# Honda of America (HA) Traditional

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General Information

Business Practices

The Honda of America module supports three Honda systems:

- American Honda Motor Co., Inc. AHM
- Honda of America Manufacturing HAM
- Global Production Control System (GPCS) GPCS

GPCS services two divisions:

- Honda of Canada Manufacturing (HCM)
- Honda Manufacturing of Alabama, LLC (HMA)

Both Honda of America and Honda GPCS may send sequenced and non-sequenced requirements. The application control record SEQUENC2 is needed to process the inbound requirements correctly if the customer is receiving both sequenced and non-sequenced requirements for the same parts.

Sequenced Requirements

Sequenced requirements are requirements that the supplier ships in lot sequence order, (the order the material is consumed in at the plant). Suppliers are required to load the trailers according to the KD Lot number in descending order.

**Example:**

<table>
<thead>
<tr>
<th>Front of the trailer</th>
<th>Back of the trailer</th>
</tr>
</thead>
<tbody>
<tr>
<td>KD Lot Number 10</td>
<td>KD Lot Number 1</td>
</tr>
</tbody>
</table>

When requirements are received without a lot number and batch number but with a job sequence, the job sequence is moved into the RANNO/Lot Number field and assigned a prefix of “JOBSQ” to keep requirements unique. This value is not printed on shippers or sent back on the ASN.

Non-Sequenced Requirements

Non-sequenced requirements are also referred to as summary parts. Summary requirements do not have a KD lot number and are shipped in standard package quantity.

Both Honda of America and Honda GPCS may send small lot requirements.

Honda GPCS Discrete Requirements

Discrete requirements contain a ship schedule number that is processed into the purchase order number field in the requirement B record. When past due requirements are sent, they are sent with the original ship schedule number.
Small Lot Requirements

Small lot requirements are requirements that are less than the standard package quantity. Small lots may be used to accommodate production runs for small or developing markets.

There is a special field for Honda Small Lot requirements on the Part Cross Reference Extension file. Please refer to the “Parts Cross Reference File” section of this supplement for more details.

There are special requirements when printing the Load Sheet for Honda Small Lot requirements. Please refer to Chapter 9 (Reports) of the AutoRelease manual for more information.

The Honda Small Lot sort option must be used when sorting requirements in Shipper Maintenance. Please refer to Chapter 2 (Shipper Processing) of the AutoRelease manual for more information.

There is also a Honda Small Lot sort option when printing master/mixed/container labels. For additional bar code printing information regarding Honda Small Lot requirements, including a brief description of the scanning procedure, please see the AutoScan - OEM Special Instructions document.

Honda of America requires batch labels for small lots that are packaged together. For information on creating and printing batch labels, see the section “Batch Labels.”

Non-discrete requirements contain a ship schedule number that is processed into the purchase order number field in the requirement B record. When past due (immediate) requirements are sent, they are sent with a different ship schedule number.

Note: The ship schedule number is also referred to as the order number.

- Requirements received as 850s contain an order number.
- Requirements received as 862s contain a ship schedule number.

Business practices described in this document apply to both Honda of American and Honda GPCS, unless otherwise noted.

An additional section illustrates business practices and specific setup instructions that are unique to Honda GPCS. See the Honda GPCS section for specific business practices and file entry.

Clear by Destination

Honda may or may not send a zero quantity to cancel a part when a part that was required is no longer required. When they do not, the user may elect to clear by destination. The default is "N" for no, and “N” or blank for trading partners that do not send full files for each destination every time and for trading partners that send a zero requirement or a cancellation when a part that was required is no longer required. Requirements are cleared based on the clear flags marked in the requirement master.

Enter “Y” and all requirements for this destination location code (not destination abbreviation) for parts that are not included in this file are marked for deletion and removed during the process. (There could be multiple abbreviations for the same location code when shipping to multiple docks.) The clear flag in the requirement master must be marked.
Transaction Sets and Versions

The Honda of America module supports the following transaction sets:

- Inbound 810  Electronic Invoice  Version 4010
- 820  Remittance Advice  Version 4010
- 824  Application Advice  Version 4010
- 830  Material Release  Version 4010
- 832  Price Catalog  Version 4010
- Inbound 846  Inventory Advice  Version 4010
- Outbound 846  Inventory Advice  Version 4010
- 850  Purchase Order  Version 4010
- Inbound 856  Advance Shipping Notice  Version 4010
- Outbound 856  Advance Shipping Notice  Version 4010
- 861  Receiving Advice  Version 4010
- 862  Shipping Schedule  Version 4010
- 864  Text Messages  Version 4010
- Inbound 997  Functional Acknowledgement  Version 4010
- Outbound 997  Functional Acknowledgement  Version 4010

Honda of America transmits requirements on the following transaction sets to the supplier:

- 830 Material Release - Planning only - Never ship from the 830
- 862 Shipping Schedule
- 850 Purchase Order - Emergency Orders

The 830 (planning) and 862 (authorized ship) requirements are processed into a unique requirement master. Separate shipping papers, containers and ASNs are required for these parts. The 850 requirements (emergency orders) are processed into a unique requirement master. Separate shipping papers, containers and ASNs are required for these parts.

Transaction Sets with Requirements

The **830 Material Release** represents planning (or forecasting). The 830 provides information by part number for up to 25 weeks for Honda of America, Honda of Canada and Honda Manufacturing of Alabama. Fifty-six weeks of information is provided for American Honda Motors. Honda of America transmits 830 net quantities in standard pack. The 830 is transmitted on either Friday or Monday.

830 data is for planning only. The 830 planning and the 862 firm ship requirements may not be an exact match. Suppliers are not to ship from 830s. The “Omit 830 planning req’ts during shipping” flag on the special processing window (if marked with “Y”) prevents the 830 requirements from printing on the load sheet and displaying in shipper entry.

The **862 Shipping Schedule** represents firm requirements. Suppliers are authorized to ship daily requirements
from the 862. Honda of America transmits 862 net quantities in standard pack.

There are three types of 862 shipments, shown below:

- **Summary**: This is the most common (routine) shipment.
- **Multi-summary**: More than one shipment per day, each with a unique ship time. Summary and multi-summary shipments may be received in the same file.
- **Sequenced**: Contains lot number and sequence number.

Any shipment that is not shipped on the required ship day, is removed from the load file during the “extract.” Honda retransmits past due requirements.

If Honda determines there is an immediate need for the parts that were not shipped as scheduled, the requirement is retransmitted as “immediate demand” for summary, production shipments, and as “independent demand” for sequenced, non-production shipments.

- A summary order “immediate demand” shipment is identified with today’s date and a time equal to 0001.
- A sequenced, non-production order “independent demand” is identified with today’s date and “9”s in the lot number and sequence number fields.

**The 850 Purchase Order** represents production emergency requirements. Emergency requirements are transmitted when damaged goods are received and when “behind” status parts are expedited.

The 850 requirements are processed into a separate requirement master. The supplier is required to create separate shipping documents, ship emergency orders in separate containers and transmit separate ASNs. Honda of America may not transmit 850 requirement quantities in standard pack and requirements are not to be rounded up to standard pack.

Honda does not transmit type and frequency codes with the 850 requirements. The system assigns codes of C/C to be consistent with the 830s and 862s. Type and frequency codes are needed to access requirements using manual entry.

Some purposes of 850 requirements include the following:

- **In-Process Part Orders**: Used to replace rejected or damaged parts.
- **Repair Part Orders**: Used to repair supplier assemblies that were damaged during installation.
- **Domestic Trouble Report (DTR) Part Orders**: Used to correct inventories due to a supplier mis-shipment if applicable.
- **Test Part Orders**: Needed by several departments for quality control purposes.
- **American Honda Service Parts Orders**: Used for distribution of service parts to Honda dealers. This is the standard order type for American Honda Motors (AHM).
- **Value Added Service Parts Orders**: Parts that require additional processing at Honda prior to shipment to Honda dealers.
Transaction Sets—Inbound & Outbound

The **997 Functional Acknowledgement (outbound)**—Is required to be transmitted to Honda within 30 minutes from the time the file is received from the mailbox. Because Honda operates in a just-in-time environment, it is important that they have confirmation that each outbound transaction is successfully received by their suppliers.

The **997 Functional Acknowledgement (inbound)**—Honda transmits a 997 in response to all ASNs (856s) and inventory advices (846s) received.

The **inbound 856 - ASN**—An 856 is received from Honda when the supplier is shipping a part that is packaged with a part from another supplier (a Tier 2 supplier) or when the part being shipped contains a component part from the Tier 2 supplier.

1. The Tier 2 supplier ships parts to the Tier 1 supplier and transmits an 856 to Honda.
2. Honda transmits an 856 to the Tier 1 supplier.
3. The Tier 1 supplier verifies the shipment from the Tier 2 supplier against the 856.
4. Discrepancies between the actual shipment and the 856 are reported to Honda by creating and transmitting an 846 to Honda.

The **outbound 856 - ASN**—An 856 is transmitted from the supplier to Honda within 30 minutes of the shipment leaving the dock.

The **inbound 846 - Inventory Advice**—Honda to supplier; requiring response from supplier to Honda. Honda may initiate an 846 requesting inventory information. The supplier modifies the 846 received from Honda, then creates and transmits an 846 in response.

The **outbound 846—Inventory Advice:**

- Tier 1 Supplier to Honda—To notify Honda of a discrepancy between the 856 received from Honda that was expected to correspond with the shipment received from the Tier 2 supplier.
- Tier 1 Supplier to Honda—To notify Honda of damaged or lost parts from the Tier 2 supplier where damaged occurred while in possession of the Tier 1 supplier. These data are manually entered.

Transaction Sets with Data (Not Requirements) to be Processed

The **864 Text**—Any inbound transaction set may receive associated text. This text may be required to print on the shipper, invoice, or load sheet. It may also be printed on the Line-Up Report.

The application control record “REMARKxx” is needed to process the 864 text into the detail remark file and identify which document(s) are to print the text, whether it is printed at the beginning or end of the document, whether or not the text is to be retained in the detail remarks file, and which transaction sets are processed. Add the “REMARKxx” keyword as shown below.

<table>
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<th>Application Name:</th>
<th>*ALL</th>
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<tr>
<td>Keyword:</td>
<td>REMARKxx (xx = the OEM code)</td>
</tr>
<tr>
<td>Length:</td>
<td>40</td>
</tr>
<tr>
<td>Decimal:</td>
<td>Blank</td>
</tr>
<tr>
<td>Infor Data:</td>
<td>Leave blank to accept defaults. Or, enter appropriate values to customize.</td>
</tr>
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</table>
There are three types of comments that may be received in the 864:

- Supplier comments—Identified by the first six positions being blank, followed by the message.
- Header comments—Begin with the document number immediately followed by the message.
- Detail comments—Begin with the document number, followed by the numbers representing the type of detail that this comment is associated with, such as the part number or purchase order number.

When the keyword “REMARKHA” is activated and the Infor Data field is blank, the default is to create a detail remark for text associated with the 850 and the 862. The remark is to print as a beginning remark on the load sheet. Values may be entered in the Infor Data field to change the defaults.

The values represent the corresponding fields in the detail remarks file and are used to create a detail remarks record. The first seven values are followed by “Y” (yes) or “N” (no), with no space between the value and the “Y” or “N.” “T” is followed by the transaction set number(s) (spaces optional). Values include the following:

- A - Acknowledgement
- B - Beginning
- I - Invoice
- E - End
- L - Load Sheet
- R - Retain
- S - Shipper
- T - Transaction Set

Infor Data are entered in free format, with the following requirements:

- Any order (except “T” is last).
- Values that require a “Y” (yes) or “N” (no) must have no space between the value and the response.
- There may be spaces following the “Y” and “N,” although this is not required.
- “T” may be followed by a space, and a space may separate transaction set numbers.

Examples include the following:

- **REMARKHA w/no values entered**: The defaults are accepted. The text prints at the beginning of the load sheet for 850s and 862s. The remarks are retained.
- **REMARKHA T830**: Only text associated with 830s is processed and printed according to the defaults—printed on the load sheet only, as a beginning remark, retained.
- **REMARKHA LY SY RN T 862 850**: Text processed from the 862 and the 850 prints on the shipper and the load sheet as beginning remarks and is not retained.

### Transaction Sets Providing Information Only

The **810 Inbound Electronic Invoice**—The 810 is sent to the supplier and service parts suppliers from Honda. When Honda receives ASNs from a Tier 2 supplier (or higher), the inbound electronic invoice is used to charge or provide notification of a future payment adjustment to the lower tier supplier for the parts Honda has received.

The **820 Remittance Advice**—The 820 is issued to notify the supplier of a planned payment transaction in advance of the actual payment date. This provides the supplier the opportunity to investigate and negotiate discrepancies prior to the actual payment. A remittance advice is also issued to HAM’s financial institution to
release funds to the supplier’s financial institution.

The **824 Application Advice**—The application advice reports errors of content in files sent from the supplier to Honda of America. (The functional acknowledgement may indicate that the file was, in fact, received and that it was syntactically correct.) The application advice takes the checking procedure a step further and reports if specific content errors are found.

Honda responds with one of the following three results for each incoming transaction set:

- Transaction is accepted with no errors.
- Transaction is accepted with errors present.
- Transaction is rejected due to errors. This requires repair and retransmission of the original document.

Every instance of an “Accepted with Error” has an adverse effect on the supplier’s rating.

The **832 Price Sales Catalog**—Honda of America sends the 832 file to the supplier once a month, listing parts with the agreed upon prices for the following month. It is the supplier’s responsibility to verify that all parts are contained in the list with the accurate prices. No invoice is required. Honda of America pays from the ASN using the price in the Price Catalog. If there is a discrepancy contact your buyer. Honda of America may transmit the 832 to inform the supplier of a price change acceptance.

The **861 Receiving Advice**—The 861 is a discrepancy report providing information to notify the supplier when the ASN data are not the same as the data recorded by Honda of America when the shipment was actually received. Discrepancies are not processed into the requirement or load files. Adjustments must be made manually (when necessary) from the Manual Requirement/Shipping Adjustments Menu (RC8). When these data are no longer current, they may be purged.

The receiving advice plays an important role in the Evaluated Receipt Settlements process. (Payment may be slow when discrepancies occur.) Honda will re-request a quantity (for a short shipment) through the transmission of an 850. Or, Honda may transmit a change to the next 862.

When Honda receives a shipment without an ASN, a receiving advice is issued for the entire shipment. A supplier is not to transmit an ASN after a shipment arrives at Honda.

**Phone Expedite Orders—Unscheduled Requirements**

Honda may telephone to request unscheduled expedited orders. These orders are manually entered by the supplier using manual entry. All required information must be entered, such as the following: ship schedule number, requirement date and time, quantity and DC level. (The ship schedule number is entered in the purchase order number field, and the DC level is entered in the engineering revision field.)

**Shipper Number**

Honda of America requires the eight-position shipper number to be right-justified on all forms. All eight positions must be used. Forms that require the shipper number to be right-justified and in the upper right corner include the following:

- Shipper
- Invoice
- Master Packing List
- Customs Documents
Honda of America uses all three print methods: RPG, Adobe Central Pro, and UDF. For more information on Adobe Central Pro forms, see the document “Adobe® Central Output Server for OS/400®.” For more information on UDF, see the document “User-Defined Forms Reference.” These documents are available on Infor’s Customer Connect site at www.infor.com.

Printing Shippers

When Honda shippers are selected to print, the system compares the shipper file with the bar code file. If terminal errors are found, the shipper print does not continue and the following message displays:

"Terminal errors exist when comparing the Shipping File with the Bar Code Scanning File. You must make changes and retry this option."

The bar code data may be re-scanned and uploaded or may be maintained manually using the option Enter/ Maintain Bar Code. The shipper may be maintained using the option Enter, Change, Delete Bills of Lading. Then take the option to print shippers again. After shippers are printed, a system operator’s message prompts to load form type 8 1/2 X 11. Change the forms to print the Honda Master Packing List and respond to the message.

Reprinting Shippers

The Honda master packing list may not be reprinted when the associated shipper is printed. The data originally printed on this form are retrieved from scanned bar code data that were uploaded into the system. The uploaded bar code data are not stored in ship history and, therefore, may not be available for reprinting.

Over/Under Shipments

If a quantity other than what was sent from Honda is shipped, changes must be made to the quantity required field on the parts detail screen when creating the shipper and to the bar code label quantity field. If the quantity on the label does not match the quantity on the shipper, a terminal message displays during bar code verification. If the quantity being shipped is different from the original requirement quantity, a warning message displays.

Bar Code Verification

If the original requirement quantity cannot be found in the requirement B record when the bar code verification is performed, the following error message is printed on the bar code verification report:

"W-NO MATCHING REQUIREMENT FOUND"

This may occur if a full replacement file was processed after the shipper was created but before the shipper was finalized. The new full replacement file does not contain the requirement; therefore, the quantity cannot be found in the requirement B record. Infor suggests that the supplier does not ship the part on this shipper, because there is no current requirement for this part.
Flexible Forecasting

Honda of America sends a Flexible Forecast in addition to the Production 830 Forecast. These data are processed into history files. The Flexible Forecast is for material ordering purposes only. The qualifier “ZZ” is sent in the BFR04 segment to separate it from the Production 830. The Flexible Forecast is sent on Thursdays. To view, print, or purge Flexible Forecast information, access the Flex Forecast History (830) menu from the Honda of America VL0 menu.

Supplier Lot Numbers

Honda of America tracks lot numbers associated with shipments. Therefore, Honda of America suppliers who use bar code labels must perform the following:

- Print the supplier lot number on the bar code label.
- Scan the supplier lot number prior to printing the shipper.
- Maintain an internal link between the container serial number and the supplier lot number.
- Keep scanned label history active for 18 months.
- Keep archived scanned label data for up to 15 years.

To attach the lot number to the ASN’s LIN**BP segment (SL qualifier) from the bar code file, add the application control record “LOTLBLHA” to the Application Control file as shown below. For more information about adding application control records, see Chapter 11 of the AutoRelease main manual. This record can also be disabled by entering “N” in the Infor Data field.

<table>
<thead>
<tr>
<th>Company:</th>
<th>Your company</th>
</tr>
</thead>
<tbody>
<tr>
<td>Application Name:</td>
<td>*ALL</td>
</tr>
<tr>
<td>Keyword:</td>
<td>LOTLBLHA</td>
</tr>
<tr>
<td>Length:</td>
<td>1</td>
</tr>
<tr>
<td>Decimal:</td>
<td>Blank</td>
</tr>
<tr>
<td>Infor Data:</td>
<td>Y</td>
</tr>
</tbody>
</table>

Unlimited Company Processing

The ability to submit up to 500 companies, or “unlimited company processing,” is available for the manual or AutoReceive Breakdown, Print, and Process options. These companies are entered in user profiles. For more information on entering companies in user profiles, see the section “Set Up Security File” in Chapter 11 of the AutoRelease main manual.
Security

Communication Method

Honda of America uses the Advantis network or the HST hub.

