



# Infor Mercury Marine (MM)

AutoMap

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## Table of Changes

Changed By	Date	Reason	Update#	Section Changed

## General Information

### Transaction Sets and Versions

The Mercury Marine module supports the following transaction sets:

- 820 Remittance Advice Version 4010
- 830 Material Release Version 4010
- 856 ASNs Version 4010
- 997 Functional Acknowledgement Version 4010

The **820 (Remittance Advice)** is payment or funds information Mercury Marine sends to the supplier.

The **830 (Material Release)** contains planning requirements.

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

The **997 (Functional Acknowledgement)** is required to be transmitted by the supplier within the time frame defined by Mercury Marine.

### Mercury Marine Keyword “CALPARTCON”

If there is ever a time when less than package quantity is shipped, the keyword, “CALPARTCON” must be activated. Mercury Marine requires a separate CLD segment when there is one partially full container.

The system creates container records; one for the full containers where the "Qty per container" is retrieved from the "package quantity" in the requirement A record and one for the partially full container where the "Qty per container" is the remainder. Two CLD segments are created.

If manually entering an ASN the package quantity must be entered in the "Qty per container" field on the ASN container screen for the full containers. There must be a separate container screen for the partially full container where the "Quantity" (number of containers) is equal to 1 and the "Qty per container" is the number of parts in the partially full container.

To activate and deactivate keywords see the section “AutoMap Features and Preferences.”

## Troubleshooting

When the keyword "CALPARTCON" is activated, and the data flows through the system and the "Extract" creates the ASN file, the system calculates and creates the appropriate CLD segments.

A terminal error may be created if data is changed in the ASN container screens or if an ASN is entered manually. ASN verification may create the following terminal error:

**" T - Invalid Qtys - Part Qty Does Not Equal Container Qty \* QTY Per Container"**

### Problem:

The total of QUANTITY (which represents the container quantity) times QTY PER CONTAINER, for each container record does NOT EQUAL the total number of parts.

ASN CONTAINER REVIEW			
Company:	01	Shipper #:	000219
OEM:	MM	Internal Part #:	MMPART 1
		* ADD *	
Container			
Part #:			
Cust Part #:			
Description:			
Cust Desc:		Returnable:	
<b>Quantity:</b>		Pallet Qty:	
Weight:		Pallet Desc:	
Loose Container Qty:		Separate Line:	
Qty per container:			
Options: 1=Select 4=Delete			
Opt Desc	Qty	Weight	Container Part #
CTN25	1	2	CTN25
Bottom			
F3=Exit	F12=Return	F17=Top	F18=Bottom

### Solution:

Check the ASN Container Maintenance screen for each container. Container "Quantity" multiplied by "Quantity per Container" must equal total shipped quantity for each container.

If this ASN was manually entered, the "Qty per Container" must be entered manually.

If there are no partially full containers, the "Qty per Container" is the same as the "Package Quantity" in the requirement A record. The package quantity is retrieved during the "Extract".

There MUST be a separate container record for a partially full container, where the "Qty per Container" MUST reflect the number of pieces in the partially full container and the "Quantity" must reflect the number of containers that have this number of parts.

**Example:**

Quantity (parts) Shipped is 14;

Package Quantity is 5;

**Record 1**

Quantity: 2  
Qty per container: 5

**Record 2**

Quantity: 1  
Qty per container: 4

---

$$(2 \times 5 = 10) \quad + \quad (1 \times 4 = 4) \quad = 14$$

# Security

## Communication Method

Mercury Marine 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 must exist:

Wrap Data? YES - 80

Start New Record on New Interchange? YES

## File Archiving / Auto Print and Process

(Option 3 on the AZ10 Menu - ACM)

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

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

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



# Implementation

## Identification Code File

The Identification Code File is used when taking the option to "Split" a file received from Mercury Marine and when transmitting ASNs. The Identification Code File is used differently by different manufacturers.

Company Number	- xx
OEM Code	- MM
Plant ID	- Supplier Code
OEM ID	- Mercury Marine's ID
Corporate ID	- Your DUNS Number *
Remit to Duns Number	- Not used by Mercury Marine
VAT Code	- Tax ID
Transmission Mode	- P
Smart Labels	- N
Pallet Staging	- N
Bar Code File Transfer	- N
Variable Unwrap Print	- Y or N
Automatic print of 997	- N
AutoMap	- Y

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

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

\*The Corporate ID stores the supplier's DUNS and is returned in the ISA 06 segment in the ASN file.

