.

### **Machine Readable--Pay-on-Production**

Separate Machine Readable Destinations records must be entered for each dock code. The Destination Abbreviation must be the same for all records with the same destination DUNS. The INVRPT does not contain a dock code; enter a Machine Readable Destination record with a blank dock code for each destination DUNS.

## Model Year

GM transmits a model year. Therefore, the Requirement and the Price Files must be entered with a model year.

Within AutoRelease, the Model Year field is extracted from the OEM Miscellaneous File for both inbound and outbound messages. Therefore, the model year must be entered in the OEM Miscellaneous File exactly as the General Motors division transmits it. The field is four positions, but if the division transmits only the last position, the master files must be created using only the last position.

Exception: If the model year is sent in the DELJIT file, then the model year in the OEM Miscellaneous File is not used. The model year from the DELJIT is processed and used. If the model year received on the DELJIT is not changed in the OEM Miscellaneous File and Requirement Master, an error is generated during the "Breakdown" and "Print" stating the following:

*"No requirement master found for cust abbrev, dest abbrev, part and model year"*

## CUM Required Prior

### MGO Assembly

It is not necessary to enter CUM required prior for MGO Assembly.

MGO Assembly sends a CUM required prior figure and a CUM shipped. The system stores the CUM required prior in the Memo CUM field, because it is not needed to calculate ahead / behind for MGO Assembly. The CUM shipped received from MGO Assembly is placed in the CUM Required Prior field, so there is never a "behind" situation. The CUM shipped figure is from the last DESADV received (prior to midnight the night before scheduling). MGO Assembly uses this figure to calculate the supplier's behind quantity, and the behind quantity is then included in the weekly requirements.

### MGO Component

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

The CUM required prior is used to calculate ahead or behind figures and to round to package quantity. When entering an MGO Component manual requirement or while testing, the CUM required prior may be entered using the option Enter Manual Requirements and either by using F5 from the entry screen or by entering it directly on the header screen.

## Carrier File

GM MGO requires a valid Equipment Description Code to be transmitted in the EQD segment in the DESADV file. The Equipment Description Code cannot be changed in shipper entry. Infor recommends that separate carrier records be created for each Equipment Description. The carrier is then identified in the Destination File maintenance screen must be modified before the Create and Transmission option is selected.

If separate carriers are not created (and only one Carrier File is created with the most commonly used Equipment Description code), when the other codes are needed, the DESADV maintenance screen must be modified before the Create and Transmission option is selected.

SCD6100B		MAINTAIN CARRIER MASTER FILE
Company Number .....	KB ENGINEERING COOLING, INC.	
Carrier Number .....	101	
Carrier Name .....	RYDER LOGISTICS	
Carrier Address .....	123 MAIN	
Carrier City .....	DEARBORN	
Carrier State .....	MI	
Carrier Zip .....	48124	
Carrier Country (ISO) ..		
Carrier Phone .....	5555555555	
Carrier Abbreviation ..	RYDR	Travel on Weekends? (Y/N/ )
Pool Carrier .....		Pool Loc Code .....
GM Mode .....		Conveyance Code .....
Delivery Carr. Abbrv ..		Airport Location Code.....
Equip. Desc Cd/Initial.	TL	Carrier Code .....
Remarks ....		Transport Ownership, coded.

Equipment Description - The Equipment Description further describes the Conveyance Code. Valid GM MGO Codes are the following:

- CN - Container
- RR - Rail Car
- TE - Trailer

Transmitted in the EQD segment, DE 8053.

- Note: For air freight shipments, use CN (container).
- Equipment Initial - Enter Equipment Initial (equipment owner's code). The Equipment Initial may be changed on the shipper header screen. Transmitted in the EQD segment, DE 8260.
- Conveyance Code - Enter a valid MGO code, which describes the method of conveyance. Defaults from the Carrier File. It may be changed at shipper entry time. Transmitted in the TDT segment, position 240, DE C220, CE 8067.
- Valid codes are the following:

A - Air	AC - Air Charter
AE - Air Express	C - Consolidation
D - Parcel Post	E - Expedited Truck
G - Piggyback	GS - Progressive Pick-up (milk run)
H - Customer Pick-up	M - Motor
LT - Less than trailer load	R - Rail
SE - Sea / Air	SR - Supplier Truck
SS - Steamship	T - Best way
TC - (Taxi) Cab	U - Private Parcel Service
VE - Vessel, Ocean	W - Inland Waterway

- Carrier Code - For SAAB, enter carrier codes greater than four characters in the second line of the Carrier Name field.

**Destination File**

SCD6300B		MAINTAIN DESTINATION MASTER FILE
Company Number .....	KB	ENGINEERING COOLING, INC.
Destination Number .....	1900	
Name 1 .....	GM	FOB .....
Name 2 .....	DOCK 76	Distributor Code ..
Address 1 ..	12121 WARREN	Ford Dest Code .....
Address 2 ..		ASN/DESADV (B/C/N/O/V/Y) V
Address 3 ..		GM Msg/Temp Msg Code ... /
City/State ..	FLATROCK	GM Std Loc/Ford Rt Cd 2.
Zip Code ...	48111	Carrier Preference ..... 3
Country .....		Route Code / HMRS (Y/N).
Arrival/Ship Dates (A/S) .....	S	Honda Destination .....
Delivery Travel Time (Hrs/Min)		Supplier Type (P/S) ....
Delivery Travel Time (Days) ..		ASN Unit of Measure .... EA
Available Ship Days (X = Select)		JIT Location (Y/N) .....
S      M      T      W      H      F      S		Bar Code Verif (Y/N/C/S) N
Names:		Print Invoices (Y/N) ... Y
F1=Help    F10=Delete    F12=Return		Create Invoices (Y/N) .. Y
		Payment Type: Coll    PP    PPI    Oth
		Alt. Description...
		Dealer Code .....
		Cat Europe Ult Dest ....

- GM Msg. - Enter the required com code to be transmitted in the DESADV file:
  - MGO Assembly destinations - BFT
  - MGO Assembly Europe (Opel) destinations - GET
  - MGO Component destinations - MZ7 or MZ8
  - MGO Component Europe destinations - RU7
  - Temp Msg. Code - For SAAB, enter "SB" to indicate a SAAB destination.
  - Honda Destination - on GM MGO (GF) Daewoo
- Names - For invoices sent to GMAC, enter the corresponding bill-to numbers from the Name File.
- For customers sending duplicate ASN/DESADV to Air International through the GM MGO (GF) Module. To send a duplicate ASN to Air International the supplier must set the GM Temp Msg. Code field in the Destination Master to 'IL'. For ALL GM MGO (GF) North American suppliers, the DESADV must include packaging information in a specific format. To accomplish this, the supplier must set the GM Temp Msg. Code field in the Destination Master to 'BMN'. For GM MGO (GF) Europe suppliers, the DESADV must include packaging information in a specific format. To accomplish this, the supplier must set the GM Temp Msg. Code field in the Destination Master to 'BOM'.
- For GM MGO (GF) Strasbourg suppliers, the DESADV must include packaging and bar code serial number information in a specific format. To accomplish this, the supplier must set the GM Temp Msg. Code field in the Destination Master to 'STR'.
- The settings required to create the GM MGO (GF) DESADV conflict with the setting to create a duplicate ASN for Air International. So, to accommodate both, the following codes have been added for suppliers shipping to Air International only.
  - IL Air International & GM MGO (GF) not using any other setting
  - ILB Air International & GM MGO (GF) needing BOM (Europe locations)
  - ILN Air International & GM MGO (GF) needing BMN (ALL North American locations)
  - ILS Air International & GM MGO (GF) needing STR (Strasbourg location)
- The same issue occurs with Donaldson. So, the following codes were added for Donaldson.
  - DO Donaldson & GM MGO (GF) not using any other setting
  - DOB Donaldson & GM MGO (GF) needing BOM (Europe locations)
  - DON Donaldson & GM MGO (GF) needing BMN (ALL North American locations)
  - DOS Donaldson & GM MGO (GF) needing STR (Strasbourg location)

In order to print the 6 decimal place price on GM MGO (GF) Daewoo Commercial Invoices, Destination Master File changes are necessary. The Honda Destination field must have 'DAT' entered in it for all Daewoo destinations. From the main menu, take option 6 (File Maintenance Menu). From the File Maintenance Menu, take option 9 (Destination). Enter each company and destination combination for GM Daewoo shipments. Enter 'DAT' in the Honda Destination field as below and press Enter.

MAINTAIN DESTINATION MASTER FILE		
Company Number .....	01	
Destination Number .....	565753	
Name 1 .....	GM DAEWOO	FOB .....
Name 2 .....		Distributor Code ..
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 Cd2.
Zip Code ...		Carrier Preference ..... 91
Country ....		Route Code / HMRS (Y/N).
		<b>Honda Destination .....</b> <b>DAT</b>
Arrival/Ship Dates (A/S) A		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) N
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		Alt. Description...
Names:		Dealer Code .....
		Cat Europe Ult Dest ...
F1=Help F10=Delete F12=Return		

## GMAC Invoices

If invoices are sent to GMAC:

- Enter "GM" in the 3rd Party Electronic Invoice OEM field in the Destination Master File.
- Set up a Name File master with GMAC bill-to information.

## Requirement Master--Report Flags MGO Assembly and MGO Component

866	862	830	850
X	X	X	—

Mark the 866 report flag if DELJIT JS requirements are received. The Production Sequence Edit List is created during the "Print," and the Production Sequence (866) Process Audit Report is created during the "Process".

## Requirement Master--Clear Flags MGO Assembly and MGO Component

866	862	830	850
—	—	—	—

Do not mark the clear flags. MGO clears by purpose codes. To activate the clear-by-purpose code, create a record in the OEM Miscellaneous Info File (accessed from the File Maintenance Menu) for OEM module GF to indicate the purpose codes for which Requirement B records are to be cleared before processing.

GM Shanghai Requirement Masters need to have the OEM Division marked as 'SHANGHAI' and the GM Msg. Code in the Destination Master marked as 'SGM' so that the DESADVs work properly and to ensure that the proper Purchase Order Numbers will be processed into the Requirement Files from the DELJIT-PUS transaction set. Clear flags should be marked for 830s but not for 862s. The Report flags should be marked for both 830 and 862. The Load Past Due Requirements from History flag should be marked as 'Y' in Special Processing (F20). The OEM Miscellaneous Info Maintenance (option 13 on File Maintenance menu) needs to have nothing entered in the 'Clear 830s w/ Purpose Codes' field, nothing entered in the 'Clear 862s w/ Purpose Codes' field, and '862' entered in the 'Clear Transaction Set including Purchase Order....' field for GM Shanghai destinations. Other GF destinations should not be changed.

## Requirement B Record--Purchase Order Line Number

The purchase order line number sent by GM MGO is processed into the P.O. Line field in the Requirement B record.

## Requirement C Record--P.O. Date

### REQC Detail Screen

JTDMAINT6		REQUIREMENT MASTER ENTRY - OEM INFORMATION		CHANGE
Transaction Type ... 830				
Company KB	Customer FCSD	Part 12345	Destination AF31A	MY
Invoice Toyota-MM? .....		Purpose Code .....		
Ship or Delivery Date ....		Plant Location ...		
OEM Unit of Measure .....		Default Eng Lvl ..		
OEM Ship Code .....		Storage Location ..		
OEM Package Qty .....		Line Supply Loc ..		
OEM Last Ship Date .....	0/00/00	Tag Code .....		
OEM Last Ship Qty .....		Int. Consignee ... F201C		
OEM Cum Shipped .....		Line Feed .....		
Fab Date .....	0/00/00	Planner Name .....		
Fab Start Date .....	0/00/00	Planner Phone .....		
Material Date .....	0/00/00	Default P.O. .....		
Material Start Date .....	0/00/00	Process Code .....		
CUM Reset Date .....	0/00/00	JIT Reference # ..		
Purchase Order Date .....	0/00/00	Default Type/Freq. /		
		Drop Point.....		

## OEM Miscellaneous Information

OEM MISCELLANEOUS INFORMATION MAINTENANCE		
Company Number .....	KB	
OEM Code .....	GF	
Destination Abbrev ...		
Model Year .....	20XX	Clear 830s w/ Purpose Codes 05
GM Message File .....	MGO	Clear 862s w/ Purpose Codes 05
GS ASN/UNH DESADV Ver Lvl. 97A		Combine Daily 866s ..... (Y/N)
Next Avail Adjust # .....		Caterpillar Facility Code .
Use DUNS in ISA/UNB Seg...	N (Y/N)	Caterpillar Proprietary ID
GM DESADV Packaging Info..	Y (Y/N)	Caterpillar 830 10-10-10... (Y/N)
Appl Receiver ID ....		IBM Supplier Code.....
GM Invoice Message File...		Clear Transaction Set including 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/N)
		Direct Supply Contract #...

- Default P.O. - The purchase order may not be transmitted with all requirements.
- Enter the current purchase order in the Default P.O. field in the Requirement C record of the 830. This code is retrieved during the “Process” for all requirements and placed in the Purchase Order Number field in the Requirement B records.
- Purchase Order Date - When processing requirements and the OEM code is “GF,” and when both DELFOR and DELJIT requirements are processed, if there is no purchase order date, the purchase order date that is in the 830 C record is used as the purchase order date for both DELFOR and DELJIT records.

## MGO Assembly and MGO Component

- Destination Abbrev - The Destination Abbreviation is optional, and Infor recommends that you leave it blank. Both MGO Assembly and MGO Component plants use the same business practices.
- Note: Only the Truck and Bus division uses this file differently. A separate OEM Miscellaneous record is required. Infor recommends that the Truck and Bus record be created with a Destination Abbreviation. A separate OEM Miscellaneous record is required for destinations that do not require packaging information in the DESADV.
- Model Year - If the model year is sent in the DELJIT file, then the model year in the OEM Miscellaneous File is not used. The model year from DELJIT is processed and used.
- Model year may or may not be received on the DELFOR. However, model year is required to be returned in outbound files. Model year must therefore be entered as required by MGO. If received in the PIA segment of the DELFOR, model year is printed on the MGO Requirement Edit List that is generated during the "Breakdown."
- Price and Requirement Files must be created with the model year.
- Note: When model year change is run for an OEM that uses this field, the model year must be changed here, also.