Identify the network being used with the option “Maintain Network Selection” and enter security requirements (identification codes, passwords, and so forth) before attempting to receive or transmit. Network security for each network is entered one time, but may be accessed by multiple trading partners.

Network security may be accessed from an AutoRelease VL0 menu, from the AutoMap main menu (Map Maintenance), or from within the AutoRelease ACM module. For more information about ACM, see Chapter 17 of the AutoRelease main manual. Requirements can be received from the network, from any OEM “receive” menu that uses the same network, or, if a mapped trading partner, from the AutoMap mailbox monitor. All OEMs received from the same network are received at one time regardless of which “receive” option is used.

Honda FTPS and Honda ANX Passwords

For the Honda FTPS or Honda ANX communications methods, users may set up password rotation through ACM for specified ACM mailboxes. Password rotation designates a certain set of passwords to be automatically rotated after a specified length of time for a particular mailbox. See the section “Menu Option 17—Password Rotation Setup” in Chapter 17 of the AutoRelease main manual for instructions. When setting up Honda FTPS or Honda ANX passwords, note that passwords

- May not contain the current month and year, in either numeric or alphanumerical representation.
- Must contain at least six characters.
- Must contain at least one numeric and one alphanumerical character.
- May not be longer than 14 characters.
- May not contain more than three consecutive characters repeated from within the previous password.
- May not contain more than two identical consecutive characters.
- May not be reused until after at least 12 unique passwords have been used. Access the PLPPRHST file to compare the previous 12 passwords used.
Implementation

Identification Code File

The Identification Code file is used when taking the options to Split and Breakdown a file received from Honda. It is also used when uploading bar code data, transmitting ASNs, when receiving 997s to determine whether or not to print and when printing ASN acknowledgements to determine company number. The Identification Code file is used differently by different manufacturers.

As many as five Identification Code files may need to be entered if shipments are made to all four divisions:

- Initial record: Honda of America and Honda GPCS
- 2nd record: American Honda Motors Co., Inc.
- 3rd record: Honda of Canada Manufacturing
- 4th record: Honda of Alabama
- 5th record: SUPPID 997

Initial Record

(Trading partnership record required)

<table>
<thead>
<tr>
<th>Field</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Company Number</td>
<td>xx</td>
</tr>
<tr>
<td>OEM Code</td>
<td>HA</td>
</tr>
<tr>
<td>Plant ID</td>
<td>Supplier Code</td>
</tr>
<tr>
<td>OEM ID</td>
<td>Honda of America ID - HOAM HAMFG</td>
</tr>
<tr>
<td>Corporate ID</td>
<td>Not used by Honda of America</td>
</tr>
<tr>
<td>Remit to Duns Number</td>
<td>Not used by Honda of America</td>
</tr>
<tr>
<td>VAT Code</td>
<td>Tax ID</td>
</tr>
<tr>
<td>Transmission Mode</td>
<td>P</td>
</tr>
<tr>
<td>Smart Labels</td>
<td>Y or N</td>
</tr>
<tr>
<td>Pallet Staging</td>
<td>Y or N</td>
</tr>
<tr>
<td>Bar Code File Transfer</td>
<td>Y or N</td>
</tr>
<tr>
<td>Variable Unwrap Print</td>
<td>Y or N</td>
</tr>
<tr>
<td>Automatic print of 997</td>
<td>Y or N</td>
</tr>
<tr>
<td>AutoMap</td>
<td>N</td>
</tr>
</tbody>
</table>

Errors that occur during the Split that indicate a code is missing from the Identification Code file are referring to OEM ID.

Errors that occur during the Breakdown that indicate a code is missing from the Identification Code file are referring to plant ID.

Enter a separate record for the American Honda Motors Co., Inc., and Honda of Canada Manufacturing divisions.
American Honda Motors Co., Inc.

(Trading partnership record required)

Company Number - xx
OEM Code - HA
Plant ID - 6-digit supplier code + 00 as a suffix

Press Enter to display remaining fields:

OEM ID - American Honda ID - HAHM AHMEC
Corporate ID - Not used by Honda of America
Remit to Duns # - Not used by Honda of America
Transmission Mode - P
Smart Labels - Y or N
Pallet Staging - Y or N
Bar Code File Transfer - Y or N
Variable Unwrap Print - Y or N
Automatic print of 997 - Y or N
AutoMap - N

Honda of Canada Manufacturing

(Trading partnership record required)

Company Number - xx
OEM Code - HA
Plant ID - 6-digit supplier code + 01 as a suffix
OEM ID - Honda of Canada ID - HCMH HCMEC
Corporate ID - Not used by Honda of America
Remit to Duns Number - Not used by Honda of America
VAT Code - Tax ID
Transmission Mode - P
Smart Labels - Y or N
Pallet Staging - Y or N
Bar Code File Transfer - Y or N
Variable Unwrap Print - Y or N
Automatic print of 997 - Y or N
AutoMap - N

Enter a separate record for the Honda of Alabama division. The first record contains your supplier code in the plant ID field. The Honda of Alabama 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. The “dummy” records are used to find the company number for the additional plant IDs during the Split.
Honda of Alabama
(Trading partnership record not required)

Company Number - xx
OEM Code - HA
Plant ID - Dummy ID*
OEM ID - Honda of America ID - Alabama - HMFG HMAEC
Corporate ID - Not used by Honda of America
Remit to Duns Number - Not used by Honda of America
VAT Code - Tax ID
Transmission Mode - P
Smart Labels - Y or N
Pallet Staging - Y or N
Bar Code File Transfer - Y or N
Variable Unwrap Print - Y or N
Automatic print of 997 - Y or N
AutoMap - N

* A suggested “dummy” ID is your supplier code with “AB” as a suffix.

East Liberty Auto Plant (ELP)

Note that a trading partnership record is required to be set up for ELP, with “HOAM HXMFG” as the Receiver ID.

Company Number - xx
OEM Code - HA
Plant ID - Dummy ID*
OEM ID - Honda of America ID - HOAM HXMFG
Corporate ID - Not used by Honda of America
Remit to Duns Number - Not used by Honda of America
VAT Code - Tax ID
Transmission Mode - P
Smart Labels - Y or N
Pallet Staging - Y or N
Bar Code File Transfer - Y or N
Variable Unwrap Print - Y or N
Automatic print of 997 - Y or N
AutoMap - N

* A suggested “dummy” ID is your supplier code with “AB” as a suffix.
SUPPID 997 Record

(Trading partnership record required)

Honda of America requires consecutive ISA and GS control numbers in the EDI enveloping. To accomplish this an additional Identification Code record must be entered with SUPPID 997 as the plant ID. Without this record, the control number is created based on date and time.

- Company Number: -xx
- OEM Code: -HA
- Plant ID: -SUPPID 997
- OEM ID: Not used by Honda of America
- Corporate ID: Not used by Honda of America
- Remit to Duns Number: Not used by Honda of America
- VAT Code: -Tax ID
- Transmission Mode: -P
- Smart Labels: -Y or N
- Pallet Staging: -Y or N
- Bar Code File Transfer: -Y or N
- Variable Unwrap Print: -Y or N
- Automatic print of 997: -Y or N
- AutoMap: -N
Trading Partnership File

Machine readable records must be entered before the trading partnership records can be created because customer and destination abbreviations are validated.

The trading partnership file is used to enter data to be used in the “enveloping” of the electronic file being transmitted instead of using the Identification Code file and the hard-coding within the programs. When a trading partner changes their enveloping, the change may be made, by the user, in the trading partnership file, instead of waiting for a program change.

Press F14 (Trading Partnership File) after entering the appropriate data in the Identification Code file.

Follow the steps below to create default values:

1. Press F6 (Add) from the ISA list screen.
2. Enter customer abbreviations if running multiple versions of Honda (Star, America, and GPCS).
   
   Note: Destination abbreviations may be required. Honda requires a separate record for each destination.
   The first record created represents Honda and is copied and modified to create a record for other divisions.
3. Press Enter.
4. Enter the code representing the data format (“A” for ISA).
5. Press Enter. The ISA detail screen displays.
6. Press F7 (Infor defaults):
   
   Initial Record
   Two ISA records are created (one used for 846s and one for 856s).
   Two GS records are created (one for each transaction set: 846 and 856).
   One communication record is created (Advantis).
   If the control number is to start at a number other than “0,” the control numbers screen must be accessed, F14 (Control#) from the ISA list screen. No modifications are needed to the ISA records. Modifications are needed to the GS detail screen. The Advantis record must be modified.
   
   997 Record
   One ISA record is created.
   One GS record is created (997).
   One communication record is created (Advantis).
   If the control number is to start at a number other than “0,” the control numbers screen must be accessed, F14 (Control#) from the ISA list screen. No modifications are needed to the ISA record. Modifications are needed to the GS detail screen. The Advantis record must be modified.
7. Press Enter. The ISA list screen displays.
8. Press F14 (Control#) to enter the ST control number.
Control Numbers Screen

Control Numbers

ISA Control#: __________
GS Control#: __________
ST Control#: __________

F12=Return

ST Control # - The number in this field represents the last ST control number used when the “create and transmit” option was taken for the 846, 856, or 997. This applies only when the non-repeating transaction control number field is marked with “Y” on the GS detail screen. The ST control number is incremented by one each time an 846, 856, or 997 file is transmitted. If this field is blank (representing “zero”), after the first transmission, it is increased to “one.”

9. Press Enter. The ISA list screen displays with two ISA records (846 and 856).
10. Select each record one at a time with “1.”
ISA Detail Screen

Maintain Trading Partnership File

Company Number........ 13  
OEM Code.................... HA
Supplier ID.............. R54358902378
Customer Abbrv(O)......
Destination Abbrv(O)....

User Define Description: PRODUCTION ASN RECORD

Qualifier/Information
Authorization: 00 __________ Active (Y)/(N): Y
Security: 00 __________
Sender: 01 R54358902378
Receiver: ZZ HOAM HAMFG

Control Standards ID: U  
Version Identifier: 00300
Segment Terminator: A1

Computer Generated ISA Control Number: _

F7=Update Infor Defaults F8=OEM Commun. F10=GS Level F12=Return

Required Changes for the 846 and 856 ISA Records

No modification is required to the ISA record. However, Infor recommends that the description clearly identify the record. If separate records are created for each destination, identify the destination and the transaction set. If one record is used for all destinations, do not enter the destination abbreviation, and identify the transaction set in the description.

Required Changes for the SUPPID 997 ISA Record

Sender ID—Leave blank. The system creates the sender ID from the incoming receiver ID.
Receiver ID—Leave blank. The system creates the receiver ID from the incoming sender ID.

13. Select the GS record with “1” and press Enter to display the GS detail screen. Default data can be viewed or maintained.
### GS Detail Screen

#### Maintain Functional Identifier

<table>
<thead>
<tr>
<th>Field</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Company Number</td>
<td>13</td>
</tr>
<tr>
<td>OEM Code</td>
<td>HA</td>
</tr>
<tr>
<td>Supplier ID</td>
<td>12345600</td>
</tr>
<tr>
<td>Customer Abbrv(O)</td>
<td></td>
</tr>
<tr>
<td>Destination Abbrv(O)</td>
<td></td>
</tr>
<tr>
<td>Transaction Type</td>
<td>856</td>
</tr>
<tr>
<td>Functional Identifier</td>
<td>SH</td>
</tr>
<tr>
<td>Application Sender</td>
<td>12345600</td>
</tr>
<tr>
<td>Application Receiver</td>
<td></td>
</tr>
<tr>
<td>Responsible Agency Code</td>
<td>X</td>
</tr>
<tr>
<td>Version/Release/Industry</td>
<td>004010</td>
</tr>
<tr>
<td>(T)est/(P)roduction</td>
<td>P</td>
</tr>
<tr>
<td>Acknowledge Requested</td>
<td>N</td>
</tr>
<tr>
<td>Last Date Used</td>
<td>0/00/00</td>
</tr>
<tr>
<td>Last Time Used</td>
<td></td>
</tr>
<tr>
<td>Number Times Used</td>
<td></td>
</tr>
<tr>
<td>Computer Generated Group Control Number</td>
<td>_</td>
</tr>
</tbody>
</table>

#### Processing Option

The default is blank; an unwrapped file is not to be viewed before the transmission. Or, change to “P” to activate an unwrapped file to be viewed before the transmission (optional).

#### Required Changes for the 846 and 856 GS Records

- **Non-Repeating Transaction Control Number**
  - Enter “Y” (required). Honda requires the ST control number to be unique and not repeated for 1 year (365 days).
  - **Note:** As destinations are added, some transaction sets may require different version numbers for different destinations. The version number on this screen must be modified if a plant requires a version other than 4010.

#### Required Changes for the SUPPID 997 GS Record

- **Non-Repeating Transaction Control Number**
  - Enter “Y” (Required). Honda requires the ST control number to be unique and not repeated for 1 year (365 days).

- **Application Sender**
  - Leave blank. The system creates the sender ID from the incoming sender ID.

- **Application Receiver**
  - Leave blank. The system creates the receiver ID from the incoming sender ID.

14. Press Enter.
15. Press F12 to return to the ISA detail screen.
16. Press F8 (OEM Communications).
17. Enter “1” next to the Advantis record.

<table>
<thead>
<tr>
<th>Company Number........ 13</th>
</tr>
</thead>
<tbody>
<tr>
<td>OEM Code.................. HA</td>
</tr>
<tr>
<td>Supplier ID............. 12345600</td>
</tr>
<tr>
<td>Customer Abbrv..........</td>
</tr>
<tr>
<td>Destination Abbrv.......</td>
</tr>
<tr>
<td>Transaction Type........</td>
</tr>
</tbody>
</table>

-- Advantis Communication --
OEM Account ID: HOAM
OEM User ID:    HAMFG
Message Class:  X12

Suppress Nickname Build: Y Y/N
Override Network Selection: _ Y/N
Supplier Network Selection: _
F12=Return

Message Class - Enter “X12.”
Suppress Nickname Build - Enter “Y.”

19. Press Enter.
20. Press F12 twice to return to the ISA list screen.
21. Repeat steps 10–20 for each ISA record.

Setup is complete when the communication record has been modified.
Honda of America—Machine Readable Customer File

Two customer abbreviations must be created (one for 862 requirements and one for 850 requirements). This can be accomplished with one record using the “Alternate Customer Abbrev” field.

Note: These customer abbreviations must be unique to Honda of America. Do not use the same abbreviations used with the Honda Star system (OEM code D).

CUSTOMER ABBREVIATION RECORD

Company Number ............ 13
OEM Code ................ HA
Identification Number ... HOAM HAMFG06

Customer Abbreviation ..... HAM1

Company Name ............... HONDA OF AMERICA
Body & Assembly ............ _ (Y/N)
CMMS Format ............... N (Y/N)
Alternate Customer Abbrev.. HAM2

Ship Direct ............... N (Y/N)

F1=Help  F10=Delete  F12=Return

The first abbreviation is entered in the customer abbreviation field. This is used for the 830/862 requirements when creating the requirement and price files (and any master files where the customer abbreviation is optional, if you decide to use a customer abbreviation).

The second abbreviation is entered in the alternate customer abbreviation field. This is used for the 850 (emergency) requirements when creating the requirement and price master files (and any master files where the customer abbreviation is optional, if you decide to use a customer abbreviation).
Parts Cross Reference File

**PART CROSS REFERENCE MAINTENANCE**

Company ............... 13
Customer Abbreviation .... HAM1
Customer Part Number ....... 123456789
Destination Abbreviation ... (O)
Bar Code Part Number ......
Internal Part Number ......
Part Description ........
Color Description ..........
Part Weight (5 dec) _______ Metal Thickness (3 dec)
OEM Misc Information #1 .. Reason Code
OEM Misc Information #2 .. Reason Code
Shipping Warehouse ....... DR Account ....... 
Shipping Location ....... CR Account .......
Cosignee Warehouse ....... Section Number ...
Cosignee Location ....... Rule Number .......
Province of Origin .......
Harmonized System Code ... User Defined 
F1=Help F7=Dimension F9=Extension F12=Return

**IPP Tag Numbers**

One or two IPP tag numbers may be entered in the Parts Cross Reference file with their associated reason codes. Typically, the IPP tag numbers are scanned. There is no need to enter the IPP tag number in the Parts Cross Reference file if this information is scanned.

Data entered in the OEM Misc Information fields for a Honda part are extracted and may be viewed on the ASN maintenance screen. However, if IPP tag data are scanned, the scanned data are included in the ASN field, and the data from the ASN maintenance screen are ignored.

If IPP data are scanned incorrectly, they must be changed in the Bar Code Maintenance file, not in the ASN Maintenance file.

The IPP data entered in the Parts Cross Reference file are removed during the “extract” after being placed in the ASN file.

**Note:** American Honda Motors (AHM) does not use IPP tag numbers.

Valid Reason codes include the following:

- 1 - Design Change
- 2 - New Supplier
- 3 - Material Change
- 4 - Mfg. Method Change
- 5 - Mfg. Process Order Change
- 6 - Machine Change
Reason codes may be entered with or without preceding zeros or blanks.

**Container Labels/ASNs**

The Country of Origin is required on container labels, and the ASN and the shipment net weight is required on the ASN. Enter this information on the Part Cross Reference Maintenance or ASN Maintenance screens. If this information is not entered, terminal errors result when transmitting 856s. The data must then be entered on the ASN Maintenance screen before continuing.

**Country of Origin**

The rules for the Country of Origin vary per division. Enter Country of Origin information on the Part Cross Reference Maintenance screen as follows:

**HAM/HCM/HMA**
- For Parts made in the USA, enter “US” in the Country of Origin field and the state code in the Province of Origin field. “US” prints on the bar code labels and “UXX,” where “XX” is the state code, prints on the ASN.
- For Parts made outside the USA, enter the two-digit NAFTA code in the Country of Origin field.

**AHM**
- Enter the FTC Country Code in the Country of Origin field.

**Note:** Dashes are added between the 1 and 2, 3 and 4, and 5 and 6 positions of any 7-character Country of Origin code when the bar code labels are printed. The bar code template (HAC01) adds the dashes. Customers who do not use Infor templates need to add these dashes manually.
Shipment Net Weight

Enter shipment net weight on the Part Cross Reference Maintenance screen in the Part Weight field.

