



# Infor Ryder Logistics (RL)

Traditional

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## Table of Changes

Changed By	Date	Reason	Update#	Section Changed

# General Information

## Transaction Sets and Versions

The Ryder Logistics module supports the following transaction sets:

- Inbound DESADV Advance Shipping Notice Version 4010
- Outbound DESADV Advance Shipping Notice Version 4010

The Inbound DESADV: On receiving broadcast from GM, Ryder Logistics ships parts to GM. Ryder Logistics then sends the supplier an inbound DESADV indicating what parts have been shipped and the VIN number associated with them.

The Outbound DESADV: The supplier sends an outbound DESADV when shipping parts to Ryder Logistics. The supplier creates shippers in the GF module. When the shipper is extracted the DESADV is placed in the Ryder Logistics module.

## Business Practices

Suppliers are using Ryder Logistics as the logistics company for shipments made to GM Lansing. Suppliers receive DELJIT requirements from GM Lansing and send the appropriate parts and a DESADV to Ryder Logistics.

Ryder Logistics then sends the parts to GM and a DESADV back to the supplier.

## Intermediate Consignees

Enter intermediate consignee warehouse and location information by pressing F13 (Intermediate Consignee) on the Part Cross Reference Maintenance screen. Access this screen by choosing option 3, Parts Cross Reference, from the File Maintenance main menu. For more information, see Chapter 6, Part 1 of the AutoRelease Main Manual.

# Security

## Communication Method

Ryder Logistics 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 for at least one day. Archived files, are files that are stored for a given number of days so that they can be reactivated. The number of days is not based on calendar days. Only the number of days when a communication session takes place is counted. Then the archived files are removed during the next Shift.

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

# Implementation

## Identification Code File

The Identification Code File is used when taking the options to "Split" and "Breakdown" a file received from Ryder Logistics. It is also used when uploading bar code data or transmitting DESADVs. The Identification Code File is used differently by different manufacturers.

### Initial Record

(Trading partnership record not required)

Company Number - 01	
OEM Code - RL	
Plant ID - 000132340	
OEM ID -	Ryder Logistics ID - RYDER ID
Corporate ID -	Not used by Ryder Logistics
Remit to Duns Number -	Not used by Ryder Logistics
VAT Code -	Tax ID
Transmission Mode .....	P (T/P) T-Test, P-Production
Smart Labels .....	Y (Y/N)
Pallet Staging .....	Y (Y/N)
Bar Code File Transfer ...	N (Y/N)
Variable Unwrap Print ....	Y (Y/N)
Automatic print of 997 ...	Y (Y/N)
AutoMap.....	N (Y/N)
F1=Help F12=Return F15=Trading Partnership File (EDIFACT)	
F17=Selective F/A's F18=Additional Qualifiers F19=Outbound Receiver IDs	

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.

## Machine Readable Customer File

Two Customer Abbreviation records must be set up for Ryder Logistics. Set up one record for OEM "GF" and one for OEM "RL." Enter the same Customer Abbreviation value for both records. The Identification Number for the Ryder Logistics record must be the number associated with Ryder Logistics.

CUSTOMER ABBREVIATION RECORD	
Company Number .....	01
OEM Code .....	RL
Identification Number ...	123456
Customer Abbreviation .....	RLCUST
Company Name .....	
Body & Assembly .....	(Y/N)
CMMS Format .....	(Y/N)
Ship Direct .....	(Y/N)

CUSTOMER ABBREVIATION RECORD	
Company Number .....	01
OEM Code .....	GF
Identification Number ...	987654
Customer Abbreviation .....	RLCUST
Company Name .....	
Body & Assembly .....	(Y/N)
CMMS Format .....	(Y/N)
Ship Direct .....	(Y/N)



## Machine Readable Destination File

Two Destination Abbreviation records must be created for Ryder Logistics: one for OEM "GF" and one for OEM "RL." Enter the same Destination Abbreviation value for both records.

