



Infor Toyota Tsusho America (UA)

AutoMap

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Table of Changes

Changed By	Date	Reason	Update#	Section Changed

General Information

Transaction Sets and Versions

The Toyota Tsusho America module supports the following transaction sets:

- 830 Material Release Version 4010
- 856 ASN Version 4010
- 997 Functional Acknowledgement Version 4010

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.

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

The **997 (Inbound Functional Acknowledgement)** is transmitted by Toyota Tsusho America to acknowledge the 856.

The **997 (Outbound Functional Acknowledgement)** is transmitted by the supplier to acknowledge that the 830 data was received.

Changing 830s to 862s

Toyota Tsusho does NOT send 862 requirements, but rather sends 830 requirements with a type “C” for authorized ship, or type “D” for planning:

- Data received on the 830 with a type “C” is changed to an 862 during the process, because Toyota Tsusho 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).

Security

Communication Method

Toyota Tsusho 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 transmitting ASNs. The Identification Code File is used differently by different manufacturers.

Company Number	- xx
OEM Code	- UA
Plant ID	- Supplier ID
Press Enter to display remaining fields:	
OEM ID	- Mutually-defined code (e.g., 510TAI)
Corporate ID	- Found in ISA08 of 830
Remit to Duns #	- Not used by Toyota Tsusho America
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).

EDI Code File

Type Codes

- C - Firm
- D - Pre-Notice or Build Out

Frequency Codes

- D - Daily
- F - Build Out
- 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 Tsusho 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 Tsusho manual requirement or while testing. To enter, press F5 or select a part from the Manual Requirements Entry screen.

Sales Order

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

Purchase Order Number

The purchase order number is processed into the "PO Number" (PONO) field in the requirement B record. The purchase order number is received from Toyota in the BFR segment of firm requirements.

Requirement Master - Special Processing Window

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

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) .	N	Remove Chry EDI 'B D' or 'B W'	
		Reqt's. 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		P.O. Number? (Y/N)	
for Part On Shipper (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			

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 requirement 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.

Shift Exception

Toyota Tsusho 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 Tsusho 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.

ASNs

Cancellation Procedure

To cancel an ASN, call Toyota Tsusho America.

Mandatory Fields

ASN Header Maintenance Screen

ASN Purpose	-	Transmitted in the BSN 01. O Original 00
Equipment Description	-	Transmitted in the TD3 01.
Ship Date	-	Transmitted in the DTM 02.
Ship Time	-	Transmitted in the DTM 03.
Pick up Carrier	-	Transmitted in TD5 03.
Conveyance Code	-	Transmitted in the TD5 04. Valid codes: L - Contract Carrier E - Expedite Truck CE - Customer Pick-Up M - Motor SR - Supplier Truck
Arrival Date	-	Transmitted in the DTM 02.
Arrival Time	-	Transmitted in the DTM 03.

ID Numbers Screen

Supplier ID	-	Transmitted in the N1 04.
Corporate ID	-	Transmitted in the ISA 06 and GS 02.
OEM ID	-	Transmitted in the ISA 08 and GS 03.

ASN Detail Maintenance

Part Number	-	Transmitted in the LIN 03.
Ship Quantity	-	Transmitted in the CTT 02 and SN1 02.
Ship Net	-	Transmitted in the MEA 03.

- Ship Gross - Transmitted in the MEA 03.
- CUM Shipped - Transmitted in the SN1 04.
- Unit/Mea - Transmitted in the MEA 04.
- ASN Unit/Mea - Transmitted in the SN1 03.
- Purchase Order - Transmitted in the PRF 01.

ASN Container Review Screen

- Container Description - Transmitted in the CLD 03.
- Customer Container Description - Transmitted in the TD1 01.
- Container Quantity - Transmitted in the TD1 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).