## Fields used by both MGO Assembly and MGO Component

- Purpose Code Fields - The default purpose codes for OEM code "GF" are "00" and "05" as required by both MGO Assembly and MGO Component.
- Purpose Codes 00 - Requirements for 1st pull
- 05 - Changes to entire file
- Purpose codes are used to clear DELFOR and/or DELJIT requirements rather than using the clear flags in the Requirement Master. Clear flags in the Requirement Master must be blank.
- GM Message File - GMDESADV - When sending a production DESADV
- DESADVT - When sending a test DESADV
- GS ASN/UNG DESADV Ver Lvl - D97A - Transmitted in the DESADV UNH
- Use DUNS in ISA/UNB Seg - N - The message code from the Destination File is returned in the UNB segment in the DESADV file.
- GM DESADV Packaging Info - Enter "N" if this destination does not require a PAC segment (packaging information) in the DESADV. Enter "Y" or leave blank if a PAC segment (packaging information) is required on the DESADV.
- GM Shanghai: OEM Miscellaneous File needs to have nothing entered in the 'Clear 830s w/ Purpose Codes' field, nothing entered in the 'Clear 862s w/ Purpose Codes' field, and '862' entered in the 'Clear Transaction Set including Purchase Order....' field for GM Shanghai destinations. Other GF destinations should not be changed.

## Returnable Containers

### Container File (MGO Assembly & MGO Component)

GM MGO (GF) MUST have the Print Ctn on Separate Line set to "Y" regardless of the container being returnable, expendable or part of a Bill of Material. This must be done PRIOR to creating the shippers so the container record can be associated with the proper shipper line item. If this is not done, the ASNs WILL NOT create properly.

GM MGO requires packaging information on all DESADVs. When a part was shipped in multiple packaging types the DESADV was not correct. This occurred for both North America and Europe (excluding Strasbourg) locations. North America requires the inner and outer packaging in the CPS loop for the part. Europe requires the inner packaging in the CPS loop for the part and the outer packaging summarized at the end of the DESADV with a CPS loop per container. (See the GM DESADV specifications Section 4.1 for Europe and 4.2 for North America).

NOTE: All references below for Europe exclude Strasbourg. The Strasbourg location was unaffected by these changes.

ALL SUPPLIERS SHIPPING TO GM MGO NORTH AMERICA & EUROPE MUST USE THE FOLLOWING CONTAINER & DESTINATION SETUPS OUTLINED BELOW EVEN IF YOU ARE NOT USING A BILL OF MATERIAL. Follow the container and pallet setups that apply. Bill of Material File should be set up only if needed.

#### Shipping Scenarios:

"If you only ship in stand-alone containers (no pallet or other outer packaging) you need to set up the Container Masters only.

"If you ship in containers on pallets w/o Bill of Material, you need to set up the Container master referencing the pallet and pallet master.

"If a part is shipped in multiple packaging scenarios then multiple container definitions with a unique internal the container part number is required for the same customer container part number. For example:

- Part is in same container but on different pallets (returnable pallet or expendable pallet)
- Part is in different containers on the same pallet (part in returnable container and expendable container on the same pallet)
- Etc.

Below are the container set ups for North America and Europe, any differences are noted.

## **CONTAINER MASTER FOR CONTAINERS:**

Set 'Customer Container Number' to the packaging code that is required in the PAC segment on the DESADV.

Set 'Returnable Container' flag to:

- 'Y' for all returnable containers.
- 'Y' for expendable containers that are used to ship parts that are sourced returnable.
- 'N' for expendable containers that are used to ship parts that are sourced expendable.

Set 'Print Ctn on Separate Line' flag to 'Y' for ALL container masters. The DESADV will NOT create correctly if this is 'N'.

Set 'Use BOM/Dunnage Information' flag to 'N'. " Set 'Weight" field to the weight of the container.

Set 'Print/Extract BOM' flag to 'N'

Set 'Multiple Line Items/Container' flag to 'N'

Set 'Combine Partial Containers' flag to 'N'

Set 'Reference Pallet' field to

- Container part number of the pallet (If container is shipped on a pallet)
- Blanks (If this container is a single shipping unit and doesn't ever ship on a pallet)
- Blank (If this is an expendable container used for a part that is sourced returnable)

## **CONTAINER MASTER FOR PALLETS WITHOUT BILL OF MATERIAL:**

The set ups are the same as the container EXCEPT:

"Reference Pallet" field will always be blank.

## **CONTAINER MASTER FOR PALLETS WITH A BILL OF MATERIAL:**

The set ups are the same as the container EXCEPT:

Set 'Use BOM/Dunnage Information' flag to 'Y'

Set 'Weight' field to zero

(The weight is calculated using the Bill of Material).

Set 'Print/Extract BOM' flag to 'Y'

Set 'Multiple Line Items/Container' flag to 'N' or 'M' (use 'M' if this pallet is used by multiple containers)

Set 'Reference Pallet' to blank

Use F13=BOM Maintenance to enter the pallets bill of material and use the settings below.

### **Bill of Material:**

Accessed from Container Master Maintenance by pressing F13=BOM Maintenance.

Enter a bill of material record for each of the packaging components that make up the bill of material (including the pallet).

- For example, a pallet with a lid and 2 trays requires three bill of material records. One for the pallet, one for the lid and one for the trays.

Set 'Customer Component Part Number' to the packaging code that is required in the PAC segment on the DESADV.

Set 'Quantity per Container' to number of this component need for the outer packaging. (In the example above: pallet records = 1, tray record = 2 and lid record=1)

Set 'Weight' to the weight of a single packaging component (i.e. 1 tray weighs 1.25 pounds).

Infor recommends that the Calculate Quantity Based upon Percentage of Package Quantity be set to 'N' for GM MGO.

Note: Container Bill of Materials must NOT have its own Requirement Master or Parts Cross Reference File.

### **Destination Master**

GM Tmp Msg Cod in the Destination Master File determines which method is used to report packaging. Do not add this value until you have completed the container set-ups above.

GM Strasbourg	STR
GM Europe	BOM
GM North America	BMN

### Returnable Container

- Enter "Y" in the Returnable Container field if this part is being shipped in a returnable container to an MGO Assembly and / or an MGO Component plant.

Note: During the ASN create, if the container is returnable (Y), "1" is placed in the CPS03 element in the ASN file.

- Enter "X" in the Returnable Container field if this part is being shipped in an expendable container. When shipping in an expendable container, enter "NONE" in the Customer Container Number field.

Note: During the ASN create, if the container is expendable (X), "3" is placed in the CPS03 element in the ASN file.

### Customer Container Number

- If this is a returnable container, enter the packaging code that is required in the PAC segment in the DESADV file in the Customer Container Number field. The first 17 positions are used in the PAC segment. "Y" must be entered in the Returnable Container field.
- If this is an expendable container, enter "NONE" in the Customer Container Number field. The ASN description is placed in the PAC segment in the DESADV file. "X" must be entered in the Returnable Container field.

### Multiple Container Components

- Container File

In the Container File perform the following steps:

1. Enter "Y" in the Print Ctn on Separate Line field.
2. Enter "Y" in the Use BOM / Dunnage Information field.
3. Enter "Y" in the Print / Extract BOM field.

This prints all component part number (Bill of Material data) on the shipper and extracts this data to the ASN file. Multiple PAC segments are created (one for each container component). Returnable containers and dunnage are listed before part line items in the ASN file. Container components must be entered in the Bill of Material File.

Note: During the ASN create, if this is a Corvette ship-to (18016), "4" is placed in the CPS04 element in the ASN file and the PAC segments are not created.

- Bill of Material File

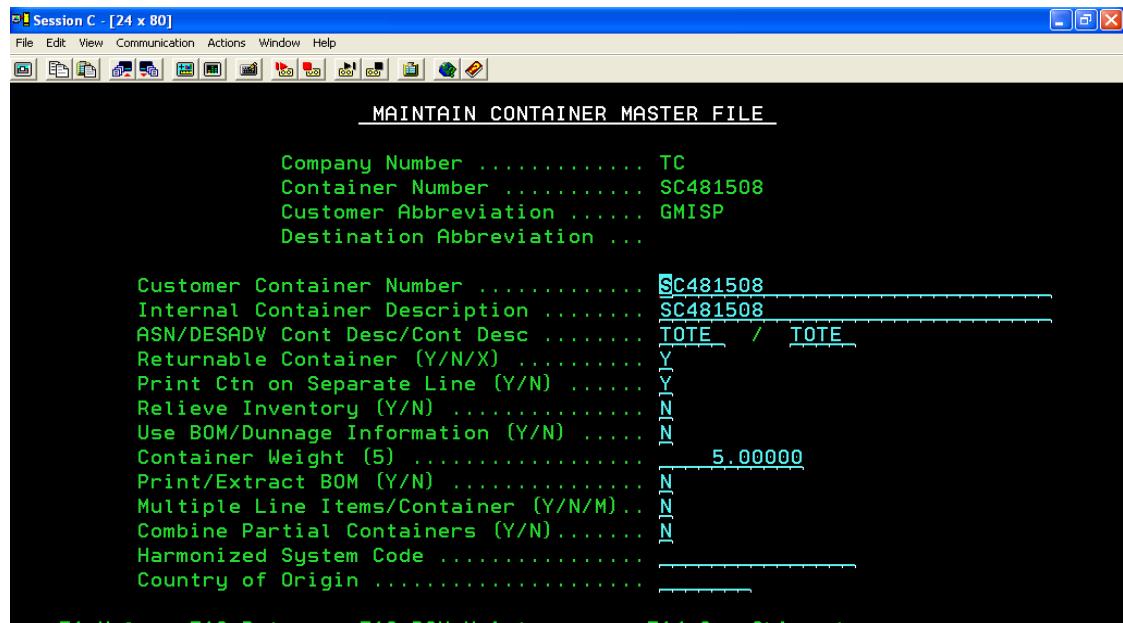
Infor recommends that you enter "N" in the Calculate Quantity Based Upon Percentage of Package Quantity field in the BOM File. When "N" is entered, the container component quantity is calculated by multiplying the container quantity in the ASN file by the Quantity Per Container entered in the BOM File.

The customer component part number in the BOM File is used as the container part number in the PAC03 in the ASN file.