### Destination Abbreviation Record Screen

DESTINATION ABBREVIATION RECORD	
Company Number .....	01
OEM Code .....	RL
Identification Number .....	123456
Dock Location .....	G11
Destination Abbreviation ....	RLDEST
Destination Description .....	
P O Destination .....	000000000
ERS Destination .....	(Y/N)
OEM Consideration .....	(Y/N)
Electronic Invoices .....	N (Y/N)
Line Set .....	N (Y/N)
Clear By Destination .....	N (Y/N)
Type of FBO .....	(M/S)
Chrysler PAB/Non-PAB Combine.	(Y/N)
Send Prev CUM on ASN/DESADV .	N (Y/N)
Exclude from APNAT calc .....	N (Y/N)
Place on Credit Hold .....	(Y/N)
Ship Direct .....	(Y/N)

### Destination Abbreviation Record Screen

DESTINATION ABBREVIATION RECORD	
Company Number .....	01
OEM Code .....	GF
Identification Number .....	987654
Dock Location .....	G11
Destination Abbreviation ....	RLDEST
Destination Description .....	
P O Destination .....	000000000
ERS Destination .....	(Y/N)
OEM Consideration .....	(Y/N)
Electronic Invoices .....	N (Y/N)
Line Set .....	N (Y/N)
Clear By Destination .....	N (Y/N)
Type of FBO .....	(M/S)
Chrysler PAB/Non-PAB Combine.	(Y/N)
Send Prev CUM on ASN/DESADV .	N (Y/N)
Exclude from APNAT calc .....	N (Y/N)
Place on Credit Hold .....	(Y/N)
Ship Direct .....	(Y/N)

Note that an identical Destination Abbreviation has been set up for “RL” but with the ID used by Ryder. The Dock Code in this record should be a value applicable to the Ryder Logistics destination.

## Destination File

Ryder Logistics sends both ship and arrival dates on the material release (830). The Load File is created or updated based on the entry in the Arrival/Ship Dates field in the Destination File.

SCD6300B		MAINTAIN DESTINATION MASTER FILE	
Company Number .....	01	ENGINE COOLING, INC.	
Destination Number .....		478	
Name 1 .....	RYDER LOGISTICS	FOB .....	
Name 2 .....		Distributor Code ..	
Address 1 ..		Ford Dest Code .....	
Address 2 ..		ASN/DESADV (B/C/N/O/V/Y)	
Address 3 ..		GM Msg/Temp Msg Code ...	/ RL
City/State .		GM Std Loc/Ford Rt Cd 2.	
Zip Code ...		Carrier Preference .....	
Country .....		Route Code / HMRS (Y/N).	
		Honda Destination .....	
Arrival/Ship Dates (A/S) .....	S	Supplier Type (P/S) .....	
Delivery Travel Time (Hrs/Min)		ASN Unit of Measure .....	
Delivery Travel Time (Days) ..		JIT Location (Y/N) .....	
		Bar Code Verif (Y/N/C/S)	
Available Ship Days (X = Select)		Print Invoices (Y/N) ...	
S M T W H F S		Create Invoices (Y/N) ..	
Names:		Payment Type: Coll PP PPI Oth	
		Alt. Description...	
		Dealer Code .....	
F1=Help F12=Return		Cat Europe Ult Dest .....	

Set up a single Requirement Master. The OEM code must be “GF.”

For all requirements that are to be shipped to Ryder, set the GM Temp Msg Code to “RL” in the Destination Master.

## Direct Shipments

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

Company: XX or \*\* where “XX” is the company number, \*\* is for all companies  
 Application Name : \*ALL  
 Keyword: SPLYDGF  
 Length: 1  
 Decimal: Blank  
 Infor Data: Y

# VLO Menu

```
VLD0000RL1      6/15/XX      MENU: VL0RL      13:13:26
12.0  -----
                RYDER LOGISTICS
                VARIABLE LENGTH TELECOMMUNICATIONS MENU
                -----

                1. Receive Data
                2. Split Network Data Into OEM Files
                3. Breakdown Data
                4. DESADV Processing Menu

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

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

## Breakdown

(Option 3 on the VLO menu)

### Ryder Logistics 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. If the Plant ID or Corporate ID code is not found, the following break message is displayed.

```
COMPANY - 01 was selected for BREAKDOWN.  MEMBER - 01 has Identification
Codes which need to be set up for the appropriate companies.  Refer to
your RYDER LOGISTICS AIAG IDENTIFICATION CODE AUDIT REPORT for missing
codes.  Re-run after setting them up.
Job 591647/KARENK/BREAKD completed normally on 06/15/XX at 13:21:11.
```

If errors exist, the procedure cancels, the work files are deleted, and the missing code(s) are listed.

