BAAN IVc4

Enhancement Overview for Automotive Global Solution SP1

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About this document

This document is intended to outline the enhancements of the Baan Automotive Global Solution, BAAN IVc4 ags0 Service Pack 1 (SP1) to readers that are familiar with the ags0 release. The functionality of ags0 SP1 is available under the solution number 121966.

Chapter 1, “Introduction,” provides an overview of the enhancements released in the BAAN IVc4 ags0 SP1.

Chapter 2, “Automotive sales,” describes enhancements and improvements for automotive sales.

Chapter 3, “Automotive sales finance,” describes finance-related enhancements in the area of automotive sales.

Chapter 4, “Automotive planning,” describes improvements in the area of MPS and MRP.

Chapter 5, “Automotive purchase,” describes the introduction of the Cumulative Received Quantity as well as new and reworked displays in the area of purchase schedules.

Chapter 6, “Automotive EDI,” describes enhancements made to provide a better error reporting for outgoing messages, mainly for the outgoing advance ship notices.

1 Introduction

General

This document provides an overview of the enhancements released in Service Pack 1 of the Baan Automotive Global Solution, BAAN IVc4 ags0.

The enhancements and improvements delivered in the Service Pack 1 affect the following areas:

- Automotive sales
- Automotive sales finance
- Automotive planning
- Automotive purchase
- Automotive EDI

Terms and abbreviations

Abbreviation	Term
Ags0	Automotive Global Solution Release 0 of BAAN IV
Ags0 SP1	Service Pack 1 of BAAN IVc4 ags0
AIAG	Automotive Industry Action Group
ASN	Advance Ship Notice
BEMIS	Baan Electronic Message Interchange System
BIS	Business Intelligence Suite
CUM	Cumulative
CUM-Received	Cumulative Received Quantity
CUM-Shipped	Cumulative quantity shipped at a specific point in time
DLL	Dynamic Linked Library
EDI	Electronic Data Interchange
ELP	External Logistic Provider
MBOL	Master Bill of Lading or the load header in case of an ASN according to VDA4913
Nas0	Former, US specific Automotive release
OLAP	Online Analytical Processing
PSC	The Purchase Schedules module in the package TD of BAAN IV
Qty	Quantity
SCC1	Former, EMEA specific Automotive release
SHS	Shipping Schedule (ssc)
SLS	The Sales Control module in the package TD of BAAN IV
SSC	The Sales Schedule module in the package TD of BAAN IV
TD	The Distribution package of BAAN IV
TG	The Organizer package of BAAN IV
UN	United Nations Organization
VDA	Verband der Automobil Industrie, which has defined also the VDA-Message Standard (German Automotive Organization).

2 Automotive sales

To handle KANBAN and shipping schedule call-offs in parallel

In BAAN IVc4 ags0, the **Cum Model for SHS** field in the delivery address (tdssc013.cshs) determines the order model for shipping schedules of a certain delivery address. This means that for one delivery address only, one order model is possible.

In ags0 SP1, an enhancement was made in order to increase the flexibility of the current solution. The customer from the same delivery address can now call off item A with a shipping schedule, and another item B by a KANBAN process.

To establish this, the following enhancements were made:

- In the automotive contract, the **KANBAN** check box can now be selected, even if the cum model for the corresponding delivery address is set to Order Based or Receipt Based. In this case, the user is informed by a warning when they set up a KANBAN contract. A KANBAN contract is treated as reference based.
- The restriction was dropped that all positions of a contract number must contain only KANBAN items or normal items.
- The usage of KANBAN and of the Opel/GM Pick Up Sheet process is mutually exclusive. An additional check prevents the user from setting up both.
- All processes that have special procedure steps for reference-based shipping schedules were modified to apply these procedure steps to KANBAN sales contracts accordingly.

The KANBAN process was designed under the following prerequisites:

- The call-off quantity under a KANBAN number (reference) is a package quantity, or a multiple of the package quantity.
- The package is a single package (level one only).
- The KANBAN number is returned on Advice Note Line level. This means that multiple call-off lines with different KANBAN numbers for the same item create multiple Advice Note Lines.

The KANBAN processing, originally introduced in bvs/nas0, and adopted in ags0, remains widely unchanged in ags0 SP1. Additional checks were added to ensure a correct generation of package line information on Advice Note level.

- If the user attempts to enter a multilevel package structure (m.level = YES) in the Maintain Packaging Defaults by Contracts (tdssc0165s000) session, a warning is given: KANBAN contracts should have one packaging level only.
- With ags0 SP1, you can also define an alternative packaging structure for KANBAN contracts. The above-mentioned warning is given when the user attempts to define a multilevel package structure. An additional hint appears: The content quantity of the alternative packaging is different from the quantity of the standard KANBAN packaging. It appears if the user defines a package quantity that is different from the original KANBAN package quantity. This is a hint only to remind the user that in a KANBAN environment, the container quantity is usually a fixed figure. The Advice Note Line quantity is recalculated into the alternative package structure, as is for normal contracts, if the user selects this special function in the Maintain Planned Delivery Lines (tdssc0118s000) session.

Due to the prerequisites, when the packaging defaults are maintained, the level one main package is automatically marked as the KANBAN package. The type of this packaging is also displayed on the contract level.

NOTE If a multilevel package structure is defined, the outer package count is not correct. Due to existing customizations, this function was not blocked and only a warning was introduced.

