

International Motors, LLC

INTERNATIONAL[®]

Truck/Bus Manufacturing

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

INTERNATIONAL[®] Service Parts EDI 856 Business Process Guide	Document Number: PUR-2037	
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1. Transaction Definition

Type: Regenerative with each message

Frequency: Variable -- Parameter Controlled

EDI Transaction: ANSI-X12 / AIAG-856

Application:

The **Advanced Ship Notice -- EDI-856** Transaction Set (Version 003050) **must be sent by all suppliers to INTERNATIONAL prior to the physical receipt of the material at the manufacturing/assembly facility.** The ship notice must be representative of the supplier's shipment, containing shipping information and material contents. This information must be communicated as soon as a shipment leaves the supplier's location, or at an agreed upon time relative to close-proximity suppliers, as it will be used to facilitate the receiving process at INTERNATIONAL facilities as well as the subsequent generation of ERS Payment Process data submitted to Knoxville Accounting Center.

2. Business Procedure Overview

The **Advanced Ship Notice -- EDI-856** (ASN) will be used by the supplier to transmit Electronic Bill of Lading and/or Packing Slip information pertaining to the Supplier's shipment to INTERNATIONAL.

There are three formats for the Ship Notices.

- The primary format is used for non-sequenced material or "simple" parts.
- The second format is an extension of the primary format, which contains Job related information for sequenced material. INTERNATIONAL has published an 856 Sequence Material Business Process Guide specifically addressing this process. It is available for download on www.NAVISTARsupplier.com. Only selected Suppliers will utilize this process upon notification from INTERNATIONAL personnel.
- The third format addresses the business process for Remote Receiving, coined Circular ASN. The Remote Receiving Business Process Guide is available for download on www.navistarsupplier.com. Only selected Suppliers will utilize this process upon notification from INTERNATIONAL personnel. The use of the N1*PN segment is peculiar to the Remote Receiving Process. Transmitting Remote Receiving ASN's for either the simple or sequenced processes could result in Invalid data populating NAVISTAR's database that can neither be used in the Receiving process nor purged from our applications in a timely manner. The consequence could be \$500 for non-compliance of available ASN data at time of physical receipt of material.

NAVISTAR utilizes three EDI transactions within our Receiving Process. These are termed the Receiving Suite and include the 824 Applications Advice, the 856 Ship Notice and the 861 Receipt Advice. All three transactions are mandatory and their guides are located on our website. INTERNATIONAL will also deliver the EDI-997 Acknowledgment Response to the supplier's mailbox, usually within ½ hour, indicating that INTERNATIONAL has received the supplier's EDI transmission.

INTERNATIONAL will communicate to the supplier via the EDI-824 Application Advice rejection and/or acceptance of the supplier's Ship Notice. It is the responsibility of the supplier to receive the EDI-824 Application Advice in a timely manner which allows the supplier to identify, correct and resubmit any incorrect Ship Notices **prior** to the physical receipt of the material at the INTERNATIONAL Facility.

INTERNATIONAL personnel will validate the content of the load against the content of the Supplier's EDI-856 at the time of physical receipt of material. If any discrepancies are noted, they will be posted during the Receiving Process and an 861 will be generated. The EDI-861 Receipt Advice will be transmitted in nightly batch.

2.1. Frequency and Responsiveness

An ASN is to be sent by the supplier for each shipment of material to an INTERNATIONAL Assembly Plant. The ASN must be received and accepted without errors **prior** to the arrival of the shipment at INTERNATIONAL's facility. Failure to comply may result in a penalty of \$500 for each occurrence of non-compliance. It is imperative to understand that the ASN, while it facilitates NAVISTAR's Receiving Process, will also provide the foundation for generation of ERS Payment Records submitted to our Knoxville Accounting Center.

