



Infor GM SPO (GO)

Traditional

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## Table of Changes

Changed By	Date	Reason	Update#	Section Changed
K. Radtke	8/18/15	GM SPO Mexico TDT*01	A114082002	Destination Master File
K. Radtke	8/18/15	Clear by Destination	A114032401	Destination Abbreviation File
K. Radtke	8/18/15	SPOM: GM SPO Mexico	A112121403	Ship Direct
K. Radtke	8/18/15	Arrival Date is Mandatory	A112012709	Africa and Middle East DESADVs
K. Radtke	8/18/15	Added PXCO#	A108012203	Application Control File

# General Information

## GM SPO Business Practices

The GM SPO (Service Parts Operation) module supports two divisions of General Motors. Each division has its own set-ups.

- SPO Materials Management
- SPO Ship Direct

### SPO Materials Management

Suppliers to GM SPO Materials Management ship parts to SPO warehouses and PDCs (Parts Distribution Centers). The warehouses are consistently stocked so dealerships can order what is needed at any given time.

### SPO Ship Direct

Suppliers to GM SPO Ship Direct, also known as Dealer Direct, fulfill dealers' immediate requirements for parts by shipping parts directly to each dealer's location.

### ADI Shipments

ADI shipments are sent to Accessory Consolidation Centers (ACCs). Only emergency orders or back-ordered parts are sent directly to dealers.

## Messages and Versions - Materials Management

The GM SPO module uses the EDIFACT messages listed below for Materials Management.

EEIFACT Message	Document Name	X12 Equivalent	Version
DELFOR	Delivery Forecast	830	D97A
DESADV	Despatch Advice	856	D97A
APERAK	Application Error & Acknowledgement	824	D97A

All GM SPO 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.

## Messages and Versions - Ship Direct

The GM SPO module uses the EDIFACT messages listed below for Ship Direct.

EDIFACT Message	Document Name	X12 Equivalent	Version
DELJIT	Delivery Just-in- Time	862	D97A
DESADV	Despatch Advice	856	D97A
INVOIC	Invoice	810	D97A
INVRPT*	Inventory Report	846 (similar)	D97A
APERAK	Application Error & Acknowledgement	824	D97A
CONTRL	Control	997	D97A

Either a DESADV or an INVOIC is required, depending on the supplier's contract with GM SPO.

DESADV - Required within 59 minutes of the shipment leaving the dock.

INVOIC - Required on the same day as the shipment by 10:00 p.m. eastern time.

\*The INVRPT consists of three formats:

- Inventory Advisement Status
- Inventory Backorder
- Inventory Promise

All GM SPO 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 inquires and reports as the equivalent transaction set number.

## Label Printing

To print GM tri-lingual labels on demand when the AC Delco Part Number is used, the AC Delco value must be manually entered in the Miscellaneous Field 3 field and the Product Line Code entered in the Controlling Source field on the Label Maintenance Detail screen. The tri-lingual labels need information that is entered in the Parts Cross Reference Extension File (F9).

If printing GM tri-lingual container labels from requirements, the AC Delco Part Number is retrieved from the requirements and the Product Line Code is retrieved from the Controlling Source field. Values do not have to be entered manually on the Label Maintenance Detail screen.

ADI has new options that allow suppliers to print and scan the master/mixed labels without scanning container labels. The approach used is similar to that of the current GM 2D Mixed Label Print. These options are available when selecting the Print Container Labels from Requirements and Print Container Labels from Shippers from the Label Print Selection screen. For details, please see the "ADI 2D barcode Labels" portion of the 2D Barcode Label section in this supplement, as well as the AutoScan OEM Special Instructions document.



## 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.

## GM Africa and Middle East Free Zone Enterprise Requirements

GM Africa and Middle East Free Zone Enterprise requirements follow the SPO Ship Direct setups and are processed through the GM SPO module. GM Africa and Middle East Free Zone Enterprise sends EDIFACT EDI. The required documents include the DELJIT (Shipping Schedule) and the DESADV (ASN).

The arrival date is mandatory for GM Africa/Middle East Ship Direct locations. The arrival date can be entered during shipper create of in ASN Maintenance.

## GMSPO MEXICO (SPOM)

The SPOM requirements run through the Dealer Ship Direct program. The customer abbreviation will be set to DDGSPO and should follow the Direct Ship set ups for GM SPO. SPOM can send both PDC and Ship Direct orders. The GM Message 2 file when created will be set to SMX for PDC orders and SMD for Ship Direct orders. The order type is sent in the BGM01. PDC orders have a BGM01 of NB, ZAS or ZVSP. Ship Direct orders have a BGM01 of ZSD or ZVIP.

GM SPO Mexico (SPOM) requires bar code or the use of tracking numbers on its DESADV. The tracking numbers are entered during ASN maintenance. Therefore the ASN type for a location is set to 'V'. When the DESADV create option is taken, the verification program will validate there are bar code or tracking numbers entered. If not, a terminal error is given. The detail loop is based on the bar code/tracking numbers. If they do not exist, the DESADV will be created with the header segments only.

## Unlimited Company Processing

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

# Security

## Communication Method

The GM SPO (Service Parts Operations) module supports two divisions of General Motors. Each division is identified by unique Com Codes:

- SPO Materials Management Com Code: PAF
- SPO Ship Direct Com Code: SPA

GM SPO 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

## Control File - Screen 2

This file is accessed from the System Maintenance Menu.

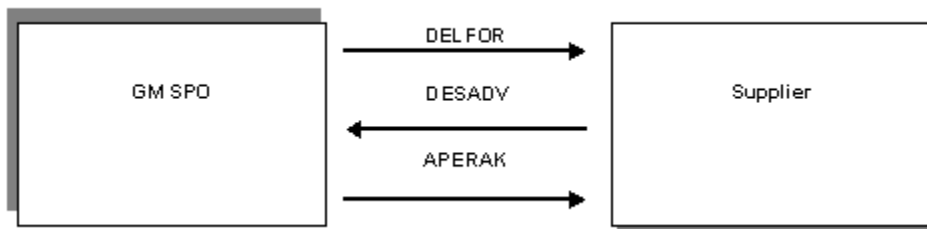
COMPANY CONTROL FILE MAINTENANCE	
GM Security	_____
Ford Supp Code	_____
GM 2 Number	_____
GM (BDS III) BDS	_____
Ford Security	_____

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

# Implementation - Materials Management

## Message Flow

Suppliers to GM SPO Materials Management ship parts to SPO warehouses and PDCs (Parts Distribution Centers). The warehouses and PDCs are consistently stocked so dealerships can order what is needed at any given time.



- SPO Materials sends a DELFOR to the supplier weekly.
- Supplier ships against the current week's requirements sent on the DELFOR. (Supplier must ship by the end of the current week)
- Supplier sends a DESADV to SPO Materials at the time of shipment.
- If the data content associated with the DESADV is rejected, SPO sends an APERAK to the supplier.

## Identification Code File

The Identification Code File is used when taking the Split and Breakdown options for a file and when transmitting a DESADV. The Identification Code File is used differently by different manufacturers.

## Initial Record

```
Company Number - xx
OEM Code - GO
Plant ID - Your DUNS Number

OEM ID - Division Com Code (PAF)
Corporate ID - Your DUNS Number
Remit to Duns Number - Not Used by GM SPO
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 Split that indicate a code is missing from the Identification Code File are referring to OEM ID.

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

## Trading Partnership File

Machine Readable records must be entered before the trading partnership records can be created, because destinations are validated.

The Trading Partnership File is used to enter data to be 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 their enveloping, the change may be made, by the user, 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. Trading partnership records for GM SPO (GO) must be built.

## Creating Default Values

To create default values, follow the steps below.

1. From the Trading Partnership Review Screen, press F6 (ADD).
2. Enter the appropriate Cust and/or Dest abbreviations for the specific GM SPO division. Abbreviations are not required if only communicating with one division. Press Enter.
3. Enter the code representing the data format (E for EDIFACT). Press Enter. The Maintain Trading Partnership File screen is displayed.
4. Press F7 (Create Infor defaults).
5. Press F12 to return to the Trading Partnership review screen.
6. For GM Africa and Middle East Free Zone Enterprise, set the Sender and Receiver qualifiers to "!!!!." These entries designate that the DESADV Create program omits the

Sender and Receiver qualifiers, as required by GM Africa and Middle East Free Zone Enterprise.

- Set the Receiver IDs to "ZD4:ZZ" for testing and "B2A:ZZ" for production.

## Machine Readable - Customer

Customer - SPO US and SPO Canada are separate divisions and each sends a unique issuer ID. Therefore, create two records with unique abbreviations.

Issuer ID: SPO US 17501  
SPO Canada 14502

## Machine Readable - Destination

- Destination - Enter a destination record for each ship-to location.

Note: If you are a Mexican supplier and shipping parts to the Menlo warehouse, enter "MENLOW" as the destination abbreviation. This value must be unique in the Machine Readable - Destination file and used only for the GM SPO Menlo warehouse destination.

### Machine Readable - Destination File

```

                                DESTINATION ABBREVIATION RECORD

Company Number ..... 13
OEM Code ..... 60
Identification Number ..... xxxxxx
Dock Location ..... _____

Destination Abbreviation .... TRUCK
Destination Description ..... GMAC Commercial Finance LLC
P 0 Destination ..... 000000000
ERS Destination ..... (Y/N)
OEM Consideration ..... (Y/N)
Electronic Invoices ..... (Y/N)
Line Set ..... N (Y/N)
Clear By Destination ..... N (Y/N)
Type of FBO ..... _ (M/S)
Chrysler PAB/Non-PAB Combine. _ (Y/N)

F1=Help  F10=Delete  F12=Return

```

- Electronic Invoices - Mark the electronic invoice flag with "Y" if invoices will be sent to GMAC.
- If a part is no longer needed, GM SPO doesn't send the part in the release with a zero quantity to cancel the part. Under these circumstances if a part is not in the receive file any remaining requirements from previous releases stay in the requirement files. Therefore, unwanted parts may be shipped. If the above situation occurs for your GM SPO destinations, you may mark the Clear by Dest flag for the Destination Abbreviation for those destination that do not send zero requirements to cancel a part. If the purpose code is 05 and the Clear by Dest is set to 'Y', it will affect only the 830 transactions. The other transaction sets will not be affected.

- Destination File Screen

```

SCD6300B                MAINTAIN DESTINATION MASTER FILE

Company Number ..... GO   VENDOR NAME
Destination Number ..... 5
Name 1 ..... CONSUMER PRODUCTS   FOB .....
Name 2 ..... GM&CCF MOTORS MFG CORP   Distributor Code ..
Address 1 .. 6600 NORTHWEST 27TH ST.   Ford Dest Code .....
Address 2 ..                          ASN/DESADV (E/C/M/O/V/Y) V
Address 3 ..                          GM Msg/Temp Msg Code ... /
City/State . LINCOLN                NE   GM Std Loc/Ford Rt Cd 2.
Zip Code ... 68524                  Carrier Preference .....
Country ....                        Route Code / HMRS (Y/N)..
                                      Honda Destination .....
Arrival/Ship Dates (A/S) ..... S     Supplier Type (P/S) ....
Delivery Travel Time (Hrs/Min)        ASN Unit of Measure ....
Delivery Travel Time (Days) ..        JIT Location (Y/N) .....
                                      Bar Code Verif (Y/N/C).. N
Available Ship Days (X = Select)      Print Invoices (Y/N) ... Y
S   M X T X W X H X F X S X          Create Invoices (Y/N) .. Y
Names: _1 _ _ _ _ _ _ _ _           Payment Type: Coll PP PPI X
                                      Dealer Code .....
                                      Cat Europe Ult Dest ....

F1=Help  F10=Delete  F12=Return

```

- ASN / DESADV - This value defaults from the ASN field in the destination file of GM SPO. This code may be changed at shipper entry time.
- Create Invoices - Enter "Y" to create a hard copy, electronic invoice, or both for each shipper to this destination.
- For GM SPO Mexico, on the ASN, if the TDT 1st segment needs to be "12" the Honda Destination field in the Destination Masters needs to be set to "12". If the segment needs to be "25", the Honda Destination field needs to be "25". Otherwise, it can be left blanks. If it is anything other than "12" or "25" it is defaulted to what it would have been before the change.

- Remark Screen

```
SCD6300C          MAINTAIN DESTINATION MASTER FILE

Print Remarks (Y/N):  _ Shipper  _ Invoice  _ Acknowledgement

Remark:
_____
_____
_____
_____

ASN Transmit Windows:  Before Hours:  _ Mins.:  _
                       After Hours:  _ Mins.:  _

3rd Party Electronic Invoice OEM.... GM
Multi-Company Pool Bill Destination? (Y/N): N
Print Part Description on Invoices (Y/N):  _
Set prior Delivery Travel Time to current date? (Y/N):  _
Remove no-charge returnable containers from invoice? (Y/N)  _
Funds Type .....  _ Funds Type Description ...  _
Tax Exempt .....  _

F1=Help  F12=Return
```

- 3rd Party Electronic Invoice OEM - If the invoice is to be sent to GMAC, "GM" should be entered here.

## Parts Cross Reference

The part weight is entered in pounds in the Parts Cross Reference File and converted to kilograms when labels are printed. The part weight is ONLY converted to kilograms on the label.