```
-----
USER: KARENK      RYDER LOGISTICS IDENTIFICATION CODE AUDIT REPORT
PAGE:
 6/15/XX 13:21      RECEIVE MEMBER - 01
PRGM: VLR2400
-----
T - NO MATCH WAS FOUND FOR PLANT ID - 000160077
```

Errors are marked "T" for terminal. Missing codes (represented by "xxxxxxx" in the message) must be entered in the Plant ID field or the Corp ID field in the Identification Code File. The "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 "Breakdown" option again before continuing.

## VL3 Menu

```
VLD3000RL1      6/15/XX      MENU: VL3RL      13:25:03
12.0      -----
                        RYDER LOGISTICS
                        INBOUND DESADV PROCESSING
                        -----

1.  Inbound DESADV Inquiry
2.  Print Inbound DESADV
3.  Purge Inbound DESADV
4.  Print Verification Report
5.  Process Inbound DESADV
6.  Reactivate Processed Invoices

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

                        Option
```

## Inbound DESADV Processing Menu

(Option 4 on the VL0 menu)

The VL3RL menu is used to display, list, and purge DESADVs received from Ryder Logistics. On receiving broadcast from GM, Ryder Logistics ships parts to GM. Ryder Logistics then sends the supplier an inbound DESADV indicating what parts have been shipped and the VIN number associated with them.

Many inbound DESADV options are identical from trading partner to trading partner. Those options are described in the AutoRelease Main Manual. Only options unique to this trading partner, exceptions, or unique business practices are explained in this document.

## Inbound DESADV Inquiry

(Option 1 on the VL3 menu)

This option allows users to view or print specific DESADV information by company. The company selection displays if the user has authority to multiple companies.

INBOUND DESADV REVIEW						
						Position to Ship Date: 0/00/00
Options: 1=Select 6=Print						
		Cust	Dest		Create	Ship
Opt	Company	Abbrv	Abbrv	ASN Number	Date	Date
01	RLCUST	RLDEST		700002386	1/04/XX	1/04/XX
01	RLCUST	RLDEST		700002386	1/04/XX	1/04/XX

To print a DESADV, select it with "6" and press Enter.

To review a DESADV, select it with "1" and press Enter. The Inbound DESADV Inquiry Header Information screen displays.

INBOUND DESADV INQUIRY			
Company: 01		OEM: RL	
Header Information			
ASN Number.....	700002386		
Purpose Code.....	9	Orginal	Issue Duns..... 000160077
ASN Date/Time...	1/04/XX	16:48	Dest. Duns..... 009971289
Ship Date/Time...	1/04/XX	11:38	Supplier ID..... 000160077
Arrl Date/Time...	0/00/00		Dock Code.....
Equip Code/IDnum.	TE	7788999	Conv Code..... J
Carrier Abbv.....	RYDR		
Carrier Ref No...			
Dispatch Note....			
Master BOL.....	700002386		
Excess Trans.....			
Excess Resp.....			
F4=Names F5=Containers F6=Measurements F12=Return Enter=Detail			

From this screen, users can view header, name, container or measurement information for a specified DESADV.

To view detail information, press Enter. The Inbound DESADV Review Detail Selection screen displays. Select a DESADV to view with "1" and press Enter. The Inbound DESADV Inquiry Detail Information screen displays.

INBOUND DESADV INQUIRY

Company: 01 OEM: RL

Detail Information

Process Status..  
Cust Part No.... 20968711  
Inhouse Part.... 20968711  
Ship Date/Time.. 1/04/XX 11:38  
Qty Shipped..... 00000001  
Unit of Meas.... C62  
Country Origin...  
SID Number..... 700002386  
Cust Ref Number.  