<table>
<thead>
<tr>
<th>Part Cross Reference Maintenance</th>
</tr>
</thead>
<tbody>
<tr>
<td>RLD13400B</td>
</tr>
<tr>
<td>Company ......................... 46</td>
</tr>
<tr>
<td>Customer Abbreviation ......... 200</td>
</tr>
<tr>
<td>Customer Part Number .......... 00X3BS84 K000</td>
</tr>
<tr>
<td>Destination Abbreviation ...... (O)</td>
</tr>
<tr>
<td>Bar Code Part Number ........... 00X3BS84 K000</td>
</tr>
<tr>
<td>Internal Part Number .......... HONDAPT38</td>
</tr>
<tr>
<td>Part Description .............. 98 CIVIC 2DR KE/OM</td>
</tr>
<tr>
<td>Color Description ............</td>
</tr>
<tr>
<td>Part Weight (5 dec) ........... 5.70000</td>
</tr>
<tr>
<td>Metal Thickness (3 dec) ........</td>
</tr>
<tr>
<td>OEM Misc Information #1 .. .... Reason Code</td>
</tr>
<tr>
<td>OEM Misc Information #2 .. .... Reason Code</td>
</tr>
<tr>
<td>Shipping Warehouse ............ DR Account ........</td>
</tr>
<tr>
<td>Shipping Location ............. CR Account ........</td>
</tr>
<tr>
<td>Consignee Warehouse .......... Section Number ...</td>
</tr>
<tr>
<td>Consignee Location ............. Rule Number ......</td>
</tr>
<tr>
<td>Country of Origin ............. US Origin Criterion</td>
</tr>
<tr>
<td>Province of Origin ........... IN</td>
</tr>
<tr>
<td>Harmonized System Code ....... User Defined</td>
</tr>
</tbody>
</table>

F1=Help F7=Dimension F12=Return
ASN Maintenance Screen

If the Country of Origin and shipment net weight are not entered on the Part Cross Reference Maintenance screen, the information must be entered on the ASN Maintenance screen before transmitting the 856.

<table>
<thead>
<tr>
<th>Sequence number</th>
<th>ASN MAINTENANCE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shp# .........</td>
<td>124</td>
</tr>
<tr>
<td>OEM ............</td>
<td>HA</td>
</tr>
<tr>
<td>Shp Date....</td>
<td>5/10/99</td>
</tr>
<tr>
<td>ASN ............</td>
<td>C</td>
</tr>
<tr>
<td>Qty Shp......</td>
<td>60</td>
</tr>
<tr>
<td>Net Weight......</td>
<td>420</td>
</tr>
<tr>
<td>Unit of Mea..</td>
<td>EA</td>
</tr>
<tr>
<td>Tare............</td>
<td>302</td>
</tr>
<tr>
<td>Container Qty...</td>
<td>60</td>
</tr>
<tr>
<td>Cont. Desc......</td>
<td>CTN25</td>
</tr>
<tr>
<td>Plant ID.....</td>
<td>13182001</td>
</tr>
<tr>
<td>In-House Prt#..</td>
<td>HONDAPT10</td>
</tr>
<tr>
<td>Seller lot #.</td>
<td></td>
</tr>
<tr>
<td>Cust Prt # ....</td>
<td>36770S84 A000M1</td>
</tr>
<tr>
<td>Prod. lot #.</td>
<td>000198030181</td>
</tr>
<tr>
<td>Engr. Level....</td>
<td>10M101</td>
</tr>
<tr>
<td>Project #....</td>
<td></td>
</tr>
<tr>
<td>Customer Cont #</td>
<td>004321C2</td>
</tr>
<tr>
<td>Job Sequence.</td>
<td>201</td>
</tr>
<tr>
<td>IPP Tag 1....</td>
<td>Ret. Cont......</td>
</tr>
<tr>
<td>IPP Reason 1.</td>
<td>P.O. Ship/schd.</td>
</tr>
<tr>
<td>IPP Tag 2....</td>
<td>Country of Org.</td>
</tr>
<tr>
<td>IPP Reason 2.</td>
<td>State of Org...</td>
</tr>
</tbody>
</table>

F10=Delete  F12=Return

Extension File Screen

The Package Qty field on the Maintain Parts Cross Reference Extension File screen (accessed from the main Part Cross Reference Maintenance screen by pressing F9) is used for Honda Small Lot requirements. A quantity should only be entered in this field if the package quantity on the Requirement Master differs from the small lot quantity.

Part Numbers

Enter the customer part and bar code part numbers in the Parts Cross Reference file exactly as they are sent through EDI, without dashes.

Model Year

Honda does not send model year. Therefore, the requirement and price files must be entered leaving the model year field blank.
CUM Required Prior

Honda does not send CUM required prior. Ahead/behind calculations are not performed. There is no need to enter CUM required prior or CUM shipped for Honda. However, if CUM shipped is entered for internal tracking purposes, enter an equal amount in the CUM required prior.

CUM required prior may be entered using the option Enter Manual Requirements and either using F5 from the entry screen or entering it directly on the header screen.

Retrieve Company Number from Parts Cross Reference File

Application Control Record

The application control record PXCO#xx may be added to the Application Control file so that the company number is retrieved from the Parts Cross Reference file instead of from the Identification Code file, if the following are applicable:

- Honda of America supplier has only one DUNS/Supplier ID representing multiple plants.
- Each plant ships unique parts.
- Each plant is entered as a separate company.
- All companies use the same customer and destination abbreviations.

The Parts Cross Reference Company Retrieval report is printed when the Breakdown option is taken. This report lists company numbers and the associated customer part numbers found in the Parts Cross Reference file. Add the PXCO#xx control record as described below, where xx is the OEM code. For more information about adding control records, see Chapter 11 of the AutoRelease main manual.

<table>
<thead>
<tr>
<th>Application Name:</th>
<th>*ALL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Keyword:</td>
<td>PXCO#xx</td>
</tr>
<tr>
<td>Length:</td>
<td>1</td>
</tr>
<tr>
<td>Decimal:</td>
<td>Blank</td>
</tr>
<tr>
<td>Infor Data:</td>
<td>Y</td>
</tr>
</tbody>
</table>

For the Retrieve Company Number from Parts Cross Reference File ENHANCED feature, the following were added:

- Supplier ID
- Keyword ‘ENHANCED’

The supplier receives inbound EDI for multiple Supplier IDs when each Supplier ID meets all requirements for Retrieve Company by Parts Cross Reference and each Supplier ID shares customer part numbers between the Supplier IDs and has a different set of companies.

Note in the example below that Customer Parts AAA and CCC have the same part number although each is listed under a different Supplier ID. Also, each has a different Company Number even though the Customer Part number does not change.
Note: This enhancement is available only for select OEMs.

When the ENHANCED option is used, the Parts Cross Reference file must contain the Supplier ID. For more information, see “Maintain the Parts Cross Reference File” on page 32.

To activate the Retrieve Company by Parts Cross enhancement, do the following:

- Maintain the Application Control File for the keyword PXCO#HA
- Change the Infor Data length to 8
- Place the word ENHANCED in the variable (shown below)

** Application Name:   *ALL  Keyword: PXCO#xx  Length: 8  Decimal: Blank  Infor Data: ENHANCED

<table>
<thead>
<tr>
<th>Supplier ID</th>
<th>CO</th>
<th>Supplier ID</th>
<th>CO</th>
</tr>
</thead>
<tbody>
<tr>
<td>12345</td>
<td></td>
<td>98761</td>
<td></td>
</tr>
<tr>
<td>Cust Part AAA</td>
<td>01</td>
<td>Cust Part AAA</td>
<td>03</td>
</tr>
<tr>
<td>Cust Part BBB</td>
<td>01</td>
<td>Cust Part CCC</td>
<td>04</td>
</tr>
<tr>
<td>Cust Part CCC</td>
<td>02</td>
<td>Cust Part EEE</td>
<td>03</td>
</tr>
<tr>
<td>Cust Part DDD</td>
<td>02</td>
<td>Cust Part FFF</td>
<td>04</td>
</tr>
</tbody>
</table>

F12=Return
Maintain the Parts Cross Reference File

Use the Parts Cross Reference File with the ‘ENHANCED’ option. For more information, see “Retrieve Company Number from Parts Cross Reference File” on page 30.

Because the same customer part number can be used by multiple companies, the Supplier ID must now be added to the Parts Cross Reference record for the Breakdown program to identify which company number should be retrieved. To accomplish this, a new field was added to the Reference Maintenance screen (see below):

```
RLD13400B PARTS CROSS REFERENCE MAINTENANCE

Company ......................... 01
Customer Abbreviation .......... HAM850
Customer Part Number ........... 88500SWA A413C1 NH609L
Destination Abbreviation ....... (0)

Bar Code Part Number ........... 88500SWA A413C1 NH609L
Internal Part Number .......... HA850PART1
Part Description .................
Color Description............... Part Weight (5 dec) 1.75000 Metal Thickness (3 dec)
OEM Misc Information #1........... Reason Code
OEM Misc Information #2........... Reason Code
Shipping Warehouse................ DR Account ....
Shipping Location................ CR Account ....
Consignee Warehouse.............. Section Number ...
Consignee Location............... Rule Number ..... Country of Origin............... USA Origin Criterion .
Province of Origin............... US
Harmonized System Code......... User Defined
Supplier ID ...................... 12252558

F1- Help F7=Dimension F9=Extension F12=Return
```

The Supplier ID associated with each Company, Customer Abbreviation, and Customer Part Number record must be entered into the Supplier ID field. This is necessary only if you are using the Enhanced PXCO#HA keyword.

During the Honda Breakdown, if the Supplier ID is not entered or does not match the Supplier ID in the receive file, an error prints on the “Honda of America Parts Cross Reference/Company Retrieval” report stating that a match was not found.

The Honda Parts Cross Reference Company Retrieval Report prints when the “breakdown” option is taken. This report lists the company number and the associated customer part number that was found in the Parts Cross Reference file.
NOTE: A program was written to update the Parts Cross Reference records with the Supplier ID. To run the program, do the following:

1. > Make sure no process is accessing the Parts Cross Reference File (PXREF)
2. > Make sure the FUTDTALIB or its equivalent is in the library list and from a command line enter:
   **CALL CONVRPXREF**

The following screen displays:

```
CONVDPXREF    ADD SUPPLIER ID TO PARTS CROSS REFERENCE FILE

OEM ...................... __
Company ................__
Customer Abbreviation ...... ______
Destination Abbreviation ... ______  (O)

Supplier ID ............... __________________
Remove Supplier ID ....... _ (Y or blank)

F3=Exit
```

3. Enter the OEM to validate the Supplier ID because the Parts Cross Reference File does not contain the OEM.
4. Enter the Company, Customer Abbreviation, and Destination Abbreviation (optional) for the group of part records to be updated
5. Enter the Supplier ID that is to be attached.
   Note that multiple error messages can be generated if the criteria entered is not valid.
6. If you want to remove the Supplier ID from a group of records, leave the Supplier ID field blank and place a ‘Y’ in the “Remove Supplier ID” field. This blanks out the Supplier ID on the selected part records. All parts for the entered criteria appear on the generated listing, even if the Supplier ID was originally blank.
7. When you fill in the appropriate fields, press Enter to submit the program. A report is generated listing all records that were updated and placed on hold in the customer’s output queue.
   Note: The program updates every record that matches the selection criteria even if the value was previously present.
Carrier File

During the time when there are shipments from both the Honda Star system (OEM code D) and the Honda of America system (OEM code HA), you need to create a shipping document to combine all shipments for the freight carrier.

This is accomplished by marking the Honda freight carrier as a pool carrier and printing a pool bill for the freight carrier. Freight costs are reduced when there is one master shipping document identifying all material to a single destination.

There may be as many as three shippers to a single Honda destination, for example:

- Honda Star shipment.
- Honda of America 862 shipment.
- Honda of America 850 shipment.

Infor recommends that the supplier create two carrier records for the same carrier. Each record is to be used for shipments from both Honda modules (OEM codes D and HA):

- One issued when there are multiple shippers to the same destination and the pool bill is needed.
- The second is used when there is only one shipper to the destination, so the pool bill is not created.

“P” in the pool carrier field is used to create a pool bill to combine shipping documents whenever there are multiple shippers to a single destination.
Pool Address

When “P” is entered in the pool carrier field in the carrier file, the customer and destination addresses must be entered in the pool address file.

```
MAINTAIN POOL ADDRESS MASTER FILE

Company Number .......... 13 DOCUMENTATION DEPARTMENT >
Carrier Number .......... 100

OEM Address 1 .......... HONDA OF AMERICA
OEM Address 2 .......... _________________________________
Pool Loc. Name .......... MARYSVILLE AUTOMOTIVE PLANT
Pool Loc. Address....... 24000 HONDA PARKWAY
Pool Loc. City,St.,Zip.. MARYSVILLE, OHIO 43040-9251
Routing ................ _________________________________
Delivering Carrier ..... _________________________________

F1=Help   F12=Return
```

“OEM Address 1” and “OEM Address 2” are used for the customer name and address. Enter the address of the Honda destination as the pool location address.
## Destination File

Honda sends both ship and arrival dates on the material release (830). The load file is created or updated based on the entry in the Arrival/Ship Dates field in the destination file.

### MAINTAIN DESTINATION MASTER FILE

<table>
<thead>
<tr>
<th>Field</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Company Number</td>
<td>13</td>
</tr>
<tr>
<td>Destination Number</td>
<td>1</td>
</tr>
<tr>
<td>Name 1</td>
<td>HONDA OF AMERICA PLANT1</td>
</tr>
<tr>
<td>Name 2</td>
<td></td>
</tr>
<tr>
<td>Address 1</td>
<td>4567 ACCORD ST.</td>
</tr>
<tr>
<td>Address 2</td>
<td></td>
</tr>
<tr>
<td>Address 3</td>
<td></td>
</tr>
<tr>
<td>City/State</td>
<td>EAST LIBERTY</td>
</tr>
<tr>
<td>Zip Code</td>
<td>45642</td>
</tr>
<tr>
<td>Country</td>
<td>USA</td>
</tr>
<tr>
<td>Arrival/Ship Dates (A/S)</td>
<td>A</td>
</tr>
<tr>
<td>Delivery Travel Time (Hrs/Min)</td>
<td></td>
</tr>
<tr>
<td>Delivery Travel Time (Days)</td>
<td></td>
</tr>
<tr>
<td>Available Ship Days</td>
<td>S _ M _ T _ W _ H _ F _ S _</td>
</tr>
<tr>
<td>F1=Help F12=Return</td>
<td></td>
</tr>
</tbody>
</table>

### Arrival/Ship Dates (A/S)

If “A” is entered, arrival dates are used on the load sheet and at shipper entry time. If “S” is entered, ship dates are used.

### Honda Destination

Enter the three-position alphanumeric code assigned by Honda representing the Honda plant ID, to print on the Master Packing List. Valid Honda Plant IDs include the following:

- 100 - HAM Finance
- 200 - Marysville Auto Plant (MAP)
- 210 - East Liberty Auto Plant (ELP)
- 220 - Marysville Motorcycle Plant (MMP)
- 230 - International Parts Supply (IPS) for South America and Asia
- 240 - Service Parts Procurement (SPP)
- 250 - International Parts Supply for Honda of Canada (HCM)
- 260 - International Parts Supply for Honde de Mexico (HDM)
- 270 - International Parts Supply for Motorcycle CKD Plants (CKD)
- 300 - Anna Engine Plant (AEP)
- 400 - Domestic Supply Parts Suppliers (DSPS 1)
EDI Code File

The type and frequency codes are verified when entering manual requirements and when changing requirement B and C records.

Honda does not transmit type and frequency codes with 850 (emergency) requirements. The system assigns type and frequency codes of C/C to be consistent with 830 and 862 requirements.

Create an EDI code record for requirement type C, frequency C.

Create an additional EDI code record for each type and frequency that Honda sends.

Planning records are sent with type D and frequency M.
Honda may send requirements in a four-week bucket with a type and frequency of DT. This four-week bucket is a rolling four-week total and does not correspond to a monthly time period. Therefore, requirements with a type and frequency DT are divided into four weekly requirements by dividing the quantity by four. If there are requirements remaining after the division, they are distributed among the four weeks. AutoRelease changes the type and frequency from DT to DW to represent weekly requirements. To make the DT requirements different from the DW requirements, one second is added to the time. The DT requirements are deleted and are displayed on the requirement edit list.

**Note:** Honda may send DT requirements with a zero quantity. The zero requirements are not divided into weekly buckets and are not processed. The DT requirements with a zero quantity are removed during the process.

### Requirement Master

The Honda of America (OEM code HA) requirement masters must be unique, different from the Honda GPCS (OEM code HA) and Honda Star (OEM code D) requirement masters.

For both Honda of America and Honda GPCS, requirements received on the 862 and on the 850 are both valid authorized ship requirements. They cannot be processed into the same requirement master, or the 862 data override the 850 data.

Two separate requirement masters (with unique customer abbreviations) are needed for the Honda America 830/862 (planning and authorized ship) requirements and for 850 (emergency) requirements. Two separate requirement masters (with unique customer abbreviations) are needed for the Honda GPCS 830/862 (planning and authorized ship) requirements and for 850 (emergency) requirements. The Honda of America and Honda GPCS requirement masters must be different from the Honda Star requirement masters.

Therefore, it is possible that the same company, customer, destination, and part could have five requirement masters with five separate customer abbreviations, as shown below:

- One for the Honda of America 830/862 (OEM code HA).
- One for the Honda of America 850 (OEM code HA).
- One for the Honda GPCS 830/862 (OEM code HA).
- One for the Honda GPCS 850 (OEM code HA).
- One for the Honda Star system (OEM code D).
830/862 Requirement Master

The Requirement Master Entry Screen

```
REQUIREMENT MASTER ENTRY          ADD
Company 13  Customer HAM1  Part HAM000000  Destination MARYSV MY

Customer Part # ....  71700SV4 A000AA01 YR169L  OEM Code ....... HA
Supplier Code ...... 13182001  OEM Division ...
Customer # .......... 1  Destination # ...... 1
Commodity Code ..... 50  Unit of Measure .... EA
Controlling Source . _____  Price Code .......... A
Dock Code ..........  __________  Trailer Capacity ... ____
Container Part # ... ________________  Package Quantity ... 120

________ MRP _______ Reports _______ Clear ________
866 _ 862 _ 830 _ 850 _ 866 _ 862 X 830 X 850 _
Process P.O.s _
```

The customer abbreviation in this example is “HAM1.” HAM1 matches the entry in the customer abbreviation field in the machine readable file.

**Clear Flags**

Mark the 862 and the 830 clear flags. Honda sends complete replacement files.

```
866 862 830 850
_ X X _
```

These entries are subject to change based on the files Honda transmits to your company.

**Note:** Do not select clear flags with “X” if requirements are transmitted only once for any given transaction set.
OEM Header Information—Honda Plant Code

Press F7 (OEM Info) from the Requirement Header screen.

OEM Header Information Screen (F7)

Sequenced Parts

If this part is a sequenced (detail) part, enter “S” in the Honda Plant Code field. When “S” is entered, shipping history is checked for the KD lot number that is processed into the RAN field of the requirement B record. If the received requirements have a KD lot number that matches the KD lot number of requirements already shipped for that requirement day, the new requirements are not processed into the requirement and load files.

Non-Sequenced Parts

If this is a non-sequenced (summary) part, leave the Honda Plant Code field blank. When requirements are received, shipping history is checked for the part number. If that part number was already shipped for that requirement day, the amount shipped is reduced from the original requirements. The reduced amount is processed into the load file.

Requirement B Record—KD Lot Number

The KD lot number is processed into the RAN field of the requirement B record.
Requirement C Record—Default Engineering Level

Press F9 from the Requirement Header screen. Enter “1” next to 830.