## Container File (BOM)

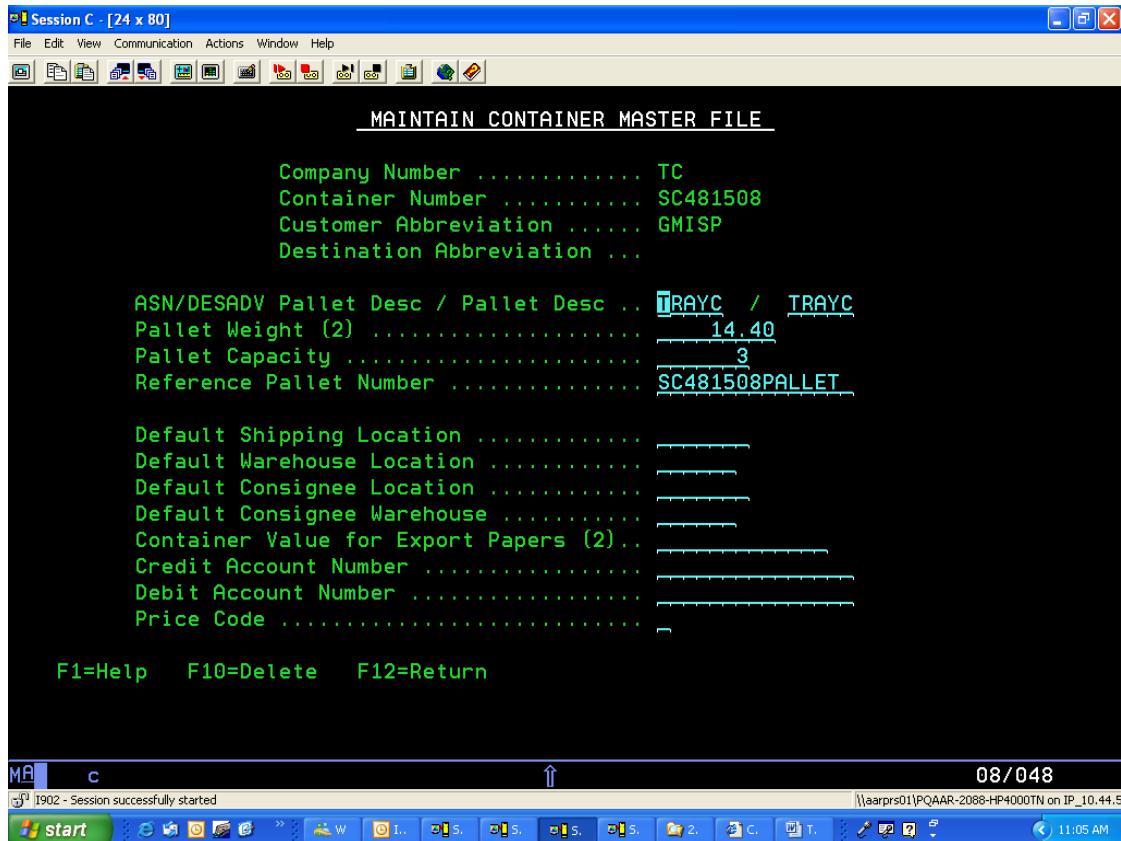
### File Set-up

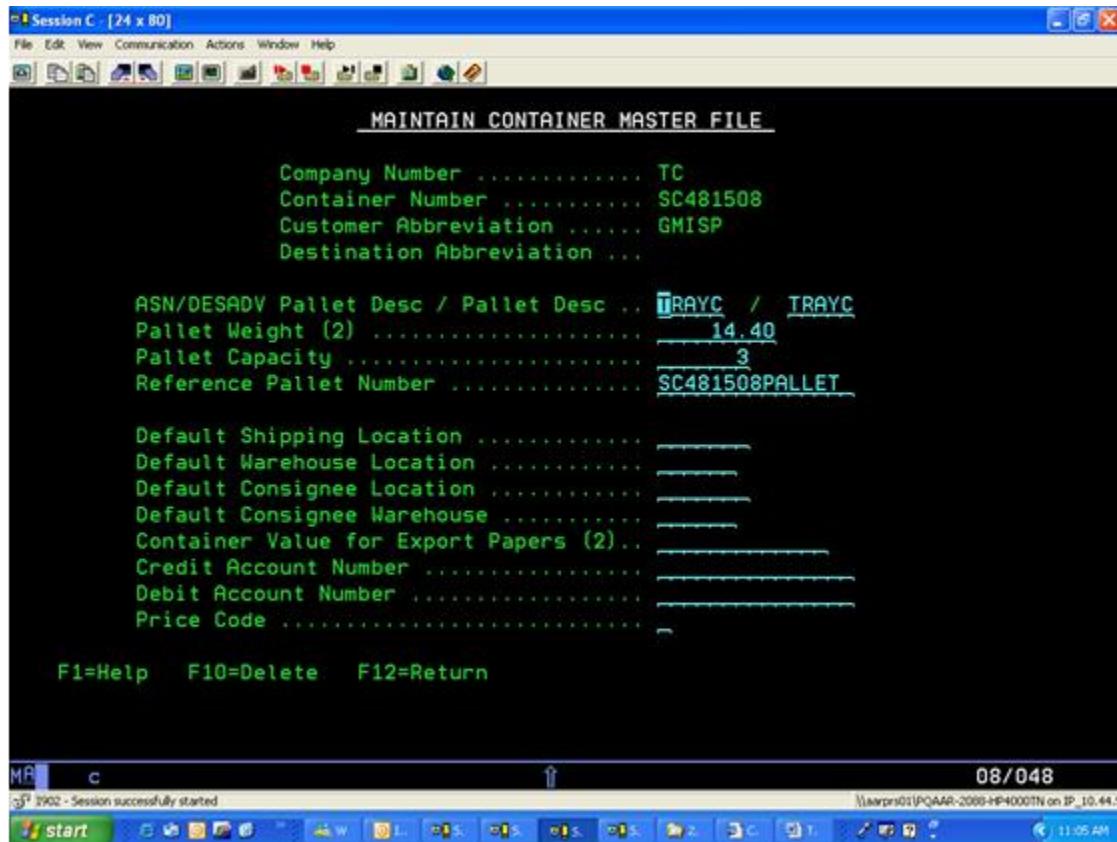
- Destination Master File (**ASN/DESADV flag must be 'V' for GF but 'C' for Strasbourg**)
- GF destination master – ‘BMN’ Temp Msg. Code when using BOMs, ‘STR’ for Strasbourg, else blank.
- OEM Miscellaneous File for GF
- **Container Master:** See setup for containers SC481508 (bin or inner container) and SC481508PALLET (the outer container) below. Note that on this outer container assembly, there are 3 returnable trays used to make up the outer container – 1 for the base, 1 for the inlay, and 1 for the lid. These container components have the same part number – UP484507.
- One Container Master File is required to be set up for the inner container
  - The 1<sup>st</sup> screen looks like:
    - Returnable Container must be ‘Y’
    - Print Ctn on separate line must be ‘Y’
    - Container weight must be entered as the weight of the returnable bin



BOM flags must be ‘N’ since the BOM in this example are associated with the outer container assembly and not the inner container.

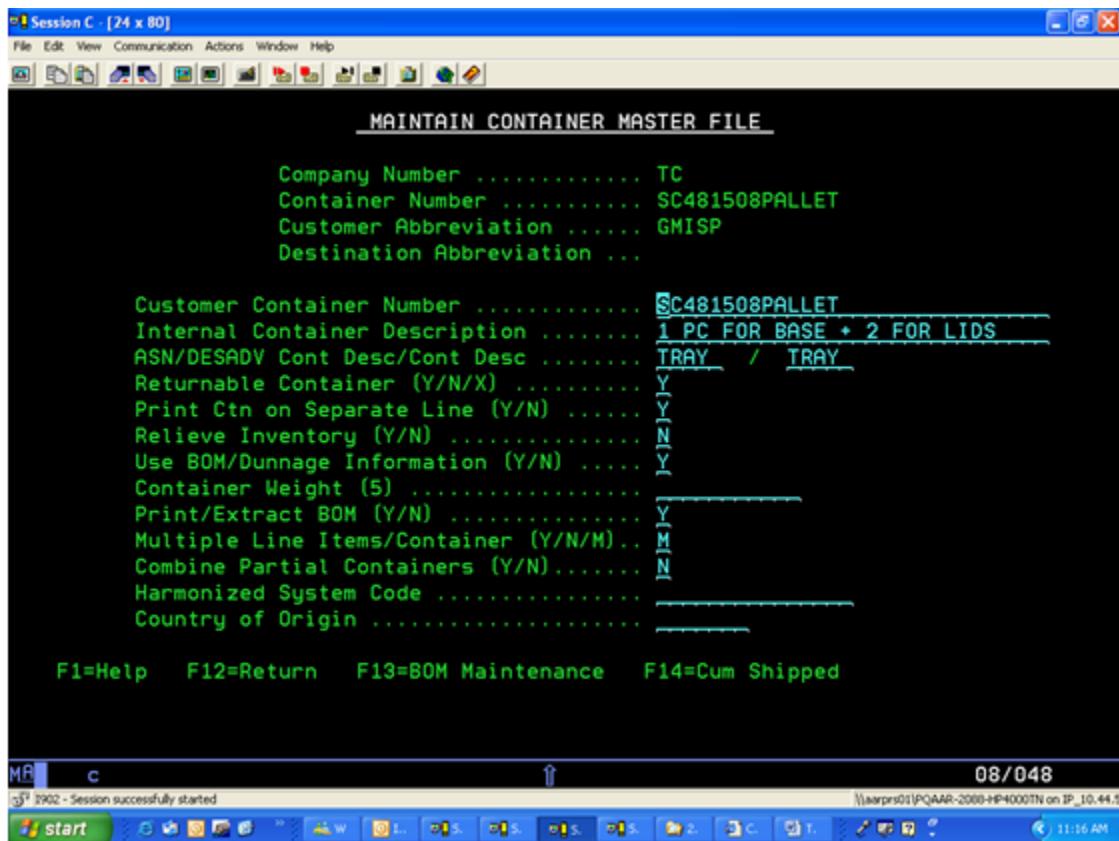
- The 2<sup>nd</sup> screen looks like:
  - The pallet weight must be the weight of one of the trays used as the base.
  - The pallet capacity must be the number of inner containers per outer container assembly.
  - The reference pallet number is required to retrieve the BOMs associated with the outer container assembly.



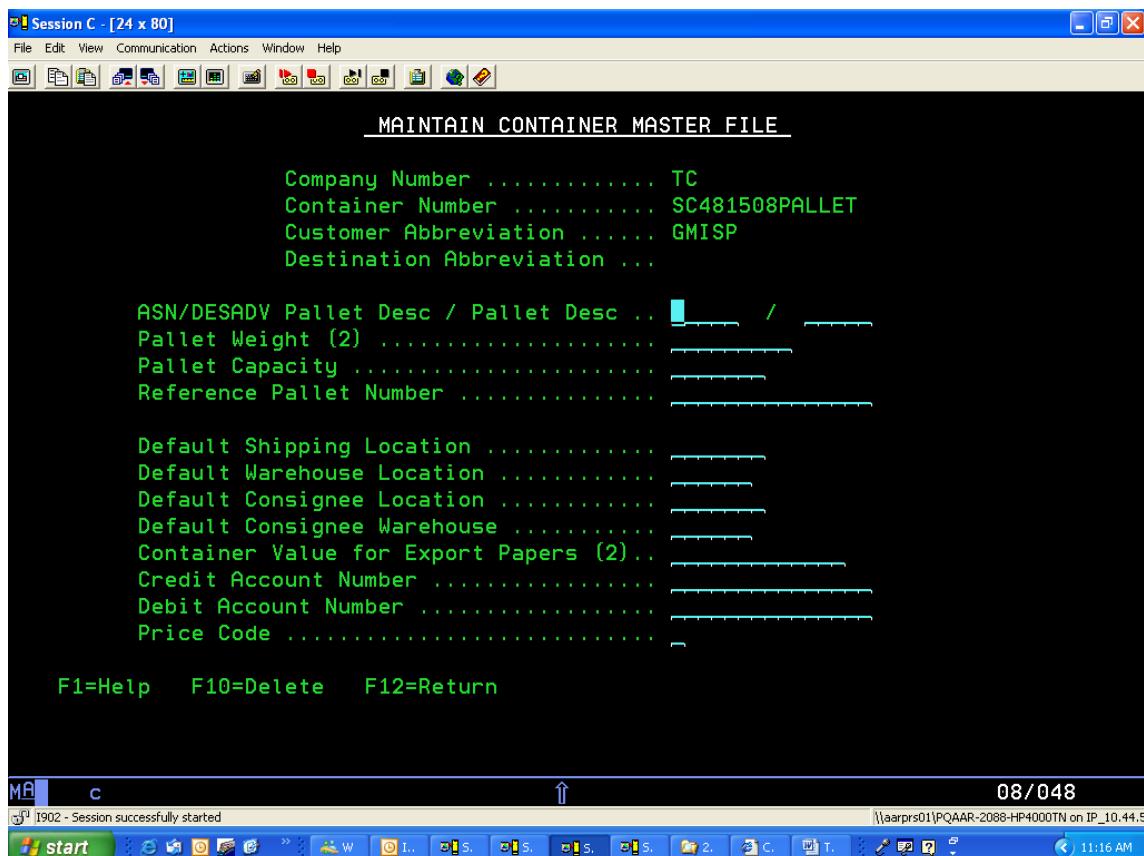


One Container Master File is required for the outer container assembly - the BOM is associated with this outer container. The following flags must be marked as indicated

- Returnable Container = 'Y'
- Print Ctn on Separate Line = 'Y'
- Use BOM/Dunnage Information = 'Y'
- Print/Extract BOM = 'Y'
- If this outer container is used by more than one part number, then the Multiple Line Items/Container (Y/N/M) must be 'M'
- To generate a separate outer container line item on the shipper, mark the Combine Partial Containers = 'N'
- Container Weight must be blank when the BOM flags are used. The weight will be calculated based upon the BOM weight

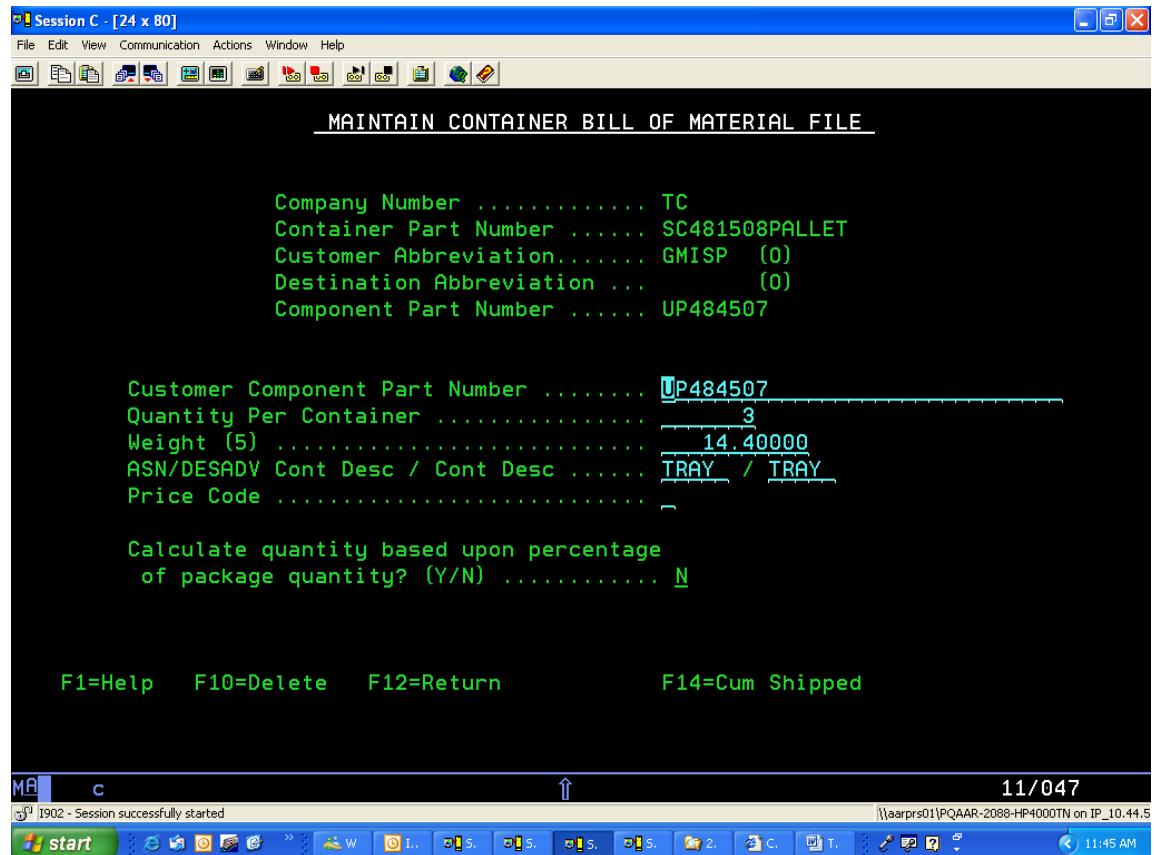


- No information is required on the 2<sup>nd</sup> screen.