```

RLD13400B                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 ..... 88335
F1=Help  F7=Dimension  F9=Extension  F12=Return

```

## Retrieve Company Number from Parts Cross Reference File

The application control record PXCO#xx can 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 conditions are applicable:

- GM SPO 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 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 retrieving a company number from the Parts Cross Reference File, see Chapter 11 of the AutoRelease manual.

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



## Parts Cross Reference Extension File (F9)

Data that is required on the GM tri-lingual labels needs to be entered in the Parts Cross Reference Extension (F9) File. Fields in **bold** below.

RLD13500A		MAINTAIN PARTS CROSS REFERENCE EXTENSION FILE	
Company KB	Cust Abbv	GMMGO	Dest Abbv
	Customer Part	09046809	
<b>French Description</b>	_____		
<b>Spanish Description</b>	_____		
<b>Country of Origin</b>	_____		
<b>Source Code</b>	_____		
<b>Core Group</b>	_____	Package Qty	_____
<b>Group Code</b>	_____		
Left/Right Hand	_____		
<b>DOT Certification</b>	_____		
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

## **ACDelco 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 the Label: Line Code  
Setup in the Requirement Master Header (JITA) field, 'Controlling Source'.

Field on Label: Group Number  
Setup in the Extension File: Group Code

Field on Label: ACD#  
If ACD part is blank, use Alt Part from the Extended Part Cross Reference file.  
Manually entered in the Miscellaneous Field 3 field in the Label Print Detail (opt. 2=Detail) screen.

Field on Label: GM Number  
Setup in the Parts Cross Reference for Customer Part Number

Field on Label: QTY  
This is the Requirement Quantity

Field on Label: D.O.T. annotation  
Setup in the Extension File: DOT Certification

## **Carrier File**

It is recommended that separate carrier records be created for each Equipment Description.

SPO requires a valid equipment description code to be transmitted in the EQD segment in the DESADV file. The carrier with the correct Equipment Description is identified in the preferred carrier field in the Destination File. There is no need to make changes at shipper entry time when multiple carrier records are created and there is no need to perform DESADV maintenance before the DESADV is transmitted.

If only one carrier is created with the most commonly used Equipment Description code, the DESADV maintenance screen must be modified before the Create and Transmit option is selected.

MAINTAIN CARRIER MASTER FILE	
Company Number .....	13
Carrier Number .....	100
Carrier Name .....	_____
Carrier Address .....	_____
Carrier City .....	_____
Carrier State .....	_____
Carrier Zip .....	_____
Carrier Phone .....	_____
Carrier Abbreviation ..	_____
	Travel on Weekends? (Y/N/ ) _
Pool Carrier .....	Pool Loc Code .....
GM Mode .....	Conveyance Code .....
Delivery Carr. Abbrev ..	Airport Location Code.....
Equip. Desc Cd/Initial. TE	Carrier Code .....
Remarks .....	_____
F1=Help F10=Delete F12=Return	

- Equipment Description - The Equipment Description further describes the Conveyance Code. Valid Materials Management codes include:  
RR Rail Car \*  
TE Trailer \*
- Transmitted in the EQD segment, position 300, DE 8053.
- \*Both Materials Management and Ship Direct use codes RR and TE.

## Destination File

MAINTAIN DESTINATION MASTER FILE	
Company Number .....	13
Destination Number .....	45
Name 1 .....	FOB .....
Name 2 .....	Distributor Code ..
Address 1 ..	Ford Dest Code .....
Address 2 ..	ASN (B/C/N/O/V/Y) .....
Address 3 ..	GM Hsg/Temp Msg Code ...
City/State ..	GM Standard Loc .....
Zip Code ...	Carrier Preference .....
Country ....	Route Code / HMRS (Y/N) ..
	Honda Destination .....
Arrival/Ship Dates (A/S) .....	Supplier Type (P/S) ....
Delivery Travel Time (Hrs/Min) ..	ASN Unit of Measure ....
Delivery Travel Time (Days) ..	JIT Location (Y/N) .....
	Bar Code Verif (Y/N/C) ..
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 _
Names: 1 _ _ _ _	Dealer Code .....

For each destination record, enter the name, address, and the following required fields:

- ASN - Materials Management requires a DESADV; enter "V" or "C" if bar code serial numbers are required in the DESADV.
- GM Msg - Enter the required com code to be transmitted in the DESADV. Both US and Canada Materials Management destinations require: PAF
- Arrival/Ship Date - Enter "S."
- ASN Unit of Measure - 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. If the ASN Unit of Measure field is blank "C62" is transmitted.
- Enter: KG - kilograms - KGM is transmitted  
KD - kilograms - KD is transmitted  
LB - pounds - LBR is transmitted  
ST - tons - STN is transmitted  
C6 - pieces - C62 is transmitted  
\_\_\_ - blank - C62 is transmitted
- Names - For invoices sent to GMAC, enter the corresponding bill-to numbers from the Name File.

## 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.

## Model Year

GM SPO does not send model year. Therefore, the Requirement and Price files must be entered leaving the model year field blank.

## CUM Required Prior

GM SPO Materials Management sends both CUM required prior and CUM received. The SPO CUM required prior is NOT processed into the CUM required prior field because it includes past due requirements, which when shipped, are added to the CUM and it is overstated. The CUM received is processed into the CUM required prior field.

It is not necessary to enter a CUM required figure manually before going live. The CUM received that is transmitted overlays what was entered manually.

The figure in the CUM required prior field is used to calculate ahead and behind figures and to round to package quantity. Therefore, it may be necessary to enter the CUM required prior (or CUM received) if entering a GM SPO Materials Management manual requirement or while testing. This may be accomplished using the option Enter Manual Requirements and either using F5 from the entry screen or it may be entered directly on the header screen.

## Requirement File

REQUIREMENT MASTER ENTRY													
Company xx		Customer xxxxx		Part xxxxxx		Destination xxxxxx MY							
Customer Part # ....		xxxxxxxxxxxx				OEM Code ..... GO							
Supplier Code .....		_____				OEM Division ... _____							
Customer # .....		_____				Destination # ..... _____							
Commodity Code .....		_____				Unit of Measure ... _____							
Controlling Source ..		_____				Price Code ..... _____							
Dock Code .....		_____				Trailer Capacity .. _____							
Container Part # ...		_____				Package Quantity .. _____							
MRP		Reports		Clear									
866	862	830	850	866	862	830	X	850	866	862	830	850	
Process P.O.s _____													
Planner # .....		_____		Balance Out Code ...		_____		Product Code . _____					
Weekly Ship Code .		_____		Final Release Code .		_____		Analyst # ....					
User #1 ..		_____		User #2 ..		_____							
User #3 ..		.00000											
Remarks .. _____													
F1=Help      F7=OEM Info      F8=REQB      F9=REQC      F10=Delete F11=File Maint    F12=Return      F19=Fab/Mtl    F20=Special Process													

## Requirement File - Clear Flags

The requirement master clear flags for GM SPO must not be marked.

866 862 830 850

— — — —

SPO clears by the purpose codes identified in the OEM Miscellaneous Information file.

## Requirement File - OEM Header Information - Destination DUNS

JTDMAINT3		OEM Header Information	
Chrysler Ship From .....		Honda Plant Code/	
Issuing Duns .....		Updt 830 CUM Flag ..	
Destination Duns .....	9156943	Isuzu Process # ....	
P & S Contract # .....		Isuzu Depot Code ...	
Vendor Part # .....			
Engineering Part # .....			
Engineering Control # ...			
Ordered By Qualifier.....			
Ordered By I.D.# .....			
F1=Help    F12=Return			

- Destination DUNS - The destination ship-to ID is retrieved from the incoming file and placed in the destination DUNS field. The destination ship-to ID is transmitted in the NAD+ST in the DESADV file.

## OEM Miscellaneous Information

OEM MISCELLANEOUS INFORMATION MAINTENANCE	
Company Number .....	01
OEM Code .....	GO
Destination Abbrev ...	
Model Year .....	
GM Message File .....	GHDESADV
GS ASN/UNH DESADV Ver Lvl. 97A	
Next Avail Adjust \$ .....	
Use DUNS in ISA/UNB Seg... N (Y/N)	
Appl Receiver ID ....	
GM Invoice Message File...	
GM Invoice Location Code..	
GM Duns in ISA/UNB Seg.... (Y/N)	
GS/UNH Invoice Ver. Lvl...	
Clear 830s w/ Purpose Codes 05	___
Clear 862s w/ Purpose Codes 00	___
Combine Daily 865s .....	(Y/N)
Caterpillar Facility Code .	___
Caterpillar Proprietary ID	___
Caterpillar 830 10-10-10...	(Y/N)
IBM Supplier Code.....	___
Clear Transaction Set including	
Purchase Order.....	___
F1=Help F10=Delete F12=Return	

- Destination Abbrev - The Destination Abbreviation is optional.
- Clear 830s w/Purpose Codes - The default purpose code for OEM code GO is 05 (changes to entire file). Purpose Codes are used to clear 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/UNH DESADV Ver Lvl - 97A Transmitted in the DESADV UNH

## Unit of Measure (Destination and Requirement File)

The Unit of Measure to be transmitted in the DESADV 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 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 an 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 Materials Management Unit of Measure and the system appends the third position:

Enter: KG - kilograms - KGM is transmitted

KD - kilograms - KD is transmitted

LB - pounds - LBR is transmitted

ST - tons - STN is transmitted

C6 - pieces - C62 is transmitted

\_\_\_ - blank - C62 is transmitted

## Using the ASN Unit of Measure Field in the Destination File

Enter the first two positions of a valid Materials Management 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 - KGM is transmitted

KD - kilograms - KD is transmitted

LB - pounds - LBR is transmitted

ST - tons - STN is transmitted

C6 - pieces - C62 is transmitted

\_\_\_ - blank - C62 is transmitted

## Past Due 830 Requirements

To ensure that past due 830 requirements print on the Behind Schedule Report, add the Application Control record "BHDGO830" as shown below. For more information about adding control records, see Chapter 11 of the AutoRelease Main Manual.

Application Name: \*ALL

Keyword: BHDGO830

Length: 1

Decimal: Blank

Infor Data: Y

## Air International Suppliers

For GM SPO 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 SPO 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

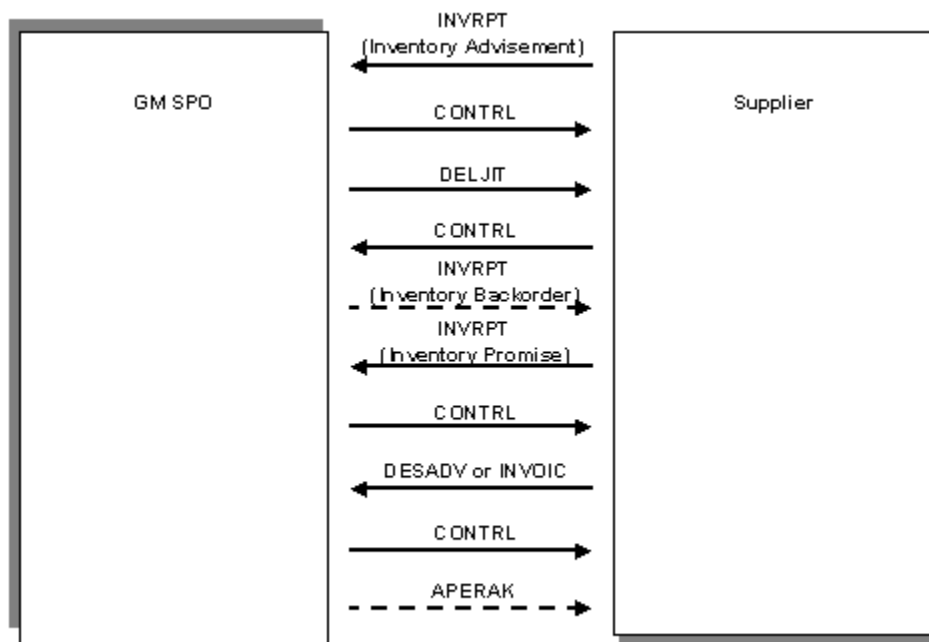
Length: 1

Decimal: Blank

Infor Data: Y

## Implementation - Ship Direct

### Message Flow



- Suppliers send an Inventory Advisement/Status Report (INVRPT), identifying unallocated inventory for parts contracted with SPO.
- SPO receives requirements from dealers and compares it with the inventory advisement (INVRPT) received from suppliers.
- If inventory is available to completely meet the dealer's requirements, SPO sends a DELJIT to the supplier.
- If inventory is not available to completely meet the dealer's requirements, SPO sends an inventory backorder (INVRPT) to the supplier.



- If inventory is available to partially meet the dealer's requirements, SPO issues a DELJIT for the available parts, and an inventory backorder (INVRPT) for the remaining parts.
- Supplier sends an inventory promise (INVRPT) to SPO, in response to the backorder.
- Supplier sends to SPO either an INVOIC or DESADV, depending on the contract agreement.
- If the data content associated with the DESADV, INVOIC, OR INVRPT is rejected, SPO sends an APERAK to the supplier.

## Division Details

GM SPO Ship Direct, also known as Dealer Direct, fulfills dealers' immediate requirements for parts by having the parts directly shipped to each dealer's location.

SPO Ship Direct transmits DELJIT requirements hourly. Suppliers are expected to receive messages hourly from 9:00 a.m. until 10:00 p.m. eastern time. Requirements received after 4:00 p.m. eastern time will reflect the next day's date.

SPO Ship Direct uses the FTX segment within the DELJIT to communicate information pertaining to each requirement that is to print on the shipper.

## SPAC Case (Emergency) Requirements

Emergency requirements are transmitted hourly with non-emergency orders until 4:00 p.m. eastern time and must be shipped the same day, via premium shipment (Federal Express or Emery Worldwide).

SPO Ship Direct uses their autofax system to notify the supplier that the status of an existing order has been changed from non-emergency to emergency (priority). The supplier must change the order in AutoRelease using manual entry. Change the requirement date and enter SPAC-OVN in the RAN field to indicate that this is an emergency order.

If a supplier cannot ship the priority order as requested, it is the supplier's responsibility to notify SPO within 59 minutes of receiving the fax. If SPO fulfills the order through another source, SPO notifies the supplier by fax or phone and the supplier must delete the order from AutoRelease using manual entry.

When an emergency requirement is received, the system places SPAC-OVN into the RAN field.

- At the process, the SPO EDIFACT SPAC-OVN Notification report is sent to the OUTQ, listing all new SPAC-OVN requirements.
- In Shipper Maintenance (Parts Selection screen), requirements can be sorted by RAN (F15=Sort Reqmnts function key).
- In Shipper Maintenance (Parts Selection screen), requirements can be selected by RAN to display only the SPAC-OVN requirements (the F11=Chg Req Sel function key).

## DESADV or INVOIC

Suppliers whose contract with GM SPO Ship Direct contains payment by piece price, are required to transmit DESADV. A DESADV is required within 59 minutes of the shipment leaving dock.

Suppliers whose contract contains miscellaneous charges/core charges are required to transmit an INVOIC. An INVOIC is required the same day of the shipment, by 10:00 p.m. eastern time.

GM SPO sends an APERAK within one (1) hour of receiving DESADV or INVOIC, (or INVRPT) if the message is rejected.

## Identification Code File

The Identification Code file is used when taking the Split and Breakdown options for a file and when transmitting a DESADV. The Identification Code File is used differently by different manufacturers.

### Initial Record

```

Company Number - xx
OEM Code - GO
Plant ID - Your Source Code

OEM ID - Division Com Code (SPA)
Corporate ID - Your DUNS Number
Remit to Duns Number - Not Used by GM SPO
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 Split that indicate a code is missing from the Identification Code File are referring to OEM ID.

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

## Machine Readable - Customer

Create one record for SPO Ship Direct with Customer Abbreviation DDGSP0.

