Navistar

(V)

Traditional

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General Information

Transaction Sets and Versions

The Navistar Corporation module supports the following transaction sets:

- 810 Electronic Invoice Version 4010
- 820 Remittance Advice Version 4020
- 824 Application Advice Version 3040
- 830 Material Release Version 2040
- 838 Print Trading Partner Profile Version 3040
- 846 Inventory Advice Version 4010
- 850 Purchase Order Version 3040
- 856 ASN Version 3050
- 860 Purchase Order Change Version 3040
- 861 Receiving Advice Version 3040
- 862 Shipping Schedule Version 2040
- 864 Text Message Version 3040
- 866 Production Sequence Version 4010
- 870 Order Status Report Version 3040
- 997 Functional Acknowledgement Version 2040

The 810 (Electronic Invoice) is transmitted to Navistar when required.

The 820 (Remittance Advice) is issued when a check is issued indicating the payment amount and the invoice data supporting this payment.

The 824 (Application Advice) reports errors of content in the file received from Navistar.

The 830 (Material Release) is forecast information or planning. It is not authorized ship.

The 838 (Print Trading Partner Profile) is used to request, change, verify, or transmit business profile information to or from a trading partner.

The 846 (Inventory Advice) is used to indicate that inventory advices were transmitted from Navistar. Inventory Advices may contain the production date of the part shipped, VIN, quantities consumed in production, purchase order numbers, and line-item details.

The 850 (Purchase Order) may be authorized ship or non-destination planning.

- 850s with destinations are changed to 862s during the process, because Navistar uses these transaction sets as authorized ship schedules. This data will print on the 830/862 Edit Report and will be processed as 862s. The data will be viewed and printed as 862s on inquiries and reports.
• **850s with destinations.** For Parts Operations, 850s are kept as 850s and are processed in to both the JIT files and the LOAD file. The data will print on the 830/862 Edit Report. The data will be viewed and printed as 850s on inquiries and reports. For the MRP only, 850s will be changed to 862s.

• **850s without destinations** are placed on hold in files VPX870A and VPX870B. These records can be accessed from the Order Status Report menu (VL72V).

• **850s without destinations.** For Parts Operations, 850s are original POs. They are kept as 850s and are processed into the JIT files but not the LOAD file. The data will print on the 830/862 Edit Report. The data will be viewed and printed as 850s on inquiries and reports. When corresponding 862 invoicing POs are shipped against, the 850 original PO requirements are reduced. For the MRP only, 850s will be changed to 862s.

The **850 (Purchase Order)**

If an Order Status Report (870) is received by Navistar in which the original quantity required was reduced (a partial shipment will be made), Navistar will transmit an 862 for the quantity that will be shipped according to the information from the 870. Navistar will also retransmit the 850 with the entire original quantity and transmit an 860 (Purchase Order Change), which will change this 850 to reflect the remainder of the original required quantity that is still without a destination.

The **856 (ASN)** is required to be transmitted for each shipment within one hour of the truck leaving the plant.

The **860 (Purchase Order Change)** is a change to the 850. Navistar data (with destinations) received on 860s is changed to 862s during the process, because Navistar uses these transaction sets as authorized ship schedules. This data will print on the 830/862 Edit Report and will be processed as 862s. The data will be viewed and printed as 862s on inquiries and reports. 860s without destinations change the corresponding 850 record that is accessed from the Order Status Report Menu (VL72V).

The **861 (Receiving Advice)** is a discrepancy report providing information to notify the supplier when the ASN data is not the same as the data recorded by Navistar when the shipment is actually received.

The **862 (Shipping Schedule)** is daily authorized ship.

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

The **866**

• **Production Sequence Schedule** is authorized ship.

• **Slotted Order** is used for planning. Job information is processed as 830s; configuration information is not processed, but is printed on the Edit List.

• **Process Information** contains job and part information that is printed only.

The **870 (Order Status Report)** is a verification of the ship quantity, delivery date, and unit of measure for non-destination requirements that is created and transmitted to Navistar.

The **997 (Functional Acknowledgement)** is required to be transmitted to acknowledge the received files within half an hour. A 997 is also received to acknowledge the transmitted 856.
## Plant Codes

### Engine & Foundry Division—Indianapolis Engine Plant—Indianapolis, IN

**DUNS 094465028**

<table>
<thead>
<tr>
<th>Address</th>
<th>Ship-to Codes</th>
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<tbody>
<tr>
<td>Indianapolis Plant</td>
<td>006</td>
</tr>
<tr>
<td>5565 Brookville Road</td>
<td></td>
</tr>
<tr>
<td>Indianapolis, Indiana 46219</td>
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<tr>
<td>Celadon Dedicated Services</td>
<td>A1, BL, CP, CR, HB, L1, L2, L3,</td>
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<tr>
<td>C/O Navistar</td>
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<tr>
<td>1440 Brookville Way</td>
<td></td>
</tr>
<tr>
<td>Indianapolis, IN 46219</td>
<td></td>
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<tr>
<td>Indianapolis Plant—Casting Warehouse</td>
<td>CW</td>
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<td>Indianapolis, IN 46219</td>
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### Engine and Foundry Division—Indianapolis Engine Plant—Indianapolis, IN

**DUNS 094465028**

<table>
<thead>
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<tr>
<td>Celadon Dedicated Services</td>
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<tr>
<td>1440 Brookville Way</td>
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### Indianapolis Foundry—Indianapolis, IN

**DUNS 094465028**

<table>
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<tr>
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<tr>
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### International Diesel of Alabama, L.L.C.—Huntsville, AL

**DUNS 115117926**

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<tbody>
<tr>
<td>International Diesel of Alabama, LLC</td>
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</table>
646 James Record Road
Huntsville, AL 35824

Perez Services Inc.  
C/O International Diesel of Alabama, LLC
151 Jetplex Blvd. Suites A–D
Huntsville, AL 35824

Melrose Park Engine Plant—Melrose Park, IL

**DUNS 005245238**

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<td>083</td>
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<tr>
<td>10400 West North Avenue</td>
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<table>
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<td>34, 52</td>
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<td>Melrose Park, Illinois 60160</td>
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<td>Navistar Corp.-Offsite Supplier</td>
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<tr>
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<tr>
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Waukesha Foundry—Waukesha, WI

**DUNS 006118004**

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<tr>
<td>1401 Perkins Avenue</td>
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<tr>
<td>Waukesha, Wisconsin 53186</td>
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IC Corporation—Tulsa, OK

**DUNS 959833575**

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<td>IC Corporation</td>
<td>014</td>
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<tr>
<td>2322 North Mingo Road</td>
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</tr>
<tr>
<td>Tulsa, Oklahoma 74116</td>
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IC Corporation—Conway, AR

DUNS 021344700

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<td>009</td>
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<tr>
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<tr>
<td>Conway, Arkansas 72032</td>
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</table>

Blue Diamond Truck, S.de R.L. de C.V.—Escobedo, Mexico

DUNS 102239394

**US-based suppliers must use this address:**

Blue Diamond Truck, S.de R.L. de C.V.          011

c/o Gonzales De Castilla, Inc.
11929 Sara Drive
Laredo, Texas 78045

**Mexican-based suppliers must use this address:**

Blue Diamond Truck, S.de R.L. de C.V.          011

Carretera Monterrey-Monclova Km. 5 No. 5000
General Escobedo, Nuevo Leon
CP 66050 Mexico

Chatham Assembly Plant—Ontario, Canada

DUNS 04063515

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<tr>
<td>Chatham Plant</td>
<td>020</td>
</tr>
<tr>
<td>508 Richmond Street</td>
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<tr>
<td>Chatham, Ontario, Canada N7M5M4</td>
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Cab Assembly and Stamping Plant—Springfield, OH

DUNS 147809631

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<tbody>
<tr>
<td>Navistar</td>
<td>015</td>
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<tr>
<td>Cab Assembly and Stamping</td>
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<tr>
<td>349 W. County Line Road</td>
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<tr>
<td>Springfield, Oh. 45502</td>
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### Escobedo Truck Assembly Plant—Escobedo, Mexico

**DUNS 161984646**

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<tr>
<td><strong>US-based suppliers must use this address:</strong></td>
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<tr>
<td>Camiones y Motores International de Mexico S.A. de C.V.</td>
<td>065</td>
</tr>
<tr>
<td>c/o Gonzales De Castilla, Inc.</td>
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<tr>
<td>11929 Sara Drive</td>
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<td>Laredo, Texas 78045</td>
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<tr>
<td><strong>Mexican-based suppliers must use this address:</strong></td>
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<tr>
<td>Camiones y Motores International de Mexico S.A. de C.V.</td>
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<tr>
<td>Carretera Monterrey-Monclova Km. 5 No. 5000</td>
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<td>General Escobedo, Nuevo Leon</td>
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<tr>
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### P.E.C—Sidney, OH

**DUNS 939812504**

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<td>Navistar PEC Center</td>
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<td>2855 Deziel Drive</td>
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<tr>
<td>Windsor, ON N8W 5A5</td>
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### Severe Service Truck Assembly Plant—Garland, TX

**DUNS 007360639**

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<tr>
<td>SST Truck Company</td>
<td>062</td>
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<tr>
<td>4030 Forest Lane</td>
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<td>Garland, Texas 75042</td>
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### Springfield Assembly Plant—Springfield, OH

**DUNS 049645120**

Springfield Assembly Plant 002ASM
6125 Urbana Road
Springfield, Ohio 45502

**DUNS 965801939**

Springfield Assembly Plant 002URB
6125 Urbana Road
Springfield, Ohio 45502
### Other Truck Locations

**Gramag Truck Interior Systems, LLC—Blue Diamond, Mexico**

**DUNS 102239394**

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<tbody>
<tr>
<td>Gramag Truck Interior Systems LLC 2999 Lewis Centre Way Grove City, Ohio 43123</td>
<td>011GRM</td>
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**Gramag Truck Interior Systems, LLC—Escobedo, Mexico**

**DUNS 161984646**

<table>
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<tr>
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<tbody>
<tr>
<td>Gramag Truck Interior Systems LLC 2999 Lewis Centre Way Grove City, Ohio 43123</td>
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**Logistics Management Services Inc.—Springfield, OH.**

**DUNS 049645120**

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<tr>
<th>Address</th>
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<tr>
<td>L.M.S.I. 202 East Washington Springfield, Ohio 45502</td>
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**Ohio Distribution Warehouse—Urbana, OH.**

**DUNS 049645120**

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<tr>
<td>Ohio Distribution Warehouse 1030 South Edgewood Ave. Urbana, Ohio. 43078</td>
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**DUNS 147809631**

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<tr>
<td>Ohio Distribution Warehouse 1030 South Edgewood Ave. Urbana, Ohio. 43078</td>
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TSI Services—Springfield, OH.

DUNS 049645120

Address
TSI Logistics
1001 E. Pleasant Street
Springfield, Ohio 45505

Ship-to Code
002TSI

TNT Logistics—Chatham, ON.

DUNS 204063515

Address
TNT Logistics Navistar International
650 Riverview Drive
Chatham, ON N7M 5L1

Ship-to Code
020TNT

AFL—Farmers Branch, TX.

DUNS 007360639

Address
AFL
13920 Senlac Dr. Suite 100
Farmers Branch, Texas 75234

Ship-to Code
062AFL

Rollins Export—Springfield, OH.