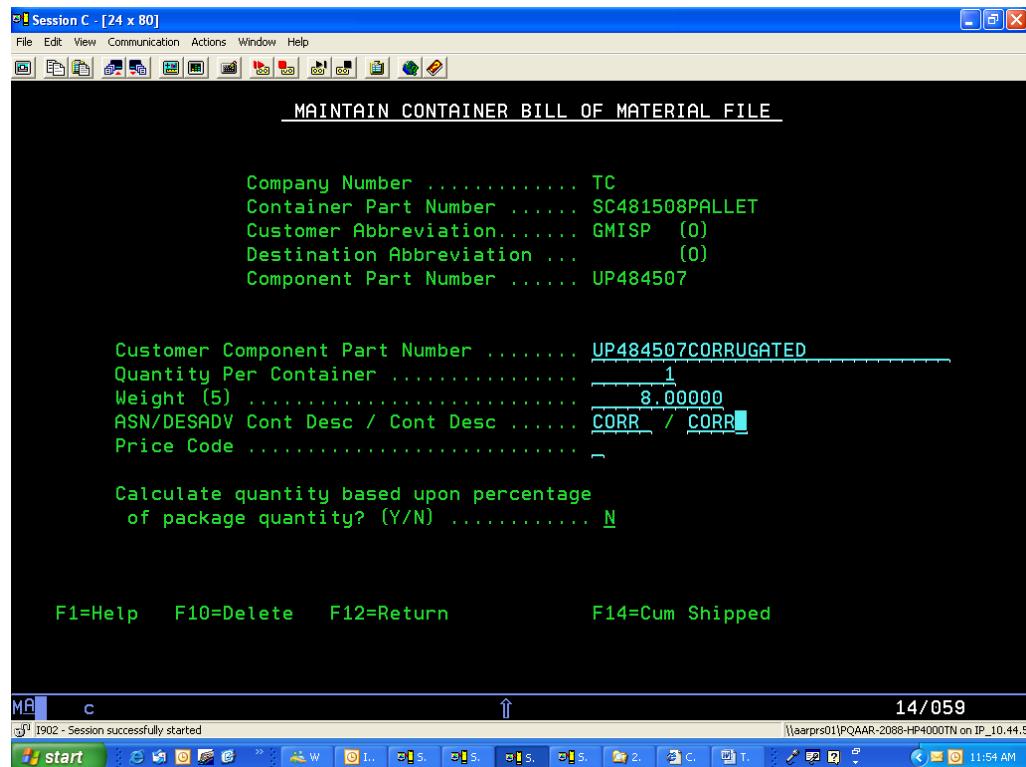


**BOM Master:**

- One BOM file record is required for each container component of the outer container assembly. For instance, if there are 3 trays comprising this assembly, there must be 1 BOM record reporting the 3 trays. If the assembly is made up of 2 trays, there must be 1 BOM record reporting the 2 trays. If the assembly is made up of 2 trays plus one corrugated tray (different part number than the returnable tray), there must be 2 BOM records – 1 for the 2 trays and 1 for the 1 corrugated tray. The quantity must be the number of pieces contained within the assembly. The weight must be the weight of each component (i.e. if 2 trays are needed, the weight of 1 tray must be entered).
- The customer component part number will be used in the BOM loop on the DESADV in the PAC segment.
- In this example (same as the customer's scenario) this outer container assembly is comprised of 3 trays, a base and 2 lids, so the total number of trays is equal to 3.
- The weight is the weight of 1 tray in this example.
- We recommend that the Calculate quantity based upon percentage of package quantity be equal to 'N'.



If there was another component of 1 corrugated part number, the user would enter another BOM record:



**Example of a GF DESADV without BOM:**

UNB+UNOA:2+CORP ID:ZZ+ZZ+100526:1250+052612500++GMDESADV'

UNH+052612501+DESADV:D:97A:UN'

BGM++002427+9'

DTM+137:201005261250:203'

DTM+11:201005260948:203'

MEA+AAX+G+LBR:143'

MEA+AAX+N+LBR:85'

MEA+AAX+SQ+C62:3'

RFF+MB:002427'

NAD+MI+88835::92'

NAD+SU+CORP ID::92'

NAD+ST+GMISP ID::92'

NAD+SF+SUPPLIERCODETEST::92'

TDT+12++M++CARR::182'

EQD+CN+DDDD002427'

CPS+1++1'

PAC+3++SC481508'

PCI+16'

LIN+++TESTPART:IN'

PIA+1+0:RY'

QTY+12:240:EA'

QTY+3:1920:EA'

RFF+ON:POTEST'

UNT+23+052612501'

UNH+052612502+DESADV:D:97A:UN'

BGM++002429+9'

DTM+137:201005261250:203'

DTM+11:201005261028:203'

MEA+AAX+G+LBR:41270'

MEA+AAX+N+LBR:41096'

MEA+AAX+SQ+C62:9'

RFF+MB:002429'  
NAD+MI+88835::92'  
NAD+SU+CORP ID::92'  
NAD+ST+GMISP ID::92'  
NAD+SF+SUPPLIERCODETEST::92'  
TDT+12++M++CARR::182'  
EQD+CN+DDDD002429'

CPS+1++1'  
PAC+3++SC481508'  
PCI+16'  
LIN+++TESTPART:IN'  
PIA+1+0:RY'  
QTY+12:240:EA'  
QTY+3:2160:EA'  
RFF+ON:POTEST'

CPS+2++1'  
PAC+6++SC481508'  
PCI+16'  
LIN+++TESTPART2:IN'  
PIA+1+0:RY'  
QTY+12:480:EA'  
QTY+3:1200:EA'  
RFF+ON:TESTPO'

UNT+31+052612502'  
UNZ+2+052612500'

**Example of a GF DESADV with BOM:**

UNB+UNOA:2+CORP ID:ZZ+:ZZ+100526:1250+052612501++GMDESADV'

UNH+052612502+DESADV:D:97A:UN'

BGM++002427+9'

DTM+137:201005261250:203'

DTM+11:201005260948:203'

MEA+AAX+G+LBR:143'

MEA+AAX+N+LBR:85'

MEA+AAX+SQ+C62:3'

RFF+MB:002427'

NAD+MI+88835::92'

NAD+SU+CORP ID::92'

NAD+ST+GMISP ID::92'

NAD+SF+SUPPLIERCODETEST::92'

TDT+12++M++CARR::182'

EQD+CN+DDDD002427'

CPS+1++1' (CPS03 was changed from '3' for outer container to '1' for inner container)

PAC+3++SC481508' (3 SC481508 bins used on this line item for part TESTPART)

PCI+16'

LIN+++TESTPART:IN'

PIA+1+0:RY'

QTY+12:240:EA'

QTY+3:1920:EA'

RFF+ON:POTEST'

CPS+2++3' NEW - (BOM CPS & PAC segments)

PAC+3++UP484507' NEW - (3 UP484507 part numbers used on this shipper)

UNT+25+052612502'

UNH+052612503+DESADV:D:97A:UN'

BGM++002429+9'

DTM+137:201005261250:203'

DTM+11:201005261028:203'

MEA+AAX+G+LBR:41270'  
MEA+AAX+N+LBR:41096'  
MEA+AAX+SQ+C62:9'  
RFF+MB:002429'  
NAD+MI+88835::92'  
NAD+SU+CORP ID::92'  
NAD+ST+GMISP ID::92'  
NAD+SF+SUPPLIERCODETEST::92'  
TDT+12++M++CARR::182'  
EQD+CN+DDDD002429'

CPS+1++1' (CPS03 was changed from '3' for outer container to '1' for inner container)

PAC+3++SC481508' (3 SC481508 bins used on this line item for part TESTPART)

PCI+16'  
LIN+++TESTPART:IN'  
PIA+1+0:RY'  
QTY+12:240:EA'  
QTY+3:2160:EA'  
RFF+ON:POTEST'

CPS+2++1' (CPS03 was changed from '3' for outer container to '1' for inner container)

PAC+6++SC481508' (6 SC481508 bins used on this line item for part TESTPART2)

PCI+16'  
LIN+++TESTPART2:IN'  
PIA+1+0:RY'  
QTY+12:480:EA'  
QTY+3:1200:EA'  
RFF+ON:TESTPO'

**CPS+3++3** NEW - (BOM CPS & PAC segments)

**PAC+9++UP484507** NEW - (9 UP484507 part numbers used on this shipper)

UNT+33+052612503'  
UNZ+2+052612501'

## **Unit of Measure (Destination and Requirement Master)**

The Unit of Measure to be transmitted in the DESADV file may be accessed using the Unit of Measure Cross Reference File or using the ASN Unit of Measure field in the Destination File. When creating the DESADV file, the Unit of Measure Cross Reference File is checked first.

For both methods, enter the Unit of Measure to be used when calculating the price and to be passed to a MRP application in the Requirement Master File. This Unit of Measure must be entered in the Unit of Measure File.

Using the Unit of Measure Cross Reference File.

The Unit of Measure Cross Reference File is necessary only when the OEM does not accept the Unit of Measure entered in the Unit of Measure File.

The ASN Unit of Measure field is only two positions; enter the first two positions of a valid Unit of Measure and the system appends the third position.

Enter: KG - kilograms and KGM is transmitted

LB - pounds, and LBR is transmitted

LY - yards, and LY is transmitted

ST - tons, and STN is transmitted

C6 - pieces and C62 is transmitted

\_\_ - blank and C62 is transmitted

Using the ASN Unit of Measure field in the Destination File.

Enter the first two positions of a valid Unit of Measure code. This code does not need to be entered in the Unit of Measure Cross Reference File. The system appends the third position.

Enter: KG - kilograms, and KGM is transmitted

LB - pounds, and LBR is transmitted

LY - yards, and LY is transmitted

ST - tons, and STN is transmitted

C6 - pieces, and C62 is transmitted

\_\_ - blank, and C62 is transmitted

Opel's Valid Unit of Measure field codes are the following:

Enter: KG - kilograms, and KGM is transmitted

C6 - pieces, and C62 is transmitted

## Air International Suppliers

For GM MGO suppliers whose system contains the Air International (IL) module, add the application control record "AIRINTER" to the Application Control File to permit access to the Air International module from within the GM MGO module. Add the record as described below. For more information on adding Application Control records, see Chapter 11 of the AutoRelease Main Manual.

Application Name: \*ALL

Keyword: AIRINTER

Length: 1

Decimal : Blank

Infor Data: Y

### Application Control Record

When the Infor Data for this control record is not blank, the ID in the Infor Data field will be used as the ID in the DESADV NAD+MI segment for all Air International shipments to the OEM code given in the Application Control record name. This will allow multiple Customer Abbreviations to be used for the shipments but always use the same ID without having to maintain the Machine Readable Customer Abbreviation File each time a shipment is made with a different Customer Abbreviation.

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 = ILMRCAxx where xx is OEM Code for the Air International shipment

Example: ILMRCAGF

Length = 17

Dec= blank

Infor Data = ID to be used for Air International DESADV in the NAD+MI segment for all shipments to the selected OEM

Example: 000192682

## File Setup for Strasbourg

### Container Master File

When shipping to Strasbourg, set up the Container Master File as described below. For a mixed load Container Master with a BOM (pallet and cover/lid):

#### MAINTAIN CONTAINER MASTER FILE

Company Number ..... KB  
Container Number ..... 1002  
Customer Abbreviation .....  
Destination Abbreviation ....

Customer Container Number ..... CUST CONTAINER NUMBER  
Internal Container Description ..... BLUE 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) .....  
Print/Extract BOM (Y/N) ..... N  
Multiple Line Items/Container (Y/N/M) .. Y  
Combine Partial Containers (Y/N) ..... N  
Harmonized System Code .....  
Country of Origin .....

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

For a container master with a BOM (pallet and cover/lid) that is not used to ship more than one part number:

MAINTAIN CONTAINER MASTER FILE	
Company Number .....	KB
Container Number .....	1002
Customer Abbreviation .....	
Destination Abbreviation .....	
Customer Container Number .....	CUST CONTAINER NUMBER
Internal Container Description .....	BLUE 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) .....	
Print/Extract BOM (Y/N) .....	N
Multiple Line Items/Container (Y/N/M) .....	N
Combine Partial Containers (Y/N) .....	N
Harmonized System Code .....	
Country of Origin .....	

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

### Bill of Material File

When shipping to Strasbourg, set up the Bill of Material File as described below. For a mixed load container master:

MAINTAIN CONTAINER BILL OF MATERIAL FILE		
Company Number .....	DM	
Container Part Number .....	1001	
Customer Abbreviation.....	GFCUST (0)	
Destination Abbreviation .....	(0)	
Component Part Number .....	LID10	
Customer Component Part Number .....	LID10	
Quantity Per Container .....	1	
Weight (5) .....	3.00000	
ASN/DESADV Cont Desc / Cont Desc .....	LID10 / LID10	
Price Code .....		
Calculate quantity based upon percentage of package quantity? (Y/N) .....		N

F1=Help F10=Delete F12=Return F14=Cum Shipped

For a container not used as a mixed load container:

MAINTAIN CONTAINER BILL OF MATERIAL FILE	
Company Number .....	DN
Container Part Number .....	1002
Customer Abbreviation.....	GFCUST (0)
Destination Abbreviation ...	(0)
Component Part Number .....	PALLET
Customer Component Part Number .....	PALLET90
Quantity Per Container .....	1
Weight (5) .....	25.00000
ASM/DESADV Cont Desc / Cont Desc .....	PLT10 / PLT10
Price Code .....	
Calculate quantity based upon percentage of package quantity? (Y/N) .....	
F1=Help F10=Delete F12=Return F14=Cum Shipped	

## Destination Master File

Bar Code is required for Strasbourg. Therefore, enter "C" as the ASN Type in the Destination Master File.

SCD6300B		MAINTAIN DESTINATION MASTER FILE	
Company Number .....	KB	ENGINE COOLING, INC.	
Destination Number .....	30		
Name 1 .....		FOB .....	
Name 2 .....		Distributor Code ..	
Address 1 ..		Ford Dest Code .....	
Address 2 ..		<b>ASN/DESADV (B/C/N/O/V/Y) C</b>	
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).	
Arrival/Ship Dates (A/S) .....		Honda Destination .....	
Delivery Travel Time (Hrs/Min)		Supplier Type (P/S) ....	
Delivery Travel Time (Days) ...		ASN Unit of Measure ....	
Available Ship Days (X = Select)		JIT Location (Y/N) .....	
S      M      T      W      H      F      S		Bar Code Verif (Y/N/C/S)	
Names:		Print Invoices (Y/N) ...	
F1=Help    F12=Return		Create Invoices (Y/N) ..	
		Payment Type: Coll    PP    PPI    Oth	
		Alt. Description...	
		Dealer Code .....	
		Cat Europe Ult Dest ....	