Requirement C Record (F9)

The Engineering Revision Level may not be transmitted with all requirements:

- Honda sends a DC (design change) part level (which is processed into the Engineering Revision Level field) with all part numbers when the first two-positions are 91 or less.

- Honda does not send a DC part level when the first two positions are 92 or greater.

The current Engineering Revision Level may be different from what Honda is transmitting.

Enter the current Engineering Revision Level in the default Eng Lvl field in the requirement C record of the 830. This code is retrieved during the "process" and placed in the Engineering Rev field in the requirement B records.

**Exception:** When an Engineering Revision Level is received with a qualifier of “BE,” it is mandatory. The Engineering Revision Level received replaces the “Default Eng Lvl” field in the requirement C record and is then placed in the “Engineering Rev” field in all requirement B records.

When the ASN Create and Transmit option is taken, the engineering revision in the requirement B record is compared with the default engineering revision in the requirement C record. If they are different, a warning message displays:

“Incoming and Default engineering levels are not equal”.

The Engineering Revision Level may not be transmitted with all requirements:

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“Incoming and Default engineering levels are not equal”.

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- Honda sends a DC (design change) part level (which is processed into the Engineering Revision Level field) with all part numbers when the first two-positions are 91 or less.

- Honda does not send a DC part level when the first two positions are 92 or greater.

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When the ASN Create and Transmit option is taken, the engineering revision in the requirement B record is compared with the default engineering revision in the requirement C record. If they are different, a warning message displays:

“Incoming and Default engineering levels are not equal”.

The Engineering Revision Level may not be transmitted with all requirements:

- Honda sends a DC (design change) part level (which is processed into the Engineering Revision Level field) with all part numbers when the first two-positions are 91 or less.

- Honda does not send a DC part level when the first two positions are 92 or greater.

The current Engineering Revision Level may be different from what Honda is transmitting.

Enter the current Engineering Revision Level in the default Eng Lvl field in the requirement C record of the 830. This code is retrieved during the "process" and placed in the Engineering Rev field in the requirement B records.

**Exception:** When an Engineering Revision Level is received with a qualifier of “BE,” it is mandatory. The Engineering Revision Level received replaces the “Default Eng Lvl” field in the requirement C record and is then placed in the “Engineering Rev” field in all requirement B records.

When the ASN Create and Transmit option is taken, the engineering revision in the requirement B record is compared with the default engineering revision in the requirement C record. If they are different, a warning message displays:

“Incoming and Default engineering levels are not equal”.
The engineering revision in the requirement B record is transmitted in the ASN file.

If the first two positions of the part number are 91 or less and the engineering revision is blank, a terminal message displays:

“Eng level is required”.

The engineering revision must be entered in the requirement B record to continue.

**Special Processing**

**The 830/862 Special Processing Window (F20)**

<table>
<thead>
<tr>
<th>Special Processing Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>Load Past Due Req'ts from</td>
</tr>
<tr>
<td>History? (Y/N/B/M) ....... _</td>
</tr>
<tr>
<td>Chrysler Special Processing</td>
</tr>
<tr>
<td>&quot;B D&quot; Requirements (B/L/S) ..... _</td>
</tr>
<tr>
<td>Type of Processing (C/N). _</td>
</tr>
<tr>
<td>Remove Chrysler EDI &quot;B D&quot;</td>
</tr>
<tr>
<td>Ignore STD PAK for Load/MRP</td>
</tr>
<tr>
<td>Build? (Y/N) .. Y</td>
</tr>
<tr>
<td>Omit 830 planning req'ts in</td>
</tr>
<tr>
<td>Shipping (Y/N) ................</td>
</tr>
<tr>
<td>Competitor Part (C) or FBO</td>
</tr>
<tr>
<td>Flag (B/F/J/E) ....... _</td>
</tr>
<tr>
<td>Pricing Based On Order Quantity</td>
</tr>
<tr>
<td>Or Ship Quantity? (O/S) ........ _</td>
</tr>
<tr>
<td>Special Partial Week</td>
</tr>
<tr>
<td>for current week (Y/N) .. _</td>
</tr>
<tr>
<td>Override in Manual Req'ts Entry:</td>
</tr>
<tr>
<td>Release Number and Date? (Y/N) .. _</td>
</tr>
<tr>
<td>No Container Calculation</td>
</tr>
<tr>
<td>for Part On Shipper (Y/N) _</td>
</tr>
<tr>
<td>P.O. Number? (Y/N) ............. _</td>
</tr>
<tr>
<td>Partial Week With Sunday Dates (Y/N) .......... _</td>
</tr>
<tr>
<td>Secondary OEM Code ............. _</td>
</tr>
</tbody>
</table>

F1=Help F12=Return

Mark the “Ignore STD PAK for the Load/MRP Build” with “Y” so that 862s representing “small lot batches” for the same part are not rounded to standard pack.

**Note:** Mark the “Ignore STD PAK for the Load/MRP Build” with “N” or leave blank to combine “small lot batches” in the same container using the package quantity to round the requirements to standard pack.

If this requirement master represents 830/862 requirements that are not small lot batches, mark the “Ignore STD PACK for the Load/MRP Build” with “N” or leave blank, so that parts are rounded to package quantity.
The 830 (planning) data may be needed to view on reports and/or inquiries; therefore, the report flag must be marked, which means the 830 data are processed into the load file. However, a supplier is never to ship from the 830.

To suppress 830 requirements from displaying on the load sheet and at shipper entry, mark “Omit 830 planning requirements in shipping” with “Y.”

850 Requirement Master

The 850 Requirement Master

<table>
<thead>
<tr>
<th>REQUIREMENT MASTER ENTRY</th>
<th>CHANGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Company 13 Customer</td>
<td>Destination MARYSV MY</td>
</tr>
<tr>
<td>HAM2</td>
<td>716755SV4 A000AA01</td>
</tr>
<tr>
<td>Part HAM5556</td>
<td>OEM Code</td>
</tr>
<tr>
<td>COMCODE</td>
<td>13182001</td>
</tr>
<tr>
<td>Supplier Code</td>
<td>OEM Division</td>
</tr>
<tr>
<td>Customer Part #</td>
<td>716755SV4 A000AA01</td>
</tr>
<tr>
<td>Customer #</td>
<td>1</td>
</tr>
<tr>
<td>Commodity Code</td>
<td>50</td>
</tr>
<tr>
<td>Controlling Source</td>
<td>1</td>
</tr>
<tr>
<td>Dock Code</td>
<td>Price Code</td>
</tr>
<tr>
<td>Container Part #</td>
<td>Trailer Capacity</td>
</tr>
<tr>
<td>MRP</td>
<td>Package Quantity</td>
</tr>
<tr>
<td>Reports</td>
<td>Clear</td>
</tr>
<tr>
<td>866 _ 862 _ 830 _ 850 X</td>
<td></td>
</tr>
</tbody>
</table>

The customer abbreviation in this example is “HAM2.” HAM2 matches the entry in the Alternate Customer Abbrev field in the machine readable file.

The requirement master for the 850 stores the production emergency requirements. Honda of America transmits emergency requirements when they receive damaged goods or for a “behind” quantity that requires expediting.

Separate shipping documents and separate ASNs (856s) are required for 850 emergency orders.

The 850 requirement may not match the standard pack and is not to be rounded to standard pack. The standard package quantity is entered in the package quantity field to be used to calculate the number of containers. An entry is required in the Special Processing Window (F20) to ignore the standard package quantity when rounding up to establish the ship quantity. Mark the “Ignore STD PAK” field with “Y.”

Report Flags

Mark the 850 report flag for Honda of America.

866 862 830 850
_ _ _ X

Mark the Process P.O.s field with “Y.” 850 requirements must be processed and shipped.
Clear Flags

For all divisions except AHM, do not mark the clear flag for 850s:

866 862 830 850
   _   _   _   _

AHM only sends 850 requirements and sends complete replacement files. For AHM requirements, mark the clear flag for 850s:

866 862 830 850
   _   _   _   X

These entries are subject to change based on the files Honda transmits to your company.

Note: Do not select clear flags with “X” if requirements are transmitted only once for any given transaction set.

OEM Header Information—Honda Plant Code

Press F7 (OEM Info) from the Requirement Header screen.

OEM Header Information (F7) Screen

If this part is a sequenced (detail) part, enter “S” in the Honda Plant Code field. When “S” is entered, shipping history is checked for the lot number. If the received requirements have a lot number that matches the lot number of requirements already shipped for that requirement day, the new requirements are not processed into the requirement and load files.
Non-Sequenced Parts

If this is a non-sequenced (summary) part, leave the Honda Plant Code field blank. When requirements are received, shipping history is checked for the part number. If that part number was already shipped for that requirement day, the amount shipped is reduced from the original requirements. The reduced amount is processed into the load file.

Requirement B Record—KD Lot Number

The KD lot number is processed into the RAN field of the requirement B record.

Special Processing

The default engineering level is entered on the 850 as it was entered on the 830/862 requirement master.

The Engineering Revision Level may not be transmitted with all requirements. The current Engineering Revision Level may be different from what Honda is transmitting.

Enter the current Engineering Revision Level in the default Eng Lvl field in the requirement C record of the 830. This code is retrieved during the “process” for all requirements and placed in the Engineering Rev field in the requirement B records.

Exception: When an Engineering Revision Level is received with a qualifier of “BE,” it is mandatory. The Engineering Revision Level received replaces the default Eng Lvl field in the requirement C record and is then placed in the Engineering Rev field in all requirement B records.

When the ASN Create and Transmit option is taken, the engineering revision in the requirement B record is compared with the default engineering revision in the requirement C record. If they are different, a warning message displays:

“Incoming and Default engineering levels are not equal”.

The engineering revision in the requirement B record is transmitted in the ASN file.

If the first two positions of the part number are 91 or less and the engineering revision is blank, a terminal message displays:

“Eng level is required”.

The engineering revision must be entered in the requirement B record to continue.
The 850 Special Processing Window (F20)

<table>
<thead>
<tr>
<th>Special Processing Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>Load Past Due Req'ts from History? (Y/N/B/M) ...... Y</td>
</tr>
<tr>
<td>Chrysler Special Processing for 'B D' Requirements (B/L/S) ...... _</td>
</tr>
<tr>
<td>Type of Processing (C/N). _</td>
</tr>
<tr>
<td>Remove Chrysler EDI 'B D' Reqts. prior to today (Y/N) ..... _</td>
</tr>
<tr>
<td>Ignore STD PAK for Load/MRP Build? (Y/N) .. Y</td>
</tr>
<tr>
<td>Omit 830 planning req'ts in Shipping (Y/N) ................. _</td>
</tr>
<tr>
<td>Competitor Part (C) or FBO Flag (B/F/J/E) ...... _</td>
</tr>
<tr>
<td>Pricing Based On Order Quantity Or Ship Quantity? (O/S) ........ _</td>
</tr>
<tr>
<td>Special Partial Week for current week (Y/N) .. _</td>
</tr>
<tr>
<td>Override in Manual Req'ts Entry: Release Number and Date? (Y/N) .. _</td>
</tr>
<tr>
<td>No Container Calculation for Part On Shipper (Y/N) _</td>
</tr>
<tr>
<td>P.O. Number? (Y/N) .................. _</td>
</tr>
<tr>
<td>Partial Week With Sunday Dates (Y/N) ............. _</td>
</tr>
<tr>
<td>Secondary OEM Code ................. ___</td>
</tr>
</tbody>
</table>

The 850 requirement may not match the standard pack and is not to be rounded to standard pack. Mark the "Ignore Standard Pack for Load/MRP Build" field with "Y."
### OEM Miscellaneous File

**OEM MISCELLANEOUS INFORMATION MAINTENANCE**

- **Company Number**: 13
- **OEM Code**: HA
- **Destination Abbrev**...

<table>
<thead>
<tr>
<th>Field</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Model Year</td>
<td>____</td>
</tr>
<tr>
<td>GM Message File</td>
<td>__________</td>
</tr>
<tr>
<td>GS ASN/UNH DESADV Ver Lvl.</td>
<td>__________</td>
</tr>
<tr>
<td>Next Avail Adjust #</td>
<td>____</td>
</tr>
<tr>
<td>Use DUNS in ISA/UNB Seg...</td>
<td>(Y/N)</td>
</tr>
<tr>
<td>Appl Receiver ID</td>
<td>__________</td>
</tr>
<tr>
<td>GM Invoice Message File</td>
<td>________</td>
</tr>
<tr>
<td>GM Invoice Location Code</td>
<td>____</td>
</tr>
<tr>
<td>GM Duns in ISA/UNB Seg....</td>
<td>(Y/N)</td>
</tr>
<tr>
<td>GS/UNH Invoice Ver. Lvl...</td>
<td>__________</td>
</tr>
<tr>
<td>Caterpillar Facility Code</td>
<td>____</td>
</tr>
<tr>
<td>Caterpillar Proprietary ID</td>
<td>________</td>
</tr>
<tr>
<td>Caterpillar 830 10-10-10...</td>
<td>(Y/N)</td>
</tr>
<tr>
<td>IBM Supplier Code</td>
<td>________</td>
</tr>
<tr>
<td>Clear 830s w/ Purpose Codes</td>
<td>____ ____ ____</td>
</tr>
<tr>
<td>Clear 862s w/ Purpose Codes</td>
<td>____ ____ ____</td>
</tr>
<tr>
<td>Combine Daily 866s</td>
<td>____ (Y/N)</td>
</tr>
<tr>
<td>Clear 866s</td>
<td>____ (Y/N)</td>
</tr>
<tr>
<td>Combine Daily 866s</td>
<td>____ (Y/N)</td>
</tr>
<tr>
<td>Clear Transaction Set including Purchase Order...</td>
<td>____ ____ ____ ____</td>
</tr>
<tr>
<td>Process EDI Dock (Ford)....</td>
<td>____ (Y/N)</td>
</tr>
</tbody>
</table>

**Use DUNs in ISA/UNB Seg** - Leave blank or enter “N.” DUNS is not used in the ISA.

**Clear Transaction Set including Purchase** - Enter 850. Honda may send replacement purchase orders. Only Order data with the same purchase order number are cleared.
Detail Remarks File—Master Packing Slip

Honda of America requires that all shipping and logistics suppliers list the master packing slip as a line item on all bills of lading.

To add the master packing slip as a line item, enter the following:

Print Remark on (x)  - Enter “X” in the shipper field.
Retain remark? (Y/N)  - Enter “Y.”
Shipper/Invoice remark type (x)  - Enter “X” in the end field.

Press Enter.
The Maintain Detail Remark Master File screen displays.

![Maintain Detail Remark Master File Screen](image)

On the detail remarks line, enter the following:

```
MASTER PACKING LIST ATTACHED - PLEASE INITIAL
```

Press Enter.
Returnable Containers

Same Part Number In a Container

Honda requires returnable container numbers to be identified via bar code, but they do not require returnable containers to be identified on the shipper. The bar code data that are transmitted with the ASN file are retrieved from the scanned information.

However, to avoid errors during bar code verification, identify the returnable containers and the packaging type in the container file.

To identify a returnable container, enter the following:

- **Customer Container Number**: Enter the Honda returnable container package type.
- **Returnable Container**: Enter “Y” in the returnable container field in the container file.

During bar code verification, the number and type of returnable containers are verified.
Multiple Part Numbers in a Container

If multiple part numbers are shipped in one container, a container line item is printed on the shipper. The container line item is not printed on the master packing list or transmitted in the ASN file.

To identify multiple parts in a returnable container, enter the following:

Print Ctn on Separate Line (Y/N) - Enter “Y” to print a separate line item on the shipper for returnable containers.

Multiple Line Items/Containers (Y/N/M) - Enter “M” for multiple part numbers with one container line item.

The “extract” has been modified to prevent these container records from being passed to the ASN file. The master packing list has been modified to exclude container records from printing. Modifications have been made to prevent errors from occurring during bar code verification for these container line items.
Canadian Customs Invoice (CCI)

Tariff Number, Volume Dimensions, and Area Dimensions

The tariff number, volume dimensions, or area dimensions are required to print on the Canadian Customs Invoice (CCI). The tariff number is added using the parts detail screen in the Parts Cross Reference file. The volume or area dimensions are added using the dimensions information screen in the Parts Cross Reference file.

Note: There are two print methods that may be used for this business practice: Adobe Central Pro and UDF. Programming is not in place for the RPG print method. For more information on Adobe Central Pro forms, see the document “Adobe® Central Output Server for OS/400®.” For more information on UDF, see the document “User-Defined Forms Reference.” These documents are available on Infor’s Customer Connect site at www.infor.com.

Parts Cross Reference File—Part Detail Screen

<table>
<thead>
<tr>
<th>PART CROSS REFERENCE MAINTENANCE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Company ......................... xx</td>
</tr>
<tr>
<td>Customer Abbreviation ........... _____</td>
</tr>
<tr>
<td>Customer Part Number ............ ______________________________</td>
</tr>
<tr>
<td>Destination Abbreviation ....... _____ (O)</td>
</tr>
<tr>
<td>Bar Code Part Number .......... ______________________________</td>
</tr>
<tr>
<td>Internal Part Number .......... ______________________________</td>
</tr>
<tr>
<td>Part Description ............... ______________________________</td>
</tr>
<tr>
<td>Color Description .............. ______________________________</td>
</tr>
<tr>
<td>Part Weight (5 dec) ............. Metal Thickness (3 dec) ________</td>
</tr>
<tr>
<td>OEM Misc Information #1 ........ ______________________________ Reason Code ___</td>
</tr>
<tr>
<td>OEM Misc Information #2 ........ ______________________________ Reason Code ___</td>
</tr>
<tr>
<td>Shipping Warehouse ............ ____ DR Account ........ __________________</td>
</tr>
<tr>
<td>Shipping Location ............. ______ CR Account ........ __________________</td>
</tr>
<tr>
<td>Consignee Warehouse .......... ____ Section Number ... ___</td>
</tr>
<tr>
<td>Consignee Location ............ ____ Rule Number ...... ___</td>
</tr>
<tr>
<td>Country of Origin ............. ____ Origin Criterion . ___</td>
</tr>
<tr>
<td>Province of Origin ............ __</td>
</tr>
<tr>
<td>Harmonized System Code ...... __________________ User Defined ____________________</td>
</tr>
<tr>
<td>F1=Help F7-Dimension F12-Return</td>
</tr>
</tbody>
</table>

Harmonized System Code - Enter the Tariff Number to be printed on the CCI.

Press **F7 (Dimension)** from the parts detail screen to display the dimensional information window. The dimensional information window is used to enter dimensions for parts to determine the volume and/or area for Canadian Customs Invoices (CCI). Dimensions are entered to print the volume or area of the part on the CCI.
CCI calculations include the following:

- Volume calculations (height, width, and length) are performed in cubic meters.
- Fluid volume calculations (height, width, and length) are performed in liters.
- Area calculations (length and width) are performed in square meters.

If both volume and area measurements are available, only the volume is printed on the CCI.

Volume may be calculated one of the following two ways:

- AutoRelease calculates the volume based on the entries in the height, length, and width fields. Leave the volume field blank.
- Enter measurement data in the volume field. Entries in the height, length, and width fields are ignored and AutoRelease calculates the volume based on the entry in the volume field.