CUSTOMER ABBREVIATION RECORD

Company Number ..... 01  
OEM Code ..... 60  
Identification Number ... 000107177

Customer Abbreviation ..... DDGSP0  
Company Name ..... \_\_\_\_\_  
Body & Assembly ..... N (Y/N)  
CMMS Format ..... N (Y/N)

Ship Direct ..... \_ (Y/N)

F1=Help F10=Delete F12=Return

- Identification Number - Enter Issuer ID (000107177).

- Cust Abbrev - Enter DDGSPO; not user-defined.

## Machine Readable - Destination - INVRPT

```

                                DESTINATION ABBREVIATION RECORD

Company Number ..... 01
OEM Code ..... 60
Identification Number ..... INVRPT
Dock Location ..... _____

Destination Abbreviation .... INVRPT
Destination Description ..... _____
P O Destination ..... _____
ERS Destination ..... _ (Y/N)
OEM Consideration ..... _ (Y/N)
Electronic Invoices ..... N (Y/N)
Line Set ..... N (Y/N)
Clear By Destination ..... N (Y/N)
Type of FBO ..... _ (M/S)
Chrysler PAB/Non-PAB Combine. _ (Y/N)

F1=Help F10=Delete F12=Return

```

Use Destination Abbreviation INVRPT; (this is NOT user-defined). This record is used to validate the Destination Abbreviation during the transmission of the outbound INVRPT to GM SPO.

## Machine Readable - Destination - Dealer Requirements

```

                                DESTINATION ABBREVIATION RECORD

Company Number ..... 01
OEM Code ..... 60
Identification Number ..... SPA
Dock Location ..... _____

Destination Abbreviation .... DEALER
Destination Description ..... _____
P O Destination ..... _____
ERS Destination ..... _ (Y/N)
OEM Consideration ..... _ (Y/N)
Electronic Invoices ..... Y (Y/N)
Line Set ..... N (Y/N)
Clear By Destination ..... N (Y/N)
Type of FBO ..... _ (M/S)
Chrysler PAB/Non-PAB Combine. _ (Y/N)

F1=Help F10=Delete F12=Return

```

This record is used to identify dealer requirements and to create records in the Destination and Requirement Files for dealers.

If an invoice is required, enter "Y" in the Electronic Invoices field.

Note: If the invoice will be sent to GMAC, this field must contain a "Y."

## Parts Cross Reference File

PART CROSS REFERENCE MAINTENANCE	
Company .....	01
Customer Abbreviation .....	DDGSPO
Customer Part Number .....	1 23
Destination Abbreviation ...	(0)
Bar Code Part Number .....	1
Internal Part Number .....	1-2-3
Part Description .....	
Color Description .....	
Part Weight (5 dec) 1.20000	Metal Thickness (3 dec)
OEM Misc Information #1 ..	Reason Code
OEM Misc Information #2 .. SAFETY	Reason Code
Shipping Warehouse .....	TEST
Shipping Location .....	DR Account .....
Consignee Warehouse .....	CR Account .....
Consignee Location .....	Section Number ...
Country of Origin .....	Rule Number .....
Province of Origin .....	Origin Criterion .
Harmonized System Code ...	User Defined
F1=Help F7=Dimension F9=Extension F12=Return	

For every dealer direct part that is shipped, create a Parts Cross Reference record with DDGSPO as the Customer Abbreviation. The Destination Abbreviation MUST be blank.

- Part Weight - The part weight is entered in pounds in the Parts Cross Reference File and converted to kilograms when labels are printed. The part weight is only converted to kilograms on the label.
- Country of Origin - This field is required for GM Africa and Middle East Free Zone Enterprise.

## Model Year

GM SPO does not send model year. Therefore, the Requirement and Price Files must be entered leaving the model year field blank.

## CUM Required Prior

GM SPO Ship Direct does not send CUM required prior or CUM shipped. Ship Direct orders to dealers are typically one-time orders so CUMs are not tracked. However, during the "Extract", the system does update CUM shipped and the CUM required prior is changed to be equal to the CUM shipped, so no ahead/behind calculations are performed.

## Carrier File

At least two carrier records must be created, one for non-priority shipments and one for priority shipments. It is recommended that separate carrier records be created for non-priority shipments for each Equipment Description (RR, TE, CN).

SPO requires a valid Equipment Description code for non-priority shipments, to be transmitted in the EQD segment in the DESADV.

Identify the appropriate carrier in the preferred carrier field in the Destination File. There is no need to make changes at shipper entry time when multiple carrier records are created and there is no need to perform DESADV maintenance before the DESADV is transmitted.

If only one carrier is created with the most commonly used equipment description code, the DESADV maintenance screen must be modified before the Create and Transmit option is selected.

Carrier record 100 (Non-Priority Shipment)

MAINTAIN CARRIER MASTER FILE	
Company Number .....	13
Carrier Number .....	100
Carrier Name .....	_____
Carrier Address .....	_____
Carrier City .....	_____
Carrier State .....	_____
Carrier Zip .....	_____
Carrier Phone .....	_____
Carrier Abbreviation ..	_____
	Travel on Weekends? (Y/N/ ) _
Pool Carrier .....	Pool Loc Code .....
GM Mode .....	Conveyance Code .....
Delivery Carr. Abbrev ..	Airport Location Code.....
Equip. Desc Cd/Initial. CN	Carrier Code .....
Remarks ....	_____
F1=Help F10=Delete F12=Return	

- Equipment Description - The Equipment Description further describes the Conveyance Code. Valid Ship Direct Codes include:  
 RR Rail Car \*  
 TE Trailer \*  
 CN Container (use CN for air shipments) \*

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

\* Both Materials Management and Ship Direct use codes RR and TE. Only Ship Direct uses CN.

Priority shipments require a separate carrier record. A federal express tracking number must be entered in the DESADV file for priority shipments.

Carrier record 101 (Priority Shipment)

MAINTAIN CARRIER MASTER FILE	
Company Number .....	13
Carrier Number .....	101
Carrier Name .....	_____
Carrier Address .....	_____
Carrier City .....	_____
Carrier State .....	_____
Carrier Zip .....	_____
Carrier Phone .....	_____
Carrier Abbreviation ..	_____
Pool Carrier .....	_____
GM Mode .....	_____
Delivery Carr. Abbrev ..	_____
Equip. Desc Cd/Initial. CN	_____
Remarks .....	_____
Travel on Weekends? (Y/N/ )	_____
Pool Loc Code .....	_____
Conveyance Code .....	_____
Airport Location Code.....	_____
Carrier Code .....	_____
F1=Help F10=Delete F12=Return	

- Equipment Description - The Equipment Description further describes the Conveyance Code. Valid Ship Direct codes for priority shipments include: CN Container (use CN for air shipments).

## Customer Master File

MAINTAIN CUSTOMER MASTER FILE	
Company Number ..	XX XXXXXXXXXXXXXXXXXXXX
Customer Number ..	XXX
Customer Name ...	GMSPO
Address 1 .....	XXXXXXXXXXXXXXXXXXXXXXXXXX
Address 2 .....	XXXXXXXXXXXXXXXXXXXXXXXXXX
Address 3 .....	XXXXXXXXXXXXXXXXXXXXXXXXXX
City .....	XXXXXXXXXXXXXXXXXXXX
State .....	XX
Zip Code .....	XXXXXXXXXX
Country .....	_____
Terms .....	_____
Remit To Number ..	_____
E.I.N. # .....	_____
F1=Help F8=Maintain Remit To File F10=Delete F12=Return	

Enter one "shell" customer record. Enter "GMSPO" in the Customer Name field and the OEM's address information in the address lines.

SPO Ship Direct requires the return address in the following format:

GMSP0  
OEM Address  
OEM City, State Zip

## Destination Master File

Destination masters are not entered in advance. Enter only one "shell" destination record. The system uses this record as a template to automatically create destination records for each incoming dealer.

The starting destination number for system created Destination Files is 910000001.

The last six (6) digits of the destination number are used as the Destination Abbreviation when creating the Requirement Master File.

MAINTAIN DESTINATION MASTER FILE	
Company Number .....	13 DOCUMENTATION DEPARTMENT
Destination Number .....	45
Name 1 .....	The ship-to name and FOB .....
Name 2 .....	address will default Distributor Code ..
Address 1 ..	from the EDI file Ford Dest Code .....
Address 2 ..	ASN/DESADV (E/C/M/O/V/Y) V
Address 3 ..	GM Msg/Temp Msg Code ... SPA /
City/State ..	GM Standard Loc .....
Zip Code ...	Carrier Preference ..... 100
Country ....	Route Code / HMRS (Y/N) ..
	Honda Destination .....
Arrival/Ship Dates (A/S) .....	S Supplier Type (P/S) ..... OR
Delivery Travel Time (Hrs/Min) .....	ASN Unit of Measure .....
Delivery Travel Time (Days) ..	JIT Location (Y/N) .....
	Bar Code Verif (Y/N/C) ..
Available Ship Days (X = Select) Print Invoices (Y/N) ...	
S _ M _ T _ W _ H _ F _ S _	Create Invoices (Y/N) .. Y
	Payment Type: Coll _ PP _ PPI _
Names: 1 .....	Dealer Code .....
F1=Help F12=Return	

The ship-to name and address and the dealer code are processed into the appropriate fields. The dealer code is also processed into the destination DUNS field in the Requirement A record of the Requirement Master (accessed using F7 from the header screen).

GM SPO suppliers are required by contract to send either a DESADV or an INVOIC. No supplier is required to send both.

- ASN/DESADV - If a DESADV is required, enter "V." For ADI locations, enter "C."
- GM Msg - Enter the required com code to be transmitted in the DESADV. Ship Direct destination requires: "SPA."
- Temp Msg Code - For GM Africa and Middle East Free Zone Enterprise, "FZE" is automatically populated in the destination masters. When destination records are automatically created during the process, "FZE" is filled in for GM Africa and Middle East Free Zone Enterprise destinations. This code controls the segments created for the DESADV. For ADI locations, enter "ADI."



Carrier Preference - Enter the carrier that transports to this location.

- Arrival/Ship Dates - Enter "S."
- ASN Unit of Measure - 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 "C62" is transmitted.  
Enter: LB - pounds - LBR is transmitted  
C6 - pieces - C62 is transmitted  
\_\_\_ - blank - C62 is transmitted
- Create Invoices - If an INVOIC is required, enter "Y."
- Name - For invoices sent to GMAC, enter the corresponding bill-to numbers from the Name file.

```

                                MAINTAIN DESTINATION MASTER FILE

Print Remarks (Y/N): _ Shipper _ Invoice _ Acknowledgement
Remark: _____
          _____
          _____
          _____

ASN/DESADV Transmit Windows: Before Hours: __ Mins.: __
                             After Hours: __ Mins.: __

3rd Party Electronic Invoice OEM.... GM
Multi-Company Pool Bill Destination? (Y/N): _
Print Part Description on Invoices (Y/N): _
Travel Time: Set Prior to Current Date? (Y/N).... _
               Set Holiday to Next Ship Day? (Y/N): _
Remove no-charge returnable containers from invoice? (Y/N) _
Funds Type ..... _ Funds Type Description ... _____
Tax Exempt ..... _____
F1=Help F12=Return                               One P.O. Per Invoice (Y/N) Y

```

The 3rd Party Electronic Invoice OEM must be marked "GM" if the invoice is being sent to GMAC.

The One P.O. Per Invoice flag on the third screen of the Destination File must be marked "Y."

## Requirement File

```

      REQUIREMENT MASTER ENTRY
      Requirement Header

Enter the following:

Company ..... 04
Customer Abbreviation ..... DDGSPO
In-House Part Number ..... TESTPART
Destination Abbreviation ... DEALER
Model Year ..... ____

F3=Exit F4=Prompt
  
```

Create a Requirement Master record for each Ship Direct part with Customer Abbreviation “DDGSPO” and Destination Abbreviation “DEALER.”

This record is used to obtain default data to create individual Requirement Masters for every part / dealer / destination when EDI requirements are processed. It is not necessary to manually enter a separate Requirement Master for every dealer.

When the system creates requirement records, the Destination Abbreviation of “DEALER” is replaced with the last six (6) positions of the destination number the system assigned when creating the Destination File.

Destination records are created beginning with destination number 910000001. Each Destination File that is created is assigned the next consecutive number.

JTDMAINT2										REQUIREMENT MASTER ENTRY										CHANGE																													
Company KB										Customer GMSPO										Part I-15822621										Destination GMSPO0 MY																			
Customer Part # .... 15822621										OEM Code ..... GO																																							
Supplier Code ..... 000197772										OEM Division ...																																							
Customer # ..... 17										Destination # .....																																							
156																																																	
Commodity Code ..... PART										Unit of Measure .... EA																																							
Controlling Source .										Price Code ..... 1																																							
Dock Code .....										Trailer Capacity ... 500																																							
Container Part # ... BOX90										Package Quantity ... 1																																							
MRP										Reports										Clear																													
866 862 830 850										866 862 830 X 850										866 862 830 850																													
Process P.O.s																																																	
Planner # ..... 0000										Balance Out Code ...										Product Code .																													
Weekly Ship Code .										Final Release Code .										Analyst # ....																													
Rack ID .....																																																	
User #1 ..										User #2 ..																																							
User #3 .. .00000																																																	
Remarks ..																																																	
F1=Help										F7=OEM Info										F8=REQB										F9=REQC										F10=Delete									
F11=File Maint										F12=Return										F19=Fab/Mtl										F20=Special Process																			

Enter the GM SPO customer number.

Enter the destination number of the Ship Direct "shell" destination master.

No requirements are processed into this file. During the "Process", the system creates individual Requirement Master records for each part/dealer/destination using the data in this record.

## Requirement File - Clear Flags

The Requirement Master clear flags for GM SPO must not be marked.

866 862 830 850

SPO clears by purpose codes identified in the OEM Miscellaneous Information File.

## Requirement File - Issuing and Destination DUNS

OEM Header Information	
Chrysler Ship From .....	Honda Plant Code ... _
Issuing DUNS ..... 000107177	Isuzu Process # .... _
Destination DUNS ..... 910000458	Isuzu Depot Code ... _
P & S Contract # .....	
Vendor Part # .....	
Engineering Part # .....	
Engineering Control # ...	
Ordered By Qualifier.....	
Ordered By I.D.# .....	
F1=Help F12=Return	

- Issuing DUNS - Enter the ship-to ID (000107177) if data is retrieved from an MRP application to be transmitted in INVRPT advisements. The ship-to ID is retrieved directly from the Requirement File when the "transmit" option is taken, not from the INVRPT maintenance screen.
- Destination DUNS - The destination ship-to ID is retrieved from the incoming file and placed in the Destination DUNS field. The destination ship-to ID is transmitted in the NAD+ST in the DESADV.