## GM--MGO Assembly

### General Information

#### Miscellaneous Information--North America

Container Set-up:

Step 1 - On the GM system, the supplier must obtain GM's recommended shipping container - both the returnable container and the backup expendable container - for each part that is shipped.

Step 2 - In ARS, set up a Container Master for the returnable container and the backup expendable container with the Returnable Container flag of 'Y'. A third option is an assigned expendable that is not the normal or preferred container with the Returnable Container of 'N'.

Step 3 - When at all possible, ship in returnable containers. If none are available, use backup expendable containers. If none are available, use an assigned expendable container.

The GM MGO DESADV has been modified in this update. The third element in the CPS segment will be changed to reflect the Returnable Container flag in the Container Master.

If the inner container has a Returnable Container flag of 'Y', the CPS loop for the inner container will have a CPS03 of '1'. If the Returnable Container flag is 'N', the CPS03 will be '4'. If the outer container or bill of material has a Returnable Container flag of 'Y', the CPS loop for the pallet or bill of material will have a CPS03 of '1'. However, even if the Returnable Container flag is 'N', if the container number starts with 'UP', 'AHB', 'MAC', '0CHP' or the container number is '00028847', '0000PALT', '0000CART', or '0000PCTN', the CPS03 will be '1'. If the container number is not one of these special conditions, and the Returnable Container flag is 'N', the CPS03 will be '4'.

Exceptions: There are 3 issuers that will not follow the above guidelines. They are '18016', '88122', '88123' and these DESADVs will have the CPS03 of '4' in all instances.

- MGO Assembly issues DELFORs; the assembly plants, themselves, issue DELJITs.
- The MGO Assembly North America sends 88835 as the issuer ID for both DELFORs and DELJITs and must have a unique Customer Abbreviation from other MGO divisions. MGO Assembly sends 88835 in the NAD segment. The system forces 88835 if the sender ID is "BFT."
- A one-position or four-position model year is received on DELFORs. A two-position model year is required to be transmitted in the DESADV file, so the system either adds the missing position or removes the extra positions.
- Example: 0 or 2000 is transmitted in the DESADV as "00."
- MGO Assembly model year changeover takes place at the end of the calendar year, rather than the model year.
- MGO Assembly air shipments require the SCAC code to be placed in the TDT segment in the DESADV file. The combination of a Conveyance Code of "A" in the Carrier File and the GM Message code "BFT" in the Destination File creates this segment.
- MGO Assembly may send three types of DELJIT (Delivery Just-in-time):
  - DELJIT with qualifier SH
  - Without KANBAN; single-source supplier; requires DESADV.
  - DELJIT with qualifier PUS

- DESADV may be required depending on the contract with GM and if the supplier uses the INVRPT.
- DELJIT with qualifier JS
- In-sequence schedule; DESADV required.

Note: The beginning KANBAN (from the RAN field) is printed on the load sheet.

The GM MGO DESADV previously included packaging BOM for GM Strasbourg and GM Europe. GM North America is now requiring this also but uses a different format than the others. The DESADV uses the Temp Msg. Code from the Destination Master to determine if packaging BOM is needed and which method should be used. A new code has been added for GM North America.

GM Strasbourg	STR
GM Europe	BOM
GM North America	BMN

FILE SETUPS for GM North America:

Note: These are the same as GM Europe BOM except the Temp Msg. Code and the returnable container flag DESTINATION MASTER must have the GM Temp Msg. Code of 'BMN' for North America for Container Bill of Material.

CONTAINER MASTER Set-ups:

Carton Record:

Print/Extract BOM field must be 'N' since GM MGO container BOMs are not attached to the carton. The Returnable Container field must be:

'Y' if you are sourced for returnable containers

(Note: even if the container is expendable)

OR

'N' if you are sourced for expendable containers

Print Ctn on Separate Line field MUST be 'Y'

The Reference Pallet Number MUST be equal to the internal part number of the pallet's container master.

Pallet Record:

Print/Extract BOM field must be 'Y' since GM MGO container BOMs are attached to the pallet.

Returnable Container must be:

'Y' if you are sourced for returnable containers

(Note: even if the container is expendable)

OR

'N' if you are sourced for expendable containers

Print Ctn on Separate Line must be 'Y'

BOM/Dunnage Information must be 'Y'

Print/Extract BOM must be 'Y'

Combine Partial Containers must be 'N'

CONTAINER BOM MASTER (accessed within Container Master maintenance) - must have records set up under the Pallet Container Master for the Container Bill of Material such as a lid, pallet, tray, etc. Infor recommends that the Calculate quantity based upon percentage of package quantity be set to 'N'.

Note: Container Bill of Material must NOT have its own Requirement Master or Parts Cross Reference File.

FILE SETUPS for this functionality are:

Destination Master - must have the GM Temp Msg. Code of 'BOM' for Container Bill of Material.

Container Master -

- The carton record must have the Print/Extract BOM field of 'N' since GM MGO container BOMs are not attached to the carton. Returnable Container must be 'Y', and Print Container on Separate Line must be 'Y'. The Reference Pallet Number must equal the internal part number of the Pallet's Container master.
- The pallet record must have the Print/Extract BOM field of 'Y' since GM MGO container BOMs are attached to the pallet. Returnable Container must be 'Y', and Print Container on Separate Line must be 'Y', Use BOM/Dunnage Information must be 'Y', Print/Extract BOM must be 'Y', and Combine Partial Containers must be 'N'. Container BOM Master (accessed within Container Master maintenance) - must have records set up under the pallet container master for the Container Bill of Material such as a lid, pallet, tray, etc. Infor recommends that the Calculate quantity based upon percentage of package quantity be set to 'N'.

Note: Container Bill of Material must not have its own Requirement Master or Parts Cross Reference master. GM MGO DESADV for destination '18016' Bowling Green has been changed. Instead of hardcoding this destination to avoid having packaging information on the DESADV, the OEM Miscellaneous File's GM DESADV Packaging Info flag will be used to determine if packaging will be included. The supplier must set up a new OEM Miscellaneous record for the Destination Abbreviation used for '18016' with the GM DESADV Packaging Info flag of 'N'. When the supplier is required to include packaging on the DESADV for Bowling Green, this same flag must be changed to either 'Y' or blank (either value will generate packaging on the DESADV). If inner containers are required on the DESADV, the Container Master must be modified to show containers on a separate line. If BOM are required on the DESADV in segment group 11, the Container Master must be modified to reflect the use of BOM and the BOM File must contain all necessary container components.

## **Miscellaneous Information--Europe**

The MGO Assembly Europe (issuer ID = 88122), issues DELFORs and must have a unique Customer Abbreviation from other MGO divisions. MGO Assembly Europe sends 88122 in the NAD segment. Enter "88122" in the Plant ID field in the Identification Code File for the MGO Assembly Europe division.

## Expedited Shipments

MGO expedited shipments are indicated by "AE" (Air Express) or "E" (Expedited Truck) as the Conveyance Code. The AETC code is required only for expedited shipments. The AETC code may be entered the following three ways:

- At shipper entry time.
- From the DESADV maintenance screen by using F8 (Enter AETC).
- From the Create and Transmit DESADV screen by using F7 (Enter AETC).

If the AETC code is entered at shipper entry time, it is defaulted into DESADV maintenance. Access F8=Enter AETC or F7=Enter AETC to prompt for the reason and responsibility codes.

### Shipper Maintenance Screen

Use Names File Company.				
Batch ID.....	Carrier . 888 DHL			
Conveyance Number .....				
Shipper Date/Time .....	8/21/XX	Equip. Initial ... SDDD SCAC .... DHL		
Arrival Date/Time .....	0/00/00	Conv/Rte/Pool Loc. LT		
OEM Code .....	GF	Remarks .....		
No Charge Invoice (Y/N)	N	FOB .....	NORTHVILLE	
Payment Type:	Coll X PP	PPI	Other <b>AETC</b> .....	<b>AETC NUMBER</b>
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		

## DESADV Maintenance Screen

DESADV FILE MAINTENANCE						
Company KB	Sequence Number	OEM GF	DESADV V	Action Code O		
Shipper # ..	In-House Part #	U of M ...				
Ship Date ..	Cust Part # ...					
Ship Time ..	Ret Container .	(Y/N)	Model Year			
Arr Date ...	Customer Cont #					
Arr Time ...	Plant ID .....					
Cust Abbv ..	Corporate ID ..	Shipper Suffix				
Dest Abbv ..	Remit To ID ...					
Dock Code ..	Ordered By .....					
	Container Qty .	Container Desc .				
Cum Shp .... 000000000	Net Weight .... 0000000	Carrier Abbv ....				
Qty Shp ....	Tare Weight ... 00000	Dest Carrier ....				
Conv Bill #.						
Equip Desc .	Conv Code .....	GM Msg Code .....				
Equip Init .	Ship Method ...	Rel Date .....				
Release # ....	P.O. # .....	P.O. Date				
	KANBAN/Appt #					
Engr Level .	Trailer Seal#	Cntr. Seal#				

**F8=Enter AETC F12=Return**

## Expedited Shipments

The AETC is defaulted here if it was entered at shipper entry time.

### AETC Window

EXCESS TRANSPORTATION			
Shipper Number	Reason Code	Responsibility Code	Authorization Number
No expedited shippers were selected			
F3=Exit F4=Prompt			

The reason and responsibility codes may be prompted.

To prompt a field:

1. Place the cursor in the Reason Code or Responsibility Code field
2. Press F4=Prompt.

Depending on the field that was prompted, the AETC Reason Code File or the AETC Responsibility Code File on the Additional File Maintenance Menu is accessed.

## Application Control File

**SPLYDGF**      Optional When this record is active, a terminal error message is sent during shipper print if a shipper contains parts shipped both to Ryder Logistics and GM MGO.

## Direct Shipments

Create separate shippers for parts that are shipped directly to GM and parts that are shipped to Ryder Logistics. Be sure to select the correct destination (ship-to) when creating shippers to ensure that ASNs are extracted into the appropriate OEM module. To send a terminal error message during shipper print if a shipper contains parts shipped both to Ryder Logistics and GM MGO, add the application control record "SPLYDGF" as shown below. For more information on adding control records, see Chapter 11 of the AutoRelease main manual.

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

Application Name : \*ALL

Keyword: SPLYDGF

Length: 1

Decimal: Blank

Infor Data: Y

## GM MGO Assembly--Truck and Bus

### Identification Code File

The buyer's vendor code is required in the Remit To field, in the Identification Code File, only for Truck & Bus suppliers to be returned in the NAD SF segment in the DESADV file. If GM - MGO Truck & Bus transmits a buyer's vendor code, it is printed on the Identification Code Report that prints during the "Breakdown."

### OEM Miscellaneous Info File

The OEM Miscellaneous Info File is accessed from the File Maintenance Menu and must contain the following entries:

- Destination Abbrev - Recommended.  

Note: The Truck and Bus division has a business practice that is unlike other MGO destinations: It requires the DUNS in the ISA. Assign a Destination Abbreviation to the Truck and Bus OEM Miscellaneous File when the Destination Abbreviation is blank for all other MGO destinations.
- Model Year - Enter model year as transmitted on the DELFOR.
- GM Message File - GMDEDESAD for production with Truck & Bus.
- SADV VT for testing with Truck & Bus.
- GS/UNG DESADV Ver Lvl - D97A. Transmitted in the DESADV UNH.
- DUNS in ISA/UNB Seg - Y. The message code from the Destination File is returned in the UNB segment in the DESADV file.

## GM MGO Component Ship Direct

### Destination File

This requires two separate destination records for this ship-to address, (if ordered by a GM facility and if requirements are also received directly from this location). The GM Message Code must be MZ8 when transmitting the DESADV to Delphi. (When receiving requirements directly from the GM destination location, the GM Message Code is BFT.) All other information in the Destination File may be the same as when receiving requirements directly.

### Requirement Master

When receiving a requirement from Delphi and shipping directly to the original buyer, the ID and qualifier (received in the NAD OB segment) of the facility that placed the order are processed into the Requirement File. They may be viewed using F7 (OEM Info) from the requirement header screen. This information is transmitted in the DESADV file.

## VL0 Menu

VLD0000GF1	8/21/XX	MENU: VL0GF	15:07:47
12.0			
-----			
GENERAL MOTORS - M G O			
VARIABLE LENGTH TELECOMMUNICATIONS MENU			
-----			
<ul style="list-style-type: none"> <li>1. Receive Data</li> <li>2. Split Network Data Into OEM Files</li> <li>3. Breakdown Data</li> <li>4. Print Requirements (DELFOR, DELJIT)</li> <li>5. Process Requirements (DELFOR, DELJIT)</li> <li>6. Network Selection File Maintenance</li> <li>7. Maintain Network Security</li> <li>8. Maintain Miscellaneous File</li> <li>9. Commerce Miscellaneous Menu</li> <li>10. GEISCO Miscellaneous Menu</li> <li>11. Application Advice Menu (APERAK)</li> <li>12. Receiving Advice Menu (RECADV)</li> <li>13. Print Functional Acks (CTRL)</li> <li>14. Inventory Report Menu (INVRPT)</li> <li>23. Return to V/L Telecommunications Menu</li> <li>24. Return to Main Menu</li> </ul>			
Option			

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

### Print Method

Print Method: Optional

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

### Breakdown Data

(Option 3 on the VL0 menu)

### Duplicate History Audit Report

There is an additional report that is printed for "pay-on-production." This report is printed if the "pay-on-production" INVRPT is processed more than one time.

### Print Requirements (DELFOR, DELJIT)

(Option 4 on the VL0 menu)

## **Data that is Printed and NOT Processed**

Data that is printed on the GM MGO Requirement Edit List but is not processed include the following:

Horizon Start

Horizon End

Cumulative Rejected Material Quantity

Production Sequence Edit List

This report is placed on HOLD. The edit report contains all DELJIT-JS requirements received, exactly as received, from the OEM. The data is not rounded to a package quantity and it does not report ahead or behind quantities. It is not intended to be used as a load sheet.