If a valid unit of measure is not used, a conversion factor of “1” is used to calculate the volume. Conversion factors that are used to convert the volume to metric units include the following:

- 1 cu Inch = 0.0000164 cu Meter
- 1 cu Foot = 0.0283 cu Meter
- 1 cu Yard = 0.76455 cu Meter
- 1 cu Centimeter = 0.0000001 cu Meter
- 1 gallon = 3.7854 liters
- 1 fluid ounce = 0.0029574 liters
- 1 milliliter = 0.0001 liters

Area may be calculated one of the following two ways:

- AutoRelease calculates the area based on the entries in the length and width fields. Leave the area field blank.
- Enter measurement data in the area field. Entries in the length and width fields are ignored, and AutoRelease calculates the area based on the entry in the area field.

If dimensions are entered for both volume and area, only volume is printed on the CCI. If a valid unit of measure is not used, a conversion factor of “1” is used to calculate the area. Conversion factors that are used to convert the area to metric units include the following:

- 1 sq inch = 0.000645 sq meter
- 1 sq foot = 0.0929 sq meter
- 1 sq yard = 0.8361 sq meter
- 1 sq centimeter = 0.0001 sq meter
Length - The length of the part based on the value entered in the unit of measure field. If the length, height, and width are entered, volume is calculated based on these fields. If the volume has been entered, the length, height, and width are not used to calculate the volume to be printed on the CCI. If the length and width are entered, area is calculated based on these fields. If the area has been entered, the length and width are not used to calculate the area to be printed on the CCI.

Volume - Volume of the part based on the value entered in the unit of measure field. If the unit of measure is inches, volume must be specified in cubic inches. If unit of measure is specified in yards, volume must be specified in cubic yards, and so forth. If volume data are entered in the volume field, this information is printed on the CCI. Data entered in the length, width, and height fields are ignored.

If length, height, and width are entered, but the volume field is blank, volume is calculated based on the entries in the length, height, and width fields and printed on the CCI.

Width - Width of the part based on the value entered in the unit of measure field. If the width, length, and height are entered, volume is calculated based on these fields. If the volume has been entered, the width, length, and height are not used to calculate the volume to be printed on the CCI. If the width and length are entered, area is calculated based on these fields. If the area has been entered, the width and length are not used to calculate the area to be printed on the CCI.

Area - Area of the part based on the value entered in the unit of measure field. If the unit of measure is inches, volume must be specified in cubic inches. If unit of measure is specified in yards, volume must be specified in cubic yards, and so forth. If area data are entered in the area field, this information is printed on the CCI. Data entered in the length and width fields are ignored. If length and width are entered, but the area field is blank, area is calculated based on the entries in the length and width fields and printed on the CCI. If both volume and area measurements are available, only the volume is printed on the CCI.

Height - Height of the part based on the value entered in the unit of measure field. If the height, length, and width are entered, volume is calculated based on these fields. If the volume has been entered, the height, length, and width are not used to calculate the volume to be printed on the CCI.
Unit of Measure - The unit of measure associated with the dimensions entered in this window. If the unit of measure is entered in inches, the volume is calculated in cubic inches and the area is calculated in square inches. If the unit of measure is “YD,” the volume is calculated in cubic yards, and so forth. The only valid values for which a conversion factor is used for the CCI include the following:

IN - Inch
FT - Foot
YD - Yard
MT - Meter
CM - Centimeter
FO - Fluid Ounce
GA - Gallon
LT - Liter
ML - Milliliter

Note: FO, LT, and ML are valid units of measure for volume only. If a valid unit of measure is not used, a conversion factor of “1” is used to calculate the volume and area. Conversion factors that are used to convert to metric units include the following:

Volume
1 cu Inch - 0.0000164 cu Meter
1 cu Foot - 0.0283 cu Meter
1 cu Yard - 0.76455 cu Meter
1 cu Centimeter - 0.0000001 cu Meter
1 gallon - 3.7854 liters
1 fluid ounce - 0.0029574 liters
1 milliliter - 0.0001 liters

Area
1 sq Inch - 0.000645 sq Meter
1 sq Foot - 0.0929 sq Meter
1 sq Yard - 0.8361 sq Meter
1 sq Centimeter - 0.0001 sq Meter
Returnable Container Quantity and Container Price

Honda requires that the returnable container quantity and container price print on the Canadian Customs Invoice (CCI). The container price is added to the CCI total. The Infor invoice total and the CCI total will not match. The CCI total will be greater than the Infor invoice total, because the container price is printed on the CCI and not on the Infor Invoice.

Note: There are two print methods that may be used for this business practice: Adobe Central Pro and UDF. Programming is not in place for the RPG print method. For more information on Adobe Central Pro forms, see the document “Adobe® Central Output Server for OS/400®.” For more information on UDF, see the document “User-Defined Forms Reference.” These documents are available on Infor’s Customer Connect site at www.infor.com.

Separate container records must be entered for Honda shipments to Canada. Additional container information is listed below.

- The internal container description is printed on the CCI.
- Mark the returnable container field “Y” for Honda shipments to Canada.
- The returnable container unit price, entered in the “container value for export papers” field on the container maintenance screen 2, is multiplied by the number of containers required for this shipment and included in the CCI total. If a value is entered in the “container value for export papers” field, a price code cannot be entered in container master maintenance.
- Price codes cannot be entered for returnable containers or returnable pallets. Enter the returnable container or pallet price in the “container value for export papers” field.
- If the pallet is a returnable container, enter the pallet as a reference pallet so that the additional pallet information is retrieved and printed on the CCI. If the “separate line items on a returnable container/pallet” field is marked “Y,” the pallet is printed twice on the CCI. However, the container price is printed once.
- The print interface “PRTEXPFRM” has inactive conditions that may be activated to suppress the printing of separate line items. To suppress the printing of separate line items, the run flag must contain “Y” for the “CNENGLISH” and CNBILINGUA” programs within the PRTEXPFRM print interfaces.

During shipper print, if there is a returnable container, the container number is retrieved from the part detail. The container master is accessed to retrieve the container value and internal container description. If a container value exists, a line item is created for each returnable container with a container number, internal container description, container quantity, and container value.

If a reference pallet exists for the returnable container, for each pallet that has a returnable container with a container value, a line item is created with a reference pallet container number, internal container description, container quantity, and container value.

When the CCI is printed, a summary of the returnable containers and their values is printed on the CCI.
Returnable Container Example

Container Maintenance Header Screen

MAINTAIN CONTAINER MASTER FILE

Company Number ............. 13
Container Number ........... EB1977
Customer Abbreviation ...... HONDA
Destination Abbreviation ... CANADA

Customer Container Number ............. 1977
Internal Container Description ........ RET CONTAINER - BIN
ASN/DESADV Cont Desc/Cont Desc ........ ____ / ____
Returnable Container (Y/N/X) ........... Y
Print Ctn on Separate Line (Y/N) ....... _
Relieve Inventory (Y/N) ................ _
Use BOM/Dunnage Information (Y/N) ..... _
Container Weight (5) .................... 10
Print/Extract BOM (Y/N) ............... _
Multiple Line Items/Container (Y/N/M) .. _
Combine Partial Containers (Y/N)....... _
Harmonized System Code ................. _______________
Country of Origin ..................... _______

F1=Help   F12=Return   F13=BOM Maintenance   F14=Cum Shipped

Internal Container Description - The internal container description is printed on the Canadian Customs Invoice.

Returnable Container (Y/N/X) - The returnable container field must be marked “Y” for Honda shipments to Canada. The unit price is calculated and included in the CCI total. If the returnable container field is marked “N,” the unit price is not calculated or included in the CCI total.

Print Ctn on Separate Line (Y/N) - If this is a returnable container used for Honda shipments to Canada, mark with “N.” If this is a returnable pallet used for Honda shipments to Canada and this field is marked “Y,” the pallet is printed twice on the CCI. However, the container price is printed once.
Container Maintenance Screen 2

MAINTAIN CONTAINER MASTER FILE

Company Number ............. 13
Container Number ........... EB1977
Customer Abbreviation .... HONDA
Destination Abbreviation ... CANADA

ASN/DESADV Pallet Desc / Pallet Desc .. ____ / ____
Pallet Weight (2) ....................... ____
Pallet Capacity ........................____
Reference Pallet Number .............. _______________
Default Shipping Location .......... ____
Default Warehouse Location .......... ____
Default Consignee Location .......... ____
Default Consignee Warehouse ........ ____
Container Value for Export Papers (2) .. __________
Credit Account Number ............... _______________
Debit Account Number ............... _______________
Price Code ................................ _

F1=Help F12=Return

Reference Pallet Number - If the container is placed on a returnable pallet, enter the internal container number in this field. The additional pallet information is retrieved and printed on the CCI.

Container Value for Export Papers - Required for Honda shipments to Canada. The price of the container up to two (2) decimal positions. The returnable container price is calculated based on the price in this field and included in the CCI total. If entering decimal positions, enter the price without the decimal point.

Price Code - Do not enter a price code for returnable containers for Honda shipments to Canada.

Note: A price code and a container value for export papers cannot be entered; it must be one or the other.
Quick Receive Labels for Pallets

An AIAG standard B-12 label is required to create and affix to all pallets and some containers (if a container is the pallet). The source of data on this label is the 862 ship schedule. Required fields on the quick receive label include the following:

- Supplier ship-from name and address.
- Shipment identification number (SID) (same as the ASN number).
- Serial number to match the serial number on the pallet label (master/mix or container label, when the container is the pallet).
- Project number (if applicable).
- HAM lot numbers.
- Ship to: ship to name and address.
- The words “Quick Receive.”

The application control record “QUICKRHA” must be added to the Application Control file to produce data in the quick receive files for the labels.

<table>
<thead>
<tr>
<th>Application Name:</th>
<th>*ALL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Keyword:</td>
<td>QUICKRHA</td>
</tr>
<tr>
<td>Length:</td>
<td>0</td>
</tr>
<tr>
<td>Decimal:</td>
<td>0</td>
</tr>
<tr>
<td>Infor Data:</td>
<td>Blank</td>
</tr>
</tbody>
</table>

When the reprint shipper prompt is answered with “N,” the appropriate data from the shipper are written to the Quick Receive files: RSPQKRC1 - Header Information and RSPQKRC2 - Detail Information. A header record is created for each pallet label (master/mix or container label, when the container is the pallet). Detail records are created for each KD order number. The KD order number is processed into the RAN field.

Infor and/or the bar code vendor retrieves the data from our quick receive file and creates the quick receive labels.

Batch Label Scanning

After creating and printing batch labels for small lots containers, users may scan batch labels instead of individual small lots containers during the Pallet Staging or Scan-to-Verify steps using option 10 on the AutoScan Label Scan Main Menu. The application control record “BATCHHA” must first be added to the Application Control file, as listed below.

**Note:** Full containers must be scanned before partial containers.

For more information on adding control records, see the section “Application Control File Maintenance” in Chapter 11, System Maintenance, of the AutoRelease main manual.

<table>
<thead>
<tr>
<th>Company:</th>
<th>46</th>
</tr>
</thead>
<tbody>
<tr>
<td>Application Name:</td>
<td>*ALL</td>
</tr>
<tr>
<td>Keyword:</td>
<td>BATCHHA</td>
</tr>
<tr>
<td>Length:</td>
<td>01</td>
</tr>
<tr>
<td>Decimal:</td>
<td>blank</td>
</tr>
<tr>
<td>Infor Data:</td>
<td>Y</td>
</tr>
</tbody>
</table>
Check Against Ship History

To turn the automatic check against ship history function off, add the application control record "NOCHKHST" to the Application Control file, as shown below, and set the record to “Y.” With NOCHKHST turned on, it is the supplier’s responsibility to track in-transit amounts and requirements on the inbound file that process in as a result.

Company: 46  
Application Name: *ALL  
Keyword: NOCHKHST  
Length: 01  
Decimal: Blank  
Infor Data: Y

Engineering Revision Level Processing

To ensure that the 830 default Engineering Revision Level is retrieved from the JITC file and printed on the label, add the application control record “HADFTENG” to the Application Control file as shown below. When this keyword is not active, the Engineering Revision Level is retrieved from the JITB file and printed on the label.

Application Name: *ALL  
Keyword: HADFTENG  
Length: 1  
Decimal: Blank  
Infor Data: Y

To ensure that the incoming Engineering Revision Level (LIN*EC) is processed in instead of the 830 default Engineering Revision Level, add the application control record “PRCHAENG” to the Application Control file as shown below.

Application Name: *ALL  
Keyword: PRCHAENG  
Length: 1  
Decimal: Blank  
Infor Data: Y
File Archiving/Auto Print and Process

(Option 10 on the VL0 menu)

When ACM is not enabled, the Maintain Miscellaneous File is used to store miscellaneous data that are needed if using file archiving (accessed from the Requirement Processing Menu) and if using auto receive.

**Miscellaneous Screen**

```
HONDA OF AMERICA MISCELLANEOUS INFORMATION

Company 13

File Archiving / Auto Process
Number of days to archive .. ___
Auto Print ................. _ (Y/N)
Auto Process ............... _ (Y/N)

F3=Exit
```

- **No. of days to Archive**: Enter the number of days to archive files received from Honda of America. Files must be saved at least one day. Archive files are files that are stored for a given number of days, so they can be reactivated. A functional acknowledgement (997) can be transmitted for the reactivated file. 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.

- **Auto Print (Y/N)**: Enter “Y” if using auto receive and Breakdown (scheduled through file maintenance from the communications menu) to perform an automatic print after the Breakdown. Enter “N” if not using auto receive, or, if using auto receive and Breakdown, if the print option is not to be run automatically after the Breakdown.

- **Auto Process (Y/N)**: Enter “Y” if using auto receive and Breakdown (scheduled through file maintenance from the communications menu), and if also using auto print, to perform an automatic process after the Receive, Breakdown, and Print.

**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. Enter “N” if not using auto receive, or, if using auto receive, Breakdown, and auto print, if the process option is not to be run automatically after the Print.
Honda GPCS
(Global Production Control System)

Honda GPCS Business Practices and File Setup

The following pages illustrate business practices and specific setup instructions that are unique to Honda GPCS. All files and fields are not described here, only those with unique uses for Honda GPCS are represented. The Honda of America information previously explained also applies to Honda GPCS, unless otherwise noted in this section.

Honda GPCS Business Practices

Honda GPCS services the following two divisions:

- HCM Honda of Canada Manufacturing
- HMA Honda Manufacturing of Alabama, LLC

Honda GPCS sends discrete requirements. Discrete requirements contain a ship schedule number that is processed into the purchase order number field in the requirement B record. When past due requirements are sent, they are sent with the original ship schedule number.

Honda GPCS Machine Readable Customer File

Two customer abbreviations must be created (one for 862 requirements and one for 850 requirements). This can be accomplished with one record using the Alternate Customer Abbrev field.

Note: These customer abbreviations must be unique to Honda GPCS. Do not use the same abbreviations used with Honda of America or the Honda Star system (OEM code D).

<table>
<thead>
<tr>
<th>CUSTOMER ABBREVIATION RECORD</th>
</tr>
</thead>
<tbody>
<tr>
<td>Company Number ............ 13</td>
</tr>
<tr>
<td>OEM Code .................... HA</td>
</tr>
<tr>
<td>Identification Number ... HAMFG HMAEC07</td>
</tr>
</tbody>
</table>

| Customer Abbreviation ..... GPCS1 |
| Company Name ............... HONDA OF ALABAMA |
| Body & Assembly ............. _ (Y/N) |
| CMMS Format ............... N (Y/N) |
| Alternate Customer Abbrev.. GPCS2 |

| Ship Direct ............... N (Y/N) |

F1=Help F12=Return
The first abbreviation is entered in the customer abbreviation field. This is used for the 830/862 requirements when creating the requirement and price files (and any master file where the customer abbreviation is optional, if you decide to use a customer abbreviation).

The second abbreviation is entered in the Alternate Customer Abbrev field. This is used for the 850 (emergency) requirements when creating the requirement and price files (and any master file where the customer abbreviation is optional, if you decide to use a customer abbreviation).

Honda GPCS Requirement Masters

The Honda GPCS (OEM code HA) requirement masters must be unique, different from the Honda America (OEM code HA) and Honda Star (OEM code D) requirement masters.

For both Honda of America and Honda GPCS, requirements received on both the 862 and on the 850 are valid authorized ship requirements. They cannot be processed into the same requirement master, or the 862 data override the 850 data.

Two separate requirement masters (with unique customer abbreviations) are needed for the Honda GPCS 830/862 (planning and authorized ship) requirements and for 850 (emergency) requirements. Two separate requirement masters (with unique customer abbreviations) are needed for the Honda America 830/862 (planning and authorized ship) requirements and for 850 (emergency) requirements. The Honda of America and Honda GPCS requirement masters must be different than the Honda Star requirement masters.

Therefore, it is possible that the same company, customer, destination, and part could have five requirement masters with five separate customer abbreviations, as shown below:

- One for the Honda GPCS 830/862 (OEM code HA).
- One for the Honda GPCS 850 (OEM code HA).
- One for the Honda of America 830/862 (OEM code HA).
- One for the Honda of America 850 (OEM code HA).
- One for the Honda Star system (OEM code D).
Honda GPCS 830/862 Requirement Master—OEM Division

GPCS 830/862 Requirement Master

<table>
<thead>
<tr>
<th>REQUIREMENT MASTER ENTRY</th>
<th>ADD</th>
</tr>
</thead>
<tbody>
<tr>
<td>Company 13</td>
<td>Customer GPCS1</td>
</tr>
<tr>
<td>Customer Part # .... 71700SV4 A000A01 YR169L</td>
<td>OEM Code ....... HA</td>
</tr>
<tr>
<td>Supplier Code ....... 13182001</td>
<td>OEM Division ... GPCS</td>
</tr>
<tr>
<td>Customer # ........... 1</td>
<td>Destination # .... 1</td>
</tr>
<tr>
<td>Commodity Code ..... 50</td>
<td>Unit of Measure ... EA</td>
</tr>
<tr>
<td>Controlling Source . 12345</td>
<td>Price Code ........ A</td>
</tr>
<tr>
<td>Dock Code .......... 1234567890</td>
<td>Trailer Capacity ...</td>
</tr>
<tr>
<td>Container Part # ... 123456789012345</td>
<td>Package Quantity ... 120</td>
</tr>
</tbody>
</table>

OMP 

866 _ 862 X 830 X 850 _ 866 _ 862 X 830 X 850 _ 866 _ 862 X 830 X 850 _

Process P.O.s _

OEM Division

Enter “GPCS” in the OEM Division field if this requirement master represents GPCS requirements.

Special Processing

“GPCS” in the OEM Division field indicates that when requirements are received and processed, the system checks for the ship schedule number. The total requirements shipped for the ship schedule number is subtracted from the incoming requirements with the same ship schedule number. The requirements remaining for the ship schedule number are processed.