P.O. Number..... NONE  
Vin Number.....  
Job Number.....

## Print Inbound DESADV

(Option 2 on the VL3 menu)

This option allows users to print DESADVs by company, SID number, and/or ship date.

VLD4540A INBOUND DESADV LISTING

Enter the following or leave blank for ALL:

SID Number:  
From \_\_\_\_\_  
To \_\_\_\_\_

Ship Date:  
From 0/00/00  
To 0/00/00

## Purge Inbound DESADV

(Option 3 on the VL3 menu)

This option allows users to purge DESADVs by date. When purging inbound DESADVs, mark the field Purge UNRPOCESSED Records with "Y."

VLD4561A	PURGE INBOUND DESADV
	DESADV Date (MMDDYY) .....
	Purge UNPROCESSED Records (Y/N) N
<p>** Note: ONLY 'P' status detail records with a date equal to or less than the date entered will be purged unless unprocessed records are also requested.</p>	

## Print Verification Report

(Option 4 on the VL3 menu)

This option allows users to print an inbound DESADV verification report by company, VIN Number, and/or ship date.

VLD4540A	INBOUND DESADV VERIFICATION
Enter the following or leave blank for ALL:	
VIN Number:	
From	_____
To	_____
Ship Date:	
From	0/00/00
To	0/00/00

## Process Inbound DESADV

(Option 5 on the VL3 menu)

This option processes inbound DESADVs. The company selection displays if the user has authority to multiple companies. When this option is chosen:

- The DESADV history file is checked for records for the selected companies that do not have a status of "P" (Processed) or "E" (Error).
- Temporary warehouse and location codes in the SCPINVxC file are updated with the consignment warehouse and location codes retrieved from the Parts Cross Reference File.
- DESADVs are matched against the SCPINVxC file on a FIFO basis using the company, Customer Abbreviation, Destination Abbreviation, and part number information.
- The "Ryder Logistics Update Consignment Invoice Files Using Inbound 856" printout lists one or more of the following messages:
- "Consignment Invoice record updated using invoice no xx indicates that the consignment record was processed normally." This means that a status code of "P" (processed) will be placed in the DESADV record.
- "New Consignment Invoice record added using invoice no xxx indicates that the DESADVs contained a qty. that was over the requested consignment qty." This means that a status code of "E" (error) will be placed in the DESADV record.
- After the records are processed, the status of the DESADVs is changed to a "P" (Processed) or an "E" (Error) and one of the following messages displays:
- "Consignment Invoice record updated using invoice no xx indicates that the consignment record was processed normally." This means that a status code of "P" (processed) will be placed in the DESADV record.
- "New Consignment Invoice record added using invoice no xxx indicates that the DESADVs contained a qty that was over the requested consignment qty". This means that a status code of "E" (error) will be placed in the DESADV record.

## Reactivate Processed Invoices

(Option 6 on the VL3 menu)

This option allows users to reactivate processed inbound DESADVs for a single company by Customer/Destination Abbreviation and/or SID number and ship date.

REACTIVATE RYDER LOGISTICS INBOUND DEVADV			
Enter the following or leave blank for ALL:			
Customer Abbrev....:			
Destination Abbrev:			
	From		To
SID Number.....:			
Ship Date.....:	6/15/XX		6/15/XX



# DESADVs

