



Infor Toyota Motor Manufacturing, North America (TD)

AutoMap

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Changed By	Date	Reason	Update#	Section Changed
K. Radtke	5/25/18	Split for Y, TD and TM	A117032701	Identification Code File
K. Radtke	6/1/18	Breakdown for Y, TD and TM	A116052302	Application Keyword

General Information

Transaction Sets and Versions

The Toyota Motor Manufacturing, North America module supports the following transaction sets:

- 820 Remittance Advice Version 4010
- 830 Material Release Version 4010

The **820 (Remittance Advice)** is payment or funds information including details in the file received from Toyota Motor Manufacturing, North America.

The **830 (Material Release)** may be sent with a type of "C" for authorized ship or "D" for planning. For more information, see the section "Changing 830s to 862s" below."

Export Parts

The Toyota Motor Manufacturing, North America (TD) and Toyota Motor Manufacturing (Y) modules use the same DUNS number (961659588). If 830 export parts are being sent for Toyota Motor Manufacturing, North America, the Toyota Motor Manufacturing, North America (TD) module is used for export parts.

If parts for Toyota North America are NOT export parts, the Toyota Motor Manufacturing (Y) module is used.

Changing 830s to 862s

Toyota Motor Manufacturing, North America does NOT send 862 requirements. Toyota Motor Manufacturing, North America sends 830 requirements with a type of "C" for authorized ship or "D" for planning:

- Data received on the 830 with a type of "C" is changed to an 862 during the process because Toyota Motor Manufacturing, North America uses these transaction sets as authorized ship schedules. Type "C" is transmitted in the BFR 02 segment and uses the purpose code 04 (change).
- Data received on the 830 with a type of "D" remain as planning 830s. Type "D" is transmitted in the BFR 02 segment and uses the purpose code 05 (replace).

AutoRelease Shipper

Toyota Motor Manufacturing, North America provides a shipping document that is manually completed upon the shipment of goods. This manual shipping document is used in place of the AutoRelease shipper. However, the AutoRelease shipper must still be created for shipping history. To create shipping history:

1. Create the shipper.
2. Select Shipments to Print.
3. Answer "N" to the "Reprint Shippers" prompt.
4. Complete the Extract.

Security

Communication Method

Toyota Motor Manufacturing, North America 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 Toyota Motor Manufacturing, North America. The Identification Code File is used differently by different manufacturers.

Split

Toyota Motor Manufacturing (Y), Toyota Motor Sales (TM) and Toyota MMNA Export (TD) share many of the same IDs in the EDI enveloping for their transaction sets making it a challenge to determine the proper OEM code during the Split. This is especially true for the 820.

For most OEMs, the Split uses the value in the ISA06 to search the OEM ID set up in the Identification Code File to determine the OEM code for the inbound data. Once the OEM is determined, the breakdown uses the Identification Code File to determine the Company based on the OEM Code and the Plant ID which is typically sent in the N1 segment.

This process is no longer working for customers that have a combination of Toyota Motor Manufacturing (Y), Toyota Motor Sales (TM) and Toyota MMNA Export (TD). Therefore, we are introducing a new file to be used for the Toyota OEMs in order to Split the data into the proper OEM.

The new file is accessed from the Identification Code Maintenance. A new function key F7=Special OEM has been added to the main screen of the Identification Code Maintenance.

```
IDENTIFICATION CODES

Company Number ..... KF
OEM Code .....
Plant ID ..... (How the OEM defines your plant)

F1=Help   F3=Exit   F4=Prompt   F7=Special OEM
```

Press F7=Special OEM and the following screen will appear:

VLD7405A	SPECIAL OEM CODE MAINTENANCE
	ADD
Sender ID - ISA06	
Receiver ID - ISA08	
App Sender ID - GS02	
App Receiver ID - GS03	
Sender Name - ISA02	
Security Info - ISA04	
Supplier qualifier - N101 ..	
Supplier ID - N104 N1*SU....	
Sender Qual/820 - REF*DUN ..	
Sender Dun#/820 - REF*DUN ..	
OEM	
Transaction Type	
Flags	
Last Maintenance Date	
Last Maintenance Time	
Last Maintenance User	
F3=Exit	F6=Add
	F12=Return

A record needs to be set up individually for every Toyota DUNS/Transaction set combination your company receives.

Toyota DUNS numbers (used by both Y and TD modules):

002121064	TMMI
071890305	TABC
107978962	TMMAL
161955380	TMMK
170114776	TMMTX
781098897	TMMNK
808369495	TMMMS
812678378	TMMBC
961659588	TMMNA
965703366	TMMWV

Toyota Motor Sales (TM) DUNS number:

009595505

Inbound transactions coded for each of the Toyota modules are as follows (Note: your company may not receive all of the transactions listed below):

Toyota Motor Manufacturing (Y): 820, 824, 830, 861, 862 and 997

Toyota Motor Sales (TM): 820, 824, 830, 861, 862 and 997

Toyota MMNA Export (TD): 820 and 830

NOTE: Once a file is created and needs to be maintained, the system will generate a 2nd record with the new data (changes). You should delete the original record. It is not possible to “maintain” the original record.

