



# Infor Valeo Engine Cooling – Europe-Mexico (VZ)

AutoMap

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## Table of Changes

<b>Changed By</b>	<b>Date</b>	<b>Reason</b>	<b>Update#</b>	<b>Section Changed</b>
K. Radtke	5/31/18	AutoMap flag	A117122218	Identification Code File

# General Information

## Messages and Versions

The Valeo Engine Cooling - Europe-Mexico module uses the EDIFACT messages listed below.

EDIFACT Message	Document Name	X12 Equivalent	Version
DELFOR	Delivery Forecast	830	D96A
DESADV	Despatch Advice	856	D96A
CONTRL	Control	997	D96A

All Valeo Engine Cooling - Europe-Mexico 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.

## 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.

## Ship-To Locations

Valeo Engine Cooling - Europe-Mexico ship-to locations include:

- 8115599059 - Valeo Termico SA de CV

# Security

## Communication Method

Valeo Engine Cooling – Europe-Mexico 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 option to "Split" a file received from Valeo Engine Cooling - Europe-Mexico. The Identification Code File is used differently by different manufacturers.

Company Number	- xx
OEM Code	- VZ
Plant ID	- Mutually defined
Press Enter to display remaining fields:	
OEM ID	- ID sent in the UNB02 Example: VALEOID
Corporate ID	- Mutually defined*
Remit to Duns #	- Not used by Valeo Engine Cooling - Europe/Mexico
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
<b>AutoMap</b>	- <b>N</b>

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.

### **THE AUTOMAP FLAG IN THE IDENTIFICATION CODE FILE NEEDS TO BE CHANGED TO "N" FOR NO.**

The EDI inbound DELFOR will be processed into the permanent production files through the traditional way for VALEO ENG COOL EU/MX (VZ).

The EDI outbound DESADV will be generated through the traditional way for VALEO ENG COOL EU/MX (VZ).

The EDI outbound INVOIC will be generated through AutoMap for VALEO ENG COOL EU/MX (VZ).

\* Valeo Engine Cooling - Europe-Mexico Corporate ID may be inconsistent from supplier to supplier depending how the VAN is set-up. For example, the Corporate ID may be a DUNS number for one supplier and another code for another supplier.

## **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.

## **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**

Valeo Engine Cooling - Europe-Mexico sends CUM Required Prior. Therefore, it is not necessary to enter it manually before going live. The CUM Required Prior is used to calculate ahead and behind figures and to round to package quantity.

## **Packaging Information**

If entering manual requirements, you will need to enter the PAC information in the Engineering Part field of the JITA OEM Header Information (F7 from the Requirement Master screen) or in the Engineering Part Number field on the part number screen in ASN Maintenance.

When the requirements are processed from an EDI file, the PAC information will automatically process into the Engineering Part Number field.

# DESADV

## DESADV Special Instructions

When keying in a DESADV, the user must enter the packaging information into the Engineering Part of the ASN Detail Maintenance screen.

## DESADV Cancellation Procedure

Call Valeo Engine Cooling - Europe-Mexico to cancel the DESADV.

## Mandatory Fields

### ASN Header Maintenance Screen

ASN Purpose	-	Transmitted in the BGM 03. Valid codes include the following: O - Original 9
Equipment Description	-	Transmitted in the EQD 01.
Equipment Initial	-	Transmitted in the EQD 02.
Ship Date	-	Transmitted in the DTM segment.
Arrival Date	-	Transmitted in the DTM segment.
Arrival Time	-	Transmitted in the DTM segment.
Delivery Carrier	-	Transmitted in the TDT segment.
Conveyance Code	-	Transmitted in the TDT segment. Valid codes include the following: A - Air C - Consolidation E - Expedited Truck GS - Milk Run M - Motor SE - Sea/Air U - Private Parcel Service VE - Vessel, Ocean

### ID Numbers Screen

Supplier ID	-	Transmitted in the NAD segment.
OEM ID	-	Transmitted in the UNB 03.
Corp ID	-	Transmitted in the UNB 02.

## ASN Detail Maintenance Screen

Cust Part #	-	Transmitted in the LIN segment.
Ship Qty	-	Transmitted in the QTY segment.
Ship Net	-	Transmitted in the MEA segment.
Ship Gross	-	Transmitted in the MEA segment.
Unit of Mea	-	Transmitted in the QTY segment.
Engineering Part	-	Transmitted in PAC 03 segment.

This field contains packaging information sent on the DELFOR, which must be returned on the DESADV.

## ASN Bar Code

Bar code information is required on the DESADV. If KANBAN information is not sent on the DELFOR, the bar code is sent in an RFF segment with an "AAT" qualifier. For example, RFF+AAT:9071. If KANBAN information is sent on the DELFOR, it is processed into the RAN field. In this case the KANBAN number must be scanned into the RAN field. When the DESADV is created a GIR segment is created that contains the bar code serial number and KANBAN information. For example, GIR+3+9081:ML+KANBAN:AL, where "9081" is the Label Serial Number and KANBAN is the KANBAN information.

## 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).