DUNS 526886337

Address
Navistar, Export
c/o Rollins 3PL
2255 Progress Drive
Springfield, OH 45505

Ship-to Code
025RPL

Navistar, Export
c/o Rollins CCM Operations
552 West State Street
Springfield, OH 45506

Wallaceburg Preferred Partners—Wallaceburg, ON., Canada

DUNS 204063515

Address
Navistar Chatham Plant
C/O Wallaceburg Preferred Partners
35 Garnet Street
Wallaceburg, Ontario, Canada N8A4L8

Ship-to Code
020WPP
Service Parts Division

**Atlanta Parts Distribution Center—Fairburn, GA.**

**DUNS 122092406**

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<td>Navistar Atlanta Parts Distribution Center 1300 Oakley Industrial Boulevard Fairburn, Georgia 30213-2800</td>
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**Baltimore Parts Distribution Center—Baltimore, MD.**

**DUNS 122092406**

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<tr>
<td>Navistar Distribution Center 105 Steamboat Boulevard Manchester, PA 17345</td>
<td>770-0770</td>
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**Burlington Ontario Parts Distribution Center—Ontario, Canada**

**DUNS 122092406**

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<td>970-0970</td>
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**CAMIONES Y MOTORES INTERNACIONAL Parts Distribution Center—Queretaro, Mexico**

**DUNS 122092406**

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Canadian Central Core Services—Ontario, Canada
DUNS 122092406

Address
Navistar Canada
c/o Canadian Central Core Services
121 Roy Boulevard #1
Brantford, Ontario, Canada N3T6H2

Dallas Parts Distribution Center—Dallas, TX.
DUNS 122092406

Address
Navistar
Dallas Parts Distribution Center
4038 Rock Quarry Road Suite 400
Dallas, Texas 75211-1510

Edmonton Alberta Parts Distribution Center—Alberta, Canada
DUNS 122092406

Address
Navistar Canada
Edmonton Alberta Parts Distribution Center
11771 167th Street
Edmonton, Alberta Canada T5M3Y2

Hollingsworth Logistics—Dearborn, MI.
DUNS 122092406

Address
Navistar
c/o Hollingsworth Logistics
14227 W. Warren Avenue
Dearborn, Michigan 48126

Leyden Retarded Center for Adults—River Grove, IL.
DUNS 122092406

Address
Navistar
c/o Leyden Retarded Center for Adults
8607 Arnold Street
River Grove, Illinois 60171
Pierce Distribution—Beloit, WI.

DUNS 122092406

<table>
<thead>
<tr>
<th>Address</th>
<th>Ship-to Code</th>
<th>Invoicing Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>Navistar</td>
<td>780-0780</td>
<td>780</td>
</tr>
<tr>
<td>% Pierce Distribution Services</td>
<td></td>
<td></td>
</tr>
<tr>
<td>601 Third Street</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Beloit, Wisconsin 53511</td>
<td></td>
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</table>

Pierce Distribution—Belvidere, IL.

DUNS 122092406

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<thead>
<tr>
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<th>Invoicing Code</th>
</tr>
</thead>
<tbody>
<tr>
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<td>715</td>
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<tr>
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<td></td>
<td></td>
</tr>
<tr>
<td>795 Landmark Drive</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Belvidere, IL 61008</td>
<td></td>
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</tr>
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</table>

Pierce Packaging—Bolingbrook, IL.

DUNS 122092406

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<thead>
<tr>
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<th>Invoicing Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>Navistar</td>
<td>780-4809</td>
<td>713</td>
</tr>
<tr>
<td>c/o Pierce Packaging</td>
<td></td>
<td></td>
</tr>
<tr>
<td>400 Crossroads Parkway, Suite A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bolingbrook, Illinois 60440</td>
<td></td>
<td></td>
</tr>
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RAP—Pierce Packaging—Bolingbrook, IL.

DUNS 122092406

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<tr>
<th>Address</th>
<th>Ship-to Code</th>
<th>Invoicing Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>Navistar RAP</td>
<td>780-4813</td>
<td>713</td>
</tr>
<tr>
<td>c/o Pierce Packaging</td>
<td></td>
<td></td>
</tr>
<tr>
<td>400 Crossroads Parkway, Suite A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bolingbrook, Illinois 60440</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Richmond Parts Distribution Center—Richmond, CA.

DUNS 122092406

<table>
<thead>
<tr>
<th>Address</th>
<th>Ship-to Code</th>
<th>Invoicing Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>Navistar</td>
<td>772-0772</td>
<td>772</td>
</tr>
<tr>
<td>Richmond Parts Distribution Center</td>
<td></td>
<td></td>
</tr>
<tr>
<td>830 Marina Way South Box 4041</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Richmond, California 94804</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
West Chicago Parts Distribution Center—West Chicago, IL.

DUNS 122092406

Address
Navistar
West Chicago Parts Distribution Center
1717 West Harvester Road
West Chicago, Illinois 60185

Ship to Latest Shipping Release
DUNS 122092406

Address
Ship-to-locations indicated on latest shipping release

Invoicing 810 Ship-to Code
780-4819
N/A

Miscellaneous Information

The customer order number, delivery order number, and attachment code are received on the 850/860 transaction set and print on the Purchase Order Edit List, the shipper, and the invoice.

Special Print Requirements—866s

Multiple line items for the same part are combined on shippers and export documents. Individual Vehicle Identification Numbers (VINs) are listed following the line item.

Shipper Number

The shipper number (bill of lading number) must be the same for the shipper, ASN, and invoice. Therefore, leading zeros are suppressed from the shipper number.

Special print requirements are in place for all three print methods (RPG, UDF, and Adobe Central Pro). 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.

Processing 866s

Navistar transmits three types of 866s:

- Production Sequence - R2617 (processed)
- Slotted Order - R2617S (job information is processed as 830s; configuration information is printed only)
- Process Information - R2617P (not processed; printed only)

The “Expanded 866” is used by suppliers that have multiple features that make one complete unit, so that they can see configured requirements beyond lineset for planning purposes.
ALL 866s are transmitted to the supplier in a nightly batch. The requirements must be retrieved within one business day. Functional Acknowledgements (997s) are retrieved by Navistar based on the Central time zone:

<table>
<thead>
<tr>
<th>From</th>
<th>To</th>
</tr>
</thead>
<tbody>
<tr>
<td>Monday - Friday</td>
<td>00:00 - 23:00 (Central time)</td>
</tr>
<tr>
<td>Saturday</td>
<td>00:00 - 17:30 (Central time)</td>
</tr>
<tr>
<td>Sunday</td>
<td>22:00 - 00:00 (Central time)</td>
</tr>
</tbody>
</table>

Production Sequence

Identified with "R2617" in the BSS*02 segment. The production sequence contains production 866 data and is processed into the load file. The production sequence is used to identify component requirements used in the actual production build sequence. "Production Linking" requirements are multiple part numbers linked to specific assembly lines, sequence numbers, and job numbers. "Production Linking" requirements are included in the production sequence 866.

Processing 866s—Slotted Orders

Identified with "R2617S" in the BSS*02 segment. The slotted order contains configuration and job information. Configuration information consists of part numbers and the quantity associated with each configuration number. Job information consists of job numbers and horizon dates for the associated job and configuration number.

Job information from the slotted order is processed as 830 planning requirements. The configuration information is not processed, it is printed on the Slotted Order Edit List.

The slotted order is used to identify component requirements for all orders at Navistar for the next six months in weekly and monthly groupings. The jobs and related data that are displayed on the production sequence 866 are excluded from the slotted order. The production sequence and slotted orders are combined to provide visibility for a maximum of six months of planning horizon.

The "refer back" concept is used to reduce the repetitive volume of configured modules. The "refer back" concept identifies the individual part numbers used in a specific configuration. Separate planning requirements reference the configuration instead of the individual part numbers. The example on the following page reviews the "refer back" concept.

An incomplete configuration may be sent when a job has been only partially engineered. The full configuration is sent when the job is fully engineered.
"Refer Back" Concept Example:

Four ABR part numbers, job, and date (processed as 830s from the slotted order) are displayed for the beginning of the week or month that the material is required:

<table>
<thead>
<tr>
<th>Job</th>
<th>Date</th>
<th>ABR Part #1</th>
<th>ABR Part #2</th>
<th>ABR Part #3</th>
<th>ABR Part #4</th>
</tr>
</thead>
<tbody>
<tr>
<td>123</td>
<td>6/20/xx</td>
<td>1R1</td>
<td>2R1</td>
<td>3R1</td>
<td>4R1</td>
</tr>
<tr>
<td>345</td>
<td>7/12/xx</td>
<td>1R1</td>
<td>2R1</td>
<td>3R1</td>
<td>4R1</td>
</tr>
<tr>
<td>346</td>
<td>8/7/xx</td>
<td>1R1</td>
<td>2R1</td>
<td>3R1</td>
<td>4R1</td>
</tr>
<tr>
<td>487</td>
<td>8/8/xx</td>
<td>1R2</td>
<td>2R2</td>
<td>3R2</td>
<td>4R2</td>
</tr>
<tr>
<td>490</td>
<td>8/9/xx</td>
<td>1R1</td>
<td>2R1</td>
<td>3R1</td>
<td>4R1</td>
</tr>
<tr>
<td>552</td>
<td>8/23/xx</td>
<td>1R1</td>
<td>2R1</td>
<td>3R1</td>
<td>4R1</td>
</tr>
<tr>
<td>601</td>
<td>8/29/xx</td>
<td>1R2</td>
<td>2R2</td>
<td>3R2</td>
<td>4R2</td>
</tr>
<tr>
<td>612</td>
<td>9/12/xx</td>
<td>1R1</td>
<td>2R1</td>
<td>3R1</td>
<td>4R1</td>
</tr>
<tr>
<td>780</td>
<td>10/20/xx</td>
<td>1R2</td>
<td>2R1</td>
<td>3R2</td>
<td>4R1</td>
</tr>
<tr>
<td>815</td>
<td>11/02/xx</td>
<td>1R1</td>
<td>2R1</td>
<td>3R1</td>
<td>4R1</td>
</tr>
<tr>
<td>933</td>
<td>11/28/xx</td>
<td>1R1</td>
<td>2R1</td>
<td>3R1</td>
<td>–</td>
</tr>
</tbody>
</table>

The "jobs" are compared. Each unique configuration is assigned a sequential configuration number:

<table>
<thead>
<tr>
<th>Configuration Number</th>
<th>ABR Part #1</th>
<th>ABR Part #2</th>
<th>ABR Part #3</th>
<th>ABR Part #4</th>
<th>Job Numbers with same configuration</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>1R1</td>
<td>2R1</td>
<td>3R1</td>
<td>4R1</td>
<td>123, 345, 346, 490, 552, 612, 815</td>
</tr>
<tr>
<td>2</td>
<td>1R2</td>
<td>2R2</td>
<td>3R2</td>
<td>4R2</td>
<td>487, 601</td>
</tr>
<tr>
<td>3</td>
<td>1R2</td>
<td>2R1</td>
<td>3R2</td>
<td>4R1</td>
<td>780</td>
</tr>
<tr>
<td>4</td>
<td>1R1</td>
<td>2R1</td>
<td>3R1</td>
<td>–</td>
<td>933</td>
</tr>
</tbody>
</table>

Grayed weeks below represent lineset weeks that are sent on the production sequence (processed into the load file) and are not included on the slotted order. Remaining weeks are printed (configuration information is not processed) and used for planning.
### Process Information

Identified with "R2617P" in the BSS*02 segment. The process information contains job and part information required to complete the assembly of the module. The process information 866 is not processed, it is printed on the Process Information Edit List.

The process information 866 is used to
- Identify unique process information related to a specific job.
- Retrieve the assembly drawing numbers and settings associated with each job number for suppliers that perform sub-assembly.

Process Information is defined as job- and part-specific information required to complete an assembly.

**Example:** The wheel base length is needed to determine the length of wiring required for the brake harness.

The process information 866 coincides with the production sequence; hence, all jobs on the process information 866 are on the production sequence 866. The slotted order 866 may not contain all the requirements that the production sequence contains, because some requirements may not require process information.

<table>
<thead>
<tr>
<th>Time Slot</th>
<th>Quantity of Configuration 1</th>
<th>Quantity of Configuration 2</th>
<th>Quantity of Configuration 3</th>
<th>Quantity of Configuration 4</th>
</tr>
</thead>
<tbody>
<tr>
<td>5/28/xx - 6/3/xx</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6/4/xx - 6/10/xx</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6/11/xx - 6/17/xx</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6/18/xx - 6/24/xx</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6/25/xx - 7/1/xx</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7/2/xx - 7/8/xx</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7/9/xx - 7/15/xx</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7/16/xx - 7/22/xx</td>
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<tr>
<td>7/23/xx - 7/29/xx</td>
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<tr>
<td>7/30/xx - 8/5/xx</td>
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<td></td>
</tr>
<tr>
<td>8/6/xx - 8/12/xx</td>
<td>2</td>
<td>1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>8/13/xx - 8/19/xx</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8/20/xx - 8/31/xx</td>
<td>1</td>
<td>1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>9/1/xx - 9/30/xx</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10/1/xx - 10/31/xx</td>
<td>1</td>
<td></td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>11/1/xx - 11/30/xx</td>
<td>1</td>
<td></td>
<td>1</td>
<td></td>
</tr>
</tbody>
</table>
Application Advice—824

The Application Advice reports error of content in the file received from Navistar.

Navistar sends the Application Advice (824) only when an error occurs, unless the supplier requests an 824 for all transmissions.