Below is a guide of the values needed for each transaction set. The items highlighted are required. A report will be generated at the Split with the values that need to be set up.

EDI inbound 997:

Sender ID - ISA06 002121064
Receiver ID - ISA08 123456789-12345
App Sender ID - GS02 002121064
App Receiver ID - GS03 123456789
Sender Name - ISA02
Security Info - ISA04
Supplier qualifier - N101 ..
Supplier ID - N104 N1*SU....
Sender Qual/820 - REF*DUN ..
Sender Dun#/820 - REF*DUN ..
OEM Y
Transaction Type 997

EDI inbound 824/830/862/861:

Sender ID - ISA06 161955380
Receiver ID - ISA08 123456789-12345
App Sender ID - GS02 161955380
App Receiver ID - GS03 123456789
Sender Name - ISA02 TOYOTA
Security Info - ISA04 161955380
Supplier qualifier - N101 .. SU
Supplier ID - N104 N1*SU.... 12345
Sender Qual/820 - REF*DUN ..
Sender Dun#/820 - REF*DUN ..
OEM Y
Transaction Type 830/862/861/824

EDI inbound 820:

Sender ID - ISA06 961659588
Receiver ID - ISA08 123456789
App Sender ID - GS02 961659588
App Receiver ID - GS03 123456789
Sender Name - ISA02 TOYOTA NA
Security Info - ISA04 961659588
Supplier qualifier - N101 ..
Supplier ID - N104 N1*SU....
Sender Qual/820 - REF*DUN .. DUN
Sender Dun#/820 - REF*DUN .. 002121064
OEM TD
Transaction Type 820

The Identification Code File (not the F7 file) will still need to be set up for outbound EDI purposes (Trading Partnership File).

The following are the set ups for the Identification Code File for all Toyota's OEMs:

For EDI inbound 830/862 from Toyota (TD/Y/TM):

1. Set up two records:

The first record: Plant ID = N104 from N1*SU segment;

The second record: Plant ID = ISA08.

For EDI inbound 820 from Toyota (TD):

1. Set a real record:

Plant ID = REF02 (REF*AS) OEM ID = REF02 (REF*DUN) CORP ID = ISA08

2. Set up dummy records if different Duns Numbers exist in EDI inbound 820:

Plant ID = REF02 (REF*AS)+ A(B,C) OEM ID = REF02 (REF*DUN)
CORP ID = ISA08

For EDI inbound 820 from Toyota (Y/TM):

1. Set a real record:

Plant ID = REF02 (REF*AS) OEM ID = ISA06 (Sender ID) CORP ID = ISA08

For example:

```
ISA*00*TOYOTA      *01*961659588 *01*961659588      *ZZ* 184697241
*160718*084
```

```
.
.
.
```

```
REF*AS*03000
```

```
Plant ID=03000
OEMID=961659588
CORP ID= 184697241
```

Breakdown

For EDI inbound 830, 862, 997 from Toyota OEMs (TD, TM, Y):

If an error message "T- IDENTIFICATION CODE- yyyyyyyy" is showing up on the "IDENTIFICATION CODE AUDIT REPORT" from the "BREAKDOWN", the user needs to check ISA08 in the EDI wrap file and un-wrap file. If they are different, see example below, you will need to set up the new Enhanced Application Control File keyword "ISA08DASHOVR".

Example:

yyyyyyyyy represents the Toyota Duns number
zzzzzz represents your Toyota Supplier ID

If the ISA08 from the EDI wrapped receive file (i.e. VARIBM) is yyyyyyyy-zzzzzz and the ISA from the EDI unwrapped file (i.e. VARIBM) is yyyyyyyy, then the keyword must be set up.

From the System Maintenance Menu,
Select option 17. Application Control File Maintenance.
Then select option 1. Enhanced Application Control File Maintenance.

Select Keyword: ISA08DASHOVR
Entry Keys Used: Company = '*' for All companies

Enter the DUNS number portion (i.e. yyyyyyyy from the above example) into the "Other Key".

Text Length: 1
Text Values: Y or N (Y=Keep the original data in ISA08,
N=Remove Dash and Supplier ID in ISA08)

Application Control File

TIMESTD Required by Toyota Motor Manufacturing suppliers shipping
from a time zone other than the eastern time zone.

