


International Truck and Engine Corporation



PARTS OPERATIONS

EDI 856 – Advanced Ship Notice (Version 3050) BUSINESS PROCESS GUIDE

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Parts Operation BPG for the EDI 856	
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This Document Applies to: Truck Engine <input checked="" type="checkbox"/> Service Parts	

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1. Transaction Definition

Type: Regenerative with each message

Frequency: Variable -- Parameter Controlled

EDI Transaction: ANSI-X12 / AIAG-856

Application:

The **EDI 856 (Advance Ship Notice)** Transaction Set (Version 003050) must be sent by all suppliers to International prior to the receipt of the material at the Parts Distribution Center(s) or Packaging Facilities. The **Ship Notice (SN)** must be representative of the supplier's shipment, containing shipping information and material contents. This information must be communicated within one hour of shipment leaving the supplier's location, as it will be used to facilitate the receiving process at International facilities.

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2. Business Procedure Overview

The **EDI 856 (Advance Ship Notice)** will be used by the supplier to transmit Electronic Data information pertaining to the Supplier's shipment to International. International utilizes the supplier's SN to generate internal binning tickets in the receiving process of the physical material.

International will send an **EDI 997 (Acknowledgment)** response to the supplier's mailbox, usually within ½ hour, indicating that International has received the supplier's **EDI** transmission.

There is one format for the Ship Notices, which is for non-sequenced material.

When International receives a SN, it is validated for content and upon acceptance is made available for use in the receiving process. If the SN is rejected within the application validation process, International will communicate to the supplier via the **EDI 824 (Application Advice)** to advise that either the SN was not received or it may have been rejected as a result of erroneous information provided on the SN. Some errors will require a corrected SN to be returned to International while other errors will reflect that International has corrected the SN.

NOTE: An accepted or good SN will <u>not</u> be communicated back to the supplier.
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It is the responsibility of the supplier to receive the **EDI 824 (Application Advice)** in a timely manner. This allows the supplier to identify, correct and resubmit any incorrect Ship Notices prior to the receipt of the material at the International Facility.

When the shipment arrives at the International Parts Distribution Center or Packaging Facility, the **Shipment Identification Number (SID)** and 7 position Supplier ID/Vendor code provided on the packing list will be used to access the previously received SN to begin the receiving process.

A SN is to be sent by the supplier for each shipment of material to an International Parts Distribution Center or Packaging Facility. If the SN is not received and accepted without error prior to the arrival of the shipment at International's facility, it will be recorded as "**late**" and **cannot** be used. This will result in a charge back through invoice deduction in an amount equal to **\$500.00** per occurrence for each shipment that must be manually received because an SN and **Quick Receive Label were not** provided.

Also, non-compliance will result in a negative effect on the Supplier's Performance Rating.

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2.1. Frequency and Responsiveness

International receives and processes supplier submitted Ship Notices within 15 minutes of the supplier placing the EDI 856 transaction into International EDI Mailbox. International will have accepted Ship Notices available for the receiving processes within this window. Ship Notices rejected by International's validation process will generate **EDI 824 (Application Advice)** notices to supplier every 30 minutes on the hour and ½ hour during International process day. For instance, International will generate notices at 12:00 am, 12:30 am, 1:00 am, 1:30 am, etc. throughout the day with the exception of OFF-HOURS.

The supplier should receive an **EDI 997 (Acknowledgment)** signaling the receipt of the Ship Notice at the time of translation. (See example 1 page 6.) Within a maximum of 45 minutes of that acknowledgment, International will provide an **EDI 824 (Application Advice)** notice of any submitted Ship Notices that are in error (See example 2 page 6.)

Example # 1: EDI 997

- Supplier submits Ship Notice at 8:10 am
- International processes the Ship Notice by 8:25 am
- International generates the **EDI 997 (Acknowledgment)** by 8:25 am
- Supplier retrieves **EDI 997** message from mailbox at 8:40 am

Example # 2: EDI 824 (Rejected SN)

- Supplier submits Ship Notice at 8:20 am
- International processes the Ship Notice by 8:35 am
- International generates the **EDI 997(Acknowledgment)** by 8:35 am
- Supplier retrieves **EDI 997** message from mailbox at 8:40 am
- International generates and transmits **EDI 824 (Application Advice)** to supplier at 9:00 am
- Supplier retrieves **EDI 824 (Application Advice)** Message(s) from mailbox at 9:05 am
- Supplier generates the **EDI 997 (Acknowledgment)** by 9:05
- Supplier corrects and resubmits corrected SN if necessary.