Contacts to request this change include:

Catherine Day @ Chatham   (519) 436-2365
Nancy Jacobs @ Springfield (513) 390-5448

The ASN must be received by Navistar prior to the start of the receiving process, which coincides with the arrival of the material at the assembly plant. An 824 error code "U" indicates that the ASN arrived after the receiving process started. This ASN cannot be used and is dropped by Navistar.

Bar Coding

Scanning Method—Non-Service

Choose one of the following scanning methods for Navistar:

A. Scan only the master label but not the associated singles.
   - Scan all singles not associated with a master.
   - Scan all singles associated with a mixed label but do not scan the mixed label.

B. Scan all singles.
   - Do not scan master labels.
   - Do not scan mixed labels.

Scanning Order

1. If the shipment contains loose containers, those containers must be scanned before scanning any mixed or master labels.
2. Next scan the first master or mixed label.
3. Then scan all container labels associated with that master or mixed label.

Do not scan all the master or mixed labels at one time.

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

Navistar uses the GEIS network or the Advantis network. 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.

Identify the network you will be using with the option Network Selection File Maintenance and enter security requirements (passwords, User IDs) before attempting to receive or transmit.

If more than one OEM is accessed through the same network, the network security data can be entered from any OEM telecommunications menu that uses the same network. Requirements can be received from the network from any OEM "receive" menu that uses the same network. All OEMs received from GEIS or the Advantis network will be received at one time, no matter which "receive" option is used.

GEIS Network Implementation Note: When establishing a trading partnership with the GEIS network, the following data is required in your User Profile:

Wrap Data? YES - 80
Start New Record on New Interchange? YES
Implementation

Identification Code File

The Identification Code file is used when taking the options to "split" and "breakdown" a file received from Navistar, and also when transmitting ASNs. The Identification Code file is used differently by different manufacturers. Set up for Navistar as follows:

- Company Number - xx
- OEM Code - V
- Plant ID - Supplier Code
- OEM ID - Navistar DUNS Number (781495650)
- Corporate ID - Your DUNS Number
- Remit to Duns Number - The 7-digit, buyer-assigned Pay Point Supplier Code*
- VAT Code - Tax ID
- Transmission Mode - P
- Smart Labels - Y or N
- Pallet Staging - Y or N
- Bar Code File Transfer - N
- Variable Unwrap Print - Y or N
- Automatic print of 997 - N
- AutoMap - N

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

Errors that occur during the "breakdown" that indicate a code is missing from the Identification Code file are referring to the Plant ID field.

* Retrieved during the 810 "create" and transmitted in the N1*RI segment.

997 Record
(Trading Partnership Record Required)

Navistar requires consecutive ISA and GS control numbers in the EDI enveloping. To accomplish this, a second Identification File 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 - V
- Plant ID - SUPPID 997
Press Enter to display remaining fields:

- OEM ID - Not used by Navistar
- Corporate ID - Not used by Navistar
- Remit to Duns # - Not used by Navistar
- VAT Code - Tax ID
- Transmission Mode - P
- Smart Labels - N
- Pallet Staging - N
- Bar Code File Transfer - N
- Variable Unwrap Print - N
- Automatic print of 997 - N
- AutoMap - N

Trading Partnership File

The Trading Partnership file is used to enter data 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 its enveloping, users may change the enveloping 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.

Steps to create default values:

1. Press F6 (Add) from the ISA list screen.
2. Enter optional abbreviations or leave blank if all customers and destinations for this company, OEM, and supplier code are the same.
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):
   - Three ISA records are created (856/870, 810, and service 856).
   - Four GS records are created (the 856/870 ISA creates a GS for the production 856 and the 870, 810, and service 856).
   - One communication record is created (GEIS).

Note: The production 856 and the service 856 Trading Partnership files must be different. Either the production 856 or the service 856 must contain valid destination abbreviations; the other 856 division destination abbreviations must be blank.

In our examples, the production 856 record is created with blank destination abbreviations. Multiple records are created for the service 856 using valid destination abbreviations.
856/870 Record
Infor recommends that you leave the customer and destination abbreviations blank for the production 856 record. No modifications are needed to the ISA record. Modifications are needed to the GS detail screen. No changes are needed to the GEIS record. If using Advantis, the Advantis record must be created and modified, and the GEIS record must be deleted.

810 Record
This record will be copied to create individual records for each destination. Modifications are needed to the ISA and GS detail records. No changes are needed to the GEIS record. If using Advantis, the Advantis record must be created and modified, and the GEIS record must be deleted.

856 Service Record
Infor recommends that you use destination abbreviations for the 856 service records. This first record is a template and is copied to create a unique record for each destination. No modifications are needed to the ISA and GS records. A communication record is not created for the service 856. The production 856 communication record is used.

Note: Steps 7–14 must be repeated for each transaction set and destination combination.

7. The 810 template record must be copied and modified for each Navistar destination. Enter “3” next to the 810 template record to copy.
8. Press Enter.
9. Enter the customer (optional) and destination (required) abbreviations and press Enter.
10. Select the copied record with “1” and press Enter. The ISA detail screen displays.

810 ISA Detail Screen

```
Maintain Trading Partnership File

Company Number........... 13                      (A)ISA/(C)ICS/(E)Edifact: A
OEM Code................... V
Supplier ID............... 123456
Customer Abbrv(O).......
Destination Abbrv(O).... MELROS

User Define Description: NAME OF NAVISTAR DESTINATION AND 810 RECORD

Qualifier/Information
Authorization: 00               Active (Y)/(N): Y
Security:          00
Sender:           01 123456789
Receiver:         01 781495650

Hexadecimal Code
Control Standards ID: U                      Sub Element Separator: 7A
Version Identifier: 00300                  Data Element Separator: 5A
                      Segment Terminator: 1C

Computer Generated ISA Control Number: _

F7=Update Infor Defaults  F8=OEM Commun.  F10=GS Level  F12=Return
```
Required Changes for the 810 Record:
User Defined Description - Enter the name of the destination plant and that it is an 810 record.

11. Press F10 (GS Level). The GS list screen displays.
12. 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

Company Number............. 13
OEM Code............... V
Supplier ID............ 12345
Customer Abbrv(O)....... 
Destination Abbrv(O)....
Transaction Type........ 810

Functional Identifier: IN
Application Sender: 12345
Application Receiver: 247267594
Responsible Agency Code: X
Version/Release/Industry: 004010
Test/(P)roduction: P
Group Control Number: 1
Acknowledge Requested: N
Last Date Used: 0/00/00
Last Time Used: 
Number Times Used: 
Computer Generated Group Control Number: _ 
F12=Return 
Processing Option: P
P=Print Before Sending

Required Changes for the 810 Record:
Application Receiver - Enter your mailbox ID for Navistar.
Processing Option - The default is “P” to activate an unwrapped file to be viewed before the transmission. Change to blank if an unwrapped file is not to be viewed before the transmission. (Optional).

13. Press Enter.
14. Press F12 twice to return to the ISA detail screen.
15. Repeat steps 7–14 for each 810 destination.
16. When all destinations have been entered, delete the 810 template record.

Note: The production 856 and the service 856 must be different. One of the 856s must use the destination abbreviation and one must leave the destination abbreviation blank. In our example, the 856 production is blank and the 856 service records use destination abbreviations.
17. Select the 856/870 record with “1” and press Enter. The ISA detail screen displays.

18. Press F10 (GS Level). The GS list screen displays, listing two records: the 856 and the 870.

19. Select the 856 record with “1” and press Enter.

**GS Detail Screen**

<table>
<thead>
<tr>
<th>Maintain Functional Identifier</th>
</tr>
</thead>
<tbody>
<tr>
<td>Company Number........... 13</td>
</tr>
<tr>
<td>Supplier ID............. 123456</td>
</tr>
<tr>
<td>Destination Abbrev(O)....</td>
</tr>
<tr>
<td>Transaction Type........ 810</td>
</tr>
<tr>
<td>Transaction</td>
</tr>
<tr>
<td>Functional Identifier: IN</td>
</tr>
<tr>
<td>Application Sender: 123456</td>
</tr>
<tr>
<td><strong>Application Receiver:</strong> 00507047919</td>
</tr>
<tr>
<td>Responsible Agency Code: X</td>
</tr>
<tr>
<td>Version/Release/Industry: 004010</td>
</tr>
<tr>
<td>(T)est/(P)roduction: P</td>
</tr>
<tr>
<td>Acknowledge Requested: N</td>
</tr>
<tr>
<td>Last Date Used: 0/00/00</td>
</tr>
<tr>
<td>Last Time Used:</td>
</tr>
<tr>
<td>Number Times Used:</td>
</tr>
<tr>
<td>Computer Generated Group Control Number: _</td>
</tr>
</tbody>
</table>

20. Press Enter to return to the GS list screen, or select the 870 record with “1” and press Enter.

21. Modify the Application Sender and Processing Option fields as required.

22. Press Enter to return to the GS list screen.

23. Press F12 twice to return to the ISA list screen.

24. The service 856 template record must be copied and modified for each Navistar destination. Enter “3” next to the service 856 template record to copy.

25. Press Enter.

26. Enter the customer (optional) and destination (required) abbreviations and press Enter.

27. Select the copied record with “1” and press Enter. The ISA detail screen displays.

**Required Changes for the 856/870 Record:**

<table>
<thead>
<tr>
<th>Application Sender</th>
<th>Enter your DUNS Number.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Processing Option</td>
<td>The default is blank—an unwrapped file will not be displayed to view before the transmission. Enter “P” to display an unwrapped file to be viewed before the transmission. (Optional).</td>
</tr>
</tbody>
</table>

20. Press Enter to return to the GS list screen, or select the 870 record with “1” and press Enter.

21. Modify the Application Sender and Processing Option fields as required.

22. Press Enter to return to the GS list screen.

23. Press F12 twice to return to the ISA list screen.

24. The service 856 template record must be copied and modified for each Navistar destination. Enter “3” next to the service 856 template record to copy.

25. Press Enter.

26. Enter the customer (optional) and destination (required) abbreviations and press Enter.

27. Select the copied record with “1” and press Enter. The ISA detail screen displays.
Service 856 ISA Detail Screen

Maintain Trading Partnership File

Company Number......... 13       (A)ISA/(C)ICS/(E)Edifact: A
OEM Code.................. V
Supplier ID.............. 123456
Customer Abbrv(O).......
Destination Abbrv(O).... MELROS

User Defined Description: NAME OF NAVISTAR DESTINATION AND 856 RECORD

Qualifier/Information
Authorization: 00       Active (Y)/(N): Y
Security: 00
Sender: 01 123456789
Receiver: 01 781495650

Hexadecimal Code
Control Standards ID: U Sub Element Separator: 7A
Version Identifier: 00200 Data Element Separator: 5A
Segment Terminator: 1C

Computer Generated ISA Control Number:

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

Required Changes for the 856 Record:

User Defined Description - Enter the name of the destination plant and that it is an 856 service record.


29. Select the 856 record with “1” to display the GS detail screen and press Enter.
GS Detail Screen

Maintain Functional Identifier

<table>
<thead>
<tr>
<th>Company Number</th>
<th>13</th>
</tr>
</thead>
<tbody>
<tr>
<td>OEM Code</td>
<td>V</td>
</tr>
<tr>
<td>Supplier ID</td>
<td>123456</td>
</tr>
<tr>
<td>Destination Abbv(O)</td>
<td></td>
</tr>
<tr>
<td>Transaction Type</td>
<td>810</td>
</tr>
<tr>
<td>Functional Identifier:</td>
<td>IN</td>
</tr>
<tr>
<td>ST Control#</td>
<td></td>
</tr>
</tbody>
</table>

Application Receiver: 00507047919

<table>
<thead>
<tr>
<th>Responsible Agency Code</th>
<th>X</th>
</tr>
</thead>
<tbody>
<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>
<tr>
<td>Processing Option:</td>
<td>_</td>
</tr>
<tr>
<td>P=Print Before Sending</td>
<td></td>
</tr>
</tbody>
</table>

Required Changes for the 856 Record:

Application Receiver - Enter your mailbox ID for Navistar.

Processing Option - The default is blank—an unwrapped file will not be displayed to view before the transmission. Enter "P" to display an unwrapped file to be viewed before the transmission. (Optional).

30. Press Enter to return to the GS list screen.

31. Press F12 twice to return to the ISA list screen.

32. Repeat steps 24–31 for each 856 service destination.

33. When all destinations have been entered, delete the service 856 template record.

If you are communicating via GEIS, no changes are needed. Set up is complete.

If you are communicating via Advantis, follow the steps below.