Master Packing List

“GPCS” in the OEM Division field also modifies the way the Honda master packing list is printed for GPCS. Suppliers may ship two requirements for the same part, but with different ship schedule numbers. A detail line for each ship schedule number is printed on the Honda Master Packing list.

If the part number and ship schedule number are the same, the quantities are added and printed as one line item on the Honda Master Packing list.
Honda GPCS OEM Header Information—Honda Plant Code

Press F7 (OEM Info) from the Requirement Header screen to display the OEM Header Information Screen.

Sequenced Parts

If this part is a sequenced (detail) part, shipping history is checked for the PO Number and the KD Lot Number. The PO Number is processed into the PO Number field and the KD Lot Number is processed into the RAN field of the Requirement B record. If the PO Number and KD Lot Number of the received requirements match the PO Number and KD Lot Number of requirements already shipped, the new requirements are not processed in.

Non-Sequenced Parts

If this part is a non-sequenced (summary) part, shipping history is checked for the PO Number. If the PO Number has already been shipped for that part, the amount shipped is reduced from the original requirement and the reduced amount is processed in.
Honda GPCS 830/862 Requirement Master—Special Processing

The 830/862 Special Processing Window (F20)

<table>
<thead>
<tr>
<th>Special Processing Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>Load Past Due Req'ts from History? (Y/N/B/M) ...... Y</td>
</tr>
<tr>
<td>Type of Processing (C/N). ...</td>
</tr>
<tr>
<td>Ignore STD PAK for Load/MRP Build? (Y/N) ... Y</td>
</tr>
<tr>
<td>Competitor Part (C) or FBO Flag (B/F/J/E) ...... Y</td>
</tr>
<tr>
<td>Special Partial Week for current week (Y/N) ...... Y</td>
</tr>
<tr>
<td>No Container Calculation for Part On Shipper (Y/N) ...</td>
</tr>
<tr>
<td>Partial Week With Sunday Dates (Y/N) ............... Y</td>
</tr>
</tbody>
</table>

F1=Help   F12=Return

Mark the “Ignore STD PAK for the Load/MRP Build” with “Y” so that 862s representing “small lot batches” for the same part are not rounded to standard pack.

**Note:** Mark the “Ignore STD PAK for the Load/MRP Build” with “N” or leave blank to combine “small lot batches” in the same container using the package quantity to round the requirements to standard pack.

If this requirement master represents 830/862 requirements that are not small lot batches, mark the “Ignore STD PAK for the Load/MRP Build” with “N” or leave blank, so that parts are rounded to package quantity.

The 830 (planning) data may be needed to view on reports and/or inquiries. Therefore, the report flag must be marked, which means the 830 data are processed into the load file. However, a supplier is never to ship from the 830.

To suppress 830 requirements from displaying on the load sheet and at shipper entry, mark the “Omit 830 planning requirements in shipping” with “Y.”
# Honda GPCS 850 Requirement Master

## The 850 Requirement Master

<table>
<thead>
<tr>
<th>REQUIREMENT MASTER ENTRY</th>
<th>ADD</th>
</tr>
</thead>
<tbody>
<tr>
<td>Company 13</td>
<td></td>
</tr>
<tr>
<td>Customer GPCS2</td>
<td></td>
</tr>
<tr>
<td>Part HAM000000</td>
<td></td>
</tr>
<tr>
<td>Destination ALABA1 MY</td>
<td></td>
</tr>
<tr>
<td>Customer Part # ....</td>
<td>71700SV4 A000A01 YR169L</td>
</tr>
<tr>
<td>OEM Code ........</td>
<td>HA</td>
</tr>
<tr>
<td>Supplier Code ..........</td>
<td>13182001</td>
</tr>
<tr>
<td>OEM Division ... GPCS</td>
<td></td>
</tr>
<tr>
<td>Customer # ............</td>
<td>1</td>
</tr>
<tr>
<td>Destination # .........</td>
<td>1</td>
</tr>
<tr>
<td>Commodity Code .......</td>
<td>50</td>
</tr>
<tr>
<td>Unit of Measure .......</td>
<td>EA</td>
</tr>
<tr>
<td>Controlling Source .</td>
<td>12345</td>
</tr>
<tr>
<td>Price Code ............</td>
<td>A</td>
</tr>
<tr>
<td>Dock Code .............</td>
<td>1234567890</td>
</tr>
<tr>
<td>Trailer Capacity ...</td>
<td></td>
</tr>
<tr>
<td>Container Part # ......</td>
<td>123456789012345</td>
</tr>
<tr>
<td>Package Quantity ......</td>
<td>120</td>
</tr>
<tr>
<td>MRP</td>
<td></td>
</tr>
<tr>
<td>Reports</td>
<td></td>
</tr>
<tr>
<td>Clear</td>
<td></td>
</tr>
<tr>
<td>Process P.O.s</td>
<td>_</td>
</tr>
</tbody>
</table>

The customer abbreviation in this example is “GPCS2.” GPCS2 matches the entry in the Alternate Customer Abbrev field in the machine readable file.

The requirement master for the 850 stores the production emergency requirements. Honda transmits emergency requirements when they receive damaged goods or for a “behind” quantity that requires expediting.

Separate shipping documents and separate ASNs (856s) are required for 850 emergency orders.

Do not mark the clear flags for 850s.

Mark the Process P.O.s field with “Y.” 850 requirements must be processed and shipped.

The 850 requirement may not match the standard pack and is not to be rounded to standard pack. The standard package quantity is entered in the package quantity field to be used to calculate the number of containers. An entry is required in the Special Processing Window (F20) to ignore the standard package quantity when rounding up to establish the ship quantity. Mark the "Ignore STD PAK" field with “Y.”
American Honda Motor Co., Inc. (AHM) Business Practices and File Setup

The following pages illustrate business practices and specific setup instructions that are unique to American Honda Motors (AHM). All files and fields are not described here, only those with unique uses for American Honda Motors are represented.

The Honda of America information previously explained also applies to American Honda, unless otherwise noted in this section.

American Honda Motors Parts Cross Reference File

Customer Part Number

American Honda Motors part numbers are transmitted with dashes. The part number must be entered exactly as received in the customer part number field in the Parts Cross Reference file. The part number must contain dashes when transmitted in the ASN file, printed on the master packing list, and printed on bar code labels.

IPP Tag Numbers

American Honda Motors does not use IPP tag numbers.

American Honda Motors Machine Readable Customer File

Two customer abbreviations must be created (one for 862 requirements and one for 850 requirements). This can be accomplished with one record using the Alternate Customer Abbrev field.

Note: These customer abbreviations must be unique to American Honda Motors. Do not use the same abbreviations used with Honda of America, Honda GPCS, or the Honda Star system (OEM code D).

CUSTOMER ABBREVIATION RECORD

Company Number ........... 13
OEM Code ................. HA
Identification Number ... HAMFG HMAEC07

Customer Abbreviation ..... AMHOND

Company Name ............... AMERICAN HONDA MOTORS
Body & Assembly ............ _ (Y/N)
CMMS Format ................ N (Y/N)
Alternate Customer Abbrev. .. AMHON2

Ship Direct ................. N (Y/N)
F1=Help F12=Return
The first abbreviation is entered in the Customer Abbreviation field. This is used for the 830/862 requirements when creating the requirement and price files (and any master file where the customer abbreviation is optional, if you decide to use a customer abbreviation).

The second abbreviation is entered in the Alternate Customer Abbrev field. This is used for the 850 (emergency) requirements when creating the requirement and price files (and any master file where the customer abbreviation is optional, if you decide to use a customer abbreviation).

**American Honda Motors 830/862 Requirement Master—OEM Division**

**American Honda 830/862 Requirement Master**

<table>
<thead>
<tr>
<th>REQUIREMENT MASTER ENTRY</th>
<th>ADD</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Company 13</strong></td>
<td><strong>Customer AMHOND</strong></td>
</tr>
<tr>
<td>Customer Part # .... 71700SV4 A000A01 YR169L</td>
<td>OEM Code ....... HA</td>
</tr>
<tr>
<td>Supplier Code ...... 13182001</td>
<td>OEM Division ... AHM</td>
</tr>
<tr>
<td>Customer # ......... 1</td>
<td>Destination # ...... 1</td>
</tr>
<tr>
<td>Commodity Code ...... 50</td>
<td>Unit of Measure .... EA</td>
</tr>
<tr>
<td>Controlling Source . 12345</td>
<td>Price Code ........ A</td>
</tr>
<tr>
<td>Dock Code .......... 1234567890</td>
<td>Trailer Capacity ... ____</td>
</tr>
<tr>
<td>Container Part # ... 123456789012345</td>
<td>Package Quantity ... 120</td>
</tr>
<tr>
<td>MRP ____</td>
<td>Reports ____</td>
</tr>
</tbody>
</table>

866 _ 862 X 830 X 850 _ 866 _ 862 X 830 X 850 _ 866 _ 862 X 830 X 850 _

**OEM Division**

Enter “AHM” in the OEM Division field if this requirement master represents American Honda Motors requirements. The production lot number and DC level are not used for American Honda Motors.

**Master Packing List**

“AHM” in the OEM Division field also modifies the way the Honda master packing list is printed for American Honda Motors:

- The part description is printed after the part number.
- The part number is printed with the dashes as received in the 830 and 862 files.
- Separate line item containers are not printed.
- A separate line is printed for every Part/Ship Schedule Number combination.
American Honda Motors 850 Requirement Master—OEM Division

The customer abbreviation in this example is “AMHON2.” AMHON2 matches the entry in the Alternate Customer Abbrev field in the machine readable file.

The requirement master for the 850 stores the production emergency requirements. Honda transmits emergency requirements when they receive damaged goods or for a “behind” quantity that requires expediting.

Do not mark the clear flags for 850s.

Mark the Process P.O.s field with “Y.” 850 requirements must be processed and shipped.

The 850 requirement may not match the standard pack and is not to be rounded to standard pack. The standard package quantity is entered in the package quantity field to be used to calculate the number of containers. An entry is required in the Special Processing Window (F20) to ignore the standard package quantity when rounding up to establish the ship quantity. Mark the “Ignore STD PAK” field with “Y.”

Enter “AHM” in the OEM Division field if this requirement master represents American Honda Motors requirements. The production lot number and DC level are not used for American Honda Motors.

Master Packing List

“AHM” in the OEM Division field also modifies the way the Honda master packing list is printed for American Honda Motors.

- The part description is printed after the part number on the master packing list.
- The part number printed on the master packing list is printed with the dashes as received in the 830 and 862 files.
- Separate line item containers are not printed on the master packing list.
Batch Labels

Creating and Printing Batch Labels

Honda of America requires batch labels for small lots that are packaged together. Users may create batch labels using option 11 on the AutoScan Label Scan Main Menu. After small lots are scanned, scan information is written to the Batch Label Print file “RSPBTHPRT.” Users may then print batch labels from this file through the AutoScan Label Print Main Menu. For more information on scanning or printing batch labels, see the document “AutoScan 400 Options.”

Required Setups for the FUTBARPRNT Library

Adding the Batch Label Format

To print batch labels, the batch label format “HAB01” must first be added to the OEM Setup Maintenance File. To add this format, follow the steps below:

1. From the AutoRelease main screen, choose option 10, Complementary Products Menu.
2. From the Complementary Products screen, choose option 5, AutoScan Menu.
3. From the AutoScan screen, choose option 1, Label Print Main Menu.
4. From the Label Print Main Menu screen, choose option 2, OEM Setup Maintenance.
5. Enter the company to process if the Company Selection screen displays. This screen displays when users are authorized to multiple companies.
6. From the Label, Print OEM Setup Maintenance screen, select the appropriate “HA” maintenance file with “2” and press Enter.
8. Press F10 (Format File Maintenance).
10. Complete the fields on the Add New Label Format screen:
    a. Enter “HAB01” in the Label Format Name field.
    b. Enter “IT” in the Data Identifier field.
    c. Enter “B” in the Format Type field.
    d. Enter a description in the Format Description field.
    e. Press Enter. The Format File Maintenance screen re-displays with the new label format information.
Creating New SNDFTPDATA V22 Interface Defaults

To print batch labels, the SNDFTPDATA interface defaults must first be updated. To update the defaults, follow the steps below.

1. From the AutoRelease main screen choose option 10, Complementary Products Menu.
2. From the Complementary Products screen choose option 10, Configurable Interface Tool.
3. On the Work with Interfaces screen, enter FUTBARPRNT in the Interface defaults library field.
4. Select the SNDFTPDATA version 22 interface with “2” and press Enter.
5. On the Change Interface screen, press F24 to display more function keys and then press F18 (Defaults).
6. On the Update Defaults Confirmation screen press F18 again to install the defaults. The Work with Interfaces screen re-displays.
7. Turn the SNDFTPDATA version 21 interface off:
   a. Select SNDFTPDATA version 21 with “2” and press Enter.
   b. On the Change Interface screen select each program in the From Programs section with “2” and press Enter.
   c. On the Edit From Program screens, enter “N” in the Run field and press Enter for each record.
8. After the SNDFTPDATA version 21 interface is no longer needed, delete the interface by selecting it with “4” and pressing Enter.

Updating the FUTBARPRNT Library Name

For customers who have changed the FUTBARPRNT library name, use the following steps to update the SNDFTPDATA version 22 interface with the current name:

1. From the AutoRelease main screen, choose option 10, Complementary Products Menu.
2. From the Complementary Products screen, choose option 10, Configurable Interface Tool.
3. Select the SNDFTPDATA version 22 interface with “2” and press Enter.
4. On the Change Interface screen, select the Create FTP Script program with “12” and press Enter.
5. On the Work with Functions screen, select sequence number 20 with “12” and press Enter.
6. On the Work with Mapping screen, select sequence number 10 with “2” and press Enter.
7. On the Edit Field Mapping screen change the FUTBARPRNT library name in the From Alpha Value field to the current library name and press Enter.
8. Press Enter at the “Change save flag to YES?” prompt or the “Press Enter to update record” screen message.
9. Repeat steps 5–9 for sequence number 30 on the Work with Functions screen. The library name is then updated for the current and future interface versions. Users do not need to change the library name for new versions.
Batch Label Scanning

Users may scan batch labels instead of individual small lot containers during the Pallet Staging or Scan-to-Verify steps using option 8 or option 10 on the AutoScan Label Scan Main Menu. The application control record “BATCHHA” must first be added to the Application Control file. For more information, see “Batch Label Scanning” under the section.

Only items with the same package quantity and the same “family group” can be packaged together when batch scanning. A family group associates a group of parts. To assign a family group, enter the family group code in the Core Group field of the Parts Cross Reference Extension screen. Access this screen by pressing F9 (Extension) from the Parts Cross Reference Maintenance screen.

If an item does not have a family group code assigned, it is considered its own unique family group and cannot be packaged with other items. If users attempt to package items together during batch scanning that have different package quantities or different family groups, an error message is issued and the action is not allowed.

Note that the customer and destination are not verified unless the keyword “VALDES” is added to the Application Control file. For more information about adding this record, see the section “Application Control File Maintenance” in Chapter 11 of the AutoRelease main manual.

Batch Shipping

To facilitate batch shipping, users can sort load sheets by Sequence Number, Batch Number, and Lot Number. To select this sort type, set the “Print a Summary Load sheet?” flag on the Load Sheet screen to “Y,” press F7 (Sort Order), and select the Job Seq#, Batch#, Lot # - Honda option on the Load Sheet Sort Order screen with “1” and press Enter.
Many options are identical from trading partner to trading partner. Those options are explained one time only in the AutoRelease manual. Only options unique to this trading partner, exceptions, or unique business practices are explained in this document.

Print Method

Print Method: Optional

Honda of America is coded to use the optional print method, which affects the Breakdown, Print, and Process options.
Breakdown
(Option 3 on the VL0 menu)

Honda of America Identification Code Audit Report

Indicates identification codes found and the company number associated with each. It also lists identification codes missing in the Identification Code file. If the plant ID or corporate ID code is not found, the following break message displays:

Company - 01 was selected for BREAKDOWN. MEMBER - 01 has Identification Codes which need to be set up for the appropriate companies.
Refer to our HONDA OF AMERICA IDENTIFICATION CODE AUDIT REPORT for missing codes.
Re-Run after setting them up.

If errors exist, the procedure cancels and the work files are deleted. In addition, the missing code(s) are listed. Errors are marked “T” for terminal. Missing codes (represented by “xxxxxxxx” in the message) must be entered in the plant ID field or the corp ID field in the Identification Code file. The Breakdown option must be taken again.

THE FOLLOWING ERRORS WERE FOUND IN THE IDENTIFICATION FILE SET-UP. CORRECT AND RE-RUN THE BREAKDOWN PRIOR TO PRINTING. T - NO MATCH WAS FOUND FOR PLANT ID - XXXXXXXXX AND CORP ID XXXXXXXX IN THE IDENTIFICATION CODE FILE.

Note: All temporary files are cleared if there are Identification Code file errors. Enter missing codes and take the Breakdown option again before continuing.

Advantis Network Security Exception Report

This report prints only if the Honda of America Network security is not entered. The Honda of America security file is checked to find the receive member associated with the company or companies entered to break down. The companies found with their associated receive members and the companies not found are listed. Enter the Advantis security record(s) for the companies not found and take the Breakdown option again.
Print Requirements (830, 850, 862)

(Option 6 on the VL0 menu)

Data that are Printed and Not Processed

The following data are printed on the Honda of America Requirement Edit List but are not processed:

- Last Receiving Data—Printed for Honda of America only.
- Build Out Quantity—Printed for Honda of America only.
- Corporation Name—Printed for both Honda of America and GPCS.

P.O. Inquiry List

This report lists all incoming data from the 850 transaction set. These data are placed into the universal 850 files VPX855A - VPX855Y and can be viewed, listed, and purged from menu VL35HA. (850 data are also found on the Edit Report, as Honda 850s are processed, as well as being available for inquiry.)

Examples of Terminal Errors that are Not Processed

Variable Length Errors for OEM Honda of America (HA) are listed below.

T - NO DEST ABBREV FOUND FOR DESTINATION ID: 200 AND DOCK:

The file received contains the destination location 200 with no dock code. This destination ID (without a dock code) is not found in the machine readable destination file.

If the OEM sends a dock code, a separate destination record must be entered for every dock code for that destination location code. It also must be entered without a dock code if the OEM sends it on any transaction set without a dock code.

T - NO CUST ABBREV FOUND FOR ISSUER ID: S50038906666

The file received contains the issuer ID S50038906666. This issuer ID is not found in the machine readable customer file.

T - NO IN-HOUSE PART FOUND FOR CUST ABBREV: HAM AND CUST PART: 77100-SR4-A300-M1

The file received contains customer part number 77100-SR4-A300-M1. The customer abbreviation of HAM was found in the machine readable file. But there is no record in the Parts Cross Reference file for this customer part number. Therefore, the system cannot find the in-house part number.

Without the in-house part number, the requirement master cannot be found. This produces another error message.