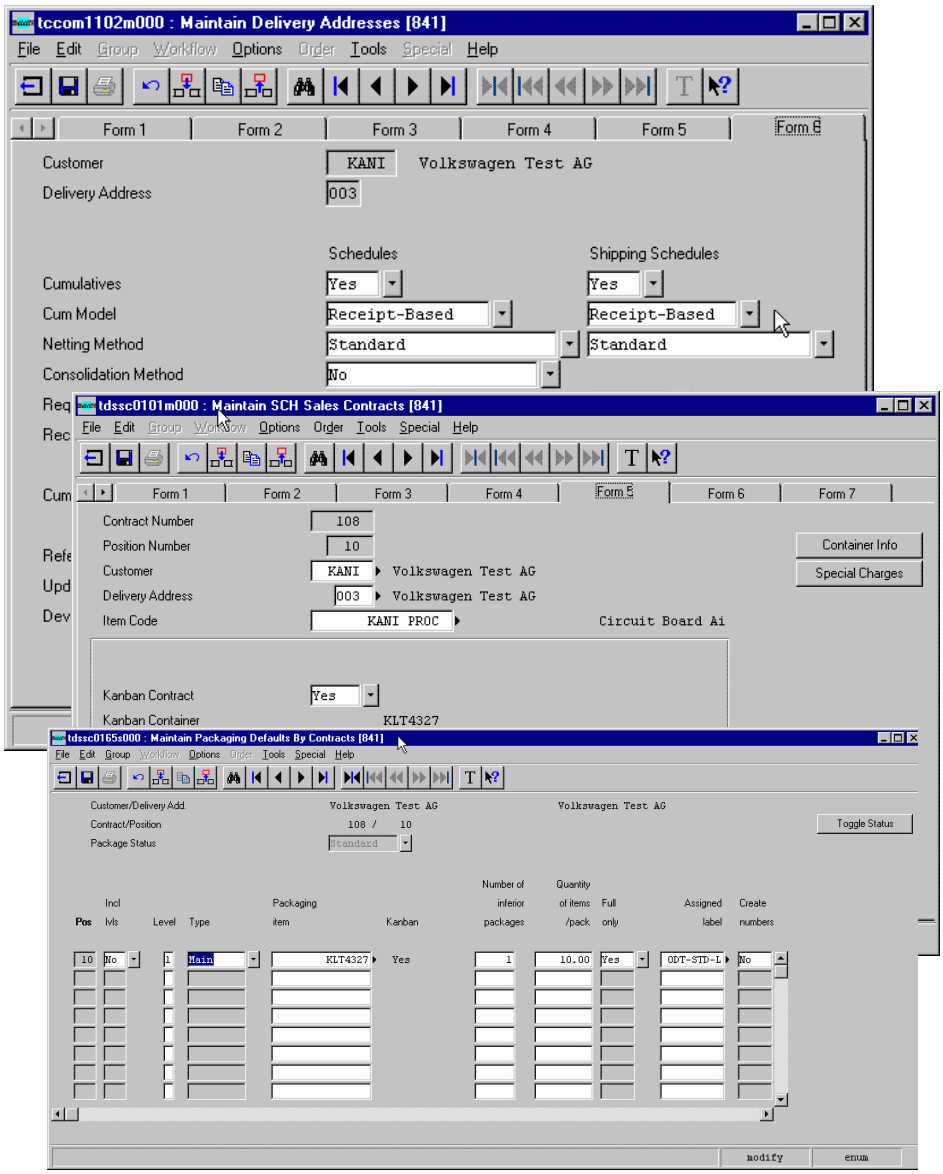


Figure 1 KANBAN and Shipping Schedules parallel

Hazardous materials classification

Ags0 SP1 offers a new functionality to maintain hazardous materials information as additional item data. The additional, maintainable information is:

- **Standardization Organization**, which defines the organization that issues the coding definition.
- **Hazard Class**, which defines the hazard class such as Gases, Flammable, and so on.
- **Material Code**, which defines the code of the hazardous material.
- **Proper Shipping Name**, which defines the shipping name of the hazardous material, which can differ from the item description.
- **Packing Group**, which defines the packaging group the material is shipped in for example, Drum.

This information can be entered in a new entity through a new session, namely the Maintain Hazardous Materials Information (tiitm9150m000) session. You can also access the new session through the **Maintain Item Data** menu by a special function. When the item is marked as hazardous, this will also be displayed in the Item Master: (tiitm0101m000) / (tiitm0501m000) sessions, **Form 1**, the **Hazardous** field = Yes.

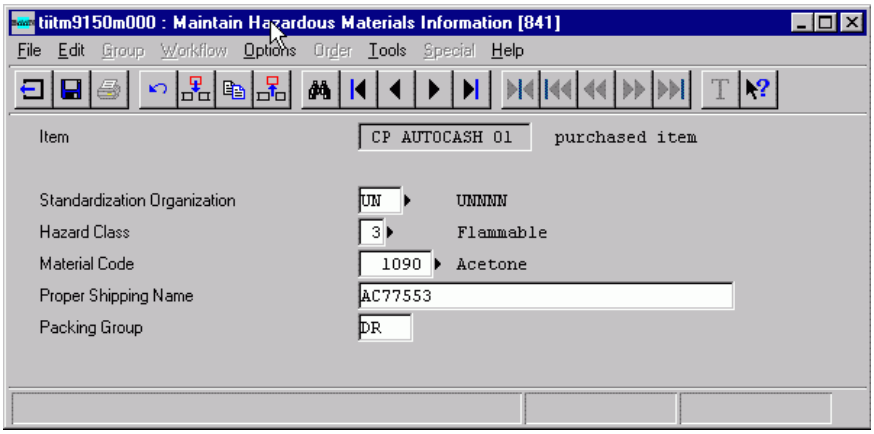


Figure 2 Maintain Hazardous Materials Information

To enter this information, the **Standardization Organization**, the **Hazard Class** and the **Material Code** must be defined first with the new sessions:

- Maintain Standardization Organizations (tiitm9154m000).
- Maintain Hazard Classes by Standardization Organization (tiitm9152m000).
- Maintain Hazardous Materials Codes by Class and Organization (tiitm9153m000).

In addition, the hazardous material data can be displayed and printed with the following new sessions:

- Display Hazardous Materials Information (tiitm9550m000/tiitm9550s000).
- Print Hazardous Materials Information (tiitm9450m000).

Further sessions for displaying and printing **Standard Organization**, **Hazard Class** and **Material Code** information are available in the new **Hazardous Material** menu, which can be found under **Item Control**.

The **Standard Organization**, **Proper Shipping Name**, **Hazard Class**, **Material Code**, and **Packing Group** fields are made available for the EDI BEMIS messages ASN and LFAVIS.

In compliance with the VDA 4913 recommendation, the hazardous materials information must be sent in record 714 on position 16 from 107-114, where:

- 107-110 is the Material Code.
- 111-112 is the Hazard Class.
- 113-114 is the Packing Group.

According to the AIAG 856 Ship Notice/Manifest, it must be sent with the carrier details under segment TD4, where:

- Data Element 152 is the Packing Group.
- 208 is the Hazard Class.
- 209 is the Material Code.
- 352 is the Proper Shipping Name.

Due to different national requirements of how hazardous information must appear on shipment documents and labels, the standard shipment documents were not enhanced, and the hazardous material information must be added in a customization process.

Improved Reconciliation Discrepancy report

The Reconciliation Discrepancy report, obtained through the Print Shipping Log (Discrepancy) (tdssc1407m000) session, informs the user about cum discrepancies detected during the automatic reconciliation process when schedules and shipping schedules are received through EDI, and when cums are used.

The report was enhanced to show:

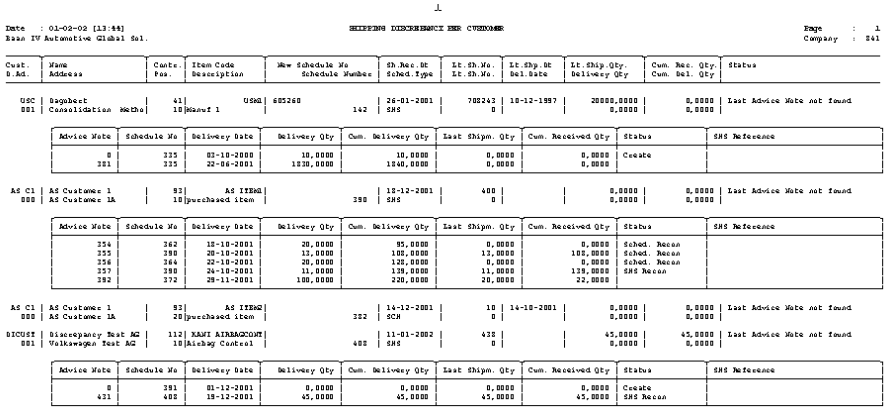
- The Schedules and Shipping Log data that caused a current dispute; where customer's Cum-Received is different to the Cum-Shipped of the Last Advice Note Number.
- Where customer's Last Advice Note number could not be found in the Shipping Log.