## Requirement File - Special Processing Window

JTDMaint4	Special Processing Information
Load Past Due Req'ts from History? (Y/N/B/M) .....Y	Chrysler Special Processing for 'B D' or 'B W' Reqs (B/L/S)....
Type of Processing (C/N).N	Remove Chry EDI 'B D' or 'B W' Reqs. prior to today (Y/N) .....
Ignore STD PAK for Load/MRP Build? (Y/N) ..	Omit 830 planning req'ts in Shipping (Y/N) .....
Competitor Part (C) or FBO Flag (B/F/J/E) .....	Pricing Based On Order Quantity Or Ship Quantity? (O/S) .....
Special Partial Week for current week (Y/N) ..	Override in Manual Req'ts Entry: Release Number and Date? (Y/N) ..
No Container Calculation for Part On Shipper (Y/N)	P.O. Number? (Y/N) .....
	Eng. Revision Level? (Y/N) .....
Partial Week With Sunday Dates (Y/N) .....	Secondary OEM Code .....
	SPAB BOM Flag .....
	OEM Specific Process (B,Q,Z).....
F1=Help    F12=Return	

- Type of Processing (C/N) - Enter "N" for net.
- Ignore STD PAK for Load/MRP Build? - Enter "Y." Dealer shipments are not purchased by standard pack.

## OEM Miscellaneous File

All GM SPO suppliers will create two OEM miscellaneous records. One is accessed when sending the INVRPT and the other is accessed when sending the DESADV or INVOIC. No supplier will send both the DESADV and the INVOIC.

The INVRPT is identified by entering INVRPT as the Destination Abbreviation. No Destination abbreviation is entered for the DESADV or the INVOIC.

OEM MISCELLANEOUS INFORMATION MAINTENANCE	
Company Number .....	01
OEM Code .....	60
Destination Abbrev ...	INVRPT
Model Year .....	_____
GM Message File .....	GMINVRPT
GS ASN/DESADV Ver Lvl. 97A	_____
Next Avail Adjust # .....	_____
Use DUNS in ISA/UNE Seg... N (Y/N)	_____
Appl Receiver ID ....	_____
GM Invoice Message File...	_____
GM Invoice Location Code..	_____
GM Duns in ISA/UNE Seg....	_____ (Y/N)
GS/UNH Invoice Ver. Lvl...	_____
Clear 830s w/ Purpose Codes	_____
Clear 862s w/ Purpose Codes	00 _____
Combine Daily 866s .....	_____ (Y/N)
Caterpillar Facility Code .	_____
Caterpillar Proprietary ID	_____
Caterpillar 830 10-10-10...	_____ (Y/N)
IBM Supplier Code.....	_____
Clear Transaction Set including	_____
Purchase Order.....	_____
F1=Help F10=Delete F12=Return	

- Destination Abbrev - Enter INVRPT
- GM Message File - GMINVRPT When sending a Production Inventory Report. INVRPTT When sending a Test Inventory Report.
- GS ASN/DESADV Ver Lvl - 97A

GM SPO suppliers contract may indicate payment by piece price, which means a DESADV is required. Create an OEM miscellaneous record to be accessed when creating the DESADV.

OEM MISCELLANEOUS INFORMATION MAINTENANCE	
Company Number .....	01
OEM Code .....	GO
Destination Abbrev ...	
Model Year .....	
GM Message File .....	GMDESADV
GS ASN/UNH DESADV Ver Lvl. 97A	
Next Avail Adjust # .....	
Use DUNS in ISA/UNB Seg... N (Y/N)	
Appl Receiver ID ....	
GM Invoice Message File...	
GM Invoice Location Code..	
GM Duns in ISA/UNB Seg....	(Y/N)
GS/UNH Invoice Ver. Lvl...	
Clear 830s w/ Purpose Codes 05	___
Clear 862s w/ Purpose Codes 09	___
Combine Daily 866s .....	(Y/N)
Caterpillar Facility Code .	___
Caterpillar Proprietary ID	___
Caterpillar 830 10-10-10...	(Y/N)
IBM Supplier Code.....	___
Clear Transaction Set including	
Purchase Order....	___

F1=Help F10=Delete F12=Return

- Destination Abbrev - The destination abbreviation is optional.
- Purpose Code Fields - The purpose code for the DELJIT for OEM code GO is 09. Purpose Codes 09 - Original (all data from the file is processed)
- Purpose codes are used to clear 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 - 97A. Transmitted in the DESADV UNH.

GM SPO supplier's contract may require "miscellaneous charges or core charges", which means an INVOIC is required. Create an OEM miscellaneous record to be accessed when creating the INVOIC.

OEM MISCELLANEOUS INFORMATION MAINTENANCE	
Company Number .....	01
OEM Code .....	GO
Destination Abbrev ...	
Model Year .....	
GM Message File .....	
GS ASN/UMH DESADV Ver Lvl. ....	
Next Avail Adjust # .....	
Use DUNS in ISA/UNE Seg... N (Y/N)	
Appl Receiver ID .....	
GH Invoice Message File... INVOIC	
GH Invoice Location Code... SPA	
GH Duns in ISA/UNE Seg... N (Y/N)	
GS/UMH Invoice Ver. Lvl... 97A	
Clear 830s w/ Purpose Codes .....	
Clear 862s w/ Purpose Codes .....	
Combine Daily 866s .....	(Y/N)
Caterpillar Facility Code .....	
Caterpillar Proprietary ID .....	
Caterpillar 830 10-10-10... ..	(Y/N)
IBM Supplier Code.....	
Clear Transaction Set including	
Purchase Order....	
F1=Help F10=Delete F12=Return	

Remove the defaults that are created when accessing the OEM Miscellaneous File with OEM code GO. Only enter the fields required for the INVOIC.

GM Invoice Message File INVOIC

GM Invoice Location Code COD for Canadian GM SPO Ship Direct locations

SPA for all others

GM DUNS in ISA Seg N

GS Invoice Version Level 97A

## Detail Remarks File

The retain remark field in the Detail Remarks File must contain N.

## Unit of Measure (Destination and Requirement File)

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, 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 an MRP application in the Requirement Master File. This Unit of Measure must be entered in the Unit of Measure File.

### 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 Ship Direct Unit of Measure and the system will append the third position:

Enter: LB - pounds - LBR is transmitted

C6 - pieces - C62 is transmitted

\_\_\_ - blank - C62 is transmitted

## ASN Unit of Measure Field - Destination File

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

Enter: LB - pounds - LBR is transmitted

C6 - pieces - C62 is transmitted

\_\_\_ - blank - C62 is transmitted

## Names File (Canadian Ship Direct INVOIC)

GM SPO Canadian Dealer Direct INVOIC requires the two character provincial code and a country code value of CAN for Canadian ship from locations, or the two character state code and a country code value of US for United States ship from locations. In order to set up the country code according to this requirement without affecting other OEMs, the Name File is being used to hold the country code for the ship from address.

To set up the Name File:

```
MAINTAIN NAME MASTER FILE
Company Number .. KF FEGER INDUSTRIES
Number ..... 175
Name ..... DDGSPO_____
Address 1 ..... _____
Address 2 ..... _____
Address 3 ..... _____
City ..... _____
State ..... ____
Zip Code ..... _____
Country ..... CAN_____
Vat Number ..... _____
Tax Code ..... _____
Additional ID ... 010203040_____
Qualifier ..... SF_
OEM ..... GO
F7=Report F10=Delete F12=Cancel
```

Name - Enter DDGSPO.

Country - Enter CAN for Canadian ship from locations or US for United States ship from locations.

Additional ID - Enter the supplier ID of the location.

Qualifier - Enter SF for Ship From.

OEM - Enter GO.



## Processing Text from the DELJIT File

Ship Direct suppliers must enter an application control record to process text from the DELJIT into the detail remarks file. The text received contains requirement and shipment specifications required to print on the load sheet and shipper. The note information sent in the FTX+ORI in the DELJIT file are required to print at the detail level of the shipper. The application control file is accessed from the System Maintenance Menu (RC20).

CO# \*\*

Application Name \*ALL

Keyword REMARKGO

Length 40

Dec Blank

Infor Data SY LY IN AN RN T 862 JIT HDY

The values represent the corresponding fields in the Detail Remarks File and are used to create a detail remarks record. The first four values are followed by "Y" (yes) or "N" (no) with no space between the value and the "Y" or "N." T is followed by the transaction set and message names.

SY LY IN AN - The first four sets of data represent where the data can be printed. The first position represents the location. The second position represents if it is printed at that location. Valid values include:

- S Shipper T
- Transaction Set/Message
- L Load Sheet
- I Invoice
- A Acknowledgement
- R Retain Remark

RN - This set of data indicates whether the remark is retained in the Detail File. The first position (R) represents retain remark. The second position (Y=yes or N=no) indicates if the remark is retained.

T 862 JIT - This set of data is the transaction set and message names preceded by T. Both, the ANSI X.12 and the EDIFACT names are required in the Data field. The EDIFACT message is recognized during the Receive. The ANSI X.12 transaction set is recognized throughout the rest of AutoRelease.

HDY - This set of data indicates that the notes received in the FTX+ORI in the DELJIT file are printed at the detail level of the shipper. This must be included at the end of the value(s) in the Data field. The third position (Y=yes or N=no) indicates whether or not the notes are printed. Valid values: H Header level D Detail level.

## Shipper Print (GMSPOSHP)

Once the ship direct shipper has been printed, the associated SPO universal packing slip is sent to the user's output queue. The packing slip must be enclosed in the packing slip envelope of every shipment to SPO Ship Direct destination. A special form is not needed to print the universal packing slip, it may be printed on standard 8 1/2 X 11 paper.

To populate the GM SPO packing slip with the CUST BIN, add a Miscellaneous Comment to the part when creating the shipper. To add, press F14 from the Review Shipper/Bill of Lading screen and then press F9. Add the text in the following format: four blanks, then "CUST BIN", followed by a colon (:), followed by a blank, followed by the seven position Cust Bin value.

To populate the GM SPO packing slip with the DESCRIPTION, add a Miscellaneous Comment to the part when creating the shipper. To add, press F14 from the Review Shipper/Bill of Lading screen and then

press F9. Add the text in the following format: three blanks, then "PART DESC:", followed by a colon (:), followed by a blank, followed by the nine position Description value.

## ADI Shipments

ADI shipments are sent to Accessory Consolidation Centers (ACCs). Only emergency orders or back-ordered parts are sent directly to dealers. Shipments to ACCs require a GM 1724 label with a license plate number for each ADI freight piece. These license plate numbers are required on the DESADV for ADI locations. Bar code is therefore mandatory on the DESADV. Special setups are required for ADI shipments to enable ASN verification and the creation of the PCI and RFF+AAT segments on the DESADV. These setups are included in the sections "Destination Master File" on page 33" and "Maintain DESADV Messages" on page 71.

## Air International Suppliers

For GM SPO 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 SPO 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

## File Archiving / Auto Print and Process

(Option 3 on the AZ10 Menu - ACM)

AZD2008		PROCESS PROFILE SETUP	
OEM .....			
Company .....			
Auto Print .....			
Auto Process.....			
Auto 997.....			
Days To Archive.....		0	
F4=Prompt    F12=Cancel			

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

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

- Auto 997 (Y/N) – Enter “Y” and a 997 will automatically be sent back to the OEM acknowledging receipt of inbound EDI data.
- Days to Archive - Enter the number of days to archive files received from the OEM. Files must be saved at least one day. Archived files are files that are stored for a given number of days, so that they can be reactivated. The number of days is not based on calendar days. Only the number of days when a communication session takes place is counted. Then the archived files are removed during the next Shift.

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

## 2D Bar Code Labels

From the label print main menu take option 2 (OEM Setup Maintenance). Select each GM 2D record (one at time) with 2 (change) to change the two-dimensional flags. Press F7 (Two Dimensional), the Two-Dimensional (2D) Label Options window is displayed.

### Two-Dimensional (2D) Label Options

2D labels?	Y	(Y/N)
Create pallet labels by scanning?	N	(Y/N)
Report after scan-to-create plts?	N	(Y/N)

- Mark the “2D labels?” flag with “Y.” The 2.0 FTP version of AutoScan is required to print 2-dimensional bar code labels for all OEMs other than Subaru.
- Mark the “Create pallet labels by scanning?” flag with “N.” This flag is no longer used. Scan-to-create pallet labels is available only for 2D label formats. When marked “Y” only container labels are printed. The pallet labels are printed when scanning-to-verify when F2 (print) is taken after singles have been scanned.
- Mark the “Print report after scan-to-create?” flag with “N.” This flag is no longer used. The report is only available when scanning to create 2D pallet labels. It prints on the next label after the pallet label. The report lists the serial number of the pallet label that was printed and all the container serial numbers that are included in the 2D symbol on that pallet label.
- Press F10=Format File Maintenance from the Label Print OEM Setup Maintenance screen. The data identifiers must be changed. Valid data identifiers are:
  - Container label (G C02) = 1J
  - Master label (G M02) = 6J
  - Mixed label (G X02) = 5J

## Printing and Scanning Instructions

Container labels and master/mixed labels are printed separately. Container labels are not automatically printed after the master/mixed label. There is one option for creating B14labels for GM ASNI X.12 and EDIFACT Modules: Print Container Labels from Requirements

## Print Container Labels from Requirements

Access AutoScan from the Complementary Products menu. Print 2D labels from "Print Container Labels from Requirements":

- Take option 1 "Label Print Menu" from the AutoScan Menu. Press Enter.
- Take option 1 "Label Print Selection" from the Label Print Main Menu. Press Enter.
- Enter the company number. Press Enter.
- Enter "Y" in the "Print Container Labels from Requirements" field. Press Enter.
- Enter the OEM code and default printed. Press Enter.
- Enter the optional information or, leave blank for all. Press Enter.

Warning: When a part is selected, a container with a weight greater than zero must be associated with the Requirement Master. If the container weight is less than zero, or not associated with the Requirement Master for the selected part an error message is displayed: "Container is either not found or the container weight is zero." A container part number may be entered in the container field on the Label Detail Entry/Update screen.

## Master

Select the parts with 8 (Master) and enter the pallet quantity.

## Mixed

Select each part with 9 (Mixed) that will be on one pallet.