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2.2. Availability

International's processing of the supplier initiated Ship Notices occurs 7 days a week based on the following hours. International will process the **EDI 856 (Advance Ship Notice)** Transactions within 15 minutes of the supplier placing the EDI transaction into his mailbox. International will generate and deliver the **EDI 997 (Acknowledgment)** response and the **EDI 824 (Application Advice)** during any of the following process windows. These EDI transactions are usually delivered to the Supplier's mailbox within 45 minutes of being processed by International. International delivers the EDI messages every 30 minutes on the 1/2-hour and hour during the system window listed below.

International EDI Transaction Processing Window

	From	To
Monday-Friday	00:00	23:00
Saturday	00:00	17:30
Sunday	22:00	00:00

All times are for the Central Time Zone.

Any EDI transactions submitted to International during a downtime will remain in International's mailbox until the process is resumed. Any **EDI 856 (Advance Ship Notice)** status messages generated outside of the processing windows will be suspended and delivered at the next available window.

2.3. Off Hours

For Off-Hours support, International provides a voice mail system for both the EDI Hot Line and the supplier's Parts Operations EDI Coordinator. Suppliers should leave messages indicating the problem and any related information available about the problem along with a contact and telephone number.

Any EDI transactions that are sent to International by the supplier will be retained in International's mailbox until International's system becomes available. Any EDI transactions that International has to deliver to the supplier will be retained and distributed as soon as International's system becomes available.

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2.4. *International's Expectations of Supplier*

International expects the Supplier to provide an accurate **EDI 856 (Advance Ship Notice)** utilizing the Quick Receive Label at the time the shipment is departing the supplier's dock. If the SN is received and processed without error it will be used in receiving the physical material at the International location.

In those instances where the Supplier's SN is rejected by International, an **EDI 824 (Application Advice)** will be generated with an error code indicating whether or not a correction is expected. We expect the supplier to submit a corrected SN in a timely manner, preferably within one hour of receiving the **EDI 824 (Application Advice)**.

In order to keep the **Shipment Identification Number (SID)** unique; International will use the **SID** and the (7) position Supplier ID/Vendor Code in our edit of the SN. It is **MANDATORY** to include the **SID and (7) position Supplier ID/Vendor Code** on both the SN and Packing list. This will prevent International from having to manually receive the shipment.

Note: It is International's expectation that the Supplier **will not** send a SN using the same **SID** number within a years time period.

2.5. *Quick Receive Process Guidelines*

Implementation of this process requires sending the **EDI 856 (Advance Ship Notice)** and affixing a **B-12** label with the bar coded **Shipment Identification Number (SID)** on the packing list. **The Shipment Identification Number (SID) of each shipment must also be printed in the upper right hand corner of the Packing List per the D-13 Supplier Packing and Shipping Standard dated 1/2002.** The **SID#** will also be communicated in the **EDI 856 (ASN)** at the header Level in the BSN segment.

The "Quick Receive" process consists of creating a **B-12** label with the bar-coded **SID#**. This label is placed on the Packing List, so that the shipment can be matched to the **EDI 856 (ASN)** at the time of receipt. More information about the Quick Receive Process and **B-12** label are available in the AIAG Quick Receive Guideline.

2.6. *Impact on International's Supplier Performance Rating System*

Failure to submit an accurate **EDI 856 (Advance Ship Notice)** correctly the first time and prior to the material arriving at International's location will result in a penalty on the Supplier Performance Evaluation.

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2.7. *Special Identification for Returnable Containers*

If Returnable Container(s) are used, they must be included within a Ship Notice. Although a returnable container is not a service part it requires identification in order to properly account for the containers. In order to segregate a returnable container from Parts Operations the **RC** qualifier must be used in association with the returnable container part number. This is reflected within the example section of this document.