The second check was added with ags0 SP1. It is performed if:

- Cums are in use (Cums = **yes** in the Maintain Delivery Addresses (tccom1102m000) session, **Form 6**).
- The customer sends a Last Advice Note Information (Last-Advice-Note-Number > 0 in Schedule or Shipping Schedule Header).
- Reconciliation is switched on (Reconciliation = By Advice Note, in the Maintain Delivery Addresses (tccom1102m000) session, **Form 6**).

The reason of the discrepancy is printed in the right-most column of the report.

This enhancement enables you to inspect all reconciliation discrepancies in one report.



Date : 01-02-02 [13:56] SHIPPING DISCREPANCY PER CUSTOMER Page : 1
Baan IV Automotive Global Sol. Company : 561

Cust. D.Ad.	Name Address	Conte. Pos.	Item Code Description	New Schedule No Schedule Number	Sh.Rec.St Sched.Type	Lt.Sh.No. Lt.Sh.No.	Lt.Shp.St Del.Date	Lt.Ship.Qty. Delivery Qty	Cum. Rec. Qty. Cum. Del. Qty	Status
USC	Sagebest	41	USM	605268	26-01-2001	703243	18-12-1997	20000.0000	0.0000	Last Advice Note not found
881	Consolidation Metho	18	Manuf 1	142	SNS	0		0.0000	0.0000	

Advice Note	Schedule No	Delivery Date	Delivery Qty	Cum. Delivery Qty	Last Shipm. Qty	Cum. Received Qty	Status	SNS Reference
0	335	03-10-2000	10.0000	10.0000	0.0000	0.0000	Create	
321	335	22-04-2001	1830.0000	1840.0000	0.0000	0.0000		

AS C1	AS Customer 1	93	AS ITEM2		13-12-2001	400		0.0000	0.0000	Last Advice Note not found
888	AS Customer 1A	18	purchased item	398	SNS	0		0.0000	0.0000	

Advice Note	Schedule No	Delivery Date	Delivery Qty	Cum. Delivery Qty	Last Shipm. Qty	Cum. Received Qty	Status	SNS Reference
354	362	15-10-2001	20.0000	95.0000	0.0000	0.0000	Sched. Recon	
355	398	20-10-2001	13.0000	108.0000	13.0000	108.0000	Sched. Recon	
356	364	22-10-2001	20.0000	128.0000	0.0000	0.0000	Sched. Recon	
357	398	24-10-2001	11.0000	139.0000	11.0000	139.0000	SNS Recon	
382	372	29-11-2001	100.0000	220.0000	20.0000	22.0000		

AS C1	AS Customer 1	93	AS ITEM2		14-12-2001	18	14-12-2001	0.0000	0.0000	Last Advice Note not found
888	AS Customer 1A	28	purchased item	382	SCH	0		0.0000	0.0000	
DICUST	Discrepancy Test AG	112	XANI AIRBAGCONT		11-01-2002	432		45.0000	45.0000	Last Advice Note not found
881	Volkswagen Test AG	18	Airbag Control	408	SNS	0		0.0000	0.0000	

Advice Note	Schedule No	Delivery Date	Delivery Qty	Cum. Delivery Qty	Last Shipm. Qty	Cum. Received Qty	Status	SNS Reference
0	391	01-12-2001	0.0000	0.0000	0.0000	0.0000	Create	
431	408	15-12-2001	45.0000	45.0000	45.0000	45.0000	SNS Recon	

Figure 3 Reconciliation Discrepancy report

Vendor performance proof

With ags0 SP1, a new table was introduced, Delivery Analysis (tdssc901). This table contains delivery data that is relevant for the own delivery analysis (self-assessment/vendor performance proof) on the automotive sales side. The main purpose of this new entity is to serve as a data pool for the analysis of the timeliness of deliveries.

This analysis is performed by comparison of cumulative required and cumulative delivered quantities for each calendar day.

The data of the new table can be used as input for:

- User-written reports that calculate ratios according to VDA5001 or AIAG standards.
- The display of the timeliness in the Baan BIS product. The vendor performance proof data can be transferred to Baan BIS with the Execute Baan Exchange Schemas for Multiple Companies (tgedm3201m000) session.

The new table is filled by the Calculate Delivery Analysis Data (tdssc9201m000) session.

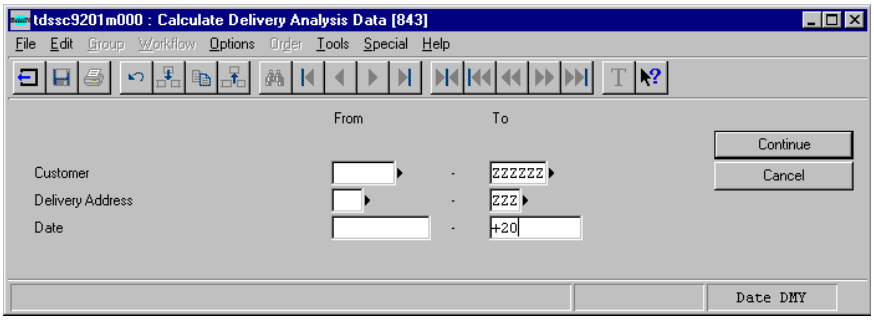


Figure 4 Calculate Delivery Analysis Data

The Calculate Delivery Analysis Data (tdssc9201m000) session considers sales and shipping schedules, but no production sequence schedules.

When starting the calculation, all existing entries of the Delivery Analysis (tdssc901) table in the given range of customers and delivery addresses will be deleted first. In a second step, the session reads the schedule requirements and the delivery log data for all contract positions in the selected range. Finally, it inserts per Customer, Delivery Address, Item, Contract-No, Contract-Position and day a record in the table with the following data:

- Cum-Required (cumulative demand).
- Cum-Delivered.
- Deviation of Cum-Required and Cum-Delivered as a positive figure.
- Amount of the Cum-Required in home currency.
- Amount of the Cum-Delivered in home currency.
- Deviation of the amounts as a positive figure.
- Delivery Status with the On Time, Frontlog, or Backlog values.

In addition, the following are stored:

- Sales Price
- Sales Unit
- Sales Price Unit
- Home Currency

To calculate the Cum-Required (t_n), all schedules of a contract position within the given date range are read, that is, data from the Current Schedule (tdssc002/003) tables, as well as data from the History (tdssc005/006) tables.

The Cumulative Required (t_n) is calculated as:

$$\text{Cum}_{\text{Required}}(t_n) := \text{Cum}_{Start} + \sum_{i=1}^{n} Qty\ (t_i)$$

where n is the last requirement before the generation date (or horizon start date) of the next issued schedule, if a newer schedules exit. Else, it is the last requirement of the schedule, or the last requirement before **Date To**. In principle, only data are selected between the selected **Date From** and **Date To**.

If shipping schedules for the automotive contract position exists, only the shipping schedules data are read in the Shipping Schedules and the Shipping Schedules Requirements (tdssc029/030) tables, and the History (tdssc037/038) tables and are compared with the delivery log data.

NOTE From ags0 on, a complete history of shipping schedules is available (not only the last shipping schedule).

The cumulative delivered is directly read from the Shipping Log (tdssc007) table.