Note: All parts on the mixed load pallet must be selected with 9 (mixed). If all the parts for this pallet are not selected, all of the part numbers, quantities and weights are not included on the mixed load label.

When ALL the parts for the pallet have a 9 next to them press Enter. Enter the total quantity for each part. An error message is displayed if option 9 is taken for only one part.

## Containers

Select the containers with 6 (print).

## ADI 2D Barcode Labels

Two new options have been added for GM SPO ADI:

1. Option 18 to Print ADI Master labels
2. Option 19 to print ADI Mixed labels.

These options are available when selecting the Print Container Labels from Requirements and Print Container Labels from Shippers from the Label Print Selection screen.

The new options allow the supplier to print and scan the master/mixed labels without scanning container labels, and use a similar approach as the current GM 2D Mixed Label Print. The label format on the OEM setup record(s) for the Master label must be G\_M02 and the Label formation for the Mixed label must be G\_X02. These records must have the 2D flag marked. These formats are entered from the OEM Setup Maintenance screen within AutoScan.

The label printing procedure for GM SPO ADI locations is the same whether printing Master or Mixed labels (for detailed setup steps and label printing information, please refer to the GM SPO portion of the AutoScan OEM Special Instructions document):

1. Users may choose to either print container labels from requirements, or from the shipper. Both approaches allow users the option of printing ADI Master Labels or the ADI Mixed Labels.
2. Users enter the quantity for the part/date/RAN number, but do not enter the total for the entire master/mixed label, since it will be calculated as the sum total of the quantities for all selected parts. Users may also specify the number of master/mixed labels to print, and the number of master/mixed labels included in a set.
3. Once the first record is processed (step 2), the next record is displayed. Only the Quantity on Label field is available, because users only need to enter the quantity for each requirement in order to calculate the totals for the master/mixed label. When the last record selected is processed, the master label with the total quantity and total weights will be sent to the bar code administrator to print. The individual records selected will have container records created and written directly to the Uploaded Printed Bar Code Labels (VARUPBAR) file and Pallet Staging (VARPALLT) file. Each record will have its own serial number and in VARPALLT the container records will be associated to the master label.
4. Users scan only the master/mixed label during the Scan to Verify process. At that time, all the container labels will be pulled from the Pallet Staging File and placed on the shipper. With this new process, the container labels are never physically printed or scanned.

## VLO Menu

```

      MENU: VLOGO
-----
      GENERAL MOTORS - S P O
      VARIABLE LENGTH TELECOMMUNICATIONS
-----

1. Receive Data
2. Split Network Data into OEM files
3. Breakdown Data
4. Acknowledge Received Data
5. Print Requirements (DELFOR,DELJIT)
6. Application Advice Menu (APERAK)
7. Process Requirements (DELFOR,DELJIT)
8. Maintain Network Selection File
9. Maintain Network Security

10. Commerce Miscellaneous Menu
11. GEISCO Miscellaneous Menu
12. Maintain Miscellaneous File
13. Inventory Report Menu(INUPRT)
14. Print CONTEL Messages

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

      Option __

```

Many options are identical from trading partner to trading partner. Those options are explained one time only 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 SPO is coded to use the optional print method, which affects the Breakdown, Print and Process options.

## **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.

## **Breakdown Data**

(Option 3 on the VL0 menu)

### **Open Orders Report**

This report identifies past due orders. It is sent to SPO Ship Direct suppliers ONLY when they are behind in shipments.

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

(Option 5 on the VL0 menu)

There are additional reports printed for GM SPO.

### **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 DESADV.

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

(Option 7 on the VL0 menu)

### **CUM Reconciliation Report (Materials Management)**

This report is used to find discrepancies when the CUM shipped (when transmitted by the OEM) differs from the CUM shipped that is found in the Requirement A record and shipping history.

Ship Direct files do not contain CUM required or CUM shipped, so there is no CUM reconciliation.

Note: It is important that the CUM shipped be accurate because the CUM shipped is used with the CUM required prior to calculate ahead and behind figures. The ahead and behind figures are used to adjust current requirements. Therefore, discrepancies must be researched to assure accuracy of shipping requirements.

## SPO SPAC-OVN Report

This report lists all inbound SPAC/OVN requirements (emergency orders) received on the DELJIT.

## Shift Exception

GM SPO Ship Direct does not resend requirements if partial shipments are made. The remaining requirement is not shifted out of the Requirement File. It remains until it is shipped or manually removed. During the "Extract", the quantity shipped is removed and the CUM shipped and CUM required are both updated with the quantity shipped, making them equal so no ahead/behind calculations are performed.

## Commerce Miscellaneous Menu

(Option 10 on the VL0 menu)

## GEIS Miscellaneous Menu

(Option 11 on the VL0 menu)

Not used by GM SPO.

## Print CONTRL Messages

(Option 14 on the VL0 menu)

CONTRL(s) are received only from Ship Direct. This option is used only if the Automatic Print of 997field in the Identification Code File contains "N." If this field contains "Y," the CONTRL prints automatically when the Acknowledge Received Data option is taken.

Warning: If the Identification Code File contains "N" and the CONTRL(s) are not printed right away; and if a "Receive" option is taken again, be sure to respond "N" to the "delete previous data?" prompt or the previously received CONTRL(s) are lost.

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

## VL44 Menu

```

      MENU: VL4460
-----
GENERAL MOTORS - S P O
APPLICATION ADVICE MENU
-----

1. Display Application Advice
2. List Application Advice
3. Purge Application Advice

23. Return to U/L Communications Menu
24. Return to Main Menu

Option __

```

## Application Advice Menu

(Option 6 on the VL0 menu)

This Application Advice menu (VL44GO) is used to display, print and purge the Application Advice (APERAK) File received from GM SPO. When this data is no longer current, it may be purged.

The Application Advice reports errors of content in the file received from GM SPO. The Functional Acknowledgement indicates that the file was, in fact, received and that it was syntactically correct. The Application Advice takes the checking procedure a step further and reports if specific content errors are found. The Application Advice may state 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 File: VPX824X.

## VL3 Menu

```

      MENU: VL3GO
-----
GENERAL MOTORS - S P O
Inventory Report Processing
-----

1. Inventory Status Menu
2. Inventory Backorder/Promise Menu

23. Return to GM SPO W/L Telecommunications Menu
24. Return to W/L Telecommunications Menu

Option __

```

## Inventory Report Processing

(Option 13 on the VL0 menu)

The INVRPT is used only by Ship Direct. There are menus to the inventory report: Inventory Status menu, Promise Inventory menu and Inventory Backorder / Promise menu.

The Inventory Advisement / Status menu is used to send an outbound inventory advisement/status report from the supplier to GM. orders are based upon this report. Parts with a quantity of 0 must be included. This report may be sent one to (1-3) times a day.

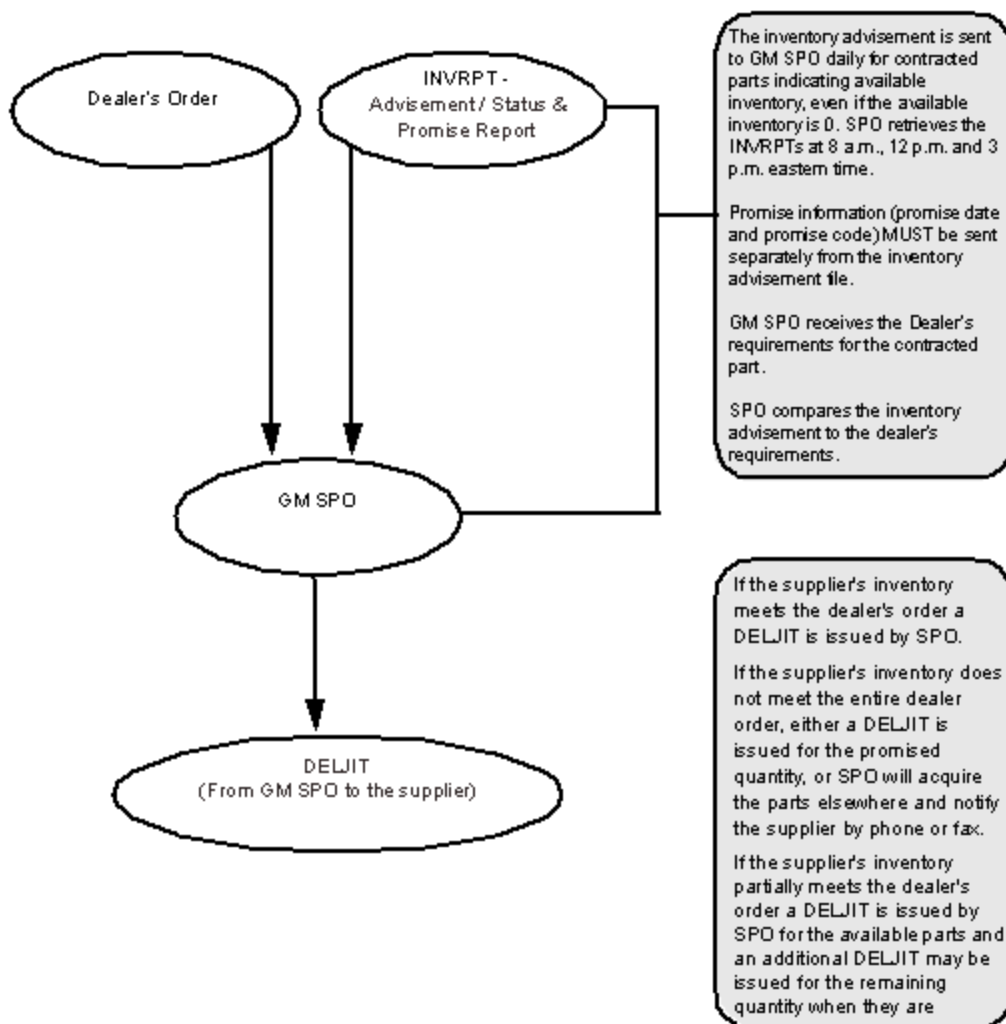
The Promise Inventory menu is used to send promise information (promise date and promise code) from the supplier to GM. The promise inventory menu is option 8 (Promise Inventory menu) on the Inventory Advisement / Status menu. This report is used for parts with a quantity of 0.

The Backorder / Promise menu is used when parts are not on contract between the supplier and GM SPO. If the inventory does not meet the dealer's order a Backorder INVRPT is transmitted from GM SPO to the supplier. The supplier then sends the Backorder Promise back to GM SPO with the date that the required contract parts are available for delivery.

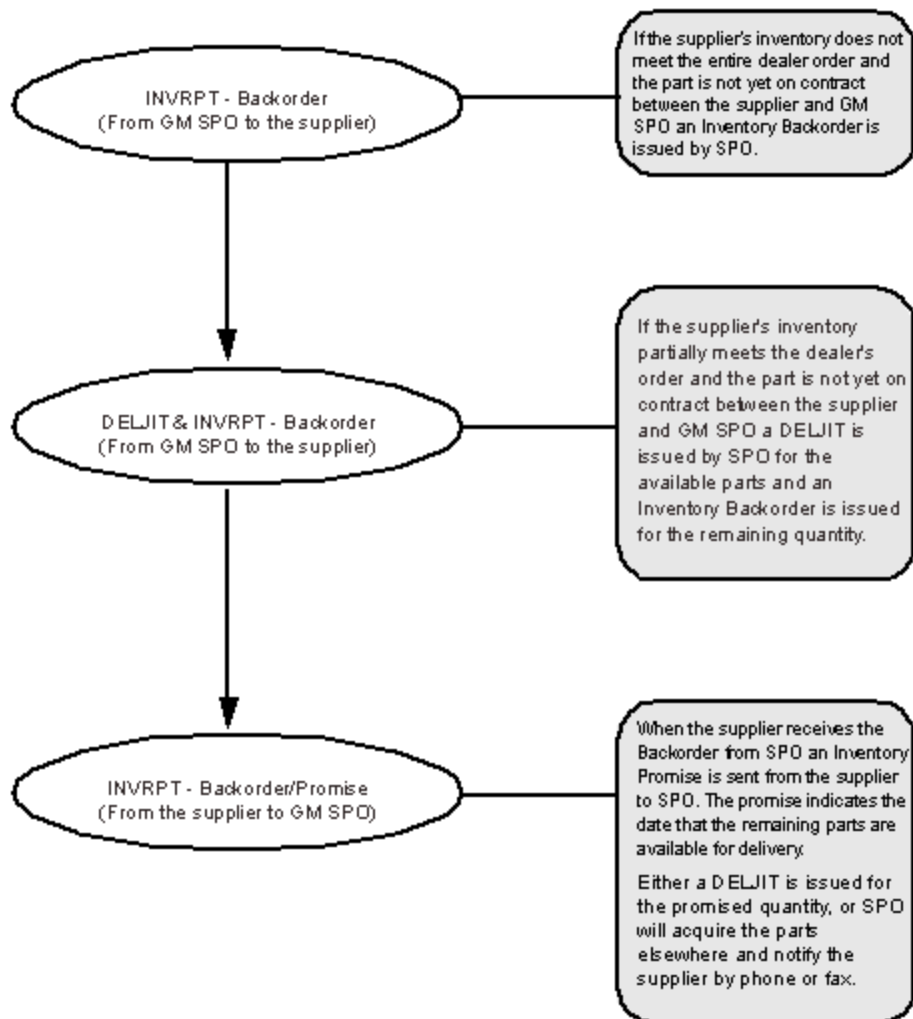
GM SPO INVRPT is entered and stored in universal inventory report file: VPRINRA.



The INVRPT consists of 3 formats: Advisement/Status, Promise and Backorder with a Promise response.



The Backorder/Promise inventory report is used for parts that are not on contract between the supplier and GM SPO.



# VL31 Menu

```

                                MENU: VL31GO
                                -----
                                GENERAL MOTORS - S P O
                                INURPT Inventory Status
                                -----

                                1. Maintain Inventory Status Report
                                2. Print Inventory Status Report
                                3. Retrieve Inventory Records through Interface
                                4. Create and Transmit Inventory Status Report
                                5. List Inventory Status Report
                                6. Purge Inventory Status Report
                                7. Reactivate Inventory Status Report
                                8. Promise Inventory Menu
                                9. Transmit Combined Inv Status and B.O. Promise

                                23. Return to GM SPO Inventory Report Processing Menu
                                24. Return to GM SPO W/L Telecommunications Menu

                                Option ____
```

## Inventory Status Menu Overview

The Inventory Status menu is used to send an inventory advisement/status report from the supplier to SPO. The inventory report contains inventory on hand for all parts on contract with GM SPO, including parts with a zero quantity on hand.