Production Sequence Error Report

The error report lists errors or omissions in the DELJIT-JS file. DELJIT-JS data is displayed as 866 on reports and inquiries.

Notes Report for 830/862

Prints notes transmitted with the DELFOR / DELJIT file

Dock Code Verification Report

Lists dock codes that do not match the dock code found in the requirement header record. The dock code is not processed into the Requirement Master File and, therefore, must be entered manually. The dock code found in the Requirement Master File is transmitted in the ASN file.

## **Process Requirements (DELFOR, DELJIT)**

(Option 5 on the VL0 menu)

Production Sequence (866) Process Audit Report

The Audit Report lists errors or omissions in the Machine Readable, Parts Cross Reference, and Requirement Master Files for the DELJIT JS file. Terminal errors are not processed. Correct the errors and take the "Print" option again. DELJIT-JS data is displayed as 866 on Reports and Inquiries.

## **DELJIT JS Special Processing**

When requirements are received on the DELJIT JS with RAN and purchase order sequence numbers, shipping history is checked. If the RAN and purchase order sequence number exists in shipping history, the requirement is not processed. Requirements not processed are listed on the Requirements Removed Report that is printed when the "Breakdown" option is taken.

## VL44 Menu

VLD4400GF1	8/21/XX	MENU: VL44GF	15:09:26
12.0			
-----			
GENERAL MOTORS - M G O			
APPLICATION ADVICE MENU			
-----			
<ol style="list-style-type: none"> <li>1. Display Application Advice</li> <li>2. List Application Advice</li> <li>3. Purge Application Advice</li> </ol>			
<ol style="list-style-type: none"> <li>23. Return to V/L Communications Menu</li> <li>24. Return to Main Menu</li> </ol>			
Option			

### Application Advice Menu (APERAK)

(Option 11 on the VL0 menu)

This Application Advice Menu (VL44GF) is used to display, print, and purge the Application Advice (APERAK) File received from GM - MGO. When this data is no longer current, it may be purged.

The Application Advice reports errors of content in the file received from GM - MGO. An Application Advice indicates that the transmission was accepted with errors or that the transmission was rejected.

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 APERAK file is placed in the universal Application Advice Files: VPX824A-VPX824I.

## VL38 Menu

VLD3800GF1	8/21/XX	MENU: VL38GF	15:10:44
12.0			
-----			
GENERAL MOTORS - M G O			
RECEIVING ADVICE MENU			
-----			
<ol style="list-style-type: none"> <li>1. Display Receiving Advice</li> <li>2. List Receiving Advice</li> <li>3. Purge Receiving Advice</li> </ol>			
<ol style="list-style-type: none"> <li>23. Return to V/L Communications Menu</li> <li>24. Return to Main Menu</li> </ol>			
Option			

## Receiving Advice Menu (RECADV)

(Option 12 on the VL0 menu)

This Receiving Advice Menu (VL38GF) is used to display, print, and purge the Receiving Advice (RECADV) file received from GM - MGO. The RECADV is a discrepancy report providing information to notify the supplier when the ASN data is not the same as the data recorded by GM - MGO when the shipment is actually received.

RECADVs may be sent for two reasons:

- NSR - Parts are received at the plant's dock, but a DESADV was not received.
- DR - Parts are received at the plant's dock, but the amount received is different from the amount on the DESADV.

The NSR or DR code is received in the RFF segment, data element 1154.

Discrepancies are not processed into the requirement or load files. Adjustments must be made manually (when necessary) from the Manual Requirement / Shipping Adjustments Menu (RC8). When this data is no longer current, it may be purged.

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

During the "Process," all data received in the RECADV file is placed in the universal Receiving Advice Files: VPX861A-VPX861I.

## VL3 Menu

VLD3000GF1	8/21/XX	MENU: VL3GF	15:12:40
12.0			
<hr/>			
INVENTORY REPORT PROCESSING			
<hr/>			
<ol style="list-style-type: none"><li>1. Print and Process Pick Up Sheets (DELJIT PUS)</li><li>2. Print and Process Inventory Reports (INVRPT)</li><li>3. Pick Up Sheet File</li><li>4. Maintain Inventory Report File</li><li>5. List Inventory Report File with Pay on Production</li><li>6. Purge Pick Up Sheet and Inventory Report Files</li></ol>			
<ol style="list-style-type: none"><li>23. Return to MGO V/L Telecommunications Menu</li><li>24. Return to Main Menu</li></ol>			
Option			

## Inventory Report Processing Menu (INVRPT)

(Option 14 on the VL0 menu)

GM MGO conducts business by using the INVRPT two different ways:

- Pay on consumption
- Pay on production

## Pay on Consumption

- The “pay on consumption” method means the customer does not take title to the parts until the parts are used. Therefore, they do not pay for the parts until the parts are used.
- Requirements are transmitted on the DELJIT PUS or DELJIT SH to suppliers. During the Extract, the consignee invoice file (SCPINVxC) is built instead of the invoice file (RSPSHPx).

## Pay on Production

- The “pay on production” method is used by the MGO Hamtramack and MGO Lansing Grand River plants.
- The “pay on production” method means the customer does not take title to the parts until the parts are in production. Therefore, they do not pay for the parts until the parts are in production.
- Requirements are transmitted on the DELJIT SH every morning. Non-EDI “broadcast messages” are sent throughout the day from PC to PC. These requirements are sequenced to be shipped the same day.
- The pick up sheet is not used for “pay on production.” Do not use option 1 (Print and Process Pick Up Sheet) or option 3 (Maintain Pick Up Sheet) on the INVRPT menu for “pay on production” requirements.
- When the parts are used, the trading partner transmits an INVRPT (Inventory Advice) to the supplier. The INVRPT is processed, which transfers the data from the consignee invoice file (SCPINVxC) to the invoice file (RSPSHPx).

## Inventory Report Flow--Pay on Consumption

### Receive Requirements

Receive requirements on the DELJIT PUS or DELJIT SH.

### Print and Process Pick Up Sheets (DELJIT PUS)

After DELJIT PUS requirements have been received and processed, take the option Print and Process Pick Up Sheets on the INVRPT Menu to print a list of all data in the VPRPUSA file. This option changes the status of the pickup sheet from “A” (received, not printed) to “B” (received and printed, not consumed).

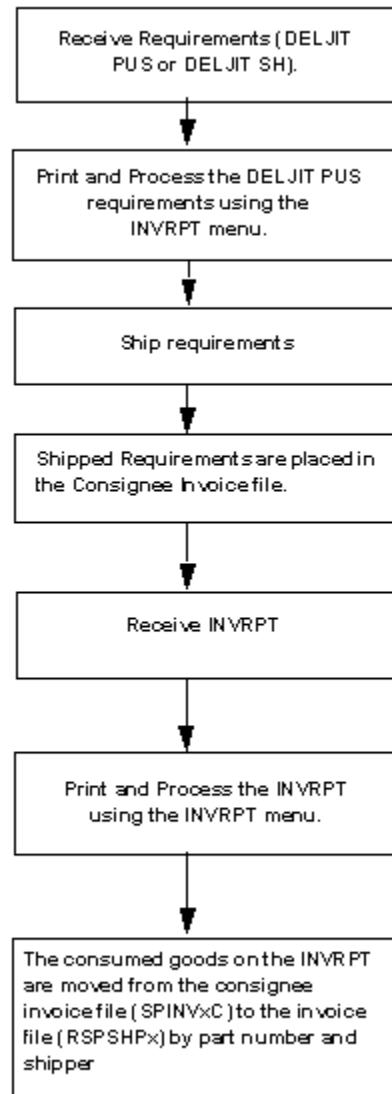
### Print and Process Inventory Report File

- After the INVRPT file has been received, it must be printed and processed using the Print and Process Inventory Report File option on the INVRPT Menu.
- The inventory report is sent by GM MGO indicating the quantity of goods that have been used based on the pay-on-consumption process.
- When the supplier ships the goods, the requirements that were shipped are placed in the consignee invoice file if the Consignee Warehouse field in the Parts Cross Reference File has been entered.
- The shipped requirements remain in the consignee invoice file until an INVRPT is received stating the quantity of the goods that have been consumed.
- When the INVRPT with the consumed goods is Printed and Processed, the goods that have been consumed are moved from the consignee invoice file (SCPINVxC) to the invoice file (RSPSHPx).

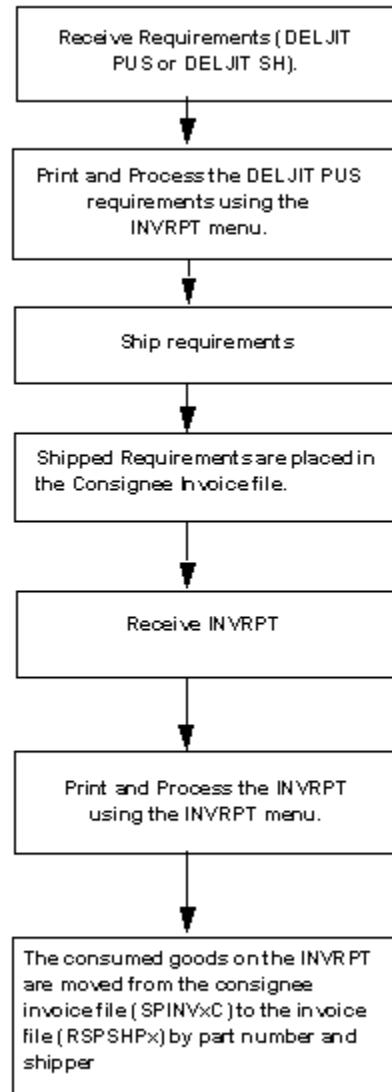
- If the requirements were received on a DELJIT PUS, the requirements are moved by part number and SID number.
- If the requirements were received on messages other than the DELJIT-PUS, the requirements are moved by part number and shipper number.

Example:	1	2	3	4
DELJIT PUS requirement shipped qty	300	250	200	350
INVRPT consumed qty	125	100	200	150
	---	---	---	---
Qty moved to invoice file	125	100	200	150
	---	---	---	---
Qty remaining in consignee invoice file	175	150	0	200

The consumed goods on the INVRPT are moved from the consignee invoice file (SPINVxC) to the invoice file (RSPSHPx) by part number and shipper number. If requirements are received on a DELJIT PUS, they are moved by part number and SID number.



## Inventory Report Flow--Pay on Consumption



## Inventory Report Flow--Pay on Production

### Receive Requirements

Receive requirements on the DELJIT SH every morning, and non-EDI "broadcast messages" are sent throughout the day from PC to PC.

### Print and Process Pick Up Sheets (DELJIT PUS).

Pay on production does not use the pick up sheet.

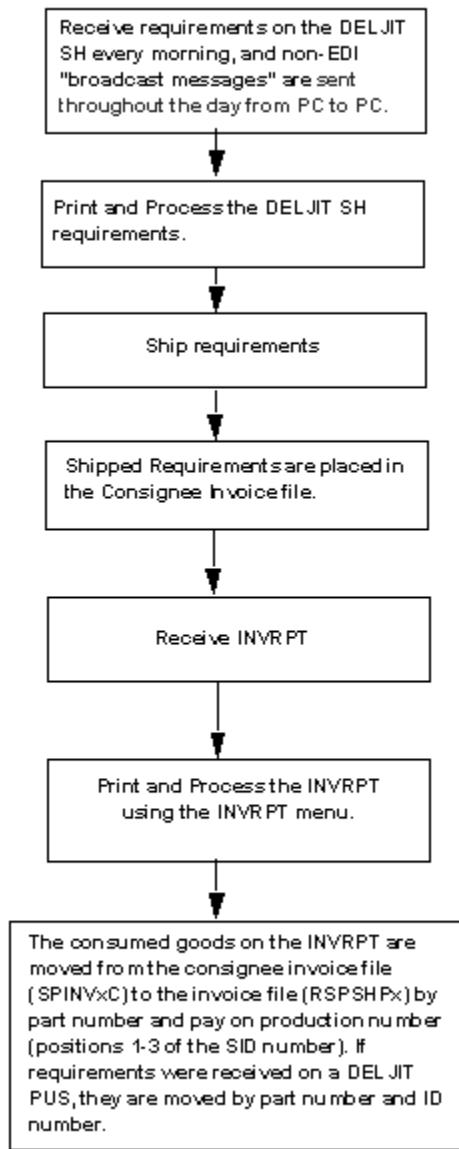
### Print and Process Inventory Report File

- After the INVRPT file has been received, it must be printed and processed using the Print and Process Inventory Report File option on the INVRPT Menu.
- The inventory report is sent by GM MGO indicating the quantity of goods that are in production based on the pay-on-production process.
- When the supplier ships the goods, the requirements that were shipped are placed in the consignee invoice file if the Consignee Warehouse field in the Parts Cross Reference File has been entered.
- When the INVRPT with the consumed goods is Printed and Processed, the goods that have been consumed are moved from the consignee invoice file (SCPINVxC) to the invoice file (RSPSHPx).
- Requirements are moved by part number and pay on production number (positions 1-3 of the SID number).

Example:	1	2	3	4
DELJIT SH requirement shipped qty	300	250	200	350
Broadcast messages shipped qty	200	100	300	150
	---	---	---	---
INVRPT consumed qty	425	250	500	300
	---	---	---	---
Qty remaining in consignee invoice file	75	100	0	200

The consumed goods on the INVRPT are moved from the consignee invoice file (SCPINVxC) to the invoice file (RSPSHPx) by part number and pay on production number (positions 1-3 of the SID number).

## Inventory Report Flow--Pay on Production



### Print and Process Pick Up Sheets (DELJIT PUS)

(Option 1 on the VL3 menu)

This option is used to print all data in the DELJIT PUS file. During the "Breakdown," if DELJIT PUS requirements are received, the data is placed in the VPRPUSA file. The status is changed from "A" (received, not printed) to "B" (received and printed, not consumed).

When this option is taken, the requirement files are not affected. Records are not moved or deleted from the VPRPUSA file.