The deviation is calculated as the difference of Cum-Required – Cum-Delivered, but stored as a positive value. The Delivery Status determines if there is an On Time, Frontlog, or Backlog situation on the date.

The data of the new Delivery Analysis (tdssc901) table can be displayed and printed with the new sessions:

- Display Delivery Analysis (tdssc9201m000), 3 Forms.
- Print Delivery Analysis (tdssc9501m000).

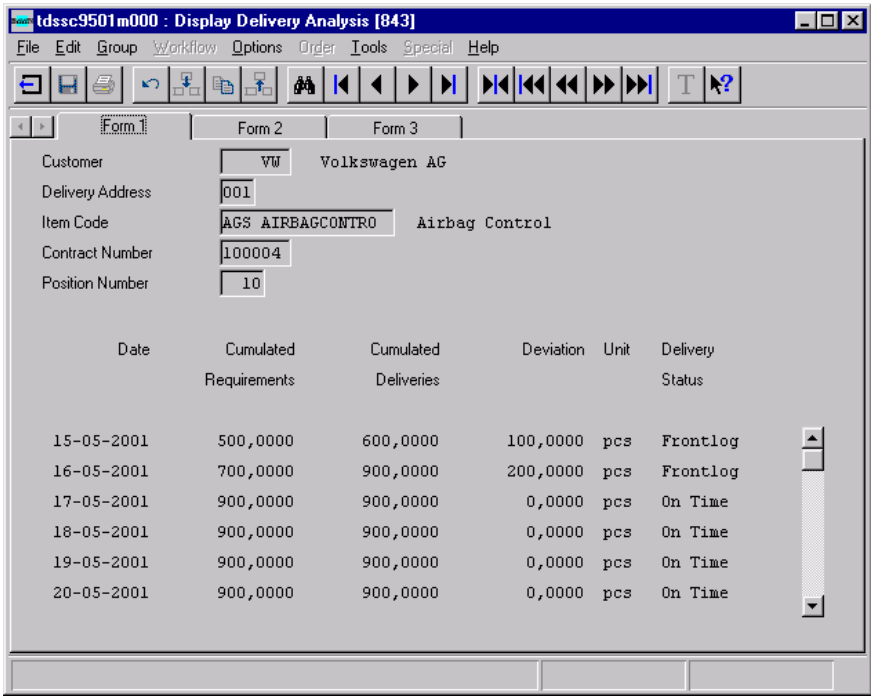


Figure 5 Display Delivery Analysis, Form 1

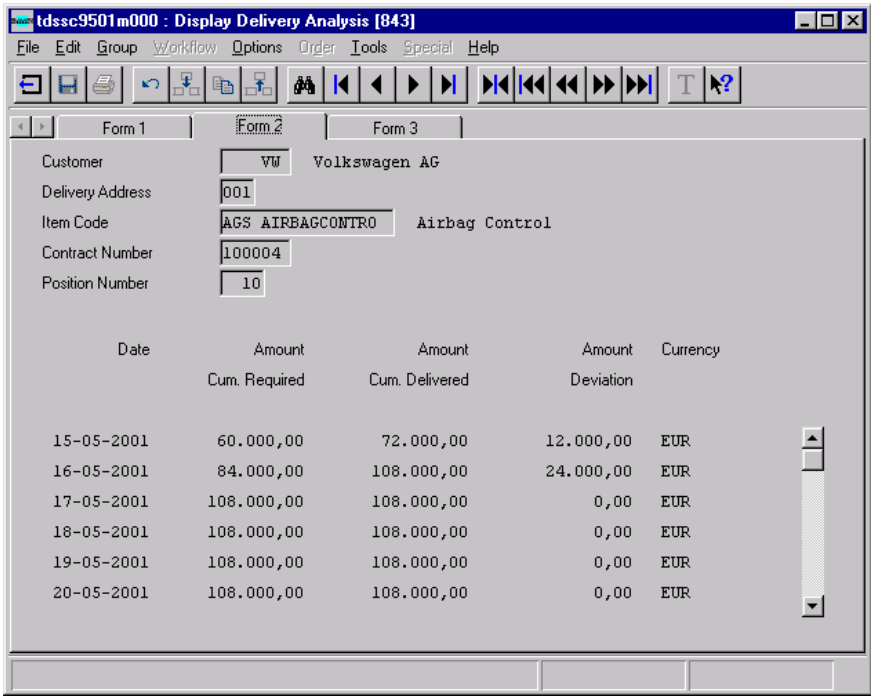


Figure 6 Display Delivery Analysis, Form 2

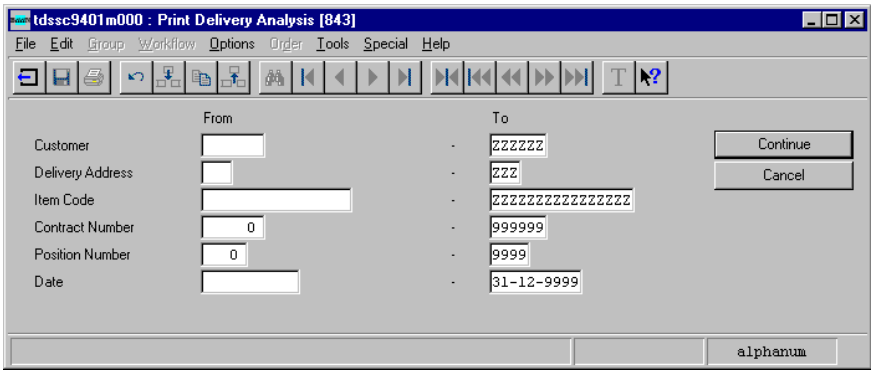


Figure 7 Print Delivery Analysis

Users who have Baan BIS and the iBaan Automotive BIS Interface installed, can analyze the timeliness of deliveries in different ways. One of the possible views is shown in the following figure.

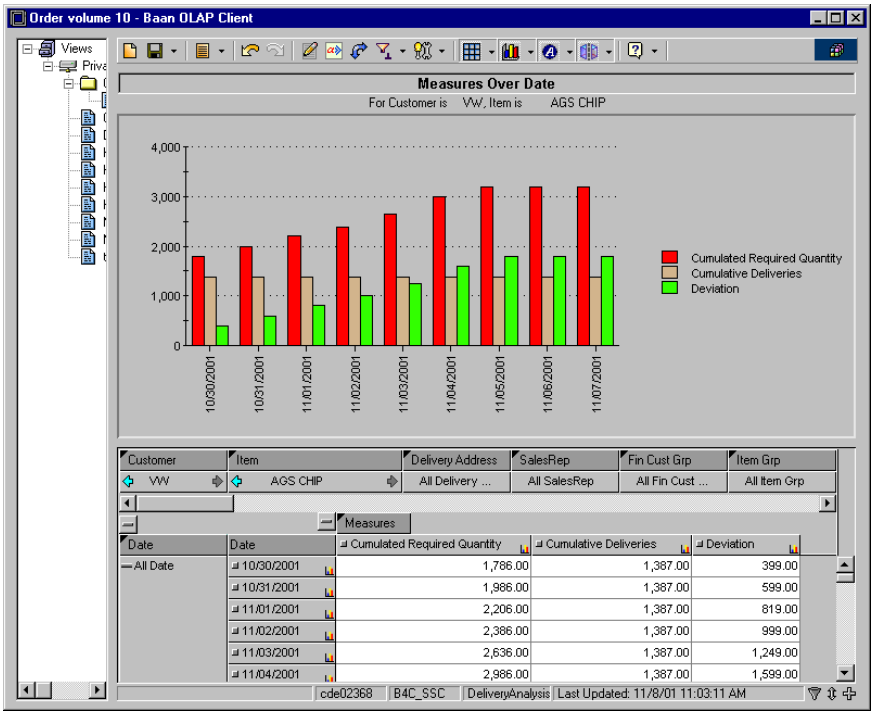


Figure 8 BIS view Comparison of Cum-Required and Cum-Delivered

3 Automotive sales finance

Retro-billing keeps link to shipment ID

In ags0 SP1, an enhancement in the Update Retro-Billed Price Changes (tdssc1235m000) session was made, which now stores the identification of the retro-billed shipment for further processing for example, sending retro-billed invoices by EDI.