```
VLD8000RL1      6/15/XX      MENU: VL8RL      13:45:24
12.0      -----
                        RYDER LOGISTICS
                        DESADV MENU
                        -----

                        1. Maintain DESADV Messages
                        2. List DESADV Messages
                        3. Upload / Convert Bar Code Data
                        4. Maintain Bar Code Data
                        5. Maintain Printed Bar Code Label
                        6. List Bar Code Data
                        7. List Printed Bar Code Labels
                        8. Create and Transmit DESADV
                        9. Purge Printed Bar Code Labels
                        10. Purge Transmitted DESADV/Bar Code
                        11. Reactivate Transmitted DESADV/Bar Code

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

                        Option
```

Traditionally coded trading partners use a VL8xx menu (where xx is the OEM code) to transmit ASNs to the trading partner. Many options are identical from trading partner to trading partner. Those options are explained one time only in the AutoRelease Manual. Only options unique to this trading partner, exceptions or unique business practices are explained in this document.

The Ryder Logistics DESADV is created from a General Motors MGO shipment. The shipper Extract re-routes the MGO shipment to the Ryder Logistics DESADV menu.

## Maintain DESADVs

(Option 1 on the VL8 menu)

### DESADV Maintenance Screen

VLD810RL1		DESADV FILE MAINTENANCE			
Company 01	Sequence Number	3248	OEM RL	DESADV V	Action Code O
Shipper # ..	11082	In-House Part #	RYDER PART		U of M ... KG
Ship Date ..	12/20/XX	Cust Part # ...	RYDER PART		
Ship Time ..	8:13	Ret Container .	N (Y/N)		Model Year
Arr Date ...		Customer Cont #			
Arr Time ...		Plant ID .....	PLANT ID		
Cust Abbv ..	RYDER	Corporate ID ..			
Dest Abbv ..	RYDER	Remit To ID ...			
Dock Code ..		Ordered By ....			
		Container Qty .	2	Container Desc .	
Cum Shp ....	000000010	Net Weight ....	0000000	Carrier Abbv ....	AW
Qty Shp ....	10	Tare Weight ...	00001	Dest Carrier ....	
Conv Bill #.	011082				
Equip Desc .	CN	Conv Code .....	6	GM Msg Code .....	BFT
Equip Init .	BGTR	Ship Method ...		Rel Date .....	12/20/XX
Release # ....		P.O. # .....		P.O. Date	
		KANBAN/Appt #			
Engr Level .		Trailer Seal#		Cntr. Seal#	
F8=Enter AETC F10=Delete F12=Return					

- Cancellation Note: If errors are discovered in the ASN file before GM MGO receives the shipment, send a cancellation ASN and retransmit the corrected ASN as an original. ASN corrections are NOT accepted after the shipper has been received.
- Company - Displays the company number that was previously entered.
- Sequence Number - Assigned by the system.
- OEM - "RL" for Ryder Logistics.
- DESADV - Defaults from the "ASN" field in the Destination File. This code may be changed at shipper entry time. Enter "V" for variable length without bar code or "C" for variable length with bar code.
- Action Code - The action code places the corresponding two-digit code in the BGM segment in the DESADV file. All action codes are not accepted by all divisions of General Motors.
  - O -Original
  - 9 N -Cancel/Nullify
  - 1 A -Add 2
  - C -Change
  - 4 H -Hold - Record will not be included in transmission

- Many fields on the DESADV Screen default from various master files. However, most of them may be changed at shipper entry time.
- Shipper # - Shipper number assigned when the shipper was created.
- In-House Part # - Internal part number entered in the Parts Cross Reference File.
- U of M - If there is no match in the Unit of Measure Cross Reference File with the abbreviation entered in the Requirement Master, the ASN Unit of Measure Abbreviation with the third-position appended is transmitted in the DESADV file. If the ASN Unit of Measure field is blank "EA" is transmitted. Valid codes (all MGO divisions except Opel):
  - EA - each - EA is transmitted
  - KG - kilograms - KGM is transmitted
  - LB - pounds - LBR is transmitted
  - ST - tons - STN is transmitted
  - C6 - pieces - C62 is transmitted
  - \_\_ - blank - EA is transmitted
- Opel's Valid codes:
  - KG - kilograms - KGM is transmitted
  - C6 - pieces - C62 is transmitted
- Ship Date - Date of shipment in the MM-DD-YY format. Defaults from shipper entry time
- Cust Part # - The MGO division's part number.
- Ship Time - Time entered at shipper entry time (HHMM) in military format. If no time is entered, the ship time defaults from the system time when the "Extract" option is taken.
- Ship Time - Time entered at shipper entry time (HHMM) in military format. If no time is entered, the ship time is defaulted from the system time when the "Extract" option is taken.