2.2. Availability

INTERNATIONAL will process the **Advanced Ship Notice -- EDI-856** transactions within 15 minutes of the supplier placing the EDI transaction into his mailbox. INTERNATIONAL will generate and deliver the Acknowledgment response (EDI-997) and/or the Application Advice (EDI-824) 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

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INTERNATIONAL delivers the EDI messages every 30 minutes on the ½ 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 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 the Plant EDI Coordinator's phone number. Suppliers should leave a message indicating the problem and any related information available about the problem along with a contact and telephone number. The Supplier will be contacted during normal business hours, the morning following receipt of the message.

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 NAVISTAR's system becomes available.

2.4. INTERNATIONAL Expectations of Supplier

INTERNATIONAL expects the Supplier to provide an accurate **Advanced Ship Notice -- EDI-856** with each shipment prior to the material arriving at INTERNATIONAL's location. For those instances where the Supplier's ASN is rejected by INTERNATIONAL, an 824 Applications Advice will be generated. It is expected that the Supplier will retrieve and process this transaction and submit a corrected ASN, using the original unique shipment identification numbers as a complete replacement, prior to the material arriving at INTERNATIONAL's location.

2.5. Impact on INTERNATIONAL's Receiving Process

Failure to submit an accurate **Advanced Ship Notice -- EDI-856** prior to the material arriving at INTERNATIONAL's location may result in a penalty of \$500 for each occurrence of non-compliance. It is imperative to understand that the ASN, while it facilitates the Receiving Process, will also provide the foundation for generation of ERS Payment Records submitted to our Knoxville Accounting Center. Additionally, the potential exists for discrepancies between what was manually input vs. what should have been transmitted in the Ship Notice and could result in delayed payments or debit memos.

2.6. Special Identification for Returnable Containers and Repair Parts

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

Repair/Replacement Parts must be included within a Ship Notice. Although these types of parts are not normal production parts they require identification in order to properly account for them. In order to segregate a Repair/Replacement Part for regular production part numbers the **RP** qualifier must be used in association with the respective part number.

- If the Repair/Replacement Part is a “NO CHARGE” item, the part number used to identify the part need not be a INTERNATIONAL Part Number and there MUST NOT be a Purchase Order Number specifically associated with that part number.
- If the Repair/Replacement Part is a “SPECIAL ORDER” and “BILLABLE” then the part number used to identify the part MUST be a INTERNATIONAL Part Number and there MUST be a valid INTERNATIONAL Purchase Order Number specifically associated with that part number.

2.7. Special Notes relative to Release 3050

The following sections provide a short review of each of some items pertaining to **INTERNATIONAL's** use of Version 3050 of the EDI-856

2.7.1. BSN Segment

While NAVISTAR's Engine Divisions require the use of the BSN segment for shipment identification using the Bill of Lading number, Truck Manufacturing does NOT require it. For Truck, within the BSN segment, the Shipment Identification Number is not required to be the Bill of Lading Number. However, this number must be a unique number that is not repeated within the calendar year.

The Bill of Lading Number is required as a REF Header Segment.

2.7.2. DTM Header Segment

The DTM*003 segment required for the Invoice Date and Time is not required.

The DTM*011 segment for the Shipment Date and Time has been expanded to include a Time Zone Qualifier and a Century Number.

2.7.3. TD3 Segment

The TD3 Segment is **required**, indicating the trailer number for the shipment. The maximum amount of characters in the TD303 allowed by Navistar's application is six and this field needs to be limited to that quantity.

2.7.4. FOB Segment

The FOB Segment is **required**, indicating the type of shipment; CC -- Collect; PP -- Prepaid.

2.7.5. N1 Header Segment

The N1*RE segment indicating the "Remit to INTERNATIONAL Assigned Supplier Code for Invoice Submission" is not required.

2.7.6. REF Header Segment

NAVISTAR's Truck Manufacturing Division has expanded the use of the REF Header segments to include more data related to the identification of the shipment.

- The REF*BM segment which indicates the BILL of Lading Number of the shipment is a **MANDATORY** segment. Failure to submit this segment with the 3050 Release will result in the rejection of the transaction and notification of the condition via the 824 Applications Advice transaction from INTERNATIONAL. In that 824, a temporary BOL number will be identified that will be derived from the Shipment Identification Number in the BSN segment.
- The additional new REF Header segments, although optional, are highly recommended (see examples provided).