The status report may be manually entered or may be retrieved from an MRP application. If your interface application is identified in your configurable interface library, the data is retrieved when the Retrieve Inventory Records through Interface option is taken. This data may be maintained using the Maintain Inventory Status Report option.

The inventory status displays records with an inventory greater than zero and equal to zero. The inventory report is created and transmitted from this menu.

SPO issues DELJITs based on this report. Suppliers MUST send an inventory advisement at least once a day.

When both the inventory status report and back order promise report need to be transmitted to SPO take the "Transmit Combined Inv Status and B.O. Promise" option. This option may be taken from the VL31GO menu or the VL32GO menu.

## Maintain Inventory Status Report

(Option 1 on the VL31 menu)

This option is used to manually add an inventory report, maintain a manual inventory report and view data that was pulled from an MRP application. Data retrieved from an MRP application, cannot be maintained using this option.

An inventory status report may be entered to send to GM SPO or a previously entered record may be viewed or changed.

A screen will prompt for company number.

## Inventory Status Header Screen

INVENTORY REPORT MAINTENANCE	
Company Number... 60	
Customer Part.... TEST PART ONE	
Reference Number. ONE	
Cust Abbrev... _____	Dest Abbrev... _____
Part Number... _____	Model Year.... _____
Status Code... _____	Document Code _____
Release Number _____	Purpose Code.. _____
Release Date.. _____	Release Time.. _____
Inv Type Code. _____	Inventory Qty. _____
Supplier ID... _____	Ship To ID.... _____
Vendor Part No _____	
F10=Delete F12=Return	

- Company Number - Displays the company number that was previously entered.
- Customer Part - GM SPO's part number.
- Reference Number - The user-defined reference number. The default is MM-DD-HH-MM-SS (month-day-hours-minutes-seconds).

## Maintain Inventory Status Report

(Option 1 on the VL31 menu)

- Cust Abbrev - The customer abbreviation for GM SPO is DDGSPO. This abbreviation is NOT user-defined.
- Dest Abbrev - The destination abbreviation for GM SPO is DEALER. This abbreviation is NOT user-defined.
- Part Number - In-house part number.
- Model Year - Not used by GM SPO ship direct.
- Status Code - Enter I10 if the quantity is greater than zero. The inventory advisement/status always begins with I.  
I10 - not transmitted  
I20 - transmitted (ready to be purged)
- The status is changed to I20 by the system when the INVRPT is transmitted.
- Document Code - The valid document code is 79 (inventory status advice).
- Release Number - User-defined release number. A default release number is created when data is retrieved from the MRP application in the format MM-DD-HH-MM-SS (month-day-hours-minutes-seconds).
- Purpose Code - The valid purpose code is 9 (original).

- Release Date - The release date is the date the INVRPT was created. Enter the date in MM-DD-YY format without slashes (/).
- Release Time - Four (4) numeric positions with no punctuation. Use 24 hour clock (1:00 p.m. = 1300).
- Inv Type Code - The valid inventory type code is 4 (reserved inventory).
- Inventory Qty - The quantity of unallocated contracted inventory parts, even if the quantity is 0.
- Supplier ID - The supplier ID defaults from the Requirement A record.

Note: When the INVRPT advisement data is retrieved from an MRP application, the supplier code is retrieved directly from the requirement file, not from the INVRPT maintenance screen. Therefore, if there is a supplier ID error, it must be corrected in the Requirement A record.

Ship To ID - Enter 000107177. The ship to ID defaults from the Requirement A record, issuing DUNS field (000107177).

Note: When the INVRPT advisement data is retrieved from an MRP application, the ship to ID is retrieved directly from the requirement file, not from the INVRPT maintenance screen. Therefore, if there is a ship to ID error, it must be corrected in the Requirement A record.

- Vendor Part No - Enter the vendor part number only for Canadian shipments.

## Print Inventory Status Report

(Option 2 on the VL31 menu)

This option is used to print a hard copy of the inventory advisement/status report that is sent to GM SPO after data is manually entered.

If data is retrieved from the supplier's MRP application, it is retrieved when the Retrieve Inventory Records through Interface option is taken. If the data has errors and is not transmitted, the data is available to be printed.

The report displays the part number, inventory type, whether or not the inventory is reserved, the quantity, and vendor part number.

## Retrieve Inventory Records Through Interface

(Option 3 on the VL31 menu)

This option retrieves data from your MRP application identified in your configurable interface library. This option must be taken before the Create and Transmit Inventory Status option. The data that is retrieved may be viewed, maintained and printed using the Inventory Status menu.

## Create and Transmit Inventory Status Report

(Option 4 on the VL31 menu)

This option is used to select the inventory status reports to be included in the transmission. The records are checked for errors and an error report is created. If there are no errors or if you continue with warning errors, the transmission file is created.

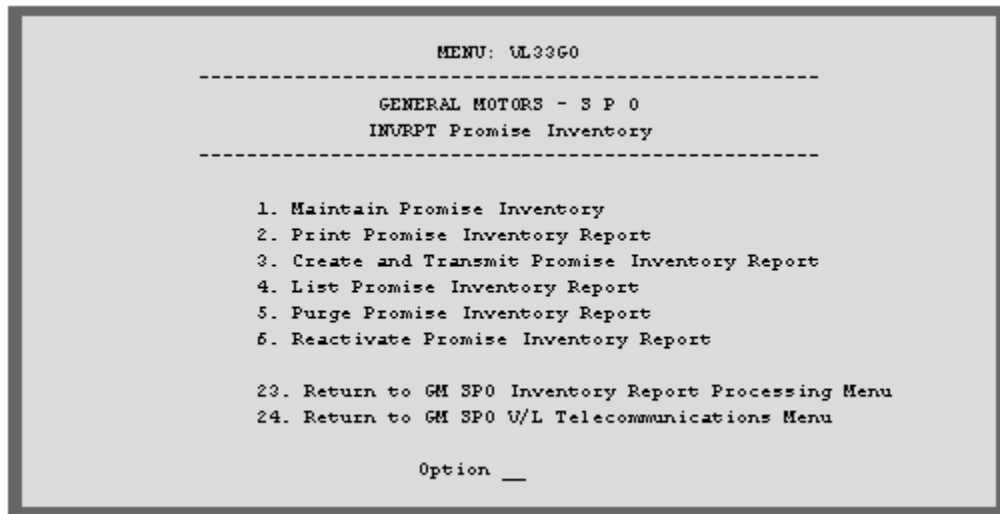
Note: Option 3 (Retrieve Inventory records through Interface) MUST be taken before the Create and Transmit option.

## Reactivate Inventory Status Report

(Option 7 on the VL31 menu)

This option is used to change inventory status files with a status of I20 (transmitted) to I10 (not transmitted) so they can be transmitted again.

## VL33 Menu



```

      MENU: VL33GO
-----
GENERAL MOTORS - S P O
INVRPT Promise Inventory
-----

1. Maintain Promise Inventory
2. Print Promise Inventory Report
3. Create and Transmit Promise Inventory Report
4. List Promise Inventory Report
5. Purge Promise Inventory Report
6. Reactivate Promise Inventory Report

23. Return to GM SPO Inventory Report Processing Menu
24. Return to GM SPO U/L Telecommunications Menu

Option __

```

## Promise Inventory Menu

(Option 8 on the VL31 menu)

## Inventory Promise Menu Overview

The Inventory Promise Status menu is used to send a promise inventory report from the supplier to SPO when the inventory of the part is 0. This report contains promise code and promise date for parts with a zero quantity on hand. AFTER the inventory status report has been transmitted to SPO, and when the promise date and promise code are known, the promise report is transmitted.

The promise report may be manually entered or may be retrieved from an MRP application. If your interface application is identified in your configurable interface library, the data is retrieved when the Retrieve Inventory Records through Interface option is taken on the Inventory Status menu (VL31GO). This data may be maintained using the Maintain Promise Inventory option.

The promise report is transmitted separately from the inventory status report. SPO requires these files to be sent separately. Use the Create and Transmit Promise Inventory Report option to transmit the promise report to SPO.

## Maintain Promise Inventory

(Option 1 on the VL33 menu)

This option is used to manually add a promise inventory report, maintain a manual promise inventory report and view data that was pulled from an MRP application.

A promise inventory status report may be entered to send to GM SPO or a previously entered record may be viewed or changed.

A screen will prompt for company number.

#### Promise Inventory Status Header Screen

INVENTORY REPORT MAINTENANCE	
Company Number... G0	
Customer Part.... TEST PART ONE	
Reference Number. ONE	
Cust Abbrev... _____	Dest Abbrev... _____
Part Number... _____	Model Year.... _____
Status Code... _____	Document Code _____
Release Number _____	Purpose Code.. _____
Release Date.. _____	Release Time.. _____
Inv Type Code. _____	
Supplier ID... _____	Ship To ID.... _____
Promise Code . _____	Promise Date . _____
Vendor Part No _____	
F10=Delete F12=Return	

The information on this screen was retrieved from the interface. Only the promise code and promise date fields need to be entered. Unless manually entering a promise INVRPT.

- Company Number - Displays the company number that was previously entered.
- Customer Part - GM SPO's part number.
- Reference Number - The user-defined reference number. The default is MM-DD-HH-MM-SS (month-day-hours-minutes-seconds).
- Cust Abbrev - The customer abbreviation for GM SPO is DDGSPO. This abbreviation is NOT user-defined.
- Dest Abbrev - The destination abbreviation for GM SPO is DEALER. This abbreviation is NOT user-defined.
- Part Number - In-house part number.
- Model Year - Not used by GM SPO ship direct.
- Status Code - Enter R10. The promise inventory report always begins with R. R10 - not transmitted. R20 - transmitted (ready to be purged).

The status is changed to R20 by the system when the INVRPT is transmitted.

- Document Code - The valid document code is 79 (inventory status advice).
- Release Number - User-defined release number. A default release number is created when data is retrieved from the MRP application in the format MM-DD-HH-MM-SS (month-day-hours-minutes-seconds).
- Purpose Code - The valid purpose code is 9 (original).

- Release Date - The release date is the date the INVRPT was created. Enter the date in MM-DD-YY format without slashes (/).
- Release Time - Four (4) numeric positions with no punctuation. Use 24 hour clock (1:00 p.m. = 1300).
- Inv Type Code - The valid inventory type code is 4 (reserved inventory).
- Supplier ID - The supplier ID defaults from the Requirement A record.

Note: When the INVRPT advisement data is retrieved from an MRP application, the supplier code is retrieved directly from the requirement file, not from the INVRPT maintenance screen. Therefore, if there is a supplier ID error, it must be corrected in the Requirement A record.

- Ship To ID - Enter 000107177. The ship to ID defaults from the Requirement A record, Issuing DUNS field (000107177).
- Note: When the INVRPT advisement data is retrieved from an MRP application, the ship to ID is retrieved directly from the requirement file, not from the INVRPT maintenance screen. Therefore, if there is a ship to ID error, it must be corrected in the requirement A record.
- Promise Code - Valid promise code that represents the reason for a quantity of 0 parts.
- Promise Date - Date in MM-DD-YY format that the parts will be available for shipment.
- Vendor Part No - Enter the vendor part number only for Canadian shipments.

Valid Promise Codes representing the reason for a quantity of 0 parts include:

- 00 Scheduled to ship on xx/xx/xxxx
- 10 Short Binding
- 11 Short Heads
- 12 Short Carpet
- 13 Short Cloth
- 14 Short Components
- 15 Short Cores Dealers return cores critical shortage
- 16 Short Foundation
- 17 Short Leather
- 18 Short Map Pocket
- 19 Short Molding
- 20 Short Pad
- 21 Short Panel
- 22 Short Pattern
- 23 Short Retainer
- 24 Short Vinyl
- 25 Short Welt
- 27 Short Packaging
- 35 Sub supplier problem



- 36 Stock in transit source
- 45 3-6 week lead time required
- 46 6-12 week lead time required
- 47 Minimum 12 week lead time
- 51 Discontinued pending reformulation and new part number assignment71 Vendor closed shipments will resume on
- 72 Quality problem with part
- 80 Sea Shipment from Japan
- 81 Air Shipment from Japan

## **Print Promise Inventory Report**

(Option 2 on the VL33 menu)

This option is used to print a hard copy of the promise inventory report that is sent to GM SPO after data is manually entered.

If data is retrieved from the supplier's MRP application, it is retrieved when the Retrieve Inventory Records through Interface option is taken on the Inventory Status menu (VL31GO). If the data has errors and is not transmitted, the data is available to be printed.

The report displays the part number, inventory type, whether or not the inventory is reserved, the quantity, promise code, promise date and vendor part number.

## **Reactivate Promise Inventory Report**

(Option 6 on the VL33 menu)

This option is used to change inventory status files with a status of R20 (transmitted) to R10 (not transmitted) so they can be transmitted again.

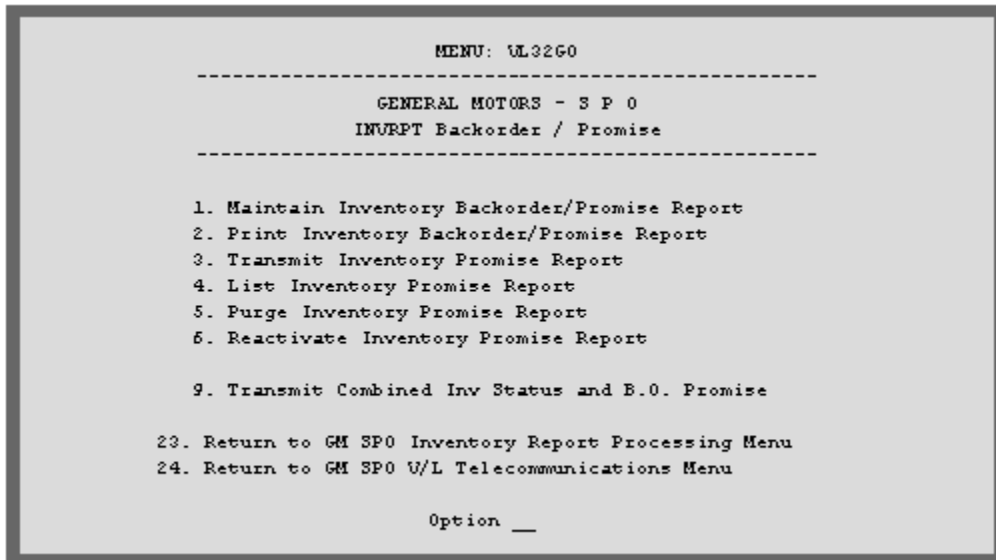
## **Transmit Combined Inv. Status and B.O. Promise**

(Option 9 on the VL31 menu)

When both the inventory status report and back order promise report need to be transmitted to SPO take the Transmit Combined Inv Status and B.O. Promise option. This option may be taken from the VL31GO menu or the VL32GO menu.