- Ret Container - Defaults from Requirement A record. It may be changed at shipper time. "Y" indicates this record represents a returnable container. The customer container # field must contain the customer container number. Note: During the ASN create, if the container is returnable (Y), "1" is placed in the CP503 element in the ASN file. "X" indicates this is an expendable container record. The customer container # field must contain the word "NONE." Note: During the ASN create, if the container is expendable (X), "3" is placed in the CP503 element in the ASN file. "N" and blank are NOT valid entries in this field for GM MGO.
- Model Year - The model year as transmitted by MGO divisions.
- Arr Date Entered at shipper entry time. If blank, segment not created. For SAAB, an arrival date is mandatory.
- Customer Cont # - If the returnable container field is "Y," the packaging code is retrieved from the customer container # field in the Container File. The first 17-positions of this field are placed in the PAC segment in the ASN file. If the returnable container field is "X," the ASN container description is used in the PAC segment.
- Customer Cont # - Number of returnable containers. Defaults from the Requirement A record if the returnable container field in the Container File is "Y".

- Arr Time - Entered at shipper entry time. If blank, segment not created.
- Plant ID - Supplier code assigned by Ryder Logistics. This is entered in the supplier code field in the Requirement Master and the Plant ID field in the Identification Code File.
- Cust Abbv - User-assigned abbreviation that must be entered in the Machine Readable File to return the correct customer code in the DESADV file.
- Corporate ID - Defaults from the Identification Code File. The supplier code entered in the Requirement Master finds a match in the Plant ID field in the Identification Code File and if there is a Corp ID entered, it defaults to this field.
- Dest Abbv – User assigned abbreviation that must be entered in the Machine Readable File to return the correct destination code in the DESADV file.
- Remit to ID - Defaults from the Identification Code File. The supplier code entered in the Requirement Master finds a match in the Plant ID field in the Identification Code File and if there is a remit to ID entered, it defaults to this field.
- Dock Code - Code representing the dock at the destination location if a dock code was transmitted. Defaults from the Requirement A record. The Destination Abbreviation with the dock code must be entered in the Machine Readable Destination File to transmit the correct destination location code in the DESADV file.
- Ordered By - Ordering party for ship direct orders. Transmitted in the NAD+OB segment for direct shipments only. The first two positions represent the responsible agency code, positions three and four represent the qualifier "OB," and positions five through thirty identify the ordering party.
- Container Qty. - The number of containers which is calculated by dividing the quantity shipped by the package quantity entered in the Requirement A record. It may be changed at shipper entry time.
- Negative quantities may be entered and are displayed as a negative quantity. Enter the quantity and press the field minus (-) key. This may be necessary when parts are returned due to fire, water damage, etc.
- Container Desc. - The container description must be a valid AIAG standard description consisting of 3 alpha characters followed by 2 numeric characters. The container description defaults from the Container File. The container code can be changed at shipper entry time.
- Cum Shp - The total numbers of parts shipped this model year. Negative quantities may be entered and are displayed as a negative quantity. Enter the quantity and press the field minus (-) key. This may be necessary when parts are returned due to fire, water damage, etc. Transmitted in QTY segment, position 430, C186, DE 6060.
- Net Weight - Total weight of parts, calculated by multiplying the quantity shipped times the net weight per part entered in the Parts Cross Reference File. It may be changed at shipper entry time.
- Carrier Abbv - Carrier Abbreviation (SCAC Code) which defaults from the Carrier Abbreviation field in the Carrier File.
- 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 may be changed at shipper entry time.
- Dest. Carrier - Carrier Abbreviation (SCAC Code) which defaults from the Delivery Carrier Field in the Carrier File.
- Conv Bill # - Defaults from the conveyance number field at shipper entry time if a trailer number or air freight number was entered. If there was no entry at that time, the shipper number will default.
- Equip Desc - The Equipment Description further describes the Conveyance Code. It defaults from the Carrier File. Valid codes include:  
CN - Container (use CN for air shipments)  
RR - Rail Car  
TE - Trailer

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

- Conv Code - AIAG standard code which describes the method of conveyance. Defaults from the Carrier File. It may be changed at shipper entry time. Transmitted in the TDT segment, position 240, DE C220, CE 8067.
- GM Msg Code - The GM Message Code defaults from the Destination Master File.