Note: Pay on production does not use the pickup sheet.

### **Print and Process Inventory Reports (INVRPT)**

(Option 2 on the VL3 menu)

This option is used to print and process the INVPRT data into the VPRINRA file.

During the "Breakdown," the INVRPT data is placed in the VPRINRAGF file. The Transaction Sets Received Audit report, printed during the "Breakdown," indicates if INVRPTs were received.

Parts are identified to be placed in the consignee invoice file during the Extract by entering a consignee warehouse in the Parts Cross Reference File.

The inventory report process updates the VPRINRAGF file with all the part quantities received on the INVRPT. The line items representing the inventory identified on the INVRPT are transferred from the consignee invoice file (SCPINVxC) to the invoice file (RSPSHPx) by part number and shipper number.

Pay on Consumption Exception: If the requirements were received on a DELJIT PUS, the requirements are moved by part number and SID number.

Pay on Production Exception: Requirements are moved by part number and pay on production number [positions 1-3 (POP) of the SID number].

### **Pick Up Sheet File**

(Option 3 on the VL3 menu)

This option is used to view the DELJIT PUS file. GM transmits the DELJIT PUS file to both the supplier and the carrier. Various information in this file is specific to the carrier and does not pertain to the supplier.

Note: Not used by pay on production.

The company selection displays if the user has authority to multiple companies. The pick up sheet screen is displayed.

- Release Number - Current release number from the Requirement B record.
- Customer Part # - The MGO division's part number.

Press Enter to display the remaining fields.

The pick up sheet maintenance screen displays when Enter is pressed from the selection screen.

VLD4551GF1	PICK UP SHEET FILE	
	Company Number...	KB
	Release Number...	0590280608
	Customer Part....	22969521
Cust Abbrev.....	GMSHAN	Dest Abbrev..... GMSHAN
Part Number.....	*****	Model Year..... 20XX
Status Code.....	B	Quantity Req'd.. 000000216
Release Date....	0205XX	Release Time.... 1227
Dlvry Date First	0225XX	Dlvry Time First 1000
Dlvry Date Last.	0225XX	Dlvry Time Last. 1000
Hrzn Start Date.	000000	Hrzn Start Time. 0000
Hrzn End Date...	000000	Hrzn End Time... 0000
Collect Date Fst	0218XX	Collect Time Fst 1000
Collect Date Lst	0218XX	Collect Time Lst 1000
Issuing Duns....	72872	Dest Duns..... 72872
Supplier ID.....	130534886	
Dock Code.....	RDC	Line Feed.....
Package Quantity	54	Gross Weight.... 0000000
TransitAPrincpl.		
Carrier.....		
Freight Fwdr....		
F10=Delete F12=Return		

These fields are informational and cannot be displayed.

- Cust Abbrev - The Customer Abbreviation entered in the Machine Readable Customer File.
- Dest Abbrev - The Destination Abbreviation entered in the Machine Readable Destination File.
- Part Number - In-house part number.
- Model Year - The model year as transmitted by MGO divisions.
- Status Code - Valid status codes are the following:
  - A - The code assigned when the DELJIT PUS has been received.
  - B - The code assigned when the DELJIT PUS has been printed.
  - C - The code assigned when requirements on the DELJIT PUS have been consumed.
- Quantity Req'd - The part quantity issued on the DELJIT PUS.
- Release Date - Date of current release from the Requirement B record.
- Release Time - Four numeric positions with no punctuation. Use a 24-hour clock (1:00 p.m. = 1300).
- Dlvry Date First - Carrier information only.
- Dlvry Time First - Carrier information only.
- Dlvry Date Last - Carrier information only.
- Dlvry Time Last - Carrier information only.
- Hrzn Start Date - Carrier information only.
- Hrzn Start Time - Carrier information only.

- Hrzn End Date - Carrier information only.
- Hrzn End Time - Carrier information only.
- Collect Date Fst - Carrier information only.
- Collect Time Fst - Carrier information only.
- Collect Date Lst - Carrier information only.
- Collect Time Lst - Carrier information only.
- Issuing DUNS - The issuer ID is the material issuer.
- Dest DUNS - The destination ID is the ship-to ID.
- Supplier ID - Supplier Code assigned by GM MGO. This is entered in the Supplier Code field in the Requirement Master and the Plant ID field in the Identification Code File.
- Dock Code - Code representing the dock at the destination location if a dock code was transmitted. Defaults from the Requirement A record. The Destination Abbreviation with the dock code must be entered in the Machine Readable Destination File to transmit the correct destination location code in the outbound files.
- Line Feed - Code representing the position on the assembly line. Defaults from the Requirement C record.
- Package Quantity - The number of parts in a container. Defaults from the Requirement A record. This is used to calculate the number of containers.
- Gross Weight - Calculated by adding the net and tare weights.
- Transit Princpl - Carrier information only.
- Carrier - Carrier Abbreviation (SCAC Code), which defaults from the Carrier Abbreviation field in the Carrier File.
- Freight Fwdr - Carrier information only.

## Maintain Inventory Report File

(Option 4 on the VL3 menu)

This option is used to perform maintenance on the INVRPT file. The inventory report selection screen displays.

- Customer Part # - The MGO division's part number.
- Reference Number - The reference number.

When enter is pressed from the selection screen, the inventory report maintenance screen displays.

INVENTORY REPORT MAINTENANCE	
Company Number...	KB
Customer Part....	22778830
Reference Number.	20289660001
Cust Abbrev...	GMMGO
Part Number...	20900559
Status Code...	D30
Release Number	110861
Release Date..	1222XX
Inv Dir Code..	1
Reason Move...	11
Create Date...	1221XX
Supplier ID...	000235044
Supplier Name.	
Issuing Duns..	88835
Dest Abbrev...	GMINV
Model Year....	1
Document Code	77
Purpose Code..	8
Release Time..	2111
Inv Move Qty..	31
Line Feed.....	
Ship To Id....	
Dest Duns.....	19052
PO Number.....	1VTP01MB
SID Number....	POP121221
Vendor PO.....	000306981
Delivery# ....	
PO Date	
SID Date	
Vendor PO Date	
Process Date .	0/00/00
F10=Delete F12=Return F15=SAAB Summary Info.	

- Cust Abbrev - The Customer Abbreviation entered in the Machine Readable Customer File.
- Dest Abbrev - The Destination Abbreviation entered in the Machine Readable Destination File.
- Part Number - In-house part number.
- Model Year - The model year as transmitted by MGO divisions.
- Status Code - Status codes are assigned when the print and process INVRPT option is taken. Valid status codes are the following:
  - P10 - The code assigned the first time the INVRPT is received.
  - P20 - The code assigned when the consumption quantity matches a shipped requirement from a DELJIT PUS message.
  - D20 - The code assigned if the consumption quantity matches a shipped requirement from a DELJIT SH message.
  - P30 - The code assigned if the quantity consumed on the inbound INVPRT uses all requirements in the consignee invoice file shipped from a DELJIT PUS message.

- D30 - The code assigned if the quantity consumed on the inbound INVRPT uses all requirements in the consignee invoice file shipped from a DELJIT SH message.
  - Document Code - Valid document codes are the following:
    - 77 - Status Report (requirement was received and consumed).
    - 78 - Inventory Movement Advice (requirement was received and has been moved at the GM plant).
    - 79 - Inventory Status Advice (requirement was received and not consumed by the GM plant).
  - Release Number - The release number sent on the inbound INVRPT from GM.
  - Purpose Code - Valid purpose codes are the following:
    - 5 - Replace
    - 8 - Status
    - 9 - Original
  - At this time, GM MGO uses only the purpose code "8."
  - Release Date - Date of current release from the Requirement B record.
  - Release Time - Four numeric positions with no punctuation. Use a 24-hour clock (1:00 p.m. = 1300).
  - Inv Dir Code - The inventory direction code indicates the direction of the inventory movement. The inventory direction code is received in the inbound INVRPT. Valid codes are the following:
    - 1 - Movement out of inventory (consumed goods)
    - 2 - Movement into inventory (received goods)
  - Reason Move - The reason for the inventory movement. Valid reason move codes are the following:
    - 3 - scrapped parts
    - 7 - reversal of previous movement
    - 11- consumption (goods taken out of consigned inventory for consumption)
  - Inv Move Qty - The actual quantity consumed (by part and shipper number) as received in the INVRPT file.
  - Create Date - The issue date in the INVRPT file.
  - Line Feed - Code representing the position on the assembly line. Defaults from the Requirement C record.
  - Supplier ID - The Supplier ID is received in the inbound INVRPT in the NAD+SU segment.
  - Ship-to ID - The Ship to ID is received in the inbound INVRPT in the NAD+ST segment.
  - Supplier Name - The supplier name.
  - Issuing DUNS - The Issuer ID is the material issuer. Received in the NAD+MI segment in the INVRPT file.
  - Dest DUNS - The Destination ID is the ship-to ID. Received in the NAD+ST segment in the INVRPT file.

- PO Number - Purchase order number defaults from the Requirement B record.
- PO Date - Purchase order date issued by GM. Defaults from the Requirement B record.
- SID Number - Shipment identification document number.  
Note: Pay on production number is in positions 1-3 of the SID number
- SID Date - Shipment identification document date.
- Vendor PO - Received in the INVRPT file, informational and print only.
- Vendor PO Date - Received in the INVRPT file, informational and print only.

## DESADV

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.

## Maintain DESADVs

(Option 1 on the VL8 menu)

### DESADV Maintenance Screen

DESADV FILE MAINTENANCE				
Company KB	Sequence Number	OEM GF	DESADV V	Action Code O
Shipper # ..	In-House Part #			U of M ...
Ship Date ..	Cust Part # ...			
Ship Time ..	Ret Container .	(Y/N)		Model Year
Arr Date ...	Customer Cont #			
Arr Time ...	Plant ID .....			
Cust Abbv ..	Corporate ID ..			Shipper Suffix
Dest Abbv ..	Remit To ID ...			
Dock Code ..	Ordered By .....			
	Container Qty .			Container Desc .
Cum Shp .... 000000000	Net Weight .... 0000000			Carrier Abbv ....
Qty Shp ....	Tare Weight ... 00000			Dest Carrier ....
Conv Bill #.				
Equip Desc .	Conv Code .....			GM Msg Code .....
Equip Init .	Ship Method ...			Rel Date .....
Release # ....	P.O. # .....			P.O. Date
	KANBAN/Appt #			
Engr Level .		Trailer Seal#		Cntr. Seal#
F8=Enter AETC		F12=Return		

Cancellation Note: If errors are discovered in the ASN file before GM MGO receives the shipment, send a cancellation ASN and retransmit the corrected ASN as an original. ASN corrections are not accepted after the shipper has been received.

- Company Number - Displays the company number that was previously entered.
- Sequence Number - Assigned by the system.
- OEM - GF for GM - MGO.
- DESADV - Defaults from the ASN field in the Destination File. This code may be changed at shipper entry time. Enter "V" for variable length ASNs without bar code. "C" for variable length ASNs with bar code.
- Action Code - The action code places the corresponding two-digit code in the BGM segment in the DESADV file. All action codes are not accepted by all divisions of General Motors. Valid action codes are the following:
  - A - Add 2
  - C - Change 4
  - 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)
  - M - Maintained

N - Cancel / Nullify 1  
O - Original 9

Many fields on the DESADV Screen default from various master files. However, most of them may be changed at shipper entry time.

- Shipper # - Shipper number assigned when the shipper was created.
- In-House Part# - Internal part number entered in the Parts Cross Reference File.
- U of M - If there is no match in the Unit of Measure Cross Reference File with the abbreviation entered in the Requirement Master, the ASN Unit of Measure abbreviation with the third-position appended is transmitted in the DESADV file. If the ASN Unit of Measure field is blank, "EA" is transmitted.
- Valid codes (all MGO divisions except Opel) are the following:
  - EA - each - EA is transmitted
  - KG - kilograms - KGM is transmitted
  - LB - pounds - LBR is transmitted
  - ST - tons - STN is transmitted
  - C6 - pieces - C62 is transmitted
  - \_\_ - blank - EA is transmitted
- Opel's valid codes are the following:
  - KG - kilograms - KGM is transmitted
  - C6 - pieces - C62 is transmitted
- Ship Date - Date of shipment in the MM-DD-YY format. Defaults from shipper entry time.
- Cust Part # - The MGO division's part number.
- Ship Time - Time entered at shipper entry time (HHMM) in military format. If no time is entered, the ship time defaults from the system time when the Extract option is taken.
- Ret Container - Defaults from Requirement A record. It may be changed at shipper time. "Y" indicates this record represents a returnable container. The customer container # field must contain the customer container number.

Note: During the ASN create, if the container is returnable (Y), "1" is placed in the CP503 element in the ASN file.

- "X" indicates this is an expendable container record. The Customer Container # field must contain the word "NONE."

Note: During the ASN create, if the container is expendable (X), "3" is placed in the CP503 element in the ASN file.

- "N" and blank are not valid entries in this field for GM MGO.
- Model Year - The model year as transmitted by MGO divisions.
- Arrival Date - Entered at shipper entry time. If blank, the segment is not created. For SAAB, an arrival date is mandatory.
- Cust Cont# - If the returnable container field is "Y," the packaging code is retrieved from the Customer Container # field in the Container File. The first 17 positions of this field are placed in the PAC segment in the ASN file.