The retro-billed shipment ID will be kept only if **Invoices per Contract** is set to Many, in the Maintain Delivery Addresses (tccom1102m000) session, **Form 2.** In this case:

- The Shipment ID is stored in the **Reference A** field (tdsls040.refa) of the generated sales order.
- The Update Number (tdssc035.rpno) of the retro-billed price change run is stored in **Reference B** (tdsls040.refb).

See the following figure.

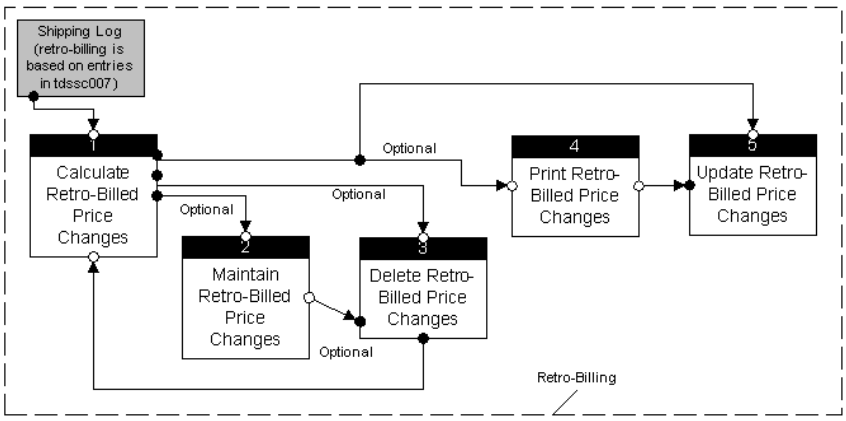


Figure 9 Retro-Billing Process

The Shipment ID can be:

- The external ELP-Advice Note Number (tdssc007.cdrf) when:
  - The items are shipped to the customer through an External Logistic Provider (ELP).
  - An ELP Number was entered (tdssc001.ecno) in the Maintain SCH Sales Contracts (tdssc0101m000) session on **Form 7**.
- The own Advice Note Number (tdssc007.ides), in case of a normal delivery, and when the Advice Note Number is selected to be the Shipment ID. When in Maintain Delivery Addresses (tccom1102m000) session, on **Form 2**, the **Customer Specific Reference** field is set to ASN.
- Customer's Call-Off Reference (tdssc009.ican), in case of a delivery against call-off references, and when the call-off reference is selected to be the shipment ID. When in the Maintain Delivery Addresses (tccom1102m000) session, on **Form 2**, the **Customer Specific Reference** field is set to Customer Authorization Number.
- Customer's Pick-Up-Sheet Number (tdssc007.dref), in case of a delivery against a GM/Opel Pick-Up-Sheet. In the Maintain Delivery Addresses (tccom1102m000) session, on **Form 2**, the **Customer Specific Reference** field is set to Customer Authorisation Number, and in the Maintain SCH Sales Contracts (tdscc0101m000) session, on **Form 6**, the **Generate Delivery by** field is set to MAIS Pick-Up-Sheet Number.

If in the Maintain Delivery Addresses (tccom1102m000, **Form 2**) session the **Invoices per Contract** field is set to 1, the shipment IDs cannot be stored, because the price changes of the delivery lines of a contract position are summarized in one order position. In this case, the fields are filled as in earlier releases:

- The **Reference A** field (tdsls040.refa) will contain the Update Number (tdssc035.rpno).
- The **Reference B** field (tdscls04.refb) will be empty.

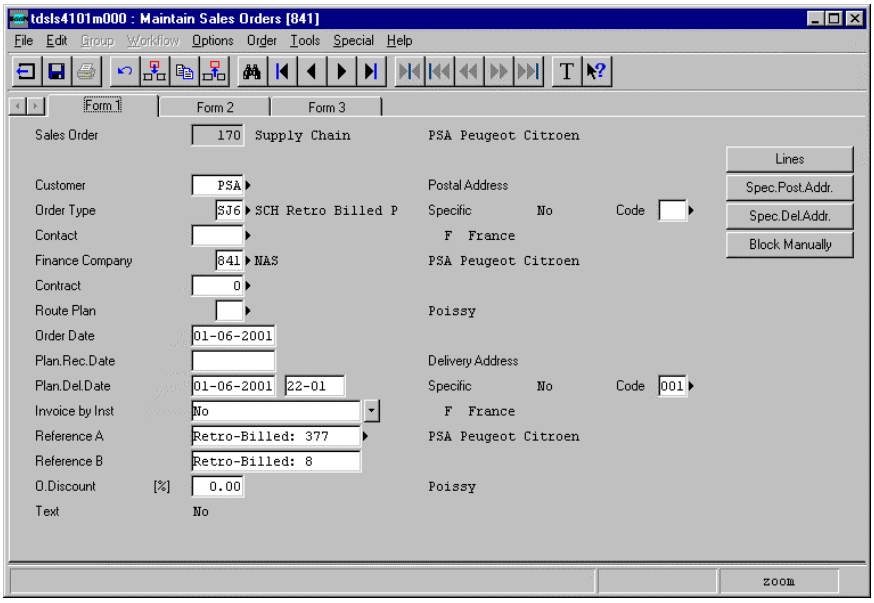


Figure 10 References to Retro-Billed Shipment IDs in Reference A and B

Improved handling of unallocated receipts

In ags0 SP1, the existing Automatically Process Remittance Advice (tfcmg9201m000) session was enhanced with the possibility to post unmatched Remittance Advice to the Anticipated Receipts account, even if no corresponding Open Item exists in the system. Later on, when the bank transaction is entered, the system can distinguish between anticipated receipts with corresponding open items and those without open items. Anticipated receipts with open items will be posted to the Accounts Receivable account, those without open items will be posted to the Unallocated Receipts account.

A new Trial Run mode was added to give the user the opportunity to correct wrong data in the Received Remittance Advice. If the **Trial Run** field is set to Yes, only a new report is generated containing all remittance advice that cannot be matched with open items.

After correction of wrong data, the user can start the reconciliation with **Trial Run** = No. A new form field, **Post Unmatched Payments to Unallocated Receipts**, controls whether if in addition to allocated receipts, unallocated receipts are also written to the Anticipated Receipts, or not. The field should be set to Yes to enable a later posting of unmatched receipts to the Unallocated Receipts account when bank transactions are entered.