34. Select the 856/870 record with “1” and press Enter.

35. Press F8 (OEM Communications) and enter “4” to delete the default record for the GEIS network.

36. Press Enter. The confirmation screen displays.

37. Press F6 (Add) to create the Advantis communication record.

38. Enter the following values on this record:

   | Transaction Type | - Leave blank |
   | Communication Code | - Enter "I." |
39. Press Enter and provide values for the following required fields:
   OEM Account ID
   OEM User ID
   Message Class

40. Press Enter.

41. Press F12 twice to return to the ISA list screen.

Set up is complete.

Machine Readable - Destination File

Destination Abbreviation Screen

DESTINATION ABBREVIATION RECORD

| Company Number ........... 46 |
| OEM Code .................. V |
| Identification Number ...... 062 |
| Dock Location ............. ________ |

| Destination Abbreviation .... NAVDS2 |
| Destination Description ...... |
| P O Destination ............. 000000000 |
| ERS Destination ............. _ (Y/N) |
| OEM Consideration .......... _ (Y/N) |
| Electronic Invoices .......... N (Y/N) |
| Line Set ..................... N (Y/N) |
| Clear by Destination ...... Y (Y/N) |
| Type of FBO.................. (M/S) |
| Chrysler PAB/Non-PAB Combine. (Y/N) |
| Send Prev CUM on ASN/DESADV . N (Y/N) |
| Exclude from APNAT calc ..... N (Y/N) |

F1=Help  F10=Delete  F12=Return

Navistar sends non-destination planning.

1. Create a machine readable - variable length - destination record using 99999999999999999 as the Identification Number and assign an abbreviation.

2. Create a requirement master for this destination abbreviation for every part that will receive planning.

3. Enter “Y” in the Clear by Destination field for all appropriate destinations for 830s and all destinations for ABR parts.
4. Navistar sends a purpose code of “05” to indicate a complete replacement file. They do not, however, send a zero requirement or any other type of cancellation when a formerly required part is no longer required or when the configuration of an end part is changed and a formerly required configuration is no longer required. In these cases, mark the Clear by Destination flag to remove planning requirements for parts that are no longer needed and requirements for end parts and feature parts that are no longer required.

Parts and Service
The Identification Number field must contain “122092406” for all parts and service destinations.

Engine
Suppliers must ship in standard packaging quantities only. The CLD segment on the ASN requires full packaging quantities.

Model Year
Navistar does not send model year. Therefore, the Requirement and Price files must be entered leaving the Model Year field blank.

CUM Required Prior
Navistar does not send CUM required prior; however, when Navistar sends a purpose code of “04” or “05,” the CUM shipped becomes the CUM required. In all other instances, there is no CUM required received from Navistar, and it must be entered before production begins so the system can include ahead or behind figures in the package quantity. Enter the CUM required prior by using the option Enter Manual Requirements. CUM required prior is entered by either using F5 from the entry screen or by entering it directly on the header screen.

Requirement Master

MRP Flags
For Navistar Non-Destination and Service Parts with destinations, mark the MRP Flags for 850.

```
  866   862   830   850
    -     -      -     X
```

When MRP requirements are created, 850s are processed as 862s if no corresponding 862 has been received for the 850. If an 862 has been received for the 850, the 862 is processed. Note that in this case the 862 MRP flag does not have to be marked.
Report Flags

For Navistar Non-Destination, mark the 866 flag. (This is done because Parts Operations does not send 866s but the file maintenance program requires an entry and none of the others should be marked.) Mark the Process POs as a ‘Y.’

866  862  830  850
X    -    -    -

For Service Parts with destinations, mark both the 850 and 862 flags. Mark the Process POs as a ‘Y.’

866  862  830  850
-    X    -    X

For Engines, suppliers must ship in standard packaging quantities only. The CLD segment on the ASU requires full package quantities.

Clear Flags

**Navistar Production** sends full files. Mark transaction sets received in all Requirement Masters with destinations.

866  862  830  850
X    X    X    X

This is subject to change based on the files Navistar transmits to your company. **Note:** Do not select clear flags with “X” if requirements are transmitted only once for any given transaction set.

**Navistar Non-Production:** Mark 830 clear flags in non-destination Requirement Masters. Non-destination Requirement Masters use the abbreviation entered in the machine readable destination file for identification number “99999999999999999.”

866  862  830  850
-    -    X    -

For Service Parts, mark the 830 flag only and leave the 862 flag blank.

866  862  830  850
-    -    X    -

**OEM Division**

For the Chatham, Ontario location of Navistar production requirements, multiple shipper lines for the same part must be expressed as a single line item on the ASN. Therefore, users must manually enter “SUMPARTS” in the OEM Division field of the corresponding Requirement Master.
Purpose Codes

04  Used only by the Truck Division and Engine & Service to change a specific part on a release. The 04 record includes only changes. The 830 clear flag must not be marked.

05  Used to replace the entire release. The 830 clear flag must be marked. (When a part is cancelled, it is sent in the next week’s release with all zeros.)

Note: When Navistar sends a purpose code of “05,” the CUM shipped becomes the CUM required. In all other instances, there is no CUM required received from Navistar, and it must be entered before production begins.

Destination File

The Ford destination code (PDC ship-to code) is used in conjunction with the Supplier Type field to determine the PDC (Parts Distribution Centers). If this is a PDC, enter the PDC destination code and mark the Supplier Type field with “S.” This places the value in the Ford Dest Code field in the N1*ST*04 segment in the 810 file.
Valid PDC and Packager ship-to codes include:

- 711  Leyden's RCA (Packager), River Grove, IL
- 713  Pierce Packaging, Bolingbrook, IL
- 770  Baltimore PDC, Baltimore, MD
- 772  Richmond PDC, Richmond, CA
- 776  Atlanta PDC, East Point, GA
- 777  Dallas PDC, Dallas, TX
- 781  W. Chicago PDC, W. Chicago, IL
- 970  Burlington PDC, Burlington, Ontario, Canada
- 981  Edmonton Alberta PDC, Edmonton, Alberta, Canada
- 983  Canadian Central Core, Brantford, Ontario, Canada

**ASN/DESADV**

- The ASN type must be “C” for variable length ASN with bar code verification for service locations.
- The ASN type must be “V” for variable length ASN without bar code for non-service locations.

**Supplier Type**

- **Service**—If the supplier type is "S" for service:
  - Multiple PO numbers and multiple release dates for a single part can be processed.
  - An ITEC Pallet Manifest Report is printed for the destination.
  - An “S” displays in the ASN Maintenance in the Service Flag field. The ASN segments are created as required by the service specifications, as follows:
    - Place PO Date in the PRF segment.
    - Prevent the REF*PK, REF*SI, MEA*PD*N segments.
    - Prevent the tare level serial number from item level.
    - Create tare level (HL***T segment, REF*LS segment) for master and mixed bar code serial numbers.
    - Change the CTT01 to reflect the total number of HL segments with the transaction set.

**PDC (Parts Distribution Centers)**—Enter “S” if this is a PDC center. The Supplier Type field works in conjunction with the Ford Dest Code field to determine the PDC. If the PDC ship-to code is entered in the Ford Dest Code field, the Supplier Type field is marked with “S” (service), and the value in the Ford Dest Code field is placed in the N1*ST*04 segment in the 810 file.
Special Processing

To access the special processing window, press F20.

If the RANNO field contains an A, B, P, S, X, or Z, the RANNO field is used to check shipping history so that shipments with the same job number are not processed. The RANNO field also creates the Pull & Reset Exception List.

Special processing also occurs when processing requirements with multiple purchase order numbers and/or multiple release dates for a single part.

PDC (Parts Distribution Center) requirements are received on an 850 with no purchase order number. The 850 is changed to an 862 when destination-specific. They are transmitted only one time. The Load Past Due Req'ts from the Req't Hist field must be marked with "Y." If requirements are shipped after their due date, the purchase order number will not be transmitted, and Navistar requires the purchase order to authorize payment.

For Navistar Service:

Enter “N” for “Net” in the Type of Processing field.

For Parts Distribution Center (PDC):

Enter “Y” in the Load Past Due Req'ts from History field.

For Service Parts Direct Ship:
Enter “Y” in the Load Past Due Req'ts from History field.

Production Sequence 866s

When clearing 866s, all 866s are cleared, not just those matching the key. Navistar's 866 file is a replacement file. The clear flag must be marked.

There may be a need to process an 866 file multiple times (such as when the automatic process contains errors). In such cases, take the "breakdown" option again before printing and processing the same 866 file a second time.

As the error-free records were processed the first time, they were deleted from the work file. Therefore, if printed and processed a second time, current data is to be replaced and the previously processed records would be deleted.

Navistar 866 requirements are not processed into the requirement or load files if the RAN associated with the requirement is found in shipping history.

If Line Feed, Line Set, and job number (VIN) are processed into the RAN field, when line set ends in A, B, P, S, X, or Z, it means that "pull and reset" requirements shipping history is checked, and if this requirement has been shipped, it is dropped and listed on the Requirement Removed/Not Processed Report during the "process."

If Line Feed, Line Set, and Job Number (VIN) are not found in the RAN field in shipping history, the program checks for job number only, and, if this requirement has been shipped, it is dropped and listed on the Requirement Removed/Not Processed Report during the "process."

Labor Code (received in the 866 LIN*LA segment) is processed in the Engineering Revision Level field. Shipping history is checked for duplicate labor codes during the "breakdown." Duplicates are not processed and are listed on the Requirements Removed Report.

Pull and Reset Report

The Line Set number is embedded into the RAN. The Line Set may be up to six characters and represents the position of the vehicle in the assembly line. When a line position change is to occur, pull (pulled forward) or reset (pushed back), an alpha character is appended to the end of the Line Set number.

Because the Line Set is included in the RAN and RAN is part of the key to shipping history, the appended character must be removed before checking shipping history for duplicates.

The Navistar Pull and Reset report lists requirements that contain the ALPHA Character (A, B, C, P, S, X, or Z) in the LINE SET portion of the RAN, indicating those requirements that are to be pulled or reset.

Check Against Shipping History

To ensure that the Engineering Revision field is used when checking against ship history, add the application control keyword “LGxxxxxx” as described below, where “xxxxxx” represents the destination abbreviation. If the keyword is set to “Y,” the Engineering Revision field is used. If the keyword is set to “N,” the field is not used.

LG*****

Application Name: *ALL
Keyword: LGNAVDST
Length: 1
Taxes

Navistar accepts only four tax types when a tax is required for specific parts, miscellaneous charges, or for an entire invoice. The tax rate and description must be entered in the Tax Rate file. Tax codes print on the shipper. Calculated taxes print on the invoice and are returned in the 810 file. The tax must be entered in the Miscellaneous Charge/Tax file and may be retained to print every time the selection criteria are met.

The tax code, tax description, and tax rate are user-defined. The x12 qualifier must be entered as shown below.

<table>
<thead>
<tr>
<th>TAX CODE</th>
<th>TAX DESCRIPTION</th>
<th>X12 QUALIFIER</th>
</tr>
</thead>
<tbody>
<tr>
<td>GS</td>
<td>Goods &amp; Service Tax</td>
<td>GS</td>
</tr>
<tr>
<td>HST</td>
<td>Harmonic Sales Tax</td>
<td>ZZ</td>
</tr>
<tr>
<td>QST</td>
<td>Quebec Sales Tax</td>
<td>LS</td>
</tr>
<tr>
<td>EV</td>
<td>Environmental Tax</td>
<td>EV</td>
</tr>
</tbody>
</table>

Attribute-Based Release (ABR)

Overview

Attribute-based processing (also known as feature-based processing or ABR) provides a method for OEMs and suppliers to forecast, manufacture, ship, receive, and invoice without the assignment of a top-level part number. ABR manages the product life-cycle from a feature level instead of a top-level part number.