- Equip Init - Equipment Owners Code which defaults from the Carrier File. The Equipment Initial may be changed on the shipper header screen. Transmitted in the EQD segment, position 300, DE 8260.
- Ship Method - Defaults from Price File. Defines the type of shipment to the GM location.
- Rel Date - Date of current release from the Requirement B record. Schedule date transmitted in the DELJIT JS.
- Release # - Current release number from the Requirement B record.
- P.O. # - Purchase Order Number defaults from the Requirement B record. Order number transmitted in the DELJIT JS.
- P.O. Date - Purchase order date issued by GM. Defaults from the Requirement B record.
- KANBAN/Appt # - MGO Component may use a KANBAN number. Defaults from the RAN Appt # field. Appt # is not used by Truck and Bus.
- Engr Level - Engineering Revision Level defaults from the Requirement B record.
- Trailer Seal # - Seal Number entered at shipper time. If multiple seal numbers are entered from the file maintenance menu, all are transmitted in the DESADV file, but only the one entered on the shipper entry screen is displayed here. Transmitted in the SEL segment, position 320, DE 9308.
- Cntr. Seal # - The identification number on custom or other seals affixed to containers or other transport units. Transmitted in RFF segment, position 490, DE C506, CE 1153, SN.

## F8 - Enter AETC

- AETC codes are only used when the Conveyance Code is AE (Air Express) or E (Expedited Truck) for expedited shipments. The excess transportation screen is displayed to enter the excess transportation reason code, responsibility code and authorized excess transportation code. The AETC number may also be entered on the shipper header screen. If the AETC code is entered on the shipper header screen the AETC code is defaulted in DESADV maintenance. The shipper number on the AETC screen is defaulted and cannot be changed.

### AETC Window

XADX1012B		EXCESS TRANSPORTATION	
Shipper Number	Reason Code	Responsibility Code	Authorization Number
F3=Exit F4=Prompt			

- The shipper number is defaulted and cannot be changed.
- Reason Code - The reason code may be prompted from the AETC reason code file on the additional file maintenance menu. Valid codes include:
  - A - Special rail car order, schedule increase forecast change
  - B - Engineering change or late release
  - C - Specification (schedule) error/overbuilding
  - D - Shipment tracing delay
  - E - Plant inventory loss
  - F - Building ahead of schedule
  - G - Vendor behind schedule
  - H - Failed to include in last shipment
  - I - Carrier loss claim
  - J - Transportation failure
  - K - Insufficient weight for carload
  - L - Reject or discrepancy (material rejected in prior shipment)
  - M - Transportation delay
  - N - Lack of railcar or railroad equipment
  - P - Releasing error
  - R - Record error or cate reported discrepancy report
  - T - Common or peculiar part schedule increase
  - U - Alternative supplier shipping for responsible supplier
  - V - Direct schedule or locally controlled
  - W - Purchasing waiver approval
  - X - Authorization code to be determined
  - Z - Pilot material
- Responsibility Code - The responsibility code may be prompted from the AETC responsibility code file on the additional file maintenance menu. Valid codes include:
  - A - Customer plant (receiving location)
  - B - Material release issuer
  - S - Supplier authority
  - X - Responsibility to be determined

- Authorization Number - If the AETC number was entered in shipper maintenance it is defaulted.

### Shipper Header Screen

If the conveyance code is AE (Air Express) or E (Expedited Truck) indicating expedited shipments, the AETC code may be entered here, on the DESADV maintenance screen, or on the create and transmit DESADV screen. If it is entered here the AETC code defaults to the DESADV maintenance screen.

Use Names File Company.			
Batch ID.....		Carrier .	100 CENTRAL TRANSPORT
Conveyance Number .....			
Shipper Date/Time .....	5/22/XX	Equip. Initial ...	SCAC .... CTNR
Arrival Date/Time .....	0/00/00	Conv/Rte/Pool Loc.	AE
OEM Code .....	GF	Remarks .....	
No Charge Invoice (Y/N)	N	FOB .....	NORTHVILLE
Payment Type: X Coll	PP	PPI	Other <b>AETC</b> .....
Alt. Description.		Appt Number .....	
Terms .....	NET 30 DAYS	Seal Number .....	
Routing .....			
F7=Ford Export Options	F8=Export Options	F9=Prompt Carrier	
F12=Return			
F13=Seal Number Maint	F15=Prompt Dest Number	F16=Prompt Sold-To/Ship-To	

Enter the AETC code exactly as received from MGO. The AETC code is placed in the AETC field in shipper maintenance when the "Extract" option is taken. The AETC code is transmitted in the TDT segment with the reason code and responsibility codes entered in the DESADV maintenance screen.

Note: Error messages relating to the AETC fields are warning messages. They may be mandatory for some plants; and not required by others.

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

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

## 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 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.