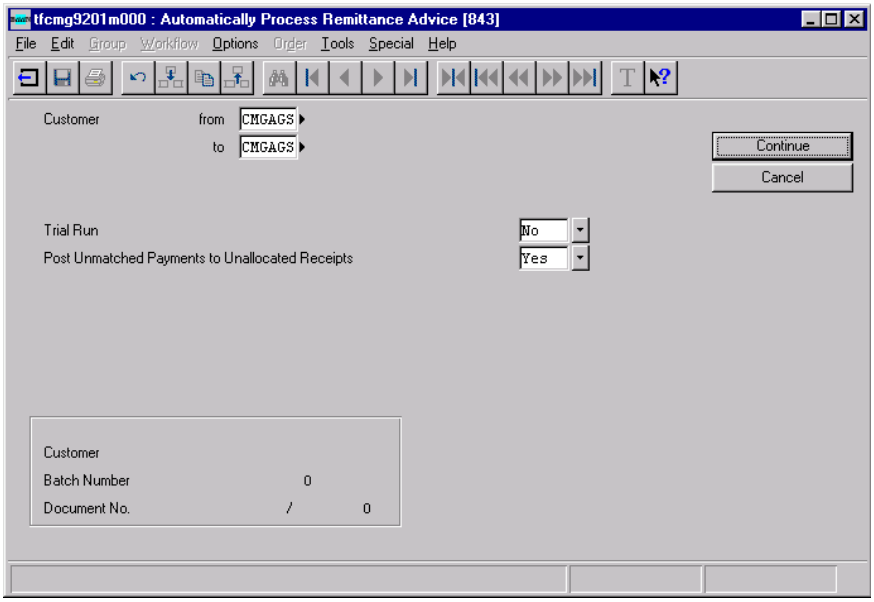


Figure 11 Automatically Process Remittance Advice

4 Automotive planning

Visibility of schedule data in planned stock transactions

In the automotive extensions, the additional order types Sales Schedule, Shipping Schedule, and Production Sequence Schedule were introduced on the sales side. In ags0 SP1, the demand of all automotive order types is visible now in the Planned Inventory Transactions by Item (tdinv150) table, and not only the schedule demand, as in earlier releases.

Some sessions that show planned receipts and requirements of actual orders, have been enhanced in such a way that they are now able to show the correct overlay of demand from all schedule types based on the Planned Inventory Transactions by Item (tdinv150) table information. The updated sessions are:

- Print Planned Stock Transactions by Item (tdinv1450m000).
- Print Planned Stock Transactions by Order (tdinv1451m000).
- Display Planned Inventory Transactions by Item (tdinv1550m000).
- Display Planned Stock Transactions by Order (tdinv1551m000).

Print Master Production Schedule report reworked

In ags0 SP1, the Print Master Production Schedule (timps3401m000) session was updated. The session now reads the requirements from the Planned Inventory Transactions by Item (tdinv150) table, and not from the schedule tables as before. Due to the enhancement, the demand from all automotive order types is visible now, and the requirement dates always represent Shipping Dates. The transport time is taken into account when the schedule contains Delivery Dates (=arrival on customer site).

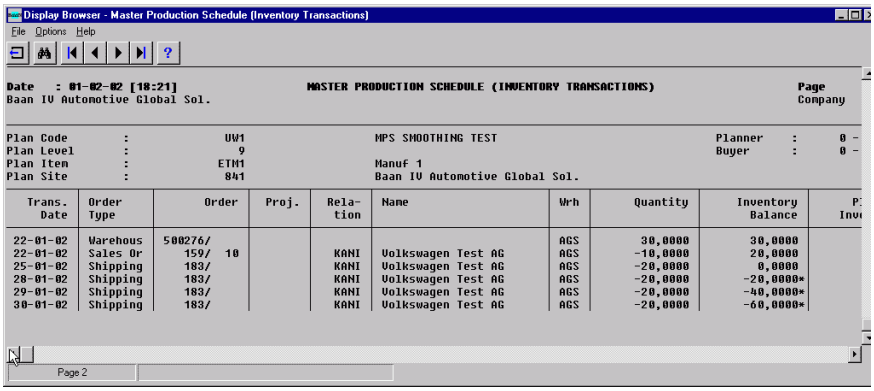


Figure 12 Master Production Schedule

Display Customer Orders Breakdown session reworked

From ags0 SP1 on, the call of the Display Customer Breakdown (tdssc3500s000) session is refused if a Plan Item is of the Product Family type, to avoid the display of an empty form. This session is an automotive specific session only, and was designed to offer a material planner the opportunity to see how the MPS quantity of customer orders is divided into the according requirement types. It was not designed to display Plan Items of the Product Family type (which is more a symbolic planning item that can be defined as a generalization or aggregation of a number of (sub)product families, or MPS items on a lower plan).

5 Automotive purchase

Cum-received based cum display

Purchase schedules in BAAN IV are generated by the MRP according to the Cum-Received based model. The base for synchronization with the supplier is the Cum-Received and the business like Cum $_{Required}(t_n)$ must be calculated according to the following formula:

$$(1)\ Cum_{Required}(t_n) := Cum_{Received} + \sum_{i=1}^{n} Qty\ (t_i)$$

[Qty(t_i) describes the required quantity at date t_i]

From ags0 SP1 on, the Cum-Required (ti) is displayed business-like according to formula (1). All session and reports that display cums were changed accordingly. Where necessary, the Cum-Receipt is also displayed.

The Cum-Received is the sum of all received quantities[1] at the moment the schedule is generated; when the schedule is transferred from MRP to the schedule tables, or when the schedule is stored after a manual entry. This Cum-Received (tdssc002.recq) is communicated to the supplier.

The changed sessions are:

- Display Purchase Schedule Requirement (Detail) – tdpsc0503m000.
- Display Purchase Schedule Requirements – tdpsc1503s000.
- Display Purchase Schedule – tdpsc0502m000.
- Display Purchase Schedule Requirements – tdpsc2503m000.
- Print Purchase Schedule – tdpsc0402m000.
- Print Purchase Schedule (Detail) – tdpsc1402m000.
- Print Purchase Schedule with Dispatch/Pickup Dates – tdpsc4402m000.

[1] Sum of the received quantities from the last annual reset on - also called cumulative receipts year to date (YTD).

As an example for this update, the following figure shows the Display Purchase Schedule Requirements (tdpsc1503s000) session.

