



# Infor Scania (SC)

## AutoMap

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## Table of Changes

Changed By	Date	Reason	Update#	Section Changed

# General Information

## Messages and Versions

The Scania module supports the EDIFACT messages listed below.

EEIFACT Message	Document Name	Associated Agency Code	X12 Equivalent	Version
DELFOR	Delivery DELINS	A09043	830	D96A
DELFOR	Delivery Forecast	A09041	830	D96A
DELFOR	Delivery Schedule	A09042	862	D96A
DESADV/AVIEXP	Despatch Advice	A01051	856	D96A

ALL Scania 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.

Scania may send 3 types of DELFORs. Each DELFOR is a complete replacement file and ONLY replaces the same type of DELFOR file.

**Example:** A DELFOR "Schedule" may only replace another DELFOR "Schedule."

The **DELFOR Delivery DELINS message** contains both planning and firm requirements. Only the Scania-Parts (CW2) plant uses the DELINS. The DELFOR DELINS is processed in as an 830.

The **DELFOR Delivery Schedule message** contains both planning and firm requirements. The Delivery Schedule is processed in as an 862.

The **DELFOR Delivery Forecast message** contains planning requirements. The Delivery Forecast is processed in as an 830.

The **DESADV/AVIEXP message** is required to be transmitted for each shipment, within 1 hour from when the truck leaves the plant.

## 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.

## Miscellaneous Information

Emergency order are handled via EDI. Supplier is paid from the paper invoice. Multiple parts are printed as one line item on the shipper.

## Bar Code Requirements

Scania uses bar code. The Odette transport label, version 1 is required.

# Security

## Communication Method

Scania 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
<p>OEM .....  Company .....</p> <p>Auto Print .....  Auto Process.....  Auto 997.....  Days To Archive.....</p> <p>F4=Prompt    F12=Cancel</p>	

- 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 Scania and when transmitting DESADVs. The Identification Code File is used differently by different manufacturers.

Company Number	- xx
OEM Code	- SC
Plant ID	- Your DUNS Number

Press Enter to display remaining fields:

OEM ID	- Unique by destination*
Corporate ID	- Not used by Scania
Remit to Duns #	- Not used by Scania
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 indicates 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).

## Additional Records to Identify Destination as Issuer

Enter a separate record for each Scania division that transmits requirements because the Issuer ID is different for each division. The first record contains your supplier code in the Plant ID field. Each additional record contains a "dummy" ID in the Plant ID field. Use any number except a real supplier identification code used by this or another trading partner.

\*OEM IDs for each Scania destination:

- Scania-Parts Opglabbeek Belgium - CW2
- Scania- Engine 1 Sodertalje Sweden - NOR
- Scania- Engine 2 Sodertalje Sweden - EN2
- Scania- Ind & Marine Sodertalje Sweden - IND
- Scania- Europe, forecast incl NOR EN2/IND - SCA



## Master File Entry

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

Scania does not send model year. Therefore, the Requirement and Price Files must be entered leaving the model year fields blank.

## EDI Code File

### Type Codes

Scania transmits a numeric code that AutoRelease converts to an alpha type and frequency code. Use C (firm) or D (planning) when entering records in the EDI Code File.

- Code 1 converted to C (firm)
- Code 4 converted to D (planning)
- Code 24 converted to D (commercial agreement)

### Frequency Codes

- Code 1 converted to C (firm)
- Code 4 converted to D (planning)
- Code 24 converted to D (commercial agreement)

## 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

Scania does not send CUM required prior. Therefore, it must be entered manually before going live. The CUM required prior is used to calculate ahead and behind figures and to round to package quantity. Enter the CUM required prior when entering a Scania manual requirement or while testing. To enter, press F5 or select a part from the Manual Requirements Entry screen.

# DESADV

## DESADV Cancellation Procedure

Call Scania to cancel the DESADV.

## Unit of Measure Codes

- MEA - Measure
- KGM - Kilogram
- QTY - Quantity
- PCE - Piece

## Mandatory Fields

### ASN Header Maintenance Screen

ASN Purpose	-	Transmitted in the LIN. Valid codes include: C - Change 04 R - Replace 05
Ship Date	-	Transmitted in the DTM.
Ship Time	-	Transmitted in the DTM.

### ID Numbers Screen

Ship To	-	Transmitted in the NAD.
Supplier ID	-	Transmitted in the NAD.

### ASN Detail Maintenance Screen

Cust Part #	-	Transmitted in the LIN.
Ship Gross	-	Transmitted in the MEA.
Package Qty	-	Transmitted in the QTY.
CUM Shipped	-	Transmitted in the QTY.
PO Number	-	Transmitted in the RFF.

### ASN Bar Code Maintenance Screen

Label Serial #	-	Transmitted in the GIR and RFF.
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### **ASN Container Review Screen**

Container Qty - Transmitted in the PAC 01.

### **ASN Detail Maintenance Screen**

Cust Part # - Transmitted in the LIN.

Ship Gross - Transmitted in the MEA.

Package Qty - Transmitted in the QTY.

CUM Shipped - Transmitted in the QTY.

PO Number - Transmitted in the RFF.

### **ASN Bar Code Maintenance Screen**

Label Serial # - Transmitted in the GIR and RFF.

### **ASN Container Review Screen**

Container Qty - Transmitted in the PAC 01

## **DESADV Bar Code Maintenance - Master Serial Number**

Label Type - S - Single or container labels. Transmitted in the PCI segment. M or G - Master or Mixed labels. Transmitted in the RFF segment.

Master Serial # - If Master labels are used the Master serial number is mandatory. Transmitted in the RFF segment.

```
VLD8400B                                BAR CODE MAINTENANCE

                                Company Number..... KB
                                Identification Number... 12345
                                Sequence Number..... 00020
Serial Number as on label without spaces
                                Master/Mixed Serial as on label

Label Type .....
Package Quantity.....
Customer Part Number...
RAN Number.....
Returnable Container ..
Purchase Order Number..
IPP Tag Number 1.....      IPP Reason Code 1...
IPP Tag Number 2.....      IPP Reason Code 2...
                                OEM/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      F12=Return
```

# 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).