Navistar does not define ABR commodities by top-level part numbers. Instead, commodities are grouped together as a configuration specific to a job number. Navistar sends a module reference number (MRN) in the 866 data. Along with the MRN, all requirements in terms of the features/attributes are sent. Attribute parts cannot stand alone as purchased finished commodities. The MRN is a system-generated number, unique to the grouping of attributes that form a configuration specific to a job number. The same MRN is assigned to multiple jobs with identical configurations.
Requirement File

All feature and end parts must be entered in the Requirement Master file. The Customer Part Number for the end part must be the MRN.

```
REQUIREMENT MASTER ENTRY                     CHANGE

Company xx   Customer xxxxxx   Part xxxxxxxxxxxx   Destination xxxxxx   MY

Customer Part # .... ______________________________ OEM Code ....... __
Supplier Code ...... ______________________________ OEM Division ... ______
Customer # .......... _______________              Destination #........

Commodity Code ...... ___                      Unit of Measure .... __
Controlling Source . ____                       Price Code ........... _
Dock Code ............ _______________              Trailer Capacity ...

Container Part # ... ______________________________ Package Quantity ...

MRP

866 _ 862 _ 830 _ 850 _

Reports

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

Clear

866 _ 862 _ 830 _ 850 _

Process P.O.s

Planner # ....... ___ Balance Out Code ... _ Product Code . ____
Weekly Ship Code . __ Final Release Code . _ Analyst # .... __
User #1 .. ______________________________ User #2 ..

User #3 .. __________ .00000
Remarks .. __________________________________________________________
```

Only feature parts require a price code. Feature parts are invoiced—end parts are not.
Special Processing Window

Mark the FBO flag with "F" for "feature" or "E" for "end" if this Requirement Master represents a component or end part requiring attribute-based Release processing.

If all feature and end parts are entered in the Requirement Master, the Bill of Material file is populated during the print when a configuration for an end part is received for the first time.

Bill of Material File (Parts)

The Bill of Material file can be accessed through the File Maintenance Menu option on the AutoRelease main menu.
Select the Part Bill of Mat'l File.

MAINTAIN BILL OF MATERIAL MASTER FILE

Company Number ............. 12
Internal Part Number ....... FBR END ITEM 6
Customer Abbreviation....... FORD (O)
Destination Abbreviation ... FORD (O)
Component Part Number ...... _____________

The configuration for an end part can be viewed and maintained.

MAINTAIN BILL OF MATERIAL MASTER FILE

Company Number ............. 12
Internal Part Number ....... FBR END ITEM 6
Customer Abbreviation....... FORD (O)
Destination Abbreviation ... FORD (O)
Component Part Number ...... xxxxxxxxxxxxxxxx

Customer Component Part Number ........ xxxxxxxxxxxxxxxxxxx
Quantity Per Part .................... _______

F1=Help F10=Delete F12=Return

Customer Component Part Number - Defaults from the Parts Cross Reference file.
Quantity Per Part - Enter the number needed of this component to assemble this end part. This quantity is needed for invoicing.

The Bill of Material file accessed from the File Maintenance Menu is used for components of containers. The Part Bill of Material file accessed from the Requirement Master header screen is used for components of parts.

Price File

Only feature parts require a price record. Feature parts are invoiced; end parts are not.

The "Print"

The print option must be taken to process ABR requirements.

All incoming parts with the same job sequence number, job number, and line set represent an end part. Navistar associates an MRN with an end part. When an end part is received for the first time, the configuration is added to the Bill of Material file. On subsequent transmissions, the configuration sent in the EDI file is compared against the configuration in the Bill of Material file. If there is an exact match, the requirements are processed in. If there is not an exact match, an error report is generated.
A pseudo requirement is created for the end part with the MRN as the Customer Part Number.

The "Process"

Feature and end parts are processed into the requirement and the load files. Only end parts display on the shipper parts selection screen, and only end parts are typically printed on the load sheet. However, there is a Load Sheet Selection field to print component parts, as well.

Requirement history records are created for feature and end parts.

Shipping—Detail Remarks and Miscellaneous Charges

Detail remarks and miscellaneous charges can be attached to the end item to print on the shipper. They are not passed to the invoice.

Detail remarks and miscellaneous charges entered through file maintenance can be attached to the feature parts. They are passed to the invoice but are not printed on the shipper.

Shipping—The Default Warehouse Location

When the warehouse location is used for the end part, the lot/location is used for the component parts as well.

Shipper Print

End parts print on shippers, pool bills, and export documents. If the keyword DTLFBOV is set up, the features are also listed on the shipper. Set up the keyword as follows:

- **Company:**
- **Application Name:** *ALL
- **Keyword:** DTLFBOV
- **Length:** 1
- **Decimal:** 0
- **Infor Data:** Y

For more information on setting up keywords, see Chapter 11 of the AutoRelease main manual.

ASN Extract

Only end parts are added to the ASN file. If the keyword DTLFBOV is set up, the feature parts are also added to the ASN file. Only feature parts are added to the invoice file.

The following are updated for feature and end parts:

- Shipping history.
- Lot/Location history.
- Shipping CUMs.

Navistar 866 requirements are reduced or removed for feature and end parts.
For Parts Operations, when corresponding 862 invoicing POs are shipped against, the 850 original PO requirements are reduced.

The CUM required prior is set to equal the CUM shipped.

**Shift Exception**

Navistar 866 requirements for feature and end parts are not shifted. When shipped against, the requirement quantity is reduced by the quantity shipped. If fully shipped, the requirement is removed during "extract." The CUM required prior is set to equal the CUM shipped.

**Invoicing**

Only feature parts are invoiced. Therefore, only feature parts can be accessed from invoice maintenance and printed on the invoice. End parts are ignored by invoicing. Line items for the same part are combined, and the RANs and VINs are listed together on both the shipper and invoice.

**Reports**

The gross requirements report requirement schedule and the load sheet have selection fields to print data for component parts.

**Miscellaneous Charge/Tax File**

Taxes must be assigned in the Miscellaneous Charge file after they have been entered in the Tax Rate file.

```
X Assign Taxes
Calculate charge based on (X): _ Container Qty _ Part Qty _ Charge Qty

Retain charge? (Y/N/E) Y

Shipper/Invoice charge type (X): _ Beginning _ End

F1=Help   F12=Return
```
Mark the Assign Taxes field. The Retain Charge field must contain “Y.” Select where the taxes are printed on the shipper (beginning or end) and press Enter.

<table>
<thead>
<tr>
<th>Unit of Measure</th>
<th>PC</th>
</tr>
</thead>
<tbody>
<tr>
<td>G/L Account #</td>
<td></td>
</tr>
<tr>
<td>AIAG Code</td>
<td></td>
</tr>
<tr>
<td>Special Service Code</td>
<td></td>
</tr>
<tr>
<td>G&amp;S Tax Rate (2)</td>
<td></td>
</tr>
<tr>
<td>G&amp;S Tax Account #</td>
<td></td>
</tr>
<tr>
<td>Credit Memo</td>
<td>N</td>
</tr>
<tr>
<td>Credit Memo Number</td>
<td></td>
</tr>
</tbody>
</table>

Applicable Taxes
- GS Goods & Service Tax
- HST Harmonic Sales Tax
- LS Quebec Sales Tax
- EV Environmental Tax

Enter the unit of measure (“EA” or “PC”). Enter the applicable taxes entered in the Tax Rate file. The Credit Memo field must be “N.”

### Unit of Measure Cross Reference

If the unit of measure is “EA” or “PC,” a Unit of Measure Cross Reference file must be created to transmit “TE” in the Electronic Invoice file, as required by Navistar.

<table>
<thead>
<tr>
<th>UNIT OF MEASURE X-REF</th>
<th>MAINTENANCE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Company Number</td>
<td>13</td>
</tr>
<tr>
<td>OEM Code</td>
<td>V</td>
</tr>
<tr>
<td>Destination Number</td>
<td></td>
</tr>
<tr>
<td>Unit of Measure</td>
<td>EA</td>
</tr>
<tr>
<td>ASN Unit of Measure</td>
<td></td>
</tr>
<tr>
<td>Invoice Unit of Measure</td>
<td>TE</td>
</tr>
</tbody>
</table>

F1=Help  F10=Delete  F12=Return

Destination Number       - Blank. “TE” is required for all Navistar destinations.
ASN Unit of Measure      - Blank. The unit of measure may be “EA” or “PC” in the ASN file.
Invoice Unit of Measure  - “TE” is required on the electronic invoice.
Pallet Manifest Report

The Pallet Manifest Report contains a breakdown of parts, purchase orders, and quantities per pallet and is required for all service part shipments. Pallet information is automatically pulled from shipping and bar code files when the report is printed. When using the Pallet Manifest Report, note the following:

- Loose containers for parts must be scanned before master labels. Loose containers are those not loaded on a pallet.
- The ship-to code must be entered as the identification number in the machine readable destination file. For a list of ship-to codes, see the section "Plant Codes."
- An "S" must be entered in the Supplier Type field in the destination master file for a Pallet Manifest Report to be printed.

Returnable Containers

Returnables as Separate Line Items
(Required by both Production and Service)

When an OEM requires a returnable container to print as a separate line item on the shipper and to be transmitted as a separate segment in the ASN file, the following entries are required in the Container file:

- Enter “Y” in the Returnable Container field.
- Enter “Y” in the Print Ctn on Separate Line field.

Note: If the returnable container consists of several components, each component from the Bill of Material file will be printed on the shipper if “Y” is marked in the Print Ctn on Separate Line field and “Y” is marked in the Print/Extract BOM field.

Ship Time

After the part is selected and F5 is pressed on the parts detail screen, the container screen displays for all containers marked as separate line items. If a container consists of several components, a screen will display for each component in the Bill of Material file.
Container Master - Service Parts Direct Ship

Container dimensions are required on all export shipments. Container dimensions are entered in the field Customer Container Number on the Maintain Container Master File screen as shown below.

### MAINTAIN CONTAINER MASTER FILE

- **Company Number:** 01
- **Container Number:** CC15
- **Customer Abbreviation:** NAVIS
- **Destination Abbreviation:** ...

<table>
<thead>
<tr>
<th>Field</th>
<th>Value</th>
<th>Explanation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Customer Container Number</td>
<td>EXP0151210</td>
<td>Enter “EXP” for expendable containers and “RET” for returnable containers,</td>
</tr>
<tr>
<td>Internal Container Description</td>
<td>_____________</td>
<td>followed by the length, width, and height in the “LLLWWHH” format to</td>
</tr>
<tr>
<td>ASN/DESADV Cont Desc/Cont Desc</td>
<td>BOX25 / BOX</td>
<td>represent an expendable container and its dimensions. For example, if an</td>
</tr>
<tr>
<td>Returnable Container (Y/N/X)</td>
<td>X</td>
<td>expendable container has the dimensions 15 x 12 x 10, enter the container</td>
</tr>
<tr>
<td>Print Ctn on Separate Line (Y/N)</td>
<td>N</td>
<td>The length, width, and height are transmitted in the tare level MEA segment</td>
</tr>
</tbody>
</table>

#### Customer Container Number
- Enter “EXP” for expendable containers and “RET” for returnable containers, followed by the length, width, and height in the “LLLWWHH” format to represent an expendable container and its dimensions. For example, if an expendable container has the dimensions 15 x 12 x 10, enter the container number as “EXP0151210.”
- **EXP** - expendable
- **LLL** - container length
- **WW** - container width
- **HH** - container height
- The length, width, and height are transmitted in the tare level MEA segment in the ASN file.

#### Print Ctn on Separate Line
- Enter “N” to ensure the container dimensions are correctly attached to the ASN.
File Archiving/Auto Print and Process
(Option 13 on the VL0 menu)

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

Miscellaneous Screen

<table>
<thead>
<tr>
<th>NAVISTAR MISCELLANEOUS INFORMATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Company 13</td>
</tr>
<tr>
<td>File Archiving / Auto Process</td>
</tr>
<tr>
<td>Number of days to archive .. ___</td>
</tr>
<tr>
<td>Auto Print ..................... _ (Y/N)</td>
</tr>
<tr>
<td>Auto Process ..................... _ (Y/N)</td>
</tr>
<tr>
<td>F3=Exit</td>
</tr>
</tbody>
</table>

- **No. of days to archive**
  - Enter the number of days to archive files received from Navistar. Files must be saved at least one day. Archived files are files that are stored for a given number of days, so that they can be reactivated and processed again several days, a week, or longer after they are received. The number of days is not based on calendar days. Only the number of days when a communication session takes place is counted. The archived files will then be 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 will be 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.
Many options are identical from trading partner to trading partner. Those options are explained 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

Navistar is coded to use the optional "print" method, which affects the breakdown, print, and process options.

Print Requirements

(Option 5 on the VL0 menu)

This menu option performs a check for master files that are needed to process the requirements received into the Requirement Detail file and the load file.
Data Changed from 850 to 862 Transaction Set

For other than Parts Operations, Navistar data (with destinations) received on 850s and 860s is changed to 862s during the process, because Navistar uses these transaction sets as authorized ship schedules. This data is processed as 862s and is viewed and printed as 862s on inquiries and reports.