Note: Option 3 (Retrieve Inventory records through Interface) MUST be taken before the Transmit combined inventory status and backorder promise option.

## VL32 Menu



```

      MENU: VL32GO
-----
GENERAL MOTORS - S P O
INVRPT Backorder / Promise
-----

1. Maintain Inventory Backorder/Promise Report
2. Print Inventory Backorder/Promise Report
3. Transmit Inventory Promise Report
4. List Inventory Promise Report
5. Purge Inventory Promise Report
6. Reactivate Inventory Promise Report

9. Transmit Combined Inv Status and B.O. Promise

23. Return to GM SPO Inventory Report Processing Menu
24. Return to GM SPO U/L Telecommunications Menu

Option ___

```

### Overview

(Option 2 on the VL3 menu)

The Backorder / Promise menu is used to access a backorder INVRPT received from SPO and to create and transmit a promise INVRPT in response to the backorder. Backorders are used ONLY for parts that are not on contract between the supplier and GM SPO.

The backorder INVRPT is sent from GM SPO to the supplier when parts are not available. The backorder INVRPT is accessed and modified to include a promise code and promise date. The modified record becomes a backorder/promise INVRPT. The promise is sent from the supplier to GM SPO.

When both the inventory status report and back order promise report need to be transmitted to SPO take the Transmit Combined Inv Status and B.O. Promise option. This option may be taken from the VL31GO menu or the VL32GO menu.

### Maintain Inventory Backorder / Promise Report

(Option 1 on the VL32 menu)

This option is used to manually add a backorder/promise, maintain a manually added promise and view backorder data that was sent from SPO.

A promise may be entered to send to SPO or a previously received backorder record may be viewed or changed.

A screen will prompt for company number.

## Inventory Backorder/Promise Header Screen

INVENTORY REPORT MAINTENANCE	
Company Number... G0	
Customer Part.... SD123456	
Reference Number. 20001	
Cust Abbrev... _____	Dest Abbrev... _____
Part Number... _____	Model Year.... _____
Status Code... _____	Document Code _____
Release Number _____	Purpose Code.. _____
Release Date.. _____	Release Time.. _____
Inv Type Code. _____	Backorder Qty _____
Supplier ID... _____	Ship To ID.... _____
Promise Code.. _____	Promise Date.. _____
Vendor Part No _____	
F10=Delete F12=Return	

The information on this screen is sent by GM SPO on the backorder INVRPT. Only the promise code and promise date fields need to be entered. Unless manually entering a promise INVRPT.

- Company Number - Displays the company number that was previously entered.
- Customer Part - GM SPO's part number.
- Reference Number - The user-defined reference number. The default is MM-DD-HH-MM-SS (month-day-hours-minutes-seconds).
- Cust Abbrev - The customer abbreviation for GM SPO is DDGSPO. This abbreviation is NOT user-defined.
- Dest Abbrev - The destination abbreviation for GM SPO is DEALER. This abbreviation is NOT user-defined.
- Part Number - In-house part number.
- Model Year - Not used by GM SPO ship direct.
- Status Code - The backorder always begins with B.  
B10 - received - not transmitted  
B20 - transmitted (ready to be purged)
- The status is changed to B20 by the system when the INVRPT is transmitted.
- Document Code - The valid document code is 79 (inventory status advice).
- Release Number - User-defined release number. The default from the MRP application is in the format MM-DD-HH-MM-SS (month-day-hours-minutes-seconds).
- Purpose Code - The valid purpose code is 9 (original).
- Release Date - The release date is the date the INVRPT was created. Enter the date in MM-DD-YY format without slashes (/).
- Release Time - Four (4) numeric positions with no punctuation. Use 24 hour clock (1:00 p.m. = 1300).

- Inv Type Code - The valid inventory type code is 4 (reserved inventory).
- Backorder Qty - The quantity of unavailable parts for immediate delivery.
- Supplier ID - The supplier ID defaults from the Requirement A record.
- Ship To ID - The ship to ID defaults from the requirement A record, (F7 - OEM Info) from the Issuing DUNS field (000107177).
- Promise Code - Valid promise code that represents the reason for the backordered part.
- Promise Date - Date in MM-DD-YY format that the backordered parts will be available for shipment.
- Vendor Part No - Enter the vendor part number only for Canadian shipments.

Valid Promise Codes representing the reason for the backordered part include:

- 00 Scheduled to ship on xx/xx/xxxx
- 10 Short Binding
- 11 Short Heads
- 12 Short Carpet
- 13 Short Cloth
- 14 Short Components
- 15 Short Cores Dealers return cores critical shortage
- 16 Short Foundation
- 17 Short Leather
- 18 Short Map Pocket
- 19 Short Molding
- 20 Short Pad
- 21 Short Panel
- 22 Short Pattern
- 23 Short Retainer
- 24 Short Vinyl
- 25 Short Welt
- 27 Short Packaging
- 35 Sub supplier problem
- 36 Stock in transit source
- 45 3-6 week lead time required
- 46 6-12 week lead time required
- 47 Minimum 12 week lead time
- 51 Discontinued pending reformulation and new part number assignment
- 71 Vendor closed shipments will resume on
- 72 Quality problem with part
- 80 Sea Shipment from Japan
- 81 Air Shipment from Japan

## Purge Inventory Backorder / Promise Report

(Option 5 on the VL32 menu)

This option is used to purge the universal INVRPT files: VPRINRA. All records with a status of B20 are purged.

## Reactivate Inventory Backorder / Promise Report

(Option 6 on the VL32 menu)

This option is used to change inventory status files with a status of B20 (transmitted) to B10 (not transmitted) so they can be transmitted again.

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

## Transmit Combined INV. Status and B.O. Promise

(Option 9 on the VL32 menu)

When both the inventory status report and back order promise report need to be transmitted to SPO take the Transmit Combined Inv Status and B.O. Promise option. This option may be taken from the VL31GO menu or the VL32GO menu.

## DESADV's

```

VLD8000G0      2/01/07      MENU: VL8G0      10:25:45
12.0
-----
GENERAL MOTORS - S P O
DESADV MENU
-----

1. Maintain DESADV Messages          9. Purge Printed Bar Code Labels
2. List DESADV Messages              10. Purge Transmitted DESADV/Bar Code
3. Upload / Convert Bar Code Data    11. Reactivate Transmitted DESADV/Bar Code
4. Maintain Bar Code Data            12. Selective Receive
5. Maintain Printed Bar Code Label    13. Split and Breakdown CTRL and APERAK
6. List Bar Code Data                14. Print CTRL messages
7. List Printed Bar Code Labels       15. Application Advice Menu (APERAK)
8. Create and Transmit DESADV

23. Return to V/L Communications Menu
24. Return to Main Menu

Option ____

```

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

## DESADV Cancellation Procedure

Call the GM SPO plant to inform them that the DESADV needs to be manually cancelled.

## Maintain DESADV Messages

(Option 1 on the VL8 menu)

This option displays the DESADV File Maintenance screen, on which you can maintain DESADV information.

### DESADV Maintenance Screen

DESADV FILE MAINTENANCE			
Company 13	Sequence Number	OEM GO DESADV U	Action Code 0
Shipper # ..	In-House Part #		
Ship Date ..	Cust Part # ...		
Ship Time ..	Ret Container . _Y/N)		
Cust Abbv ..	Customer Cont #		
Dest Abbv ..	Plant ID .....		
Dock Code ..	Dest Duns .....	U of M ...	
	Ship To .....	(default- 'C62')	
Cum Shp .....	Net Weight ....		
Qty Shp .....	Tare Weight ...		
Container Qty .	Conv Bill # ...		
Carrier Abbv ..	Conv Code .....		
Equip Desc ....	P.O. # .....		
	Pro Number.....		
	GM Msg Code ...		
	Logistic No....		
F10=Delete F12=Return F14=Enter Tracking #'s			

- Company Number - Displays the company number that was previously entered.
- Sequence Number - Assigned by the system.
- OEM - "GO" for GM SPO.
- Action Code - The action code places the corresponding two-digit code in the BGM segment in the DESADV file.
  - H - Hold Record is not 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)
  - O - Original 9
  - T - Transmitted

Many fields on the DESADV screen default from various master files. However, many of them can be changed at shipper entry time.

- Shipper # - Shipper number assigned by the system when the shipper was created.
  - In-House Part # - Internal part number entered in the parts cross reference file.
  - Ship Date - Date of shipment in the MM-DD-YY format. Defaults from shipper entry time.
  - Cust Part # - GM SPO's part number.
  - Ship Time - Time entered at shipper entry time (HHMM) in military format. If no time was entered the ship time is defaulted from the system time when the "extract" option is taken.
  - Ret Container - Defaults from the container file. It can be changed at shipper time. This places the appropriate element in the LIN segment to indicate this part was shipped in a returnable container.
  - Cust Abbv - User-assigned abbreviation that must be entered in the machine readable file to return the correct customer code in the DESADV file.
  - Customer Cont # - Defaults from the customer container number field in the container file.
  - Dest Abbv - User-assigned abbreviation that must be entered in the machine readable file to return the correct destination code in the DESADV file.
  - Plant ID - Supplier code assigned by GM SPO. 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 DESADV file.
  - Dest Duns - Defaults from the destination DUNS field in the requirement file (OEM Header Info). The destination ship-to ID is transmitted in the NAD+ST in the DESADV 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 C62 is transmitted.
  - Ship To - The ship to location/Destination Master number from the shipper. This field is mandatory.
  - Valid Materials Management codes include:
    - KG - kilograms - KGM is transmitted
    - KD - kilograms - KD is transmitted
    - LB - pounds - LBR is transmitted
    - ST - tons - STN is transmitted
    - C6 - pieces - C62 is transmitted
    - \_\_\_ - blank - C62 is transmitted
- Valid Ship Direct codes include:  
LB - pounds - LBR is transmitted

C6 - pieces - C62 is transmitted

\_\_\_ - blank - C62 is transmitted

CUM Shp - The total number of parts shipped this model year, which is transmitted in the SN1 segment in the DESADV file. 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 due to fire, water damage, etc. Not used by GM Africa and Middle East Free Zone Enterprise.

- 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.
- Qty Shp - 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 can be changed at shipper entry time.
- Container Qty - The number of containers which is calculated by dividing the quantity shipped by the package quantity entered in the Requirement A record. It can be changed at shipper entry time.
- 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 due to fire, water damage, etc.
- Conv Bill # - Defaults from the conveyance number field at shipper entry time if a trailer number or air freight number was entered. If there was no entry at that time, the shipper number is defaulted. Not used by GM Africa and Middle East Free Zone Enterprise.
- Carrier Abbrev - Carrier abbreviation (SCAC Code) which defaults from the carrier abbreviation field in the carrier file.
- Conv Code - AIAG standard code which describes the method of conveyance. Defaults from the carrier file. It may be changed at shipper entry time.
- Equip Desc - The equipment description further describes the conveyance code. It defaults from the carrier file. Valid equipment codes include:  
Materials Management: Ship Direct:  
RR - Rail Car RR - Rail Car  
TE - Trailer TE - Trailer  
CN - Container (use CN for air shipments)
- Priority Shipments: If this is a priority shipment enter CN in the equipment description field.
- Not used by GM Africa and Middle East Free Zone Enterprise.
- P.O. # - Purchase order number issued by GM SPO. Defaults from the Requirement B record.
- Pro Number - The PRO number is supplied by the freight carrier and may be entered here or on the Update ASN Info Screen when the Create/Transmit option is taken.
- GM Msg Code - The GM message code defaults from the destination file.
- Logistic No - The Schneider Logistic Number. This number is mandatory on the ASN for ADI shipments and can be entered in shipper maintenance, DESADV maintenance, or during the DESADV Create and Transmit. Obtain this number from the Schneider website.



- F14 - Enter Tracking #'s - Multiple Federal Express tracking numbers may be entered; one for each container. Note that this function key is for non-ADI locations only and does not display for ADI locations.

Enter the tracking number of each container. The customer part number and quantity per container is defaulted. F14 is displayed ONLY if the RAN field is SPAC-OVN, representing an emergency order.

Tracking Number Window

Customer Part Nbr.	Qty Per Cont.	Tracking Nbr.
01115591	15	

F9=Dup Tracking Number F12=Return - No Update

- F9 - Dup Tracking Number - After the tracking number has been entered, press F9 to repeat this tracking number for each line item on the shipper.

## Maintain Bar Code Data

(Option 4 on the VL8 menu)

This option displays the Bar Code Maintenance screen. For ADI shipments, if not using Scan to Verify to associate bar code labels to shippers, enter the bar code labels manually on this screen. This screen can also be accessed through option 3, Enter/Maintain Bar Code, on the AutoScan Bar Code Upload Menu.

## Bar Code Maintenance Screen

```

VLD8400B          BAR CODE MAINTENANCE

                Company Number..... KF
                Identification Number... 001112
                Sequence Number..... 00925

Label Serial Number.... L000000009          Associated Master/Mixed Serial
Label Type ..... 3
Package Quantity..... 100
Customer Part Number... I-840105AC
RAN Number.....
Returnable Container ..
Purchase Order Number..
IPP Tag Number 1..... IPP Reason Code 1...
IPP Tag Number 2..... IPP Reason Code 2...
OEM (NC/TM) /Label Type          (C=Container M=Master X=Mixed)
User Defined Field ....
User Defined Field ....
User Defined Field ....
User Defined Field ....
Lot Number.....
F7=User Defined  F8=Additional Info  F10=Delete  F12=Return

```

If entering bar code labels manually, press F8 (Additional Info) and enter the DUNS number printed on the license plate of the 2D label in the Future Use Fld 6 field.

```

VLD8330E          BAR CODE MAINTENANCE

                Company ..... KF
                Label Serial Type ..... 3
                Label Serial Number ..... L000000009

Future Use Fld 1..
Future Use Fld 2..
Future Use Fld 3..
Future Use Fld 4..
Future Use Fld 5..
Future Use Fld 6.. 010203040
Future Use Fld 7..
Future Use Fld 8..
Future Use Fld 9..
Future Use Fld 10.

F12=Return

```

## Selective Receive

(Option 12 on the VL8 menu)

This option receives either the APERAK or the CONTRL messages from the mailbox. No other messages are received when this option is taken. However, if there are APERAK or CONTRL messages from another trading partner in the mailbox, they are retrieved also.