2.8. *Tare Level*

It is required, per section 6.6 of the D-13 Shipping Standard that the packing list display the contents of each container, by Container ID#/Serial ID#. In order to receive this information electronically, via the Ship Notice, we will be utilizing two (2) types of hierarchical levels. The **TARE** level will identify the Container ID number. The **ITEM** level will include the actual Part Numbers in that container and other part specific information. This data is in the **HL** segment of the **EDI 856 (Advance Ship Notice)** and is also reflected within the example section of this document. **Failure to send this information in the Ship Notice will result in an EDI 824 (Application Advice) and will require a corrected SN to be sent.**

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3. EDI Transaction and Business Examples

Example 1 of EDI 856 AIAG Formatted Data – For International Material

See Implementation Guide for Complete Details

The following example represents a Ship Notice that is being sent to the West Chicago Parts Distribution Center (781-0781) from a supplier (Dana-2255360). The shipment is covered under Purchase Order Number 3334567-dated 03/05/00. The material was shipped on 04/01/00 at 10:55 am Eastern Standard Time. The shipment contains Gears, and Axles being delivered via Yellow Freight. The Pro Number of the Shipment is 231683462. The shipment contains 30 pieces of part number –180651C2; 2 pieces of part number 1204567C2, vendor part number J37100; 1 returnable container (888888C88). The shipment contains non-sequenced material with the material destined for West Chicago Parts Distribution Center (781-0781).

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Example 1:

<u>EDI DATA ELEMENTS</u>	<u>EXPLANATION</u>	<u>Note</u>
ST*856*0001 <small>NL</small>	“ ST ” is the start of the ANSI Transaction Set “ 856 ”, Transaction ID Number is “ 0001 ”.	
BSN*00*123456*000320*1054 <small>NL</small>	“ 00 ” identifies the original document, Shipment Identification number is “ 123456 ” (as identified on packing list per section 6.6 of D-13). Date and time created is “ 03/20/00 ” at “ 10:54 ”.	Note # 1
DTM*011*000401*1055*ES*20 <small>NL</small>	“ 011 ” qualifies Material was Shipped on “ 04/01/00 ” at “ 10:55 ” AM, “ ES ” Eastern Standard Time. The Century Portion of the Year is “ 20 ”.	
HL*1**S <small>NL</small>	“ 1 ” HL Segment for the Shipment Level, “ S ”.	
MEA*PD*G*3260*LB <small>NL</small>	“ PD ” identifies Physical Dimensions. “ G ” for Gross Weight of the Shipment. The weight is “ 3260 ”. The unit of measure is “ LB ” for Pounds.	
TD1*PLT71*2***GEARS <small>NL</small>	“ PLT71 ” identifies the packaging. The quantity being shipped is “ 2 ” Pallets of “ Gears ”.	Note # 5
TD1*LSE71*1***AXLE <small>NL</small>	“ LSE71 ” identifies the packaging. The quantity being shipped is “ 1 ” Loose “ Axle ”.	Note # 5

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Example 1: Continued

<u>EDI DATA ELEMENTS</u>	<u>EXPLANATION</u>	<u>Note</u>
TD5*B*2*YFSY*M*YELLOW _{NL}	The routing sequence code is “ B ” for Origin/Delivery Carrier. “ 2 ” is the qualifier for SCAC Code, which is “ YFSY ”. “ M ” for Motor is the transportation method. “ YELLOW ” is the carrier.	
REF*CN*231683462 _{NL}	“ CN ” for Carrier Pro Number. Pro Number for this Shipment is “ 231683462 ”.	
REF*BM*675843 _{NL}	“ BM ” for Bill of Lading Number. Bill of Lading for this Shipment is “ 675843 ”.	
FOB*CC _{NL}	Shipment method of payment is “ CC ” for Collect.	
N1*SU**92*2255360 _{NL}	Identifies Supplier code. “ SU ” for Ship from. “ 92 ” for assigned by Buyer. “ 2255360 ” is International supplier code.	Note # 6
N1*ST**92*781-0781 _{NL}	Identifies Location code. “ ST ” for Ship to. “ 92 ” for assigned by Buyer. “ 781-0781 ” is West Chicago Parts Distribution Center	Note # 4
HL*2*1*T _{NL}	“ 2 ” HL Segment. Parent level is “ 1 ”. “ T ” indicates Tare Level.	Note # 2
REF*LS*45677 _{NL}	“ LS ” stands for Label Serial Number/Container Id. On the first container is “ 45677 ”.	Note # 3

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Example 1: Continued

<u>EDI DATA ELEMENTS</u>	<u>EXPLANATION</u>	<u>Note</u>
HL*3*2*I _{NL}	“3” HL Segment. Parent level is “2”. “I” indicates Item Level.	
LIN**BP*180651C2 _{NL}	“BP” identifies a part number. International’s part number is “180651C2”.	
SN1**30*PC _{NL}	The Quantity Shipped is “30”. The unit of measure is “PC” for Pieces.	
PRF*3334567***000305 _{NL}	The Invoice Purchase Order Number is “3334567”. Purchase Order date is “03/05/00”.	
HL*4*1*T _{NL}	“4” HL Segment. Parent level is “1”. “T” indicates Tare Level.	Note # 2
REF*LS*45678 _{NL}	“LS” stands for Label Serial Number/Container Id. On the second container is “45678”.	Note # 3
HL*5*4*I _{NL}	“5” HL Segment. Parent level is “4”. “I” indicates Item Level.	
LIN**BP*1204567C2*VP*J37100 _{NL}	“BP” identifies a part number. International’s part number is “1204567C2”. “VP” identifies a vendor part number. The supplier part number is “J37100”.	
SN1**2*PC _{NL}	The Quantity Shipped is “2”. The unit of measure is “PC” for Pieces.	