For Parts Operations, 850s are original POs and are kept as 850s. They are processed into the JIT files. For Parts Operations requirements with destinations, they are also processed into the LOAD file. The data will print on the 830/862 Edit Report. The data will be viewed and printed as 850s on inquiries and reports.

860s without destinations change the corresponding 850 record that is accessed from the Order Status Report Menu.

Data Printed but Not Maintained

The customer order number, delivery order number, and attachment code are received on the 850/860 transaction set and print on the Purchase Order Edit List, the shipper, and the invoice. These fields are printed only and are not displayed and cannot be maintained.

Exception—866 Clear Flags

When clearing 866s, all 866s are cleared, not just those matching the key. Navistar's 866 file is a replacement file. The clear flag must be marked. There may be a need to process an 866 file multiple times (such as when the automatic process contains errors). Take the “breakdown” option again before printing and processing the same 866 file a second time.

As the error-free records were processed the first time, they were deleted from the work file. Therefore, if these records are printed and processed a second time, current data will be "replaced" and the previously processed records will be deleted.
Access the AIAG Reports Menu from option 7 on the VL0 menu.

**Print Trading Partner Profile**

(Option 1 on the VL41 menu)

This option is used to print the Trading Partner Profile (838) transmitted from Navistar. The trading partner profile is used to request, change, verify, or transmit business profile information to or from a trading partner. Navistar transmits quality rating information for a specific time period to their suppliers using this transaction set. Suppliers are expected to use this rating information to improve performance, which results in a reduction of their costs, Navistar's costs, and a means to differentiate their performance from that of their competition.

The Transaction Set Audit Report, printed during the "breakdown," indicates if a trading partner profile was received. If none were received, a break message will indicate that there are none to print.

**Print Functional Acknowledgements (997)**

(Option 2 on the VL41 menu)

This option is used only if the Automatic Print of 997 field in the Identification Code file contains "N." If this field contains "Y," the functional acknowledgements (997s) print automatically when the Receive Acknowledgements option is taken.

**Warning:** If the Identification Code file contains "N" and the functional acknowledgements are not printed right away, and if a Receive option is taken again, be sure to respond "N" to the "delete previous data?" prompt or the previously received functional acknowledgement(s) will be lost.
Process Requirements

(Option 8 on the VL0 menu)

866 Replacement File Exception

When clearing 866s, all 866s are cleared, not just those matching the key. Navistar's 866 file is a replacement file. The clear flag must be marked. There may be a need to process an 866 file multiple times (such as when the automatic process contains errors). Take the "breakdown" option again before printing and processing the same 866 file a second time.

As the error-free records were processed the first time, they were deleted from the work file. Therefore, if these records are printed and processed a second time, current data will be replaced and the previously processed records will be deleted.

The process option can be executed as many times as needed to process all the requirements. Processing the same file more than once will not alter the requirements, as they are being overlaid.

**Note:** Navistar data received on 850s and 860s are changed to 862s during the breakdown, because Navistar uses these transaction sets as authorized ship schedules. This data will be processed as 862s and will be viewed and printed as 862s on inquiries and reports. The company selection option is displayed if the user has authority to multiple companies.

Several reports are printed at the process, including the Pull & Reset Report, which is unique to Navistar.

Pull and Reset Report

This report lists requirements that contain the alpha character (A, B, C, P, S, X, or Z) in the line set portion of the RAN, indicating those requirements that are to be pulled or reset.

The line set number is embedded into the RAN. The line set is four-characters and represents the position of the vehicle in the assembly line. When a line position change is to occur—pull (pulled forward) or reset (pushed back)—an alpha character is appended to the end of the line set number.

Because the line set is included in the RAN and RAN is part of the key to shipping history, the appended character must be removed before checking shipping history for duplicates.
Overview—Order Status Report Menu (870)

(Option 14 on the VL0 menu)

Navistar transmits planning requirements on 850s and/or 860s without destinations. A machine readable destination record must be entered using "9999999999999999" in the Identification Number field to assign an abbreviation for these planning requirements. A separate OEM Miscellaneous file must be entered for the non-destination requirements using the abbreviation assigned to the "9999999999999999" record in the machine readable destination file.

All non-destination requirement records are placed on hold in files VPX870A and VPX870B.

The supplier may be required to respond with an Order Status Report (870) to verify the quantity to ship, delivery date, and the unit of measure. These non-destination requirement records can be accessed using the option Maintain Order Status Report.

After entering the required data, the 870 file is created and transmitted to Navistar. Navistar then transmits the requirement, with the destination, on an 862 as authorized ship.
If an 870 is received by Navistar on which the original quantity required was reduced (indicating a partial shipment will be made), Navistar will transmit an 862 for the quantity that will be shipped according to the information from the 870. Navistar will also re-transmit the 850 with the entire original quantity and transmit an 860 (purchase order change), which will change this 850 to reflect the remainder of the original required quantity that is still without a destination.

Maintain Order Status Report

(Option 1 on the VL72 menu)

This option displays a list of all requirement records received on non-destination purchase orders (850s) that have been processed into files VPX870A and VPX870B and have been placed on hold.

These records may be assigned a document number, and the quantity to ship, delivery request date, and unit of measure are verified or changed. The hold status is changed to “O” for “original.” Original records will be included in the Order Status Report (870) when the Create/Transmit Order Status Report option is taken.

On the Order Status Review screen, enter a purchase order number to display the list of records from that purchase order. Or, scroll through the list to find the record to maintain. Select with “1” and press Enter to maintain the record.

On the Order Status Report screen, enter a user-assigned alphanumeric identification number in the Document field and press Enter to display all records associated with this purchase order.

Detail Selection Screen

Enter a customer part number in the Position to field to search the list and position the cursor at that record. Enter “1” next to the record to select it to display the Part Detail Record.
Order Status Report Screen

Document: ______________________________
Supplier ID: xxxxxxxxx
Dest Abbrv: xxxxx

Enter - Displays all records associated with this purchase order.
F12=Return - Returns to the Review Screen.

Part Detail Record

Purchase Order#: 333456780
Cust Part#: 500632C93
Vendor Part# 46211
OEM U. OF M.: PC
Order Quantity: 75

Quantity to Ship: __________ Action Code: __
Delivery Requested: ________
Unit of Measure: ___

F12=Return
Quantity to Ship - Enter the quantity to ship. The quantity required as received from Ship Navistar is displayed in the Order Quantity field.

Note: If the quantity to ship is less than the order quantity, Navistar will transmit an 862 for the quantity to ship and will also retransmit the 850 with the entire original quantity and transmit an 860 (Purchase Order Change), which will change this 850 to reflect the remainder of the original required quantity that is still without a destination.

Action Code - All records are processed into this file with a status of “H” for “hold.” Change to “O” for “original” when this record is ready to be included in the next 870 transmission.

Delivery Requested - The delivery date is processed from the 850. It can be changed to return a Requested Different Date in the 870 file.

Unit of Measure - Unit of measure is processed from the 850. It can be changed to return a Measure Different Unit of Measure in the 870 file.

List Order Status Report
(Option 2 on the VL72 menu)

This option prints a list of purchase orders that have been extracted or entered manually. The company selection option is displayed if the user has authority to multiple companies.

List Order Status Screen

ORDER STATUS REVIEW LISTING

Enter the following or leave blank for ALL:

From   To

Purchase Order Number....... _______________
__________________

Options: 1=Select

Opt Transmit Codes
  _   O - Original
  _   H - Hold
  _   T - Transmitted

F3=Exit

Enter the range of purchase order numbers to print, or leave blank for all.
AutoRelease: Navistar                VL72 Menu

Transmit Codes - Enter "1" next to the transmit code(s) representing the status of the purchase order to print.

Create/Transmit Order Status Report

(Option 3 on the VL72 menu)

This option converts the purchase order data into the format necessary for transmission, checks for errors, creates the file to be transmitted, and initiates the communication procedure.

A screen prompts for company number.

Create Purchase Order Screen

The Create Purchase Order screen prompts for the purchase order number and the test or production mode.

Purchase Order Number

The 870 file can be created for an individual purchase order, all purchase orders, or any number of purchase order records that have been activated ("O" for "original").

To create an 870 file for a single purchase order

1. Enter the purchase order number.
2. Enter the production mode ("P" or "T").
3. Press Enter.

To create an 870 file for all purchase orders

1. Leave the purchase order number field blank
2. Enter the production mode ("P" or "T").
3. Press Enter.

Use F4 to display all available records and select those to be included in this file.

F4 - Prompt

12/2008
(From the Create Order Status Report screen)

This function key displays a list of all active (status of "O") non-destination requirement records for the user to select those to be included in this 870 transmission.

**Review Screen**

```
ORDER STATUS SELECTION

Option: 1=Select

Opt Purchase Order Number     Customer Part#
_  333456780                 500632C92

F12=Return   F17=Top   F18=Bottom
```

Enter "1" next to those records to be included in this transmission and press Enter.

The 870 records are checked for missing fields that may cause the 870s to be rejected. If terminal errors are found (errors that will cause the 870 to be rejected according to OEM specifications), the program will end, the Order Status Verification Report will print, and a break message displays:

"Terminal errors exist for the 870 Create. Check the Order Status Verification Report for Errors. Correct the errors and resubmit this job."

Correct the errors using the option Maintain Order Status Reports and take the Create/Transmit option again.

**Purge Order Status Report**

(Option 4 on the VL72 menu)

This option will remove transmitted non-destination requirement records from the files VPX870A and VPX870B and print a list of the purged records.

The company selection option is displayed if the user has authority to multiple companies.

**Purge Order Status Report Screen**

```
PURGE Navistar ORDER STATUS

All transmitted Order Status Report
with this purchase order will be purged ..... 

______________
```

Enter the purchase order number to be purged. All records associated with this purchase order number are purged. A report prints listing the records that were purged.
Reactivate Order Status Report

(Option 5 on the VL72 menu)

This option is used to change non-destination records with a status of “T” for “transmitted” to “O” for “original,” so they can be changed and/or transmitted again.

A screen prompts for company number.

Reactivate Orders Screen

Enter the following or leave blank for ALL:

Purchase Order Number....... _______________

F3=Exit

Enter a purchase order number to reactivate all records associated with this purchase order. Or, leave blank to reactivate all purchase orders.
Application Advice Overview (824)

This Application Advice Menu (VL44V) is used to display, print, and purge the application advice (824) file received from Navistar. When this data is no longer current, it may be purged.

The application advice reports errors of content in the file received from Navistar. The functional acknowledgement 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. The application advice may state that the transmission was accepted with errors or that the transmission was rejected.

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 is placed in the universal application advice files VPX824A–VPX824H.
Application Advice Menu Overview

Selection Screen
1=Select  6=Detail

Header Screen
F4=Names

Line Item Screen
1=Select

Detail Inquiry Screen
F4=Technical Notes  F5=Reference No.  F6=Dates  F7=Quantity

Error Description Window

Reference Window

Date/Qualifier Window

Quantity Window

Note Window

Enter 1

F4

Enter

F4
Receiving Advice Overview (861)

(Option 16 on the VL0 menu)

This Receiving Advice Menu (VL38V) is used to display, print, and purge the receiving advice (861) file received from Navistar. The 861 is a discrepancy report providing information to notify the supplier when the ASN data is not the same as the data recorded by Navistar 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 this data is no longer current, it 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 "process," all data received in the 861 file are placed in the universal receiving advice files VPX861A–VPX861H.
Receiving Advice Menu Overview
Display Receiving Advice
(Option 1 on the VL38 menu)

Header Screen
The header screen displays after the user selects a receiving advice from the review screen.

The data displayed on this screen can be viewed only and cannot be changed.

