Infor Trico (TI)

AutoMap

Contents

Table of Changes

Changed By	Date	Reason	Update#	Section Changed

General Information

Transaction Sets and Versions

The Trico module supports the following transaction sets:

- 830   Material Release   Version 4010
- 856   ASN   Version 4010
- 862   Shipping Schedule   Version 3010
- 864   Text Message   Version 3010
- 997   Functional Acknowledgement   Version 3010
- 997   Functional Acknowledgement (inbound)

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

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

The **862 (Shipping Schedule)** contains firm ship requirements.

The **864 (Text Message)** is text transmitted to the supplier from Trico.

The **997 (Functional Acknowledgement)** is required to be transmitted to acknowledge the received 830s and 862s, within the time frame defined by Trico. A 997 may be received from Trico acknowledging the 856.

Security

Communication Method

Trico 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 Trico and when transmitting ASNs. The Identification Code File is used differently by different manufacturers.

Trico requires a separate identification code record for each ship-to location.

Initial Record (Plant ID = Supplier)

```
   Company Number              - xx
   OEM Code                    - TI
   Plant ID                    - Mutually defined plant ID code*


Press Enter to display remaining fields:

   OEM ID                      - Trico's DUNS + 5 position destination
                                 code**
   Corporate ID                - Not used by Trico
   Remit to Duns #             - Not used by Trico
   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).

* Trico uses Infor's VendorRelease to issue requirements. The maps have been created using VendorRelease specifications. However, the trading partner business practices may be inconsistent from supplier to supplier. For example, the Plant ID may be a DUNS number for one supplier and another code for another supplier.

** Additional records must be created for each ship-to location with a "dummy" Plant ID because the OEM ID is unique for each destination.

Additional Records to Identify Destination as Issuer

The first record entered will have the supplier code entered in the Plant ID field. Enter a separate record for each Trico Division that transmits requirements because the issuer ID is different for each division.

The first record will contain your supplier code in the Plant ID field. Each additional record will contain a "dummy" ID in the Plant ID field. Use any number except a real supplier identification code used by this or another trading partner. The "dummy" records are used to find the company number for the additional OEM IDs during the "Split."

DUNS number + 5 position destination ID:

- 174080838P51IF Buffalo, New York (plant 1)
- 174080838P54IF Brownsville, Texas (plant 4)
- 174080838P55IF Matamoros, Mexico (plant 5)
- 174080838P58IF ROBERK (plant 8)
- 174080838P59IF Brownsville, Texas (aftermarket, plant 9)

Trico's OEM ID is their DUNS + a 5-position destination code representing the ship-to location. Therefore, multiple Identification Code records are needed (one for each destination). These OEM IDs are received with the same supplier code (in the Plant ID field).

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

Trico 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
- M Monthly
- W Weekly bucket (Monday-Sunday)

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

Trico does not send CUM Required Prior or CUM Received. Therefore, it is necessary to enter it manually before going live.

The CUM required prior is used to calculate ahead or behind figures and to round to package quantity. If entering a Trico 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.

Special Processing

During the "Process," incoming requirements are checked against shipping history. If a requirement is found with the same Purchase Order Number and DON (Delivery Order Number), and the requirement year in the incoming file matches the ship year in shipping history, that requirement is not processed into the Requirement and Load Files. A report prints identifying the requirements that were not processed.

Requirement Master - Special Processing

Trico does not send past due requirements. Therefore, set the Load Past Due Req'ts from History flag to "Y" in the Requirement Master. To access this flag, press F20 (Special Process) from the Requirement Master Entry screen.

ASNs

Mandatory Fields

ASN Header Maintenance Screen

Dock Code	-	Transmitted in the REF*DK segment, in the second element.
Ship Date	-	Transmitted in the DTM 02.
Ship Time	-	Transmitted in the DTM 02.
SCAC Pick up Carrier	-	Transmitted in the TD5 03.
Conveyance Code	-	Transmitted in the TD5 04.

ASN Flags Screen

ASN Codes	-	"V" for variable length without bar code verification, or "C" for variable length with bar code verification.

ID Numbers Screen

Supplier ID	-	Transmitted in the N1*SU segment, in the 4th element.
DUNS #	-	Transmitted in the N1*ST.

Reference Numbers Screen

Airport Loc	-	Required if the conveyance code is AE or AC. If left blank a warning message is displayed. Transmitted in the TD5 04.

ASN Detail Maintenance Screen

Cust Part	-	Transmitted in the LIN segment.
Shipment	-	Transmitted in the SN1 02.
Ship Net	-	Transmitted in the MEA 03.
Ship Gross	-	Transmitted in the MEA 03.
Ship Tare	-	Transmitted in the MEA 03.
CUM Shipped	-	Transmitted in the SN1 04.

Ship Gross - Transmitted in the MEA 03.

CUM Shipped - Transmitted in the SN1 04.

ASN Unit/Mea - Transmitted in the SN1 03.

P.O. Number - Transmitted in the LIN 05.

RAN - Transmitted in the PRF 01.

ASN Container Review Screen

Cust Desc - Transmitted in the TD1 01.

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).