## Master File Entry for Mercury Marine

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

## Model Year

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

## EDI Code File

### Type Codes

- C Firm
- D Planning

## Frequency Codes

- D Discrete
- M Monthly bucket
- W Weekly

## Requirement File - Clear Flags

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

## CUM Required Prior

Mercury Marine does not send CUM required prior. They send CUM received, which is placed in the CUM required prior field. Therefore, it is not necessary to enter a CUM required figure manually before going live. The CUM received that is transmitted will overlay what was entered manually.

The figure in the CUM required prior field is used to calculate ahead or 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 Mercury Marine manual requirement or while testing. The CUM required prior may be entered using the option "enter manual requirements" and either using F5 from the entry screen or it may be entered directly on the header screen.

**Note:** Mercury Marine does not transmit a release number.

## Special Processing

The supplier code preceded by MM is received in the GS03. This code is processed into the "Chrysler Ship From" field in the Requirement A record and is returned in the GS02 in the ASN file.

## Remittance Advice (820)

The Remittance Advice (820) is sent when payment information is sent, such as invoice numbers, part numbers, quantities, Purchase Order Numbers, etc. Mercury Marine uses the RMR 820 record. The RMR record displays information pertaining to the shipper. When 820 data is no longer current, it may be purged. Access Remittance Advice information from option 11 (Remittance Advices) on the AutoMap main menu.

# ASNs

## Mandatory Fields

### ASN Header Maintenance Screen

ASN Purpose	-	Transmitted in the BSN 01. O - Original 00 N - Cancelled 01
Equipment Description	-	Transmitted in the TD3 01.
Equipment Initial	-	Transmitted in the TD3 02.
Ship Date	-	Transmitted in the DTM 02.
Ship Time	-	Transmitted in the DTM 03.
Pick Up Carrier	-	Transmitted in the TD5 03.
Conveyance Code	-	Transmitted in the TD5 04.
Route	-	Transmitted in the TD5 05.

### ASN Flags Screen

ASN Codes	-	"V" for variable length without bar code verification.
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### ID Numbers Screen

Supplier ID	-	Transmitted in the N1 04.
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### Reference Numbers Screen

PRO	-	Transmitted in the REF 02.
Invoice	-	Transmitted in the REF 02.
BOL	-	Transmitted in the REF 02.
Seal	-	Transmitted in the REF 02.
Conveyance	-	Transmitted in the TD3 03.

### ASN Detail Maintenance Screen

Cust Part #	-	Transmitted in the LIN 03.
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Shipment	-	Transmitted in the SN1 02 or CTT 02.
Package	-	Transmitted in the CLD 02.
Ship Gross	-	Transmitted in the MEA 03.
Ship CUM Quantity	-	Transmitted in the SN1 04.
ASN Unit/Mea	-	Transmitted in the SN1 03.

**ASN Detail Location Info/Codes**

Heat Code	-	Transmitted in the REF 02.
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**ASN Detail Reference Numbers Screen**

Release #	-	Transmitted in the PRF 02.
Eng Revision #	-	Transmitted in the LIN 07.

**ASN Lot Info Maintenance Screen**

Lot #	-	Transmitted in the REF 02.
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**ASN Bar Code Maintenance Screen**

Serial #	-	Transmitted in the REF 02.
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**ASN Container Review Screen**

Container Description	-	Transmitted in the CLD 03 and TD1 01
Customer Container Desc	-	Transmitted in the TD1 01
Container Qty	-	Transmitted in the CLD 01 and TD1 02
Qty per Container	-	Transmitted in the CLD 02

# How to Use This Document

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

## General Information

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

## Security

The security section of the document explains the network(s) used by this trading partner, and specific information about how to create the Trading Partner Cross Reference File.

## Implementation

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

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

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

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

- Machine Readable - Customer and Destination
- Parts Cross Reference
- Requirement Master

These files must be entered to successfully process data into the Requirement and Load Files.

## ASNs

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

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

## AutoMap Features and Preferences

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

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

Keywords activate special processing to accommodate the OEM's practices. To view these keywords:

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

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

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

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

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

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