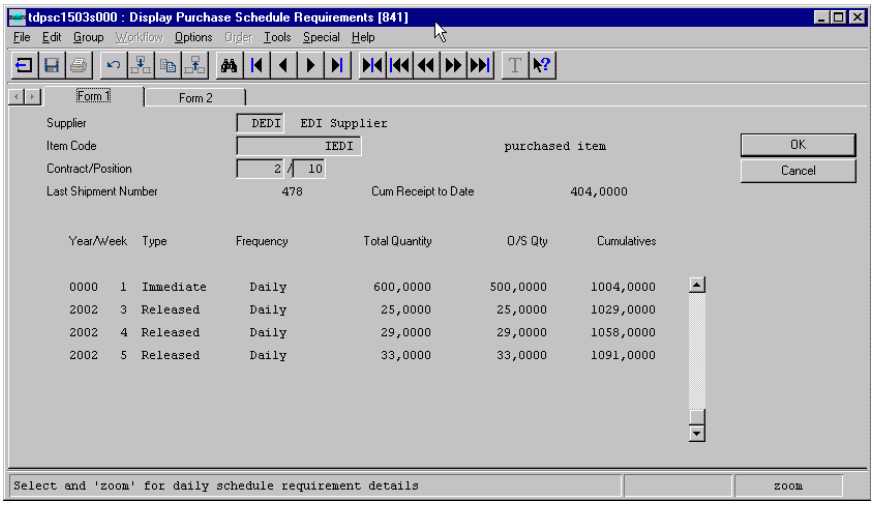


Figure 13 Display Purchase Schedule Requirements

Improved display of last advice note data

For synchronization purposes, BAAN IV returns the data of the last Advice, in addition to the Cum-Received and the Planned quantities. Note to the supplier with the new schedule. The data are the supplier's last received Advice Note Number and Advice Note Date, and the last and received quantity. Because BAAN IV sends the planned quantities (not the outstanding) as requirements, all these data and the Cum-Received are picked up and retained when the schedule is generated. Because the frozen data is the synchronization data on which the new schedule is based and which are returned, they are called data on issue date.

In addition to the synchronization data on issue date, some display sessions and reports show also the current Cum-Received and the current latest received Advice Note.

To enable a better distinction of the schedule base data on issue date, and the information on current date, **Form 2** of the Display Purchase Schedules (tdpsc0502s000) session was redesigned as shown next.

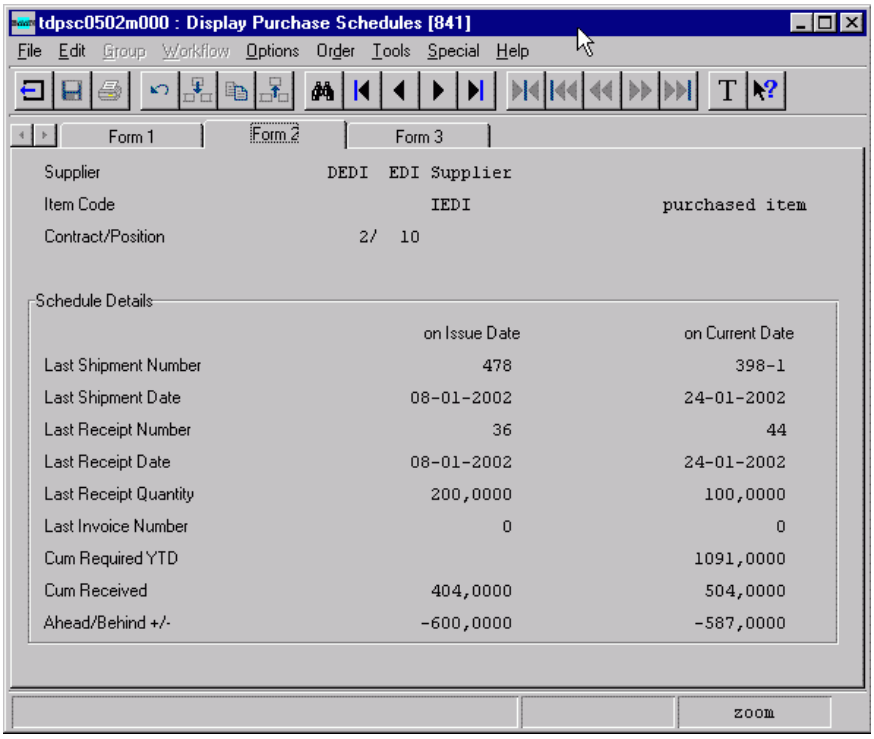


Figure 14 Display Purchase Schedules

New display session for material releases

A new session, called Display Purchase Schedule Requirements (Detail) (tdpsc0503m000) session shows the schedule requirements at one glance. Daily requirements are visible now without the need to zoom down from a weekly summary as for example, in the Display Purchase Schedule Requirements (tdpsc1503s000) session.

In addition, the total available stock of the item from the Planned Inventory Movements is displayed and the Ahead/Behind situation on schedule generation date as a combined field of Backlog and Over Delivery.

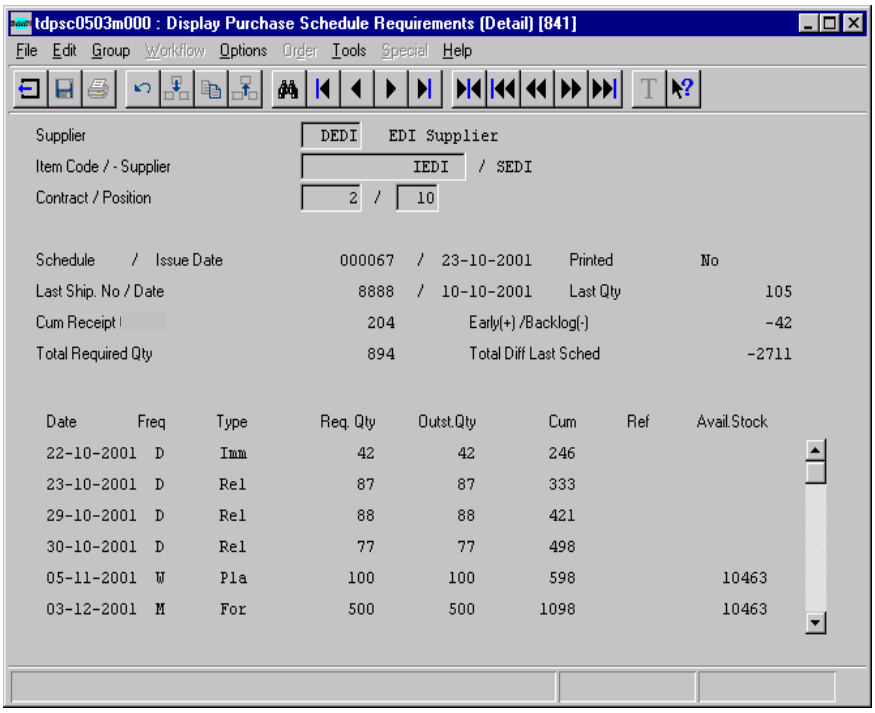


Figure 15 Display Purchase Schedule Requirements (Detail)

Minority-owned business classification

This enhancement is required by U.S. Companies only. Due to U.S. legal reasons, a U.S. Company must prove how much business is carried out with Minority-Owned Businesses.

A Minority-Owned Business is a for-profit enterprise, regardless of size, physically located in the United States, or its trust territories including Puerto Rico, which is owned, operated, and controlled by minority group members. Minority group members are United States citizens who belong to the Asian, Afro-American, Hispano American, or Native-American ethnic groups.

To enable the proof (for example, by special, customized reports) you must classify suppliers as Minority-Owned with the required attributes.