The receive code is sent by Navistar. Valid receive codes include:
- 01 - Damaged product or container
- 02 - Quantity short
- 03 - Quantity over
- 04 - Quantity problem notice required
- 05 - Incorrect product
- 06 - Non-standard container
- 16 - Not received - ship

F23 - Additional Information
Name Information, Reference Numbers, Date/Qualifier Information, Quantity/Weights, and Routing Sequence are displayed if this data was transmitted with the file.
F23 - Additional Information

Additional Information

Additional Header Information

(1=Select)
Option Functionality

_ Name Information
_ Reference Numbers
_ Date/Qualifier Information
_ Quantity/Weights
_ Routing Sequence Carrier

F12=Return

The Additional Information window displays only those topics with data available. Enter “1” next to an item to access this information.
Remittance Advice Overview (820)

(Option 17 on the VL0 menu)

This Remittance Advice Menu (VL36V) is used to display, print, and purge the Remittance Advice (820) file received from Navistar. The ERS (evaluated receipts settlement, or 820) is used for the Engine and Truck Divisions. The 820 is issued when a check is issued indicating the payment amount and the invoice data supporting this payment, such as the invoice numbers, part numbers, quantities, purchase order numbers, and so forth. When this data is no longer current, it 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 is placed in the universal remittance files VPX820A–VPX820K.
Remittance Advice Menu Overview

Selection Screen
1=Select  6=Detail Print  9=Summary Print

Enter 1

Header Screen
F5=Dates  F6=Names

Enter

Line Item Screen

Enter 1 (Type=RMR)

RMR Header Screen
F=4 Reference Numbers  F6=Dates  F7=Item Data

F4  F5  F6
Reference Numbers  Date/Qualifier Information Window  Item Data Window

Enter 1
Charges
Inventory Advice Overview (846)

(Option 18 on the VL0 menu)

This Inventory Advice Menu (VL39V) is used to display, list, and purge the Inventory Advice (846) files received from Navistar. The 846 is sent to Engine Division suppliers only. The 846 is used to communicate quantities consumed in production.

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 is placed in the universal remittance files VPX846A–VPX846K.

When this data is no longer current, it may be purged.
Inventory Advice Menu Overview

Selection Screen
1=Select 6=Print

Enter 1

Header Information Screen
F4=References F6=Names

Enter

Line Item Selection Screen
1=Select

Enter 1

Line Item Information Screen
F=6 Names  F7=Dates  F9=Quantities
F10=Unit Details
VL55 Menu

Text Message Menu (864)
(Option 19 on the VL0 Menu)

This option is used to display, list, and purge Navistar text (864). The Transaction Sets Received Audit Report, which prints during the Breakdown, identifies the transaction sets received by each company.

During the Breakdown all data received in the 864 file is placed in the universal text message files VPH864A - VPH864F.
VL35 Menu

MENU: VL35V
-------------------------------------
NAVISTAR
P.O. INQUIRY MENU
-------------------------------------

1. Display Purchase Orders - NOT AVAILABLE
2. List Purchase Orders
3. Purge Purchase Orders

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

Option __

P.O. Inquiry Overview

(Optional 20 on the VL0 menu)

This option lists and purges purchase orders (850s) received from Navistar. During the Process, all data received in the 850 file is placed in the universal purchase order files which include VPX855A - VPX855Z, VPX855AA, and VPX855AB. This is the same data from the 850 edit list that is placed on hold during the print from the Navistar VL0V menu. When this data is no longer current, it may be purged. Note that purging purchase order records from this menu does not affect the requirement or load files.

Note: Ship to address information is required on the shipper and the ASN. Therefore, the 850 is marked as transmitted when the ASN for that purchase order has been transmitted.
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 in the AutoRelease 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>Company Number</th>
<th>Sequence Number</th>
<th>OEM</th>
<th>ASN</th>
<th>Action Code</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Displays the company number that was previously entered.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Assigned by the system.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>“V” for Navistar.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Defaults from the Destination file. The ASN code can be changed at shipper entry time. Navistar uses the ASN code of “C” for variable length with bar code verification.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>The action code places the corresponding two-digit code in the BSN 01 segment in the ASN file. Valid action codes include:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>O - Original 00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>H - Hold Record is not included in transmission</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Many fields on the ASN Screen default from various master files. However, most of them can be changed at shipper entry time.

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

**In-House Part #**
- Internal part number entered in the Parts Cross Reference file.

**U of M**
- Unit of measure defaults from the Destination file.

**Ship Date**
- Date of shipment in the MMDDYY format. Defaults from shipper entry time.

**Customer Part #**
- Navistar's part number.

**Ship Time**
- Time entered at shipper entry time (HHMM) in military format. If no time was entered the ship time defaults from the system time when the "extract" option is taken.

**Zone**
- AIAG abbreviation for time zone. Defaults from the Control file.
  ET - Eastern Standard
  CT - Central Standard
  MT - Mountain Standard
  PT - Pacific Standard

**Return Cont**
- Defaults from requirement A record. It can be changed at shipper time.

**Service Flag**
- This field is displayed only when the Supplier Type field in the destination file is marked with "S" for "service" to create segments as required by the service specifications:
  - Place PO Date in the PRF segment.
  - Prevent the REF*PK, REF*SI, and MEA*PD*N segments.
  - Prevent the tare level serial number from item level.
  - Create Tare Level (HL***T segment, REF*LS segment) for master and mixed bar code serial numbers.
  - Change the CTT01 to reflect the total number of HL segments within the transaction set.

**PDC (Parts Distribution Centers):** Enter “S” if this is a PDC center. The Supplier Type field works in conjunction with the Ford Dest Code field to determine the PDC. If the PDC ship-to code is entered in the Ford Dest Code field, the Supplier Type field is marked with “S” (service). This places the value in the Ford Dest Code field in the N1*ST*04 segment in the 810 file.
<table>
<thead>
<tr>
<th>Field</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cust Abrv</td>
<td>User-assigned abbreviation that must be entered in the machine readable file to return the correct customer code in the ASN file.</td>
</tr>
<tr>
<td>Replacement/Repair Part</td>
<td>- Enter “Y” if this is a replacement part; the part qualifier “RP” is transmitted in the LIN segment. Leave blank or enter “N” and the part qualifier “BP” is transmitted in the LIN segment.</td>
</tr>
<tr>
<td>Dest Abrv</td>
<td>User-assigned abbreviation that must be entered in the machine readable file to return the correct destination code in the ASN file.</td>
</tr>
<tr>
<td>Plant ID</td>
<td>Supplier code assigned by Navistar. 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>OEM Div</td>
<td>- Defaults from the Requirement Master file.</td>
</tr>
<tr>
<td>Dock</td>
<td>Code representing the dock at the destination location if a dock code was transmitted. Defaults from the requirement A record. The destination abbreviation with the dock code must be entered in the machine readable destination file to transmit the correct destination location code in the ASN file.</td>
</tr>
<tr>
<td>Corp ID</td>
<td>- Defaults from the Identification Code file. The supplier code entered in the Requirement Master finds a match in the Plant ID field in the Identification Code file and finds the Corp ID entered, which defaults to this field and is transmitted in the N1*SU segment in the ASN file.</td>
</tr>
<tr>
<td>Collect</td>
<td>Defaults “X” if “Freight Payment Type Collect” is marked in the destination file. If all freight payment fields are blank in the destination file, the Control file is checked.</td>
</tr>
<tr>
<td>Prepaid</td>
<td>Defaults “X” if “Freight Payment Type Prepaid” is marked in the destination file. If all freight payment fields are blank in the destination file, the Control file is checked.</td>
</tr>
<tr>
<td>RPS Supplier #</td>
<td>- Defaults from the Requirement Master. This code is transmitted in the N1*SE segment and is required only when the carrier is Railroad Packaging Service (RPSI).</td>
</tr>
<tr>
<td>Quantity Ship</td>
<td>- Number of pieces shipped.</td>
</tr>
<tr>
<td>CUM Ship</td>
<td>The total number of parts shipped this model year, which is transmitted in the SN 1 segment in the ASN file.</td>
</tr>
</tbody>
</table>
Container Qty - The number of containers, which is calculated by dividing the quantity shipped by the package quantity entered in the requirement A record. It can be changed at shipper entry time.

Cont. Desc - 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.

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 Abbv - Carrier abbreviation (SCAC code), which defaults from the Carrier Abbreviation field in the Carrier file.

Tare Weight - 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.

Dest. Carrier - Carrier abbreviation (SCAC code), which defaults from the Delivery Carrier field in the Carrier file.

Equipment Desc - The equipment description further describes the conveyance code. It defaults from the Carrier file. The valid equipment description code is the following:

  TL  -  Trailer

Conv Code - AIAG standard code, which describes the method of conveyance. Defaults from the Carrier file. It can be changed at shipper entry time. Valid conveyance codes include:

  A - Air
  M - Motor
  O - Containerized Ocean
  Q - Conventional Ocean
  R - Rail
  U - Private Parcel Service

Engr Level - Engineering level transmitted by Navistar. Defaults from the requirement B record. Optional.

Conv Bill - 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 defaults.
<table>
<thead>
<tr>
<th>Field</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Note</td>
<td>The conveyance bill must not be more than ten characters long, or an error message displays indicating that the conveyance bill is longer than ten characters.</td>
</tr>
<tr>
<td>Line Sequence #</td>
<td>The line sequence number is received from Navistar in the LIN segment of the 866 (qualifier LF) and is returned in the 856 file in the REF<em>JA (first number) and REF</em>JE (last number).</td>
</tr>
<tr>
<td>Cust Cont #</td>
<td>Defaults from the Customer Container Number field in the Container file.</td>
</tr>
<tr>
<td>Range Line #s</td>
<td>This field is obsolete and will be removed. The system calculates the beginning and ending numbers and places them in the REF*JA (beginning) and REF *JE (ending) with no entry required by the user. The range of line numbers is used only for shipments to the Chatham (204063515) and Springfield (049645120) locations.</td>
</tr>
<tr>
<td>P.O. Number</td>
<td>Purchase order number issued by Navistar. Defaults from the requirement B record.</td>
</tr>
<tr>
<td>Job Number</td>
<td>The job number is received from Navistar in the LIN segment of the 866 (qualifier JN) and is returned in the 856 file in the REF*JS segment.</td>
</tr>
<tr>
<td>Carrier Name</td>
<td>Carrier name associated with the number entered in the Carrier Preference field in the Destination file. The carrier can be changed at shipper entry time.</td>
</tr>
<tr>
<td>Assembly Line #</td>
<td>The assembly line number is received from Navistar in the LIN segment of the 866 (qualifier RS) and is returned in the 856 file in the REF*LF segment.</td>
</tr>
<tr>
<td>Pro Number</td>
<td>The Pro Number is supplied by the freight carrier and may be entered here or on the Update ASN Info screen when the Create/Transmit option is taken.</td>
</tr>
</tbody>
</table>
Upload/Convert Bar Code Data

(Option 3 on the VL8 menu)

This option will upload and convert the label data from the scanning device into the Bar Code file.

The system will check the Identification Code file to determine if the Smart Label System is being used. If the Smart Label field is flagged with "Y" for "yes," the system will find the part number, quantity, and supplier code in the file VARUPBAR and place them in the Bar Code file (SCPBCODE).

A screen prompts for company number.

When the screen displays 3 columns of 10 blank lines each, take the option on the scanning device to start uploading the data.

Upload Screen

When data has been uploaded, press Enter to accept the data on the last screen, and then press F3 to return to the menu.

This places the bar code data into the Bar Code file. It also prints an error report showing duplicates or errors in the bar code data. If a label number is on the report, it will not be uploaded. It must then be entered into the system manually.

If using the Smart Label System, the Bar Code Label Upload Report prints, indicating errors.

Note: If the Upload option is taken again after correcting errors, the original error-free labels will not upload and will be listed on the report as duplicates.
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

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 - Navistar’s part number.

RAN Number - Receipt authorization number (not used by Navistar).

Returnable Container - Serial number from the bar code label for the returnable container.

Purchase Order Number - Not used by Navistar.

IPP Tag Number 1 - Not used by Navistar.
IPP Reason Code 1 - Not used by Navistar.
IPP Tag Number 2 - Not used by Navistar.
IPP Reason Code 2 - Not used by Navistar.

OEM (NC/TM)/Label Type - OEM - Not used by Navistar.
Label Type - Not used by Navistar.

User Defined Field - Data entered in this field is user-defined and is carried through to (four fields) the VARUPBAR and SCPBCODE files.
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 Screen

Press Enter from the Bar Code Selection screen to maintain printed bar code labels.

Supplier Number - Identification code assigned by Navistar.

Package Quantity - Quantity shipped/scanned.

Customer Part Number - Navistar’s part number.

RAN Number - Not used by Navistar.

Purchase Order Number - Not used by Navistar.

Model Year - Not used by Navistar.

Date Printed - The date, in MM-DD-YY format, the bar code labels were printed.

User Defined Field - Data entered in this field is user-defined and is carried through to (four fields) the VARUPBAR and SCPBCODE files.

OEM (NC/TM)/Label Type - Not used by Navistar.

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.
Traditionally coded trading partners use a VL75xx menu (where “xx” is the OEM code) to transmit electronic invoices to the trading partner. Many options are identical from trading partner to trading partner. Those options are explained in the AutoRelease manual. Only options unique to this trading partner, exceptions, or unique business practices are explained in this document.