Company Number	- xx
OEM Code	- TD
Plant ID	- Your DUNS Number
Press Enter to display remaining fields:	
OEM ID	- Toyota Motor Manufacturing, North America
DUNS Number (961659588)	
Corporate ID North America	- Not used by Toyota Motor Manufacturing,
Remit to Duns # North America	- Not used by Toyota Motor Manufacturing,
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).

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

Toyota Motor Manufacturing, North America 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

- C - Firm
- D - Planning

Frequency Codes

- D - Discrete
- F - Flexible
- 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

Toyota Motor Manufacturing, North America 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 Toyota Motor Manufacturing, North America manual requirement or while testing. To enter, press F5 or select a part from the Manual Requirements Entry screen.

Requirement B

JTDMAINT2										REQUIREMENT MASTER ENTRY				ADD
Company KB		Customer TOYOTA		Part 12345				Destination TOYOTA		MY				
Customer Part #		.... 12345		OEM Code				..... TD				
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	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								
F11=File Maint		F12=Return		F19=Fab/Mtl		F20=Special Process								

Sales Order

The sales order number is processed into the "Engineering Rev" (ENGREV) field in the Requirement B record.

Manifest Number

The manifest number is processed into the "RAN #" (RANNO) field in the Requirement B record.

Purchase Order Number

The Purchase Order Number is processed into the "PO Line" (PONO) field in the Requirement B record. The Purchase Order Number is received from Toyota in the BFR segment of firm requirements.

Bar Code Label Data

The module load type is received from Toyota in the REF*LO segment of the 830. The module load type is processed into the third "Label Data" (LABEL3) field.

JTDMAINT4	Special Processing Information
Load Past Due Req'ts from History? (Y/N/B/M)	N Chrysler Special Processing for 'B D' or 'B W' Reqs (B/L/S)....
Type of Processing (C/N) .	Remove Chry EDI 'B D' or 'B W' Reqts. 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

Requirement Master - Special Processing Window

Press F20 from the header screen to access the Special Processing Information window.

Load Past Due Req'ts:

Enter "N" (no) - Past due requirements, when Shifted, are accumulated and a total is placed (without individual detail) in both the Load and MRP Files.

Type of Processing:

Enter "N" (net) - To create a Shift exception when 830 and 862 (C/N) requirements are not to be removed from the Requirements File if not shipped on time and when there is no need for calculating ahead/behind quantities by comparing the CUM shipped with CUM required prior. This is used for miscellaneous OEMs that do not send CUM required.

The shift exception - Requirements are not Shifted out of the Requirement File during the daily and/or weekly Shifts.

The extract exception Shipped requirements are removed or reduced during the "Extract" and the CUM required prior is increased by the amount shipped. Note: Using "N" leaves 830 and 862 requirements in the Requirement File until shipped fully or removed manually.

Special Processing

Toyota Motor Manufacturing, North America may send requirements for the same part and same date on two different releases. Special processing takes place so if this occurs in the same file, both records are processed. Duplicate keys can have different manifest numbers and both must be processed. Manifest number is considered part of the key so all requirements are processed.

Shift Exception

Toyota Motor Manufacturing, North America 862 requirements (C) are not removed during the "Shift." These requirements are removed during the ASN "Extract". Also during the "Extract," the CUM shipped is forced into the 862 CUM required prior so they are equal. This also occurs when a shipping adjustment is made. If the requirement is not shipped complete, the "requirement quantity," in the Load File, is reduced by the quantity shipped.

Note: When the 862 requirement (C) is reduced or removed, the 830 Requirement (D) for the same week is reduced or removed.

Toyota Motor Manufacturing, North America 830 (D) requirements (if the 862 report flag in the Requirement Master is marked), are removed during the "Shift", but are NOT added to the 830 CUM required prior.

Note: A report prints when the "Shift" is taken listing all requirements removed from the Load File. Requirements removed but not added to the CUM required prior are marked with an asterisk.

Remittance Advices (820s)

The Remittance Advice (820) is sent when a check is issued indicating the payment amount and the invoice data supporting the payment, such as invoice numbers, part numbers, quantities, Purchase Order Numbers, etc. When Remittance Advice data is no longer current, it may be purged. Toyota Motor Manufacturing, North America uses the RMR 820 record. The RMR record displays information pertaining to the shipper. Access Remittance Advice information through option 11, Remittance Advices, on the AutoMap main menu. Note that the Reference Numbers option on the Name Information screen displays only if the data was sent by Toyota Motor Manufacturing, North America. Note also that the F5 (Item Detail) function on the A/R Open Item Header screen does not apply to all OEMs.

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 Advanced Communication Module (ACM).

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 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).

Create Invoices

Enter "Y" to create a GL/AR file which will be passed through the interface to the ERP package. Also, a hard copy, electronic invoice, or both for each shipper to this destination will be generated.