This ags0 SP1 enhancement enables you to classify a supplier as a Minority-Owned Business by specifying the attributes in a new session, Maintain Supplier Supplementary Details (tccom9461m000):

- Gender (male, female, N/A).
- An approval status (YES/NO).
- A description (of the approval, for example, based on what the approval has been granted).
- An ethnic background/minority code (for example, A for Asian).

Before the definition of the Supplementary Details:

- The supplier must be defined in the Maintain Suppliers (tccom2101m000) session.
- The ethnic background and the description must be entered with the new session, Maintain Minority Codes (tccom9162m000).

In additon, the data can be displayed and printed with the new sessions:

- Display Supplier Supplementary Details (tccom9561m000).
- Print Supplier Supplementary Details (tccom9461m000).

The Maintain, Display, and the Print Session of the Supplementary Details are accessible only through the **Special** menu in the Maintain Suppliers (tccom2101m000) session. See Figure 16.

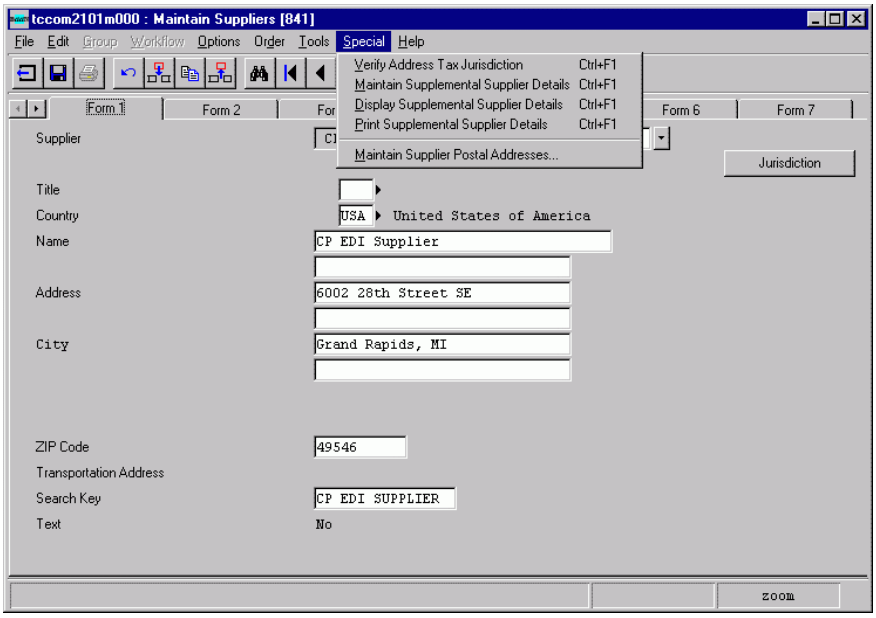


Figure 16 Access to Supplemental Supplier Details

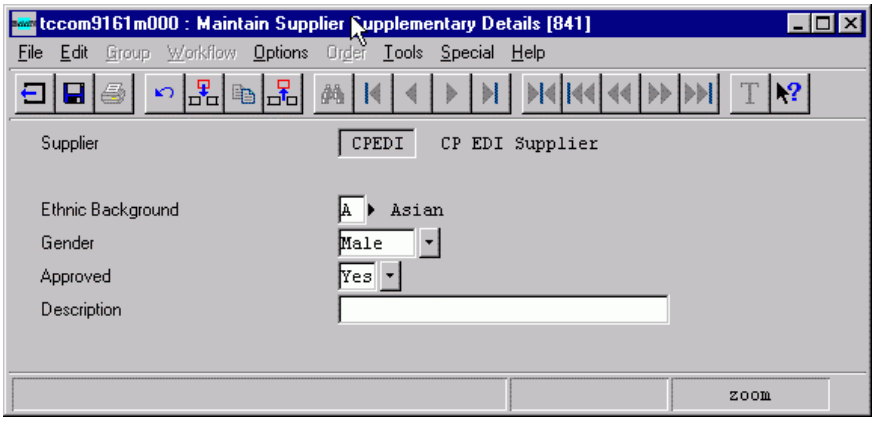


Figure 17 Maintain Supplier Supplementary Details

6 Automotive EDI

Improved EDI error report for outgoing messages

In ags0 SP1, the communication between the EDI-DLLs and the session tcedi7601s000 was enhanced. Errors that are detected in the EDI-DLLs are returned now to tcedi7601s000 from where they will be printed in the EDI error report.

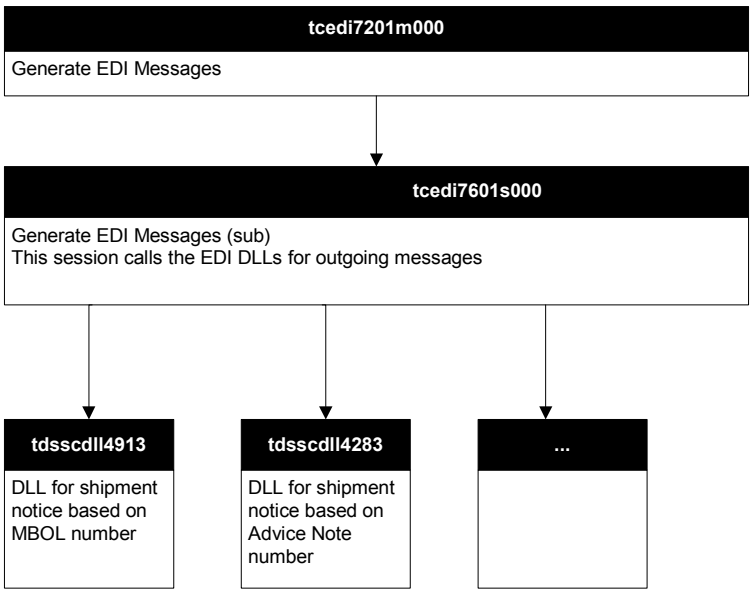


Figure 18 Generation of Outgoing EDI Messages

The session tcedi7601s000 was enhanced to print in addition to self-detected errors, errors also detected in called EDI-DLLs. The error message can be:

- General Error Message.
- Qualified Error Message.

The following general error message will be printed:

tcedi7601.01 – Generating Message failed for EDI Message %s Number %d.

This will happen when the EDI-DLL returns an error code, which is evaluated by tcedi7601s000 after the following function call: set.new.data.correct(). General errors in all EDI-DLLs of outgoing messages will be reported now.

A qualified error message is printed when the EDI-DLL returns an error code, which is evaluated by tcedi7601s000 after the function call set.new.data.correct(), and when the EDI-DLL has, in addition, filled a new string variable error with the error text.

Even if with ags0 SP1, a general technical solution to return qualified errors from EDI-DLLs was introduced, only the following EDI-DLLs were enhanced to return such qualified error messages:

tdsscdll4913 - Shipment Notice based on MBOL Number, returns:

- tdssc4913.11 - MBOL Number not found in table tdssc045.
- tdssc4913.12 - MBOL Number without lines.
- tdssc4913.13 - No Delivery Lines.
- tdssc4913.14 - No Packaging Data.

tdsscdll4283 – Shipment Notice based on Advice Note Number, returns:

- tdssc4283.01 - Advice Note Number not found in table tdssc017.
- tdssc4283.02 - No Delivery Lines.
- tdssc4283.03 - No Packaging Data.