Maintain Invoices

(Option 1 on the VL75 menu)

Invoice header screen
Data on the electronic invoice screens may come from the file where it was originally processed or entered, or it may have been changed at ship time or through invoice maintenance. Data was pulled from the shipper file during the extract.

Transmit Code -

- O  - Original
- T  - Transmitted

Shipper - Shipper number associated with this invoice.

Invoice Date -

- Defaults to the system date in MM-DD-YY format when adding an invoice.

Ship To Cust # - User-defined destination number entered in the destination master.

Ship Date - The date in MM-DD-YY format when the shipment left the plant.

Supplier ID - The plant code entered in the Identification Code file. It could be changed through shipper maintenance or invoice maintenance.

Cust Abbrev - The abbreviation for this customer as entered in the machine readable file.

Destination ID # - OEM-assigned code for the destination plant as entered in the machine readable file.

**Parts & Service Note:** The DUNs number 122092406 must be entered for Parts and Service destinations.

Dest Abbrev - The abbreviation for this destination as entered in the machine readable file.

**F6 - Add Part**

(From the line item screen, or press Enter from the header screen when manually adding an invoice.)

This function displays the detail screen.
Data on the electronic invoice screens may come from the file where it was originally processed or entered, or it may have been changed at ship time or through invoice maintenance.

**Part Number** - In-house part number.

**P.O. #** - Purchase order number assigned by Navistar.

**Quantity** - Number of parts to invoice.

**Cust Part #** - Navistar's part number entered in the Parts Cross Reference file.

**U of M** - Unit of measure abbreviation retrieved from the Unit of Measure Cross Reference file, when the reprint invoice prompt is answered with “N.” The unit of measure can be changed. A warning message displays if the unit of measure entered here does not match the unit of measure entered in the Unit of Measure Cross Reference file.

Valid unit of measure codes include:
- **EA** - Each
- **PC** - Piece

Transmitted in the IT1 03 segment.

**Unit Price** - The price for a single part entered to six decimal points. If entering decimal positions, enter the unit price with the decimal point and up to six decimal positions. If entering a whole number (no decimal places), it is not necessary to enter the decimal points.

**Replace Part #** - Enter “Y” if this is a replacement part. Enter “N” if this is not a replacement part.
Container Part - Enter “Y” if this is a returnable container. Enter “N” if this is not a returnable container.

Currency Code - Retrieved from the Type of Funds field in the price master. The currency code must be the same for all line items in a single invoice. Valid currency codes include:

- CAD - Canadian Dollars
- MXP - Mexican Pesos
- USD - United States Dollars

Transmitted in the CUR 02 segment.

F7 - Add Misc Charge
(From the Line Item Screen)

This function applies the miscellaneous charge to the entire invoice (this is not for miscellaneous charges associated with a specific line item).

Miscellaneous Charge Screen—Entire Invoice

<table>
<thead>
<tr>
<th>Misc. Charge Code</th>
<th>Memo</th>
<th>Price (6 dec)</th>
<th>Quantity</th>
<th>UM</th>
<th>Charge Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>_________________</td>
<td>__________</td>
<td>_______________</td>
<td>__________</td>
<td>___</td>
<td>__________________</td>
</tr>
</tbody>
</table>

Tax Qual | Tax Rate (5) | __________ |

Misc Charge - Miscellaneous charge codes pertaining to the entire invoice. Code transmitted in the SAC 02 segment. Valid Production codes include:

- A721 - Brokerage
- B860 - Customs Broker Fee
- C531 - Duty Drawback
- E820 - Non-Returnable Containers
- F150 - Packaging Service
- F160 - Painting (Primer or Finish)
- F190 - Palletizing
F430 - Plating
F680 - Price Deviation
G400 - Repair
G590 - Salvage
G660 - Scrap Allowance
I110 - Tooling

Valid Parts and Service codes include:
B750 - Core Charge
C310 - Discount
C401 - Document Handling
C530 - Duty Charge
C590 - Emergency Surcharge
D220 - Freight Pass through

E170 - Labeling

Valid codes for both Production and Parts and Service include:
A880 - Cancellation Charge
D240 - Freight
F155 - Packaging
F180 - Pallet
G530 - Rework
G760 - Set-up
H550 - Surcharge

Credit Memo  -  The default is “N” for “no.” Change to “Y” if this is an allowance rather than a charge, and enter the quantity using the field minus (-) key to transmit a negative number.

Note: If “Y” was entered at shipping time, the quantity was entered as a positive number, and the “Y” in the Credit Memo field changed it to a negative. If a miscellaneous charge record was entered at shipper time, it was passed to the Electronic Invoice file as a negative and with a “Y” in the Credit Memo field. To change a credit record that was passed from shipping, enter the new quantity with the field minus (-) key.

Price (6)  -  Amount of the miscellaneous charge entered to six decimal places. If entering decimal positions, enter the price with the decimal point and up to six decimal positions. If entering a whole number (no decimal places), it is not necessary to enter the decimal point.

Quantity  -  The number of parts to be invoiced.
UM - Unit of measure abbreviation retrieved from the Unit of Measure Cross Reference file, when the reprint invoice prompt is answered with “N.” The unit of measure can be changed. A warning message is displayed if the unit of measure entered here does not match the unit of measure entered in the Unit of Measure Cross Reference file. Unit of measure codes are transmitted in the IT1 03 segment. Valid values include:
EA - Each
PC - Piece

Charge Desc - The description of this charge.

Tax Qual - Valid qualifiers are transmitted in the TXI 01 segment and include:
EV - Environmental Tax (EV)
GS - Goods and Service Tax (GS)
LS - Quebec Sales Tax (QST)
ZZ - Harmonic Sales Tax (HST)

Tax Rate (5) - The tax rate to be used when calculating this tax to five decimal places. If entering decimal positions, enter the rate with the decimal point and up to five decimal positions. If entering a whole number (no decimal places), it is not necessary to enter the decimal point.

F7 - Add Misc Charge
(From the Detail Screen)
This function applies the miscellaneous charge to a line item (not for miscellaneous charges associated with a specific line item).

Miscellaneous Charge Screen—Specific Line Item
**Misc Charge**

Miscellaneous charge codes pertaining to a specific line item. Code transmitted in the SAC 02 segment.

Valid Production codes include:
- A721 - Brokerage
- B860 - Customs Broker Fee
- C531 - Duty Drawback
- E820 - Non-Returnable Containers
- F150 - Packaging Service
- F160 - Painting (Primer or Finish)
- F190 - Palletizing
- F430 - Plating
- F680 - Price Deviation
- G400 - Repair
- G590 - Salvage
- G660 - Scrap Allowance
- I110 - Tooling

Valid Parts and Service codes include:
- B750 - Core Charge
- C310 - Discount
- C401 - Document Handling
- C530 - Duty Charge
- C590 - Emergency Surcharge
- D220 - Freight Pass through
- E170 - Labeling

Valid codes for both Production and Parts and Service include:
- A880 - Cancellation Charge
- D240 - Freight
- F155 - Packaging
- F180 - Pallet
- G530 - Rework
- G760 - Set-up
- H550 - Surcharge

**Credit Memo**

The default is “N” for “no.” Change to “Y” if this is an allowance rather than a charge and enter the quantity using the field minus (-) key to transmit a negative number.
**Note:** If “Y” was entered at shipping time, the quantity was entered as a positive number and the “Y” in the Credit Memo field changed it to a negative. If a miscellaneous charge record was entered at shipper time, it was passed to the Electronic Invoice file as a negative and with a “Y” in the Credit Memo field. To change a credit record that was passed from shipping, enter the new quantity with the field minus (-) key.

<table>
<thead>
<tr>
<th>Field</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Price (6)</td>
<td>Amount of the miscellaneous charge entered to six decimal places. If entering decimal positions, enter the price with the decimal point and up to six decimal positions. If entering a whole number (no decimal places), it is not necessary to enter the decimal point.</td>
</tr>
<tr>
<td>Quantity</td>
<td>The number of parts to be invoiced.</td>
</tr>
<tr>
<td>UM</td>
<td>Unit of measure abbreviation retrieved from the Unit of Measure Cross Reference file, when the reprint invoice prompt is answered with “N.” The unit of measure can be changed. A warning message displays if the unit of measure entered here does not match the unit of measure entered in the Unit of Measure Cross Reference file. Transmitted in the IT1 05 segment. Valid codes include: EA - Each PC - Piece</td>
</tr>
<tr>
<td>Charge Desc.</td>
<td>The description of this charge.</td>
</tr>
<tr>
<td>Tax Qual</td>
<td>Transmitted in the TXI 01 segment. Valid qualifiers include: EV - Environmental Tax (EV)</td>
</tr>
<tr>
<td>Tax Rate (5)</td>
<td>The tax rate to be used when calculating this tax to five decimal places. If entering decimal positions, enter the rate with the decimal point and up to five decimal positions. If entering a whole number (no decimal places), it is not necessary to enter the decimal point.</td>
</tr>
</tbody>
</table>
Create/Transmit Invoices
(Option 3 on the VL75 menu)

This option is used to select invoice(s) to be included in the file to be transmitted. The invoices are checked for
errors and an error report prints. The Invoice File (VPS10A) is created and the communication procedure is
initiated.

Pay Point Supplier Code

Warning: A 7-digit, buyer-assigned Pay Point Supplier Code is required in the Remit to DUNS# field in the
Identification Code file and is placed in the N1*RI segment during the create and transmit. If the Pay Point Supplier
Code was not entered, the plant ID is placed in this field and transmitted on the 810.

File Setup

Destination Master File

In the Destination Master file, set the Print Invoices and Create Invoices flags to “Y” as shown below.

```
SCD6300B MAINTAIN DESTINATION MASTER FILE

Company Number .......... 01 TEST COMPANY
Destination Number .......       456
Name 1 .....                FOB ...............  
Name 2 .....                Distributor Code ..
Address 1 ..                Ford Dest Code .......
Address 2 ..                ASN/DESADV (B/C/N/O/V/Y) V
Address 3 ..                GM Msg/Temp Msg Code ... /
City/State .                GM Std Loc/Ford Rt Cd 2.
Zip Code ...                Carrier Preference ..... 
Country ....                Route Code / HMRS (Y/N).
Honda Destination .........
Arrival/Ship Dates (A/S) ..... S
Supplier Type (P/S) ....
Delivery Travel Time (Hrs/Min)
ASN Unit of Measure ....
Delivery Travel Time (Days) ..
JIT Location (Y/N) ..... 
Bar Code Verif (Y/N/C)...
Available Ship Days (X = Select)
S M T W H F S  
Print Invoices (Y/N) ... Y
Create Invoices (Y/N) .. Y
Payment Type: Coll PP PPI
Dealer Code .......
F1=Help F10=Delete F12=Return Cat Europe Ult Dest ....
```
Machine Readable File

In the Destination Abbreviation Record of the Machine Readable file, set the Electronic Invoices flag to “Y” as shown below.

<table>
<thead>
<tr>
<th>Company Number</th>
<th>01</th>
</tr>
</thead>
<tbody>
<tr>
<td>OEM Code</td>
<td>EA</td>
</tr>
<tr>
<td>Identification Number</td>
<td></td>
</tr>
<tr>
<td>Dock Location</td>
<td></td>
</tr>
<tr>
<td><strong>Electronic Invoices</strong></td>
<td>Y</td>
</tr>
<tr>
<td>ERS Destination</td>
<td>(Y/N)</td>
</tr>
<tr>
<td>OEM Consideration</td>
<td>(Y/N)</td>
</tr>
<tr>
<td><strong>Line Set</strong></td>
<td>(Y/N)</td>
</tr>
<tr>
<td>Clear By Destination</td>
<td>(Y/N)</td>
</tr>
<tr>
<td>Type of FBO</td>
<td>(M/S)</td>
</tr>
<tr>
<td>Chrysler PAB/Non-PAB Combine</td>
<td>(Y/N)</td>
</tr>
<tr>
<td>Send Prev CUM on ASN/DESADV</td>
<td>(Y/N)</td>
</tr>
<tr>
<td>Exclude from APNAT calc</td>
<td>(Y/N)</td>
</tr>
<tr>
<td>Place on Credit Hold</td>
<td>(Y/N)</td>
</tr>
<tr>
<td>Ship Direct</td>
<td>(Y/N)</td>
</tr>
</tbody>
</table>
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.

- Daily Procedures: Describes the receive, split, breakdown, print, process, and transmit 997
- Security: Describes all security selection and maintenance options and VAN menus

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

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.