T - NO MASTER JITA FOUND FOR CUST ABBREV: HAM PART: ***************DEST ABBREV: MARYS AND MODEL YEAR:

The system cannot find a requirement master because it does not have the in-house part number. There must be a previous error message indicating the part number that was not found. There may or may not be a requirement master set up for the missing part. Enter the part in the Parts Cross Reference file. If the requirement master has been entered, it is found during the next Breakdown. If not, it must be entered in the requirement master.
Example of the Edit Report with Errors

If the Edit Report, which was placed on hold, is printed when there are errors, the data that were not found are represented by asterisks (**(****)).

<table>
<thead>
<tr>
<th>DATE: X/XX/XX</th>
<th>HONDA OF AMERICA REQUIREMENT EDIT LIST</th>
</tr>
</thead>
<tbody>
<tr>
<td>TIME: XX:XX</td>
<td>COMPANY - 01 YOUR COMPANY NAME</td>
</tr>
<tr>
<td>---------------</td>
<td>----------------------------------------</td>
</tr>
<tr>
<td>CUST DEST OUR PART MODEL CUST PART#: 76200-SM5-A400-H1 RELEASE:</td>
<td></td>
</tr>
<tr>
<td>ABBV ABBV NUMBER YEAR PART DESC: XXXXXXXXXXXX REL DTE:</td>
<td></td>
</tr>
<tr>
<td>------ ------ -------------  ISSUER ID: XXXXXXX</td>
<td></td>
</tr>
<tr>
<td>****** MARYS ************** DEST ID: XXXXXXXX</td>
<td></td>
</tr>
<tr>
<td>DOCK:</td>
<td></td>
</tr>
<tr>
<td>** NO JITA RECORD FOUND* SUPPID: XXXXXXX</td>
<td></td>
</tr>
<tr>
<td>P.O.#/LINE: 9200123 SET TYPE: 850</td>
<td></td>
</tr>
<tr>
<td>BUYER CD: XXXXX</td>
<td></td>
</tr>
</tbody>
</table>

Process Requirements (830, 850, 862)

(Option 7 on the VL0 menu)

P.O.s Not Processed

This report lists records not processed because the process PO flag in the requirement master is not marked with ‘Y.’ Purchase orders without errors, will not be processed if the process PO flag is not marked.

Check Against Ship History

This report prints all requirements that were not processed, based on the three different requirement methods:

- **Honda of America Non-sequenced requirements**
  This report prints requirements that were not processed because the requirement date, part number, customer abbreviation, destination abbreviation, and company was found in ship history for that requirement date.

- **Honda GPCS Non-sequenced requirements**
  This report prints requirements that were not processed because the ship schedule number for that requirement was found in ship history.
  
  Note: The ship schedule number is processed into the purchase order field in the requirement B record.

- **Honda of America Sequenced requirements**
  This report prints requirements that were not processed because the KD Lot Number for that requirement was found in ship history for that requirement date.
  
  Note: The KD Lot Number is processed into the RAN field in the Requirement B record.
- **Honda GPCS Sequenced requirements**
  This report prints requirements that were not processed because the KD Lot Number and the Purchase Order Number for that requirement were found in ship history.

**Special Processing**

**862 Duplicates**
When 862 requirements are received for the same part, release number, and release date, only the most current customer order number (purchase order number) is processed.

**SCAC Code**
The incoming SCAC code is placed in the controlling source field of the requirement A record. This SCAC code is returned in the 856 file instead of the SCAC entered in the carrier file. The SCAC code can be changed in the requirement A record, in shipper maintenance, and in ASN maintenance.

**Shift Exception**
Requirements (type C) are not shifted. When shipped against, the requirement quantity is reduced by the quantity shipped. If fully shipped, the requirement is removed during the "extract." The CUM required prior is set to equal the CUM shipped.
Overview (820)

(Option 11 on the VL0 menu)

The remittance advice menu (VL36HA) is used to display, print, and purge the remittance advice (820) file received from Honda of America. The 820 is issued to notify the supplier of a planned payment transaction in advance of the actual payment date. This provides the supplier the opportunity to investigate and negotiate discrepancies prior to the actual payment. A remittance advice is also issued to HAM’s financial institution to release funds to the supplier’s financial institution. When these data are no longer current, they may be purged.

The transaction sets received audit report, which is printed during the Breakdown, identifies the transaction sets received by each company. During the Breakdown, all data received in the 820 file are placed in universal remittance advice files: VPX820A–VPX820M.
Remittance Advice Pictorial

Selection Screen

1=Select  6=Detail Print  8=Summary Print

Enter 1

Header Screen

F4=Ref #  F5=Names  F6=Dates  F7=Tax

Press Enter

Entity Relations Selection Screen

1=Select

Press Enter

Entity Relations Screen

F5=Names

Press Enter

Line Items Selection Screen

1=Select

See ADX  See RMR
Application Advice Menu (824)

(Application 12 on the VL0 menu)

The application advice menu (VL44HA) is used to display, print, and purge the application advice (824) file received from Honda of America. When these data are no longer current, they may be purged. The application advice reports errors of content in files sent from the supplier to Honda of America. The functional acknowledgment indicates that the file was, in fact, received and that it was syntactically correct. The application advice takes the checking procedure a step further and reports if specific content errors are found.

Honda responds with one of the following three results for each incoming transaction set:

- Transaction is accepted with no errors.
- Transaction is accepted with errors present.
- Transaction is rejected due to errors. This requires repair and retransmission of the original document.

Every instance of an “Accepted with Error” has an adverse effect on the supplier’s rating.

The transaction sets received audit report, which is printed during the Breakdown, identifies the transaction sets received by each company. During the Breakdown, all data received in the 824 file are placed in universal application advice files: VPX824A–VPX824H.
Application Advice Pictorial Overview

Selection Screen
1=Select  6=Detail
Enter 1

Header Screen
F4=Names
Enter

Line Item Screen
1=Select
Enter 1

Detail Inquiry Screen
F4=Technical Notes  F5=Reference No.
F6=Dates   F7=Quantity   F8=Amount
F9=Contacts

F4
Error
Description
Window
Enter 1

Note Window

F8
Amount
Window
Enter 1

Description
Window
VL54 Menu

MENU: VL54HA
---------------------------------------------------
HONDA OF AMERICA
PRICE SALE CATALOG MENU
---------------------------------------------------

1. Display Price Sale Catalogs
2. List Price Sale Catalogs
3. Purge Price Sale Catalogs

23. Return to V/L Communications Menu
24. Return to Main Menu

Option __

Price Catalog Menu (832)
(Option 13 on the VL0 menu)

The price sale catalog menu (VL54HA) is used to display, print, and purge the price sale catalog (832) file received from Honda of America. When these data are no longer current, they may be purged. Honda of America sends the 832 file to the supplier once a month, listing parts with the agreed upon prices for the following month. It is the supplier’s responsibility to verify all parts are contained in the list with the accurate prices. No invoice is required; Honda of America pays from the ASN using the price in the Price Catalog. If there is a discrepancy, contact your buyer. Honda of America may transmit an 832 to inform the supplier of a price change acceptance.

The transaction sets received audit report, which is printed during the Breakdown, identifies the transaction sets received by each company. During the Breakdown, all data received in the 832 file are placed in the universal price sale catalog files: VPH832A–VPH832H.
Price Catalog Pictorial Overview

Selection Screen

1=Select  6=Print

Enter 1

Header Screen

F4=Dates  F5=Names

Enter

Detail Selection Screen

1=Select

Enter 1

Detail Information Screen

F4=Pricing

F4

Pricing

Enter

Information

Window

Date/Time

Window

Enter 1

Reference

Window

Enter

Currency

Window

Enter 2

Reference

Number Window

Enter 3
Inventory Advice Menu (846)

(Option 14 on the VL0 menu)

The inventory advice may be used in the following three situations:

- Tier 1 Supplier to Honda—To notify Honda of a discrepancy between the 856 received from Honda that was expected to correspond with the shipment received from the Tier 2 supplier.
- Tier 1 Supplier to Honda—To notify Honda of damaged or lost parts from the Tier 2 supplier, where the damage occurred while in possession of the Tier 1 supplier. These data are manually entered.
- Honda to Supplier—To require a response from supplier to Honda. Honda may initiate an 846 requesting inventory information. The supplier modifies the 846 received from Honda, then creates and transmits an 846 in response.

The inventory advice menu (VL39HA) is used to print, list, and purge 846s received from Honda of America and to create, maintain, and transmit 846s to Honda. The information found on the 846 includes such things as the production date of the parts shipped, the VIN (Vehicle Identification Number), and so forth.

The transaction sets received audit report, which is printed during the Breakdown, identifies the transaction sets received by each company.

During the Breakdown, all data received in the 846 file are placed in universal inventory advice files: VPX846Z–VPX846J.
Inventory Advice Pictorial Overview

Selection Screen
1=Select  4=Delete  6=Print
Enter 1

Header Screen
F4=Names  F5=Contacts  F9=Comments
Enter

Line Item Screen
1=Select  4=Delete
Enter 1

Detail Screen
F7=Quantities

Quantities Window
Enter 1

Parent Parts/Ship Dates Window
F4

List Qualifiers Window
VL35 Menu

The Purchase Order Inquiry menu (LV35HA) is used to display, list, and purge 850 files received from Honda of America. These are the same data from the 850 edit list that are printed and processed from the VL0HA menu.

Honda transmits emergency orders on the 850. The 850 requirements are processed into the requirement and load files to be shipped, as well as being placed in these inquiry files. The 850 requirements are stored in a separate requirement master form from that used for the 830 and 862 requirements.

The transaction sets received audit report, which is printed during the Breakdown, identifies the transaction sets received by each company.

During the “process,” all data received in the 850 file are placed in the universal purchase order files: VPX855A–VPX855Y.

All 850 data received can be viewed and listed from this menu (VL35HA). When these data are no longer current, they may be purged. Purging purchase order records from this menu does not affect the requirement or load files.
Purchase Order Pictorial Overview

Selection Screen
1=Select
Enter 1

Header Screen
F4=Contacts  F5=Names  F6=Dates
Enter

Line Item Selection Screen
1=Select
Enter 1

Detail Screen
F4=Names
Enter

Requirement Selection Screen
1=Select
Enter

Schedule Information Screen
F4=Carrier Information
VL33 Menu

Advance Ship Notice Menu (856)

(Option 16 on the VL0 menu)

The menu (VL33HA) is used to display, list, and purge ASNs received from Honda of America.

An 856 is received from Honda when the Tier 1 supplier is shipping a part that is packaged with a part from another supplier (a Tier 2 supplier), or when the Tier 1 part being shipped contains a component part from the Tier 2 supplier.

- The Tier 2 supplier ships parts to the Tier 1 supplier and transmits an 856 to Honda.
- Honda transmits an 856 to the Tier 1 supplier.
- The Tier 1 supplier verifies the shipment from the Tier 2 supplier against the 856.
- Discrepancies between the actual shipment (from the Tier 2 supplier) and the 856 (from Honda) are reported to Honda by creating and transmitting an 846.

During the Breakdown, all data received in the 856 file are placed in universal inbound ASN files: VPH856A–VPH856I.
VL38 Menu

Receiving Advice Menu (861)

(Option 17 on the VL0 menu)

The receiving advice menu (VL38HA) is used to display, print, and purge the receiving advice (861) file received from Honda of America. The 861 is a discrepancy report providing information to notify the supplier when the ASN data are not the same as the data recorded by Honda when the shipment is actually received. Discrepancies are not processed into the requirement or load files. Adjustments must be made manually (when necessary) from the “Manual Requirement/Shipping Adjustments Menu” (RC8). When these data are no longer current, they may be purged.

The receiving advice plays an important role in the Evaluated Receipt Settlements process. (Payment may be slow when discrepancies occur.) Honda will re-request a quantity (for a short shipment) through the transmission of an 850. Or, Honda may transmit a change to the next 862.

When Honda receives a shipment without an ASN, a receiving advice is issued for the entire shipment. A supplier is not to transmit an ASN after a shipment arrives at Honda.

The transaction sets received audit report, which is printed during the Breakdown, identifies the transaction sets received by each company.

During the “process,” all data received in the 861 file are placed in the universal receiving advice files: VPX861A–VPX861H.
Receiving Advice Pictorial Overview

Selection Screen
1=Select  6=Print  9=Additional Information
Enter 1

Header Screen
F23=Additional Information  Enter=Detail
Enter

Detail Selection Screen
1=Select  9=Additional Information
Enter 1

Detail Screen
F23=Additional Information

Additional Header Information
F23
- Name Information
- Reference Numbers
- Date/Qualifier Information
- Quantity Weights
- Routing Sequence Carrier

Additional Header Information
F4
- Reference Numbers
- Date/Qualifier Information
- Purchase Order Information
- Item Information
Text Message Menu (864)

(Option 18 on the VL0 menu)

This option is used to display, list, and purge the Honda of America text (864).

Any inbound transaction set may receive associated text. This text may be required to print on the shipper or load sheet. It may also be printed on the invoice and Line-Up report.

A record is needed in the application control file to process this text into the detail remarks file. The application control file identifies which documents are to print this text (shipper, invoice, or load sheet), whether it is printed at the beginning or end of the document, whether or not the text is to be retained, and which transaction sets are to have their 864 text messages processed into the detail remarks file.

The transaction sets received audit report, which is printed during the Breakdown, identifies the transaction sets received by each company.

During the Breakdown, all data received in the 846 file are placed in universal inventory advice files: VPH864A–VPH864F.
VL56 Menu

Electronic Invoice Menu (810)
(Option 19 on the VL0 menu)

This option is used to display, list, and purge the inbound Honda Electronic Invoices (810).

The 810 is sent to the supplier and service parts suppliers from Honda. When Honda receives ASNs from a Tier 2 supplier (or higher), the inbound electronic invoice is used to charge or provide notification of a future payment adjustment to the lower-tier supplier for the parts Honda has received.

The transaction sets received audit report, which is printed during the Breakdown, identifies the transaction sets received by each company.

During the Breakdown, all data received in the 810 file are placed in the universal inbound electronic invoice files: VPX810A–VPX810J.
Display Electronic Invoices

(Option 1 on the VL56 menu)

Header Information Screen

The Header Information screen contains inbound electronic invoice data received from Honda of America. The screen is for display only and cannot be modified. Access the screen by choosing option 1 (Display Electronic Invoices) on the Inbound Electronic Invoice Inquiry Menu screen and then selecting an invoice.

F4 Names - This function key displays the Name Information screen, from which users can access contact information for buyers and sellers.

F5 Terms - This function displays the Invoice Terms screen, from which users can access basic contract term information.
Detail Information Screen

The Detail Information screen contains inbound electronic invoice data received from Honda of America. The screen is for display only and cannot be modified. Access the screen by pressing Enter from the Header Information screen and then selecting an invoice.

INVOICE ITEM INQUIRY

Company: DN  
OEM: HA  

Detail Information

Assigned ID No.: AAAAA8500  
Part No.: 35250S84 A100M1

Qty Invoiced...: 360  
Ref Time.......: 16:15

Unit of Measure: EA  
Ref Date.......: 3/15/02

Unit Price Code: CP  
Date/Time Qual: 011

Unit Price Desc: Current Price  
Date/Time Desc: Shipped

Unit Price.....: 12.5500

Item Desc.......: PART DESCRIPTION 2

F12=Return

List Electronic Invoices

(Option 2 on the VL56 menu)

This option displays the Inbound Electronic Invoice Listing screen. Use this screen to display all or a selected group of electronic invoices.

Purge Electronic Invoices

(Option 3 on the VL56 menu)

This option displays the Purge Inbound Electronic Invoices screen. Use this screen to purge all or a selected group of electronic invoices.
Honda of America sends a Flexible Forecast in addition to the Production 830 Forecast. These data are processed into history files. The Flexible Forecast is for Material ordering purposes only. The qualifier “ZZ” is sent in the BFR04 segment to separate it from the Production 830. The Flexible Forecast is sent on Thursdays. The Flex Forecast History menu allows users to view, print, and purge Flex Forecast History information.

To use Flexible Forecast, add option 20 on the Honda of America VL0 menu and options 1–3 on the Flex Forecast History Menu to the appropriate user security profiles. For more information on adding user security, see Appendix B, Part 1, of the AutoRelease main manual.
Traditionally coded trading partners use a VL8xx menu (where "xx" is the OEM code) to transmit ASNs to the trading partner. Many options are identical from trading partner to trading partner. Those options are explained one time only in the AutoRelease main manual. Only options unique to this trading partner, exceptions, or unique business practices are explained in this document.
## Maintain ASNs

*(Option 1 on the VL8 menu)*

### ASN Maintenance Screen

<table>
<thead>
<tr>
<th>Sequence number</th>
<th>533</th>
<th>Company</th>
<th>SK</th>
<th>Action Code</th>
<th>0</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Shp# ...........</td>
<td>123799</td>
<td>OEM ..........</td>
<td>HA</td>
<td>Cust Abrv ..</td>
<td>HA</td>
<td></td>
</tr>
<tr>
<td>Ship Date....</td>
<td>9/14/06</td>
<td>ASN ..........</td>
<td>C</td>
<td>Dest Abrv ..</td>
<td>HADST2</td>
<td></td>
</tr>
<tr>
<td>Ship Time....</td>
<td>1</td>
<td>Net Weight.....</td>
<td>87</td>
<td>Carrier Code</td>
<td>CETR</td>
<td></td>
</tr>
<tr>
<td>Unit of Mea..</td>
<td>EA</td>
<td>Tare.........</td>
<td>45</td>
<td>Equip Desc..</td>
<td>TL</td>
<td></td>
</tr>
<tr>
<td>Cont. Desc...</td>
<td>CTN50</td>
<td>Container Qty...</td>
<td>3</td>
<td>Conv Bill #.</td>
<td>9999999999999</td>
<td></td>
</tr>
<tr>
<td>Qty Shp.......</td>
<td>60</td>
<td></td>
<td></td>
<td>Conv. Code..</td>
<td>C</td>
<td></td>
</tr>
</tbody>
</table>

**ASN MAINTENANCE**

- Sequence number assigned by the system.
- Company displays the company number that was previously entered.
- The action code places the corresponding two-digit code in the BSN 01 segment in the ASN file. Valid codes include the following:
  - **H** - Hold: Record is not included in transmission
  - **I** - In-transit: Marked automatically when ASN is transmitted to prevent duplicate ASNs from being sent (users cannot send ASNs that are in "I" status)
  - **N** - Cancel: 01
  - **O** - Original: 00
  - **R** - Replace: 05

---

*F10=Delete  F12=Return*
Many fields on the ASN Screen default from various master files. However, many of them can be changed at shipper entry time.

**Shp #** - Shipper number assigned by the system when the shipper was created.

**OEM** - HA for Honda of America (of America).

**Cust Abrv** - User-assigned abbreviation that must be entered in the machine readable file to return the correct customer code in the ASN file.

**Ship Date** - Date of shipment in MM-DD-YY format. Defaults from shipper entry time.

**ASN** - Defaults from the destination file. The ASN code can be changed at shipper entry time. Honda of America uses the ASN code of "C" for variable length with bar code verification.