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Example 1: Continued

<u>EDI DATA ELEMENTS</u>	<u>EXPLANATION</u>	<u>Note</u>
PRF*4445567***000306 <small>NL</small>	The Invoice Purchase Order Number is “ 4445567 ”. Purchase Order date is “ 03/06/00 ”..	
HL*6*1*I <small>NL</small>	“ 6 ” HL Segment. Parent level is “ 1 ”. “ I ” indicates Item Level.	
LIN**RC*888888C88 <small>NL</small>	“ RC ” identifies a returnable container part number. International’s returnable container part number is “ 888888C88 ”.	
SN1**1*PC <small>NL</small>	The Quantity Shipped is “ 1 ”. The unit of measure is “ PC ” for Piece.	
CTT*6*33 <small>NL</small>	Total Number of HL Segments is “ 6 ”. Total Quantity Shipped is “ 33 ” Pieces.	
SE*30*0001 <small>NL</small>	“ SE ” is to indicate the end of the Transaction set. There are “ 30 ” segments including the ST and SE segments. Transaction ID Number is “ 0001 ”.	

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Example 2:

<u>EDI DATA ELEMENTS</u>	<u>EXPLANATION</u>	<u>Note</u>
ST*856*0002 <small>NL</small>	“ ST ” is the start of the ANSI Transaction Set “ 856 ”, Transaction ID Number is “ 0002 ”.	
BSN*00*123457*000320*1054 <small>NL</small>	“ 00 ” identifies the original document, Shipment Identification number is “ 123457 ” (as identified on packing list per section 6.6 of D-13). Date and time created is “ 03/20/00 ” at “ 10:54 ”.	Note # 1
DTM*011*000401*1055*ES*20 <small>NL</small>	“ 011 ” qualifies Material was Shipped on “ 04/01/00 ” at “ 10:55 ” AM, “ ES ” Eastern Standard Time. The Century Portion of the Year is “ 20 ”.	
HL*1**S <small>NL</small>	“ 1 ” HL Segment for the Shipment Level, “ S ”.	
MEA*PD*G*3260*LB <small>NL</small>	“ PD ” identifies Physical Dimensions. “ G ” for Gross Weight of the Shipment. The weight is “ 3260 ”. The unit of measure is “ LB ” for Pounds.	
TD1*PLT71*2***GEARS <small>NL</small>	“ PLT71 ” identifies the packaging. The quantity being shipped is “ 2 ” Pallets of “ Gears ”.	Note # 5
TD1*LSE71*1***AXLE <small>NL</small>	“ LSE71 ” identifies the packaging. The quantity being shipped is “ 1 ” Loose “ Axle ”.	Note # 5

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Example 2: Continued

<u>EDI DATA ELEMENTS</u>	<u>EXPLANATION</u>	<u>Note</u>
TD5*B*2*YFSY*M*YELLOW _{NL}	The routing sequence code is “ B ” for Origin/Delivery Carrier. “ 2 ” is the qualifier for SCAC Code, which is “ YFSY ”. “ M ” for Motor is the transportation method. “ YELLOW ” is the carrier.	
REF*CN*231683463 _{NL}	“ CN ” for Carrier Pro Number. Pro Number for this Shipment is “ 231683463 ”.	
REF*BM*675844 _{NL}	“ BM ” for Bill of Lading Number. Bill of Lading for this Shipment is “ 675844 ”.	
FOB*CC _{NL}	Shipment method of payment is “ CC ” for Collect.	
N1*SU**92*2255360 _{NL}	Identifies Supplier code. “ SU ” for Ship from. “ 92 ” for assigned by Buyer. “ 2255360 ” is International supplier code.	Note # 6
N1*ST**92*781-0781 _{NL}	Identifies Location code. “ ST ” for Ship to. “ 92 ” for assigned by Buyer. “ 781-0781 ” is West Chicago Parts Distribution Center	Note # 4
HL*2*1*T _{NL}	“ 2 ” HL Segment. Parent level is “ 1 ”. “ T ” indicates Tare Level.	Note # 2
REF*LS*45679 _{NL}	“ LS ” stands for Label Serial Number/Container Id. On the first container is “ 45679 ”.	Note # 3