- If the returnable container field is "X," the ASN container description is used in the PAC segment.
- Arr Time - Entered at shipper entry time. If blank, the segment is not created.
- Plant ID - Supplier Code assigned by GM. This is entered in the Supplier Code field in the Requirement Master and the Plant ID field in the Identification Code File.
- Cust Abbv - User-assigned abbreviation that must be entered in the Machine Readable File to return the correct customer code in the DESADV file.
- Corporate 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 if there is a Corp ID entered, it defaults to this field.
- Dest Abbv - User-assigned abbreviation that must be entered in the Machine Readable File to return the correct destination code in the DESADV file.
- Remit to 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 if there is a Remit to ID entered, it defaults to this field.
- Dock Code - Code representing the dock at the destination location if a dock code was transmitted. Defaults from the Requirement A record. The Destination Abbreviation with the dock code must be entered in the Machine Readable Destination File to transmit the correct destination location code in the DESADV file.
- Ordered By - Ordering party for ship direct orders. Transmitted in the NAD+OB segment for direct shipments only. The first two positions represent the responsible agency code, positions three and four represent the qualifier "OB," and positions five through thirty identify the ordering party.
- 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 may be changed at shipper entry time.
- Negative quantities may be entered and are displayed as a negative quantity. Enter the quantity and press the field minus (-) key. This may be necessary when parts are returned because of fire, water damage, and so on.
- Container Description - The container description must be a valid AIAG standard description consisting of three alpha characters followed by two numeric characters. The container description defaults from the Container File. The container code can be changed at shipper entry time.
- Cum Shipped - The total numbers of parts shipped this model year.
- Negative quantities may be entered and are displayed as a negative quantity. Enter the quantity and press the field minus (-) key. This may be necessary when parts are returned because of fire, water damage, and so on.
- Transmitted in QTY segment, position 430, C186, DE 6060.
- 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 may be changed at shipper entry time.
- Carr Abbv - Carrier Abbreviation (SCAC Code), which defaults from the Carrier Abbreviation field in the Carrier File.
- Quantity Shipped - Number of pieces shipped.

- Tare Weight - The weight of the container(s), which is calculated based on the container and pallet weights entered in the Container File. The tare weight may be changed at shipper entry time.
- Dest. Carrier - Carrier Abbreviation (SCAC Code), which defaults from the Delivery Carrier field in the Carrier File.
- 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 will default.
- Equip Desc - The Equipment Description further describes the Conveyance Code. It defaults from the Carrier File.
- Valid codes are the following:
  - CN - Container (use CN for air shipments)
  - RR - Rail Car
  - TE - Trailer

Transmitted in the EQD segment, position 300, DE 8053.

- Conveyance Code - AIAG standard code, which describes the method of conveyance. Defaults from the Carrier File. It may be changed at shipper entry time. Transmitted in the TDT segment, position 240, DE C220, CE 8067.
- GM Msg. Code - The GM Message Code defaults from the Destination File.
- Equip Initial - Equipment owner's code, which defaults from the Carrier File. The equipment initial may be changed on the shipper header screen. Transmitted in the EQD segment, position 300, DE 8260.
- Ship Method - Defaults from the Price File. Defines the type of shipment to the GM location.
- Rel Date - Date of current release from the Requirement B record. Schedule date transmitted in the DELJIT JS.
- Release # - Current release number from the Requirement B record.
- P.O. # - Purchase order number defaults from the Requirement B record. Order number transmitted in the DELJIT JS.
- P.O. Date - Purchase order date issued by GM. Defaults from the Requirement B record.
- KANBAN / Appt # - MGO Component may use a KANBAN number. Defaults from the RAN Appt # field. Appt # is no longer used by Truck and Bus.
- Engr Level - Engineering revision level defaults from the Requirement B record.
- Trailer Seal # - Seal number entered at shipper time. If multiple seal numbers are entered from the File Maintenance Menu, all are transmitted in the DESADV file, but only the one entered on the shipper entry screen is displayed here. Transmitted in the SEL segment, position 320, DE 9308.
- Cntr. Seal # - The identification number on custom or other seals affixed to containers or other transport units. Transmitted in the RFF segment, position 490, DE C506, CE 1153, SN.
- F8 - Enter AETC - AETC codes are used only when the conveyance code is "AE" (Air Express) or "E" (Expedited Truck) for expedited shipments. The excess transportation screen displays for you to enter the excess transportation reason code, responsibility code, and

authorized excess transportation code. The AETC number may also be entered on the shipper header screen.

- 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 displays only for customers who have purchased the Factura component.
- For more information, refer to Forms Control File Maintenance in Chapter 11: System Maintenance.

## AETC Window

AETC codes are used only when the Conveyance Code is "AE" (Air Express) or "E" (Expedited Truck) for expedited shipments. The AETC code may also be entered on the shipper header screen. If the AETC code was entered on the shipper header screen, the AETC code is defaulted in DESADV maintenance.

### AETC Window

XADX1012B	EXCESS TRANSPORTATION		
Shipper Number	Reason Code	Responsibility Code	Authorization Number
No expedited shippers were selected			
F3=Exit F4=Prompt			

The shipper number is defaulted and cannot be changed.

- Reason Code - The reason code may be prompted from the AETC reason code file on the Additional File Maintenance Menu. Valid reason codes are the following:
  - A - Special rail car order, schedule increase forecast change.
  - B - Engineering change or late release.
  - C - Specification (schedule) error / overbuilding.
  - D - Shipment tracing delay.
  - E - Plant inventory loss.
  - F - Building ahead of schedule.
  - G - Vendor behind schedule.
  - H - Failed to include in last shipment.
  - I - Carrier loss claim.
  - J - Transportation failure.
  - K - Insufficient weight for carload.
  - L - Reject or discrepancy (material rejected in prior shipment).
  - M - Transportation delay.
  - N - Lack of railcar or railroad equipment.

- P - Releasing error.
- R - Record error or date reported discrepancy report.
- T - Common or peculiar part schedule increase.
- U - Alternative supplier shipping for responsible supplier.
- V - Direct schedule or locally controlled.
- W - Purchasing waiver approval.
- X - Authorization code to be determined.
- Z - Pilot material.

- Responsibility Code - The Responsibility Code may be prompted from the AETC Responsibility Code File on the Additional File Maintenance Menu. Valid Responsibility Codes are the following:
  - A - Customer plant (receiving location).
  - B - Material release issuer.
  - S - Supplier authority.
  - X - Responsibility to be determined.
  - Authorization Number - If the AETC number was entered in shipper maintenance it is defaulted.

## Shipper Header Screen

(From the Shipper Maintenance)

If the Conveyance Code is "AE" (Air Express) or "E" (Expedited Truck) indicating expedited shipments, the AETC code may be entered here, on the DESADV Maintenance screen or on the Create and Transmit DESADV screen. If it is entered here, the AETC code defaults to the DESADV Maintenance screen.

Use Names File Company.		
Batch ID.....	Carrier . 100 CENTRAL TRANSPORT	
Conveyance Number .....		
Shipper Date/Time .....	8/31/17      Equip. Initial ... EQ      SCAC .....	
CTNR		
Arrival Date/Time .....	0/00/00 <b>Conv/Rte/Pool Loc. AE</b>	
OEM Code .....	GF      Remarks .....	
No Charge Invoice (Y/N)	N      FOB .....	
Payment Type:	X Coll      PP      PPI      Other <b>AETC .....</b> <b>12345</b>	
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

Enter the AETC code exactly as received from MGO. The AETC code is placed in the AETC field in shipper maintenance when the Extract option is taken. The AETC code is transmitted in the TDT segment with the Reason Code and Responsibility Codes entered in the DESADV maintenance screen. Note: Error messages relating to the AETC fields are warning messages. They may be mandatory for some plants and not required by others.

**F8**

(From the DESADV Update Information Screen)

AETC codes are used only when the Conveyance Code is "AE" (Air Express) or "E" (Expedited Truck) for expedited shipments. The AETC code may also be entered on the shipper header screen. If the AETC code was entered on the shipper header screen, the AETC code is defaulted in DESADV maintenance.

**AETC Window**

XADX1012B	EXCESS TRANSPORTATION		
Shipper Number	Reason Code	Responsibility Code	Authorization Number
No expedited shippers were selected			
F3=Exit F4=Prompt			

The Reason Code and Responsibility Codes may be prompted using F4=prompt. When F4=prompt is used, depending on the field prompted, the AETC Reason Code File or the AETC Responsibility Code File is accessed. If the AETC number was entered in shipper maintenance, it is defaulted.

**Extract DESADV Before Printing Shippers**

(Option 12 on the VL8 menu)

This option is used to extract DESADVs from the shipper file and place them into the DESADV file, before shippers have been printed. General Motors MGO ship records with a status of "S" are displayed for selection.

Note: A shipper has a status of "S" until it is printed and the reprint prompt is answered with "N" for "No." At that time, the system changes the status to "P" for "Printed." The status remains "P" until the Extract option is taken from the Shipper Processing Menu, at which time it is removed from the shipper file.

The shipper records are updated with DESADV type "N" so that after the Reprint Shipper prompt is answered with "N" for "No" and the Extract option is taken, another DESADV record is not created.

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

**Selection Screen**

VLD8010A		ASN/DESADV EXTRACT BEFORE PRINT SELECTION													
		Select Shipper(s) or All													
Option: 1=Select															
Shipper															
Opt	Co	Cust	Sold To	Dest	Ship To	Number	Carrier Name								
KB	GMISP		100	RYDER		166	112047	CENTRAL TRANSPORTXXXXXX							
KB	GMISP		100	RYDER		166	112082	CENTRAL TRANSPORTXXXXXX							
KB	GMISP		100	RYDER		166	112245	CENTRAL TRANSPORTXXXXXX							
KB	GMISP		100	RYDER		166	112272	CENTRAL TRANSPORTXXXXXX							
KB	GMISP		100	RYDER		166	112299	CENTRAL TRANSPORTXXXXXX							
KB	GMISP		100	RYDER		166	112520	CENTRAL TRANSPORT							
KB	GMISP		100	RYDER		166	112521	CENTRAL TRANSPORT							
KB	GMISP		100	RYDER		166	112598	CENTRAL TRANSPORT							
KB	GMISP		100	RYDER		166	112599	CENTRAL TRANSPORT							
KB	GMISP		100	RYDER		166	112624	CENTRAL TRANSPORT							
KB	GMMGO		100	OXFORD		100	8	CENTRAL							
KB	GMMGO		100	OXFORD		100	11	CENTRAL							
KB	GMMGO		100	OXFORD		100	12	CENTRAL							
KB	GMTEST		100	GMTEST		156	112240	CENTRAL TRANSPORTXXXXXX							
More...															
F3=Exit		F7=Extract All Shippers													

Enter "1" next to the records to be included in the DESADV file and press Enter. Or press F7 to include all records with "S" status in the DESADV file.

- Enter - Creates DESADV file with all records selected with "1."
- F7 - Extract All Shippers - Creates DESADV file including all ship records with "S" status.

**Split and Breakdown CONTRL**

(Option 14 on the VL8 menu)

This option is used to perform the "Split" (to separate data by OEM) and the "Breakdown" (to place the data in the specific "message" file) on the selective file received from the network.

The file received from the network mailbox may contain CONTRLs from other OEMs that may have placed data in the same network mailbox. This option sorts the file and separates the data by OEM.

A separate file is created for each OEM in the network file. Data received from a network must be Split before it can be printed.

Note: Do not Split a new file before the CONTRLs from the last file have been printed. The "Split" will overlay the file with the new data. Previously received data that has been Split but not Printed is lost if another file is received using the Selective Receive option.

This does not overlay data received using the Receive Data option on the VL0GF Menu, because the file member is different. Data received from this menu is placed in a separate file member (VxxSGF) where "xx" is the receive member.

The following reports print:

- Network Split Audit Report

The number of records received from each OEM in the network file is listed on the Split Audit Report. The sender codes (the OEM identification numbers) in the network file are compared with the OEM ID field in the Identification Code File to find the OEM code associated with each. All sender codes missing from the Identification Code File are listed on the report. Enter all missing codes in the Identification Code File and take the "Split / Breakdown" option again. If a sender code (OEM identification number) is not found in the OEM ID field in the Identification Code File, a message is printed below the company number selection.

*"Sender Code - xxxxxxxxx is an undefined OEM"*

- EDIFACT Unwrapped List

The Unwrapped List prints only if the Variable Unwrapped Print field in the Identification Code File is marked with "Y. "If multiple companies were entered, the first company number is checked. If F7 for all companies was entered, the lowest company number is checked. The report is placed on hold.

- Release Interpreter

This report identifies all groups and messages.

- Identification Code Audit Report

This report indicates identification codes found and the company number associated with each. It also lists identification codes missing in the Identification Code File. Missing codes must be entered in the Plant ID field or the Corp ID field, as indicated on the report. The "Split / Breakdown" option must be taken again.

Note: All temporary files are cleared if there are Identification Code File errors. Enter missing codes and take the "Split / Breakdown" option again before continuing with the "Print" option.

## **Print CONTRL Messages**

(Option 15 on the VL8 menu)

When CONTRL(s) are received, after they are "Split," use this option to print them. Do not use the Selective Receive option to receive another file until the CONTRLs received from the last file have been Printed.

The automatic print of the 997 field in the Identification Code File does not affect the Selective Receive of the CONTRL message.

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

### **Business Practices**

Like part numbers with the same PO number and model year are combined in the same LIN segment on the DESADV.

## **Retransmitting DESADVs**

To retransmit a DESADV, do the following:

Go to DESADV Menu, take Opt 1 (Maintain DESADV Messages), select the Shipper#, change the "Action Code" to "R", change "Shipper Suffix" to the letter "A". Repeat the same thing for every line item on the shipper.

Retransmit one shipper at a time.

When running Opt 8 (Create and Transmit DESADV), if any terminal errors have occurred, they will need to be corrected and steps 1 and 2 will need to be repeated.

## **Reactivate Transmitted DESADV/Bar Code**

(Option 11 on the DESADV Menu)

To reactivate a DESADV, choose option 11, Reactivate Transmitted DESADV/Bar Code, from the DESADV main menu. The Reactivate General Motors - MGO ASN/DESADV screen displays:

- To reactivate an In-Transit DESADV, select "I - In Transit" with "1."
- To reactivate a Transmitted DESADV, select "T - Transmitted" with "1."

Note: Either an In-Transit (I) or a Transmitted DESADV (T) may be reactivated, but not both simultaneously.

VLD8618A

REACTIVATE GENERAL MOTORS - M G O ASN/DESADV

Enter the following or leave blank for ALL:

Customer Abbreviation .....

Destination Abbreviation ...

	From	To
Shipper Number .....	0	0
Shipper Date .....	5/05/XX	5/05/XX

Options: 1=Select

Opt Transmit Codes

I - In Transit

T - Transmitted

# 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.