**Dest Abrv** - User-assigned abbreviation that must be entered in the machine readable file to return the correct destination code in the ASN file. (Not maintainable).

**Ship Time** - Time entered at shipper entry time (HHMM) in military format. If no time is entered, the ship time defaults from the system time when the Extract option is taken. The ship time can be changed during the Create/Transmit ASNs process.

**Net Weight** - Total weight of parts, calculated by multiplying the quantity shipped times the net weight per part entered in the Parts Cross Reference file. It can be changed at shipper entry time.

**Carrier Code** - Carrier abbreviation (SCAC code), which defaults from the controlling source field in the requirement A record, where it was placed when received from Honda. It can be changed in shipper maintenance.

**Note:** The SCAC code does not default from the carrier abbreviation field in the carrier field only for Honda (HA).

**Unit of Mea** - Defaults from the ASN unit of measure field in the destination file. It can be changed at shipper entry time.

**Tare** - The weight of the container(s), which is calculated based on the container and pallet weights entered in the container file. The tare weight can be changed at shipper entry time.

**Equip Desc** - The equipment description further describes the conveyance code. It defaults from the carrier file.
<table>
<thead>
<tr>
<th>Field</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cont. Desc</td>
<td>The container description must be a valid AIAG standard description consisting of three alpha characters followed by two numeric characters. This defaults from the container file. The container code can be changed at shipper entry time.</td>
</tr>
<tr>
<td>Container Qty</td>
<td>The number of containers, calculated by dividing the quantity shipped by the package quantity entered in the requirement A record. It can be changed at shipper entry time.</td>
</tr>
<tr>
<td>Conv Bill #</td>
<td>Defaults from the conveyance number field at shipper entry time if a trailer number or air freight number was entered. If there was no entry at that time, the shipper number is defaulted.</td>
</tr>
<tr>
<td>Qty Shp</td>
<td>Number of pieces shipped.</td>
</tr>
<tr>
<td>Conv. Code</td>
<td>AIAG standard code, which describes the method of conveyance. Defaults from the carrier file. It can be changed at shipper entry time.</td>
</tr>
<tr>
<td>Plant ID</td>
<td>Supplier code assigned by Honda. This is entered in the supplier code field in the requirement master and the plant ID field in the Identification Code file.</td>
</tr>
<tr>
<td>In-House Prt#</td>
<td>Internal part number entered in the Parts Cross Reference file.</td>
</tr>
<tr>
<td>Seller lot #</td>
<td>The lot number associated with the parts. The lot number is entered at shipper entry time.</td>
</tr>
<tr>
<td>Cust Prt #</td>
<td>Honda’s part number.</td>
</tr>
<tr>
<td>Prod. lot #</td>
<td>The production lot number is received from Honda in the 862 file and stored in the RAN field. The RAN field can be changed at shipper entry time. It is returned in the LIN segment in the ASN file.</td>
</tr>
<tr>
<td>Engr. Level</td>
<td>Engineering change level received from Honda and stored in the requirement B record.</td>
</tr>
<tr>
<td>Project #</td>
<td>The project number is received from Honda in the 830 or 862 file and stored to be returned in the LIN segment in the ASN file.</td>
</tr>
<tr>
<td>Customer Cont #</td>
<td>Defaults from the customer container number field in the container file.</td>
</tr>
<tr>
<td>Job Sequence</td>
<td>The job sequence is received in the REF*JS of the 862. This number indicates the daily order that lots are sent down Honda's production line for sequenced ship schedules.</td>
</tr>
<tr>
<td>Field</td>
<td>Description</td>
</tr>
<tr>
<td>-------------</td>
<td>--------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Haz. Matl.</td>
<td>Indicates whether a shipper line item contains hazardous material. A TD4 segment is required on the ASN for hazardous materials.</td>
</tr>
<tr>
<td>IPP Tag 1</td>
<td>Initial production part (IPP) tag number for Honda of America. Typically, the IPP tag numbers are scanned. There is no need to enter the IPP tag number in the Parts Cross Reference file if this information is scanned, and no data display in the IPP tag and reason code fields on this screen. However, if these data cannot be scanned, the codes may be entered in the OEM Miscellaneous Information and reason code fields in the parts cross reference file. Up to 2 IPP tag numbers and their reason codes are retrieved during the “extract” and placed in the IPP Tag 1 and 2 and the Reason Code 1 and 2 fields in ASN maintenance. If IPP tag numbers and reason codes are scanned, the scanned data are placed in the ASN file and they are not displayed in this field. If IPP tag numbers and reason codes are scanned incorrectly, they must be changed in the bar code maintenance file, not in the ASN maintenance file. The IPP tag number and reason code fields entered in the parts cross reference file are cleared during the “extract.” Note: IPP tag numbers are not used by American Honda Motors.</td>
</tr>
<tr>
<td>Ret. Cont</td>
<td>Defaults from the container file. It can be changed at shipper time.</td>
</tr>
<tr>
<td>IPP Reason 1</td>
<td>The reason code is associated with the IPP tag number. Typically these data are scanned. There is no need to enter the IPP tag number or reason code in the Parts Cross Reference file if this information is scanned. If it is not scanned, both the IPP tag number and reason code may be entered in the Parts Cross Reference file to be retrieved during the “extract.” These data are then cleared from the Parts Cross Reference file. If these data are scanned, the scanned data are used in the ASN file and are not displayed in this field. If the scanned data are incorrect, they must be changed in the Bar Code Maintenance file; not in the ASN maintenance file. Valid codes include the following: 1 - Design Change 2 - New Supplier 3 - Material Change 4 - Mfg. Method Change</td>
</tr>
</tbody>
</table>
5 - Mfg. Process Order Change
6 - Machine Change
7 - Jig/Tool Change
8 - Die/Mold Change
9 - Inspection Method Change
10 - Transport/Packing Change
11 - Sort
12 - Other

Reason codes may be entered with or without preceding zeros or blanks.

P.O. Ship/schd. - The purchase order number received from Honda in the 862 or the 850 file. It is returned in the LIN segment in the ASN file.

IPP Tag 2 - If a second IPP tag number is required and if it is not being scanned, it is retrieved from the OEM Miscellaneous Information field in the parts cross reference file. If this information is scanned, the scanned data are transmitted and they are not displayed in this field. If these data are scanned incorrectly, they must be changed in bar code maintenance, not in ASN maintenance.

Country of Org. - The two-digit Country of Origin code. Valid codes include the following:

US - USA

IPP Reason 2 - If a second IPP tag number and reason code are required and if it is not being scanned, it is retrieved from the Parts Cross Reference file. If this information is scanned, the scanned data are transmitted, and they are not displayed in this field. If these data are scanned incorrectly, they must be changed in bar code maintenance, not in ASN maintenance.

State of Org. - The two-digit state code. Used when the Country of Origin is “US.”

Logist/Track# - The Schneider Logistics Provider Number (shipment tracking number). This number is required in the TD505 of the ASN.

OEM Division - Identifies the Honda of America division. Defaults from the OEM Division field in the requirement A record.
Maintain Bar Code Data

(Option 4 on the VL8 menu)

This option is used to add, change, or delete bar code records. The information in this file must match the corresponding Shipper and ASN. If scanning ability is not available, bar code data may be entered manually.

Bar Code Maintenance Screen

```
VLD8400B BAR CODE MAINTENANCE

Company Number........ 46
Identification Number... 000554
Sequence Number........ 00004

Label Serial Number.... 55400002  Associated Master/Mixed Serial
Label Type ............ 3S  55400001
Package Quantity....... 1
Customer Part Number... 8DBB1D8C3

IPP Tag Number 1.......  IPP Reason Code 1...
IPP Tag Number 2.......  IPP Reason Code 2...
OEM (NC/TM) /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  F10=Delete F12=Return
```

Label Serial Number - Serial number from the bar code label.

Associated Master/Mixed Serial - The master/mixed serial number associated with this label is retrieved from the SCPBCODE file. This field must be entered whether the label is a master/mixed or single. If this is a master/mixed label, this field will match the label serial number field.

Label Type - M or 4S - Master label
S - Single label
G or 5S - Mixed label

Package Quantity - The total quantity per label type. If the label type is “M” or “4S,” this is the total number of pieces for this master label. If the label type is “S,” enter the number of pieces for a single container.
Customer Part Number  -  Honda's part number.
RAN Number  -  Enter the RAN (Receipt Authorization Number). Optional.
Returnable Container  -  The returnable container field contains the container packaging type and is a mandatory field. A terminal error is issued on the ASN Create if this field is left blank.
Purchase Order Number  -  Not used by Honda of America.
IPP Tag Number 1  -  Not used by Honda of America.
IPP Reason Code 1  -  Not used by Honda of America.
IPP Tag Number 2  -  Not used by Honda of America.
IPP Reason Code 2  -  Not used by Honda of America.
OEM (NC/TM)/Label Type  -  Not used by Honda of America.
User Defined Field  -  Data entered in this field are user-defined and are carried through to the (four fields) VARUPBAR and SCPBCODE files.
Lot Number  -  The supplier lot number.
F 7 - User Defined  -  This function displays four additional user-defined fields. Data entered in these fields are carried through to the VARUPBAR and SCPBCODE files.
F8 - Additional Info  -  This function displays 10 empty fields designated for future use.
Maintain Printed Bar Code Labels

(Option 5 on the VL8 menu)

This option is used only if labels are printed using the Smart Label System to add, change, or delete printed bar code labels from the file VARUPBAR that was uploaded from the Smart Label System.

**Bar Code Maintenance of Printed Labels Screen**

Press Enter from the bar code selection screen to maintain printed bar code labels.

```
VLD8330B BAR CODE MAINTENANCE OF PRINTED LABELS

Company ................... 46
Label Serial Type .......... 1S
Label Serial Number ........ 11000898

Supplier Number......... 12345601
Package Quantity....... 48
Customer Part Number... 63915S84 A000H1
RAN Number............
Purchase Order Number .
Model Year.............
Date Printed (MMDDYY).. 11/20/03
User Defined Field ....
User Defined Field ....
User Defined Field ....
User Defined Field ....
OEM (NC/TM) /Label Type (C=Container M=Master X=Mixed)
Lot Number ............ LOT123
Transmitted (Y/N) ..... N ** Press Enter to reactivate a transmitted record.

F7=User Defined F8=Additional Info F10=Delete F12=Return
```

**Field Descriptions:**

- **Supplier Number** - Identification code assigned by Honda of America.
- **Package Quantity** - Quantity shipped/scanned.
- **Customer Part Number** - Honda of America’s part number.
- **RAN Number** - Receipt Authorization Number.
- **Purchase Order Number** - Not used by Honda of America.
- **Model Year** - Not used by Honda of America.
- **Date Printed (MMDDYY)** - The date, in MM-DD-YY format, the bar code labels were printed.
User Defined Field (four fields) - Data entered in this field are user-defined and are carried through to the VARUPBAR and SCPBCODE files.

OEM (NC/TM) /Label Type - Not used by Honda of America.

Lot Number - The supplier lot number.

Transmitted (Y/N) - “Y” defaults if the label has been uploaded from the Smart Label system. The transmitted field and the note that follows display only when displaying an existing record, not when adding a record.

F 7 - User Defined - This function displays four additional user-defined fields. Data entered in these fields are carried through to the VARUPBAR and SCPBCODE files.

F8 - Additional Info - This function displays 10 empty fields designated for future use.

**Receive 824 and 997**

*(Option 9 on the VL8 menu)*

This program selectively receives only 824s and 997s from the Advantis mailbox.

**Warning:** Data cannot selectively be received for a specific trading partner. Therefore, 824s and 997s for all trading partners that are in the Advantis mailbox are received and placed in the Honda (HA) file (VARHA). All 824s and 997s are printed. The 824s are placed in the universal application advice files (VPX824A–VPX824H). The print-outs display the accurate name of the trading partner and the company represented by the 824 and 997.

A screen prompts for company number.

```
Do you wish to delete previous Data received: _ (Y/N)

NOTE: A (Y) must be entered if the previous receive was not completed successfully.

F3=Exit
```

Enter “Y” if all previously received data have been processed or if the last “receive” ended abnormally.

Enter “N” if all previously received data have not been processed and the file is to be appended.

All error-free 824s and 997s are printed; 824s are also placed in the universal application advice files (VPX824A–VPX824H). It is not necessary to take the Breakdown and Print options unless errors were received. The Print option can be taken to reprint the 824s and 997s until another 824 and 997 is received using the Receive option.
Reports printed include the following:

- **Honda Print 997/824 AIAG Identification File Audit Report**
  
  Identifies the identification code (plant ID) received in each file and the corresponding company number and OEM code from the Identification Code file. If an identification code was not found in the Identification Code file, it is listed with an error message. The missing code must be entered in the Identification Code file and the “Breakdown 824 and 997” option must be taken before the “Print 824 and 997” option is taken.

- **Honda of America Acknowledgement Edit List**
  
  An edit list is printed for each trading partner represented in the incoming file. (All 824s and 997s in the mailbox are received, not just Honda.) The program name is VLR8730HA, even though the data may represent another trading partner.

**Breakdown 824 and 997**

(Option 10 on the VL8 menu)

It is not necessary to take the Breakdown option if data were received with no errors. If there are errors (missing identification codes), the Identification Code file must be corrected, and the Breakdown must be taken before the 824s and 997s can be printed.

The Breakdown job is submitted to the job queue.

**Print 824 and 997**

(Option 11 on the VL8 menu)

If a 997 was not received following the 856 transmission, the 997 may be received using the option “Receive 824 and 997.” When received, if error-free, the 997s are printed.

**Warning:** The “receive” selectively receives 824 and 997 data from the Advantis mailbox. It cannot selectively receive data for a specific trading partner. Therefore, 824s and 997s for all trading partners that are in the Advantis mailbox are received and placed in the Honda (HA) file (VARHA). All 824s and 997s are printed. 824s are also placed in the universal application advice files (VPX824A–VPX 824H). The print-outs display the accurate name of the trading partner and the company represented by the 824 and 997.

The 824s and 997s are available to print until another 997 is received using either “receive” option.

The “print” job is submitted to the job queue.
Purge Quick Receive Labels

(Option 13 on the VL8 menu)

This option removes quick receive labels from the header (RSPQKRC1) and detail (RSPQKRC2) files. The company selection displays if the user has authority to multiple companies.

PURGE QUICK RECEIVE LABELS

Enter Beginning Shipper Number... ______
Enter Ending Shipper Number ..... ______

F3=Exit

Enter Beginning Shipper Num - Enter the beginning shipper number where the purge is to begin.
Enter Ending Shipper Num - Enter the ending shipper number where the purge is to end.

A report prints, listing the quick receive labels that were purged.
Reactivate ASNs & Bar Code

(Option 15 on the VL8 Menu)

To reactivate ASNs & Bar Codes, choose option 15, Reactivate ASNs & Bar Code, from the ASN main menu. The Reactivate Honda of America ASN/DESADV screen displays:

- To reactivate an In-Transit ASN, select “I - In Transit” with “1.”
- To reactivate a Transmitted ASN, select “T - Transmitted” with “1.”

**Note:** Either an In-Transit ASN (I) or a Transmitted ASN (T) may be reactivated, but not both simultaneously.

### REACTIVATE HONDA OF AMERICA ASN/DESADV

Enter the following or leave blank for ALL:

<table>
<thead>
<tr>
<th>From</th>
<th>To</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>From</th>
<th>To</th>
</tr>
</thead>
<tbody>
<tr>
<td>7/23/07</td>
<td>7/23/07</td>
</tr>
</tbody>
</table>

**Options:**

- **1=Select**
  - Opt Transmit Codes
    - I - In Transit
    - T - Transmitted

**F3=Exit**
How to Use This Document

This document provides information regarding unique instructions required to implement this trading partner's unique business practices. Check the chapters in AutoRelease that describe the common functions and procedures performed by all trading partners, such as the daily procedures, security, ASN options, etc.

General Information

The general information section of this document describes transaction sets and versions, how they apply to this trading partner and other miscellaneous information.

Security

The security section of the document explains the communication method used by this trading partner and network profile, when applicable.

Implementation

The trading partner documents provide information that may be pertinent only to this trading partner. The implementation section covers master file entry that is unique to this trading partner. However, all required master files must be entered according to the instructions in the “AutoRelease User's Manual.”

Files and fields that are unique for all trading partners include the identification code file, trading partnership file, model year, requirement master clear flags and CUM required prior.

VL0 Menu

Traditionally coded trading partners use a VL0xx menu (where xx is the OEM code) to perform daily procedures (from the “receive” through the “process”). Many of the options on the VL0 menus are identical from trading partner to trading partner. Those options are explained one time only in the AutoRelease manual.

<p>| | |</p>
<table>
<thead>
<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>Daily Procedures</td>
<td>Describes the Receive, Split, Breakdown, Print, Process, and Transmit 997</td>
</tr>
<tr>
<td>Security</td>
<td>Describes all security selection and maintenance options and VAN menus</td>
</tr>
</tbody>
</table>
The VL0 section of each trading partner document illustrates the menu for this specific trading partner, but describes ONLY exceptions and unique business practices such as:

- The print method (mandatory or optional) is identified.
- Special processing for a common option for this specific OEM is identified.
- Fields that print on the edit list but are not processed are identified.
- Options that are not commonly used by other trading partners are described in detail.

A complete description of the common options can be found in the Daily Procedures chapter of AutoRelease.

### ASNs

Traditionally coded trading partners use a VL8xx menu (where xx is the OEM code) to transmit ASNs to the trading partner. Many of the options on the VL8 menus are identical from trading partner to trading partner. Those options are explained one time only in the AutoRelease manual.

- **ASN (VL8) Options**
  
  Describes the standard procedures for transmitting ASNs without bar code.

- **ASN with Bar Code Options**
  
  Describes the standard procedures for transmitting ASNs with bar code.

The VL8 section of each trading partner document illustrates the menu for this specific trading partner, but describes ONLY exceptions and unique business practices such as:

- Valid action codes are identified.
- The ASN Maintenance screen is displayed with valid field descriptions.
- ASN extract exceptions and special processing relating to ASNs for this specific trading partner are identified.
- Options that are not commonly used by other trading partners are described in detail.

A complete description of the routine options can be found in the ASN (VL8) Options chapter of AutoRelease.
Electronic Invoice Menu

Some traditionally coded trading partners use a VL75xx menu (where xx is the OEM code) to transmit electronic invoices to the trading partner. Many of the options are identical from trading partner to trading partner. Those options are explained one time in the AutoRelease manual.

Electronic Invoices

Electronic Invoices Describes invoice maintenance, print invoice register, create and transmit, purge, and reactivate transmitted invoices menu options.

The VL75 section of each trading partner document illustrates the menu for this specific trading partner, but describes ONLY exceptions and unique business practices such as:

- Invoice header screen and valid field descriptions
- Invoice line item screen
- Invoice line item information screen and valid field descriptions
- Miscellaneous charge screen and valid field descriptions
- Options that are not commonly used by other trading partners are described in detail

A complete description of the common options can be found in the Electronic Invoices chapter of AutoRelease.