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Example 2: Continued

<u>EDI DATA ELEMENTS</u>	<u>EXPLANATION</u>	<u>Note</u>
HL*3*2*I _{NL}	“3” HL Segment. Parent level is “2”. “I” indicates Item Level.	
LIN**BP*180651C2 _{NL}	“BP” identifies a part number. International’s part number is “180651C2”.	
SN1**30*PC _{NL}	The Quantity Shipped is “30”. The unit of measure is “PC” for Pieces.	
PRF*3334567***000305 _{NL}	The Invoice Purchase Order Number is “3334567”. Purchase Order date is “03/05/00”.	
HL*4*2*I _{NL}	“4” HL Segment. Parent level is “2”. “I” indicates Item Level.	
LIN**BP*12585412C2 _{NL}	“BP” identifies a part number. International’s part number is “12585412C2”.	
SN1**60*PC _{NL}	The Quantity Shipped is “60”. The unit of measure is “PC” for Pieces.	
PRF*14569721***000305 _{NL}	The Invoice Purchase Order Number is “14569721”. Purchase Order date is “03/05/00”.	
HL*5*1*T _{NL}	“5” HL Segment. Parent level is “1”. “T” indicates Tare Level.	Note # 2
REF*LS*45682 _{NL}	“LS” stands for Label Serial Number/Container Id. On the first container is “45682”.	Note # 3

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Example 2: Continued

<u>EDI DATA ELEMENTS</u>	<u>EXPLANATION</u>	<u>Note</u>
HL*6*5*I _{NL}	“6” HL Segment. Parent level is “5”. “I” indicates Item Level.	
LIN**BP*19999999C2 _{NL}	“BP” identifies a part number. International’s part number is “19999999C2”.	
SN1**14*PC _{NL}	The Quantity Shipped is “14”. The unit of measure is “PC” for Pieces.	
PRF*1235999***000305 _{NL}	The Invoice Purchase Order Number is “1235999”. Purchase Order date is “03/05/00”.	
HL*7*5*I _{NL}	“7” HL Segment. Parent level is “5”. “I” indicates Item Level.	
LIN**BP*19999999C2 _{NL}	“BP” identifies a part number. International’s part number is “19999999C2”.	
SN1**60*PC _{NL}	The Quantity Shipped is “60”. The unit of measure is “PC” for Pieces.	
PRF*20115411***000305 _{NL}	The Invoice Purchase Order Number is “20115411”. Purchase Order date is “03/05/00”.	
CTT*7*164 _{NL}	Total Number of HL Segments is “7”. Total Quantity Shipped is “164” Pieces.	
SE*35*0002 _{NL}	“SE” is to indicate the end of the Transaction set. There are “35” segments including the ST and SE segments. Transaction ID Number is “0001”.	

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Examples of EDI 856 AIAG Formatted Data – For International Material continued
See Implementation Guide for Complete Details

<u>NOTE</u>	<u>COMMENT</u>
1	The Shipment Identification Number (SID) must appear in the upper right hand corner of the packing list per section 6.6 of the D-13 Supplier Packing and shipping standard.
2	The Tare Level, is where the Container ID is identified. The Part Number(s), which are included in the referenced Container ID, will be added at the Item Hierarchical Level.
3	Serial ID/Container ID must be on the B-10 Master Label per section 4 of the D-13 Supplier Packing Shipping Standard which is on the container.
4	See International Ship to Code Location Document for list of all of International Parts Distribution Centers.
5	The TD1 segment must be used to identify the number of Racks, Cartons, Pallets etc. that are contained within the shipment. If a Pallet contains 10 individual cartons the Pallet is counted as 1 and the cartons on the pallet are not counted.
6	The International Assigned Supplier Code must be (7) numeric characters, as provided on the invoicing purchase order. This in addition to the SID makes the SN unique.

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4. Definition of International Ship to Codes

See International Ship to Code Location Document for Parts Distribution Centers.

5. International Specific Codes

There are no International Specific Codes for this Transaction Set.

6. Conformance Testing Procedures

There is no conformance testing procedures for the **EDI 856 (Advanced Ship Notice)** at this time.