Data received using this option must be split and printed from this menu. And it must be split and printed before this Receive option is taken again. This data is placed in a separate file member (VxxSGO) where "xx" is the receive member. Therefore, there is no contention between the "receive" option on the VLOGO menu and this "receive" option; except that the APERAKs or CONTRLs are retrieved by whichever "receive" option is taken.

A screen will prompt for company number to verify user security.

The second screen will prompt to select the type of message to receive.

```
Select the type of EDIFACT message that you want to receive.

      1. APERAK - Applications Acknowledgement
      2. CONTRL - Acknowledgment

      _ Selection

F3=Exit
```

Enter 1 to receive APERAKs only. Enter 2 to receive CONTRLs only.

Press Enter.

The third screen will prompt to "Delete previous data?"

```
Do you wish to delete previous Data received: Y

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

F3=Exit
```

Press Enter to accept the default of "Y" if all previously received data has been printed or if the last "receive" ended abnormally.

Enter "N" if all previously received data has not been printed and the file is to be appended.

Note: If the program terminates abnormally, take the selective receive option again and enter "Y" to delete previously received data. Previously received data that was not printed is lost.

The Automatic Print of 997 field in the identification code does NOT affect the selective receive of the CONTRL message received using this option. Data received using this option must be split and printed using the options on this menu.

## Split and Breakdown CONTRL and APERAK Messages

(Option 13 from 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 data (APERAKs or 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 overlays 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 VL0GO menu because the file member is different. Data received from this menu is placed in a separate file member (VxxSGO) 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 and 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 identifies all groups and messages.
- Identification Code Audit 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 and 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 and Breakdown option again before continuing with the Print option.

## Print CONTRL Messages

(Option 14 from 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 997 field in the identification code does NOT affect the selective receive of the CONTRL message.

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

## Application Advice Menu

(Option 9 from the VL8 menu)

This option displays menu VL44GO with the following options:

1. Display Application Advice
2. List Application Advice
3. Purge Application Advice

This menu may also be accessed from the VL0 menu. The application advice (APERAK) options are described in detail in chapter 1 of this supplement.

## 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 - SPO 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 - S P O ASN/DESADV

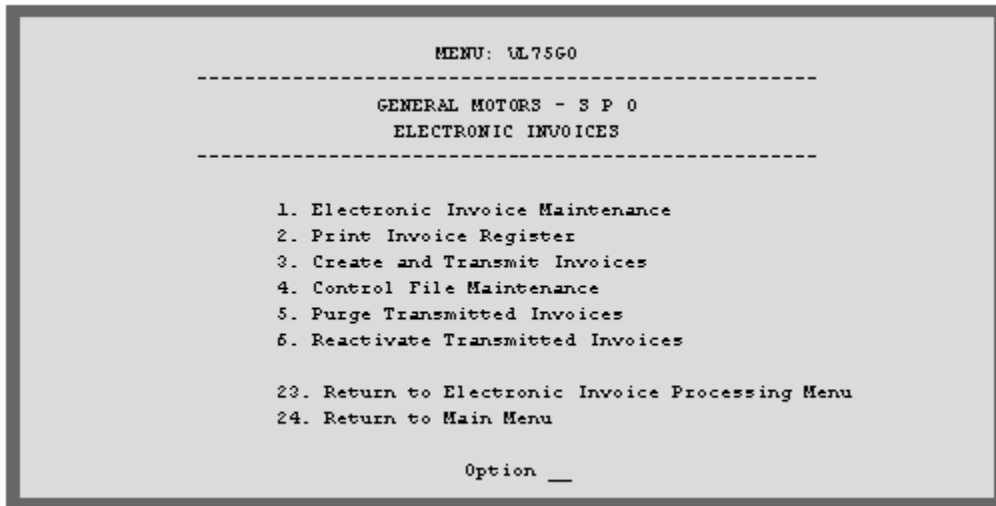
Enter the following or leave blank for ALL:

                                Customer Abbreviation .....
                                Destination Abbreviation ...

                                Shipper Number .....          rom          To
                                Shipper Date .....            0            0
                                Shipper Date .....            8/18/XX        8/18/XX

Options:  1=Select
          Opt  Transmit Codes
          I - In Transit
          T - Transmitted
```

# Electronic Invoices



A screenshot of a computer terminal window displaying a menu for 'MENU: VL7560'. The menu is titled 'GENERAL MOTORS - S P O ELECTRONIC INVOICES' and is enclosed in a rectangular frame. The menu items are listed as follows:

```
MENU: VL7560
-----
GENERAL MOTORS - S P O
ELECTRONIC INVOICES
-----

1. Electronic Invoice Maintenance
2. Print Invoice Register
3. Create and Transmit Invoices
4. Control File Maintenance
5. Purge Transmitted Invoices
6. Reactivate Transmitted Invoices

23. Return to Electronic Invoice Processing Menu
24. Return to Main Menu

Option ____
```

Traditionally coded trading partners use a VL75xx menu (where xx is the OEM code) to transmit electronic invoices to the trading partner. Many options are identical from trading partner to trading partner. Those options are explained one time only in the AutoRelease manual. Only options unique to this trading partner, exceptions or unique business practices are explained in this document.

See the How to Use this Document section for organizational details about AutoRelease and trading partner documents.

Note: A record must be entered in the OEM Miscellaneous Info file for each destination to receive an electronic invoice. This is where the invoice message file, location code, whether or not to use the DUNS in the ISA and the version level is found to create the INVOIC file.

## Electronic Invoice Maintenance

(Option 1 on the VL75 menu)

### Invoice Header Screen

VLD751GO2	HEADER INFORMATION	UPDATE
Action Code.....	Customer Abbv....	
Invoice Date.....	Dest. Abbv.....	
Invoice Number... 111586	Plant ID.....	
Shipper Number...	Corporate ID....	
Ship Date.....	SCAC Code.....	
Ship Time.....	Conveyance Bill..	
	Dealer Code.....	
Ship to		
Name.....		
Address.....		
City/State/Zip...		
Ship From		
Name.....		
Address.....		
City/State/Zip...		

Data on the electronic invoice screens may come from the file where it was originally processed or entered, or it may have been changed at ship time or through invoice maintenance.

- Action Code - Valid action codes include:  
O or blank - Original  
H - Hold  
T - Transmit
- Customer Abbv - User-defined abbreviation which is also entered in the requirement and machine readable files. The customer abbreviation is used to retrieve the customer ID number to be returned in the INVOIC file.
- Invoice Date - Defaults to the system date when adding an invoice. The format is MM-DD-YY.
- Dest. Abbv - User-defined abbreviation which is also entered in the requirement and machine readable files. The destination abbreviation is used to retrieve the customer ID number to be returned in the INVOIC file.
- Invoice Number - Assigned by the system.
- Plant ID - Supplier code assigned by GM SPO. This is entered in the supplier code field in the requirement master and the plant ID field in the Identification Code file.
- Shipper Number - Bill of lading or shipper number associated with this invoice.
- Corporate ID - Defaults from the Identification Code file. The supplier code entered in the Requirement A record finds a match in the plant ID field in the Identification Code file and retrieves the Corp ID entered there.
- Ship Date - The date (MM-DD-YY) the shipment was made.

- SCAC Code - The SCAC code defaults from the carrier abbreviation field in the carrier file.
- Ship Time - Time entered at shipper entry time (HHMM) in military format. If no time was entered the ship time defaults from the system time when the "extract" option is taken.
- Conveyance Bill - Defaults from the conveyance number field at shipper entry time if a trailer number or air freight number was entered. If there was no entry at that time, the shipper number is defaulted.
- Dealer Code - Defaults from the Destination File. The dealer code may be changed in the Requirement A record.

Ship To Information: Defaults from the destination file. This address may be changed on the shipper or invoice header screens.

Ship From Information: Defaults from the customer file. This address may be changed on the shipper or invoice header screens.

## Line Selection Screen

Press Enter from the header screen to display the line item screen. This screen lists all line items for this invoice. A line item may be selected to be viewed or maintained or may be deleted. The line item screen is bypassed when no line items exist, for example, when manually entering an electronic invoice record.

ELECTRONIC INVOICE MAINTENANCE Detail Selection Screen						
Options: 1=Select 4=Delete				Company Number: DU		
				Invoice Number: 222193		
Opt	Type	Part Number	Price	Line #	Seq #	P.O. Number
-	ITEM	GMSP0PT1	51.180000	1		1013479
-	MISC	GMSP0PT1	3.790000	1	1	
F6=Add Part F7=Add Misc Chrg F12=Return F17=Top F18=Bottom						

Enter an invoice number to display the list of records from that invoice number. Or, scroll through the list to find the record to maintain.

F6 - Add Part - Displays a blank line item record to add a part.

F7 - Add Misc. Chrg - Displays the Miscellaneous Charge Screen to add a charge pertaining to the entire invoice. (A miscellaneous charge may be attached to a specific line item from the line item screen.)

## Detail Screen

ADD PART - F6 to display a blank line-item record to add a part.

Or

Press Enter from the header screen when manually adding an invoice



ELECTRONIC INVOICE MAINTENANCE	
Company Number ...	Invoice Number ...
VLD751G03 LINE ITEM INFORMATION	
Our Part#...	Qty Ship.....
Cust Part#..	Unit Price(6dec)...
Vendor Part#	Unit of Measure...
P.O. Number...	Funds Type.....
P.O. Line...	Container Qty.....
Net Weight..	
Tare Weight..	
F7=Add Misc Charge F10=Delete F12=Return	

Data on the electronic invoice screens may come from the file where it was originally processed or entered, or it may have been changed at ship time or through invoice maintenance.

- Our Part # - In-house part number.
- Qty Ship - Number of parts to invoice.
- Cust Part # - GM SPO's part number entered in the parts cross reference file.
- Unit Price (6 dec) - The price for a single part entered to six (6) decimal places.
- Vendor Part # - Required for Canadian shipments.
- Unit of Measure - Abbreviation for unit of measure.
- P.O. Number - Purchase order number assigned by GM SPO.
- Funds Type - Retrieved from the price file when the shipper is created.
- P.O. Line - Purchase order line number from the requirement B record.
- Container Qty - The number of containers which is calculated by dividing the quantity shipped by the package quantity entered in the Requirement A record. The container quantity may be changed at shipper entry.
- 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. The net weight may be changed at shipper entry time.
- 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.
- F7 - Add Misc Charge - Displays the miscellaneous charge screen to add a charge pertaining to a specific line item. (A miscellaneous charge may be attached to an entire invoice from the line item screen.)

## Add Miscellaneous Charge - F7

From the line selection screen applies the miscellaneous charge to the entire invoice.

OR

From the detail selection screen applies the miscellaneous charge to a line item.

## Miscellaneous Charge screen

ELECTRONIC INVOICE MAINTENANCE	
Company Number ... xx	Invoice Number ... xx
MISC CHARGE INFORMATION	
Record Type....._	T=Tax Record
Amount(6 dec).....	Unit of Measure.....
Quantity.....	Tax Rate.....
Spec Serv Cd.....	Tax Qualifier.....
Description.....	
F12=Return	

- Record Type - If a tax code was entered using the miscellaneous charge/tax file or at shipper entry time or through invoice maintenance, the tax code is displayed. The tax qualifier and tax rate were retrieved from the tax rate file and the amount of the tax was calculated.
- If the tax code, tax rate or tax qualifier are changed, the tax is not recalculated by the system, but must be entered manually.
- Amount (6 dec) - Amount of the miscellaneous charge. If entering decimal positions, enter the charge WITH the decimal point and up to six (6) decimal positions. If entering a whole number (no decimal places) it is not necessary to enter the decimal point.
- Unit of Measure - Unit of measure defaults from the destination file.
- Quantity - The quantity entered is multiplied by the "amount" to obtain the extended charge.
- Tax Rate - If a tax code was entered using the miscellaneous charge/tax file or at shipper entry time or through invoice maintenance, the tax code is displayed. The tax qualifier and tax rate were retrieved from the tax rate file and the amount of the tax was calculated.
- The tax rate may be changed, but the tax is not recalculated by the system. The amount must be manually changed.
- Special Serv Cd - The special service code is transmitted in the ITA03 segment.  
Valid codes include:  
PC - Packaging charges (detail level)  
SU - Set-up charges (detail level)  
HHB - Handling charge (detail level)  
MAD - Minimum Order charge (detail level)  
TAX - Tax charge (detail level)  
400 - Freight charge (order level)

- Tax Qualifier - If a tax code was entered using the miscellaneous charge/tax file or at shipper entry time or through invoice maintenance, the tax code is displayed. The tax qualifier and tax rate were retrieved from the tax rate file and the amount of the tax was calculated.
- The tax qualifier and tax rate may be changed, but the tax is not recalculated by the system. The amount must be manually changed.
- Description - Brief description of the charge.

## Control File Maintenance

(Option 4 on the VL75 menu)

### Control Screen

This option is used to enter control data for transmitting electronic invoices. The screen will prompt for company number to verify security.

```

ELECTRONIC INVOICE CONTROL FILE MAINTENANCE

Company ..... xx
OEM Code ..... xx

Transmission Mode (T=Test P=Production) ..... _ (T/P)
Next Transmission Control Number ..... 
Next Functional Group Control Number ..... 

Remit To Information ( Supplier )
Name..... 
Name 2.... 
Address... 
City..... 
State/Zip. _ 

F3=Exit F10=Delete

```

- Transmission Mode - Enter "T" to transmit test invoices. Enter "P" to transmit live invoices.
- Next Transmission Control Number - User-defined control number. This number is automatically incremented with each successful transmission. Transmitted in the ISA 13 segment.
- Next Functional Group Control Number - User-defined group control number. This number is automatically incremented with each successful transmission. Transmitted in the GS 06 segment.

Remit To Information (Supplier) - If ALL remit to fields are blank, the address from the control file (accessed from the System Maintenance menu) is used. If the remit to name and address are different than the control file, it must be entered here. Remit to data is not retrieved from the customer/remit to file.

## 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.
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The VL75 section of each trading partner document illustrates the menu for this specific trading partner, but describes ONLY exceptions and unique business practices such as:

- Invoice header screen and valid field descriptions
- Invoice line item screen
- Invoice line item information screen and valid field descriptions
- Miscellaneous charge screen and valid field descriptions
- Options that are not commonly used by other trading partners are described in detail

A complete description of the common options can be found in the Electronic Invoices chapter of AutoRelease.