2.7.7. LIN Detail Segment

The Qualifier on the LIN Detail Segment has been expanded to include RP as a Replacement/Repair Part.

- If the Replacement/Repair Part is a Billable part then the associated part number MUST be an INTERNATIONAL Part and an associated PRF segment must be present containing the Purchase Order Number.
- If the Replacement/Repair Part is a Non-Billable part then the associate part number need not be a INTERNATIONAL Part but rather could be the Supplier's assigned part number.

2.7.8. SN1 Item Quantity and UOM Segment

When transmitting 856 data, it is INTERNATIONAL' s expectation that Suppliers return the identical Purchase Unit of Measure contained in their Shipment Authorization data (830, 862, 866).

2.7.9. REF Detail Segment

The REF*SE segment containing the Serial Number of the Part is not use or required.

3. EDI Transaction and Business Examples

Example 1 of EDI 856 AIAG Formatted Data - For INTERNATIONAL Material See Implementation Guide for Complete Details

1. The following example represents a Ship Notice that is being sent to the Garland Assembly Plant (062) from a supplier (Dana – 26625X1). The shipment is covered under Purchase Order Number 10495 dated 02/11/92.
2. The material was shipped on 3/20/92 at 10:54 am Eastern Standard Time.
3. The shipment contains: Axles, Brake Pads and Brakes being delivered via Yellow Freight on Trailer Number 14550. The Pro Number of the shipment is 97314.
4. The shipment contains a 332 pieces of part number 598304C92; 2 pieces of part number 597203C1; 3 pieces of part number 598048C3 3 pieces of part number 598309C92; 3 returnable containers (2 of 888888C88, 1 of 777777C77); and 1 Billable Repair Part for Part Number 598185C92 against Purchase Order Number 22345778901.

<u>EDI DATA ELEMENTS</u>	<u>DATA CONTENT</u>	<u>EXPLANATION</u>	<u>NOTE</u>
ST*856*0001 _{N/L}	ANSI transaction set 856 Transaction ID 0001	Shipment Notification from Suppliers to Customers.	
BSN*00*123456*920320*1054 _{N/L}	Original Document, Unique Shipment Identification Number 123456, Creation Date was 3/20/92, Creation Time was 10:54	Identifies the original document, Shipment Identification number, date and time created.	
DTM*011*920320*1054*ES*19 _{N/L}	Indicates date, time, Time Zone and Century related to the shipment.	Material was Shipped on 3/20/92 at 10:54 AM Eastern Standard Time. The Century Portion of the Year is 19.	
HL*1**S _{N/L}	Hierarchical Level 1 which identifies "SHIPMENT"	Initial HL Segment for the Shipment Level.	
PRF*10495***920211 _{N/L}	Identifies Purchase Order Number and Date Issued.	Purchase Order Number 10495-Dated 2/11/92.	
MEA*PD*G*1000*LB _{N/L}	Gross Weight of Shipment.	Gross Weight of Shipment is 1000 Pounds.	
MEA*PD*N*800*LB _{N/L}	Net Weight of Shipment.	Net Weight of Shipment is 800 Pounds.	

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**Example I of EDI 856 AIAG Formatted Data - For International Material Cont.
See Implementation Guide for Complete Details**

EDI DATA ELEMENTS	DATA CONTENT	EXPLANATION	NOTE
TD1*RCK58*4***BRAKES _{N/L}	Identifies what is being shipped.	Load is Four Racks of Brakes.	Note #2
TD1*RCK58*2***AXLES _{N/L}	Identifies what is being shipped.	Load is Two Pallets of Axles.	Note #2
TD1*CTN71*1***Brake Pads _{N/L}	Identifies what is being shipped.	Load is One Carton of Break Pads.	Note #2
TD5*B*2*YFSY*M* YELLOW _{N/L}	Carrier SCAC Code and Carrier Name.	Origin/Delivery Carrier, SCAC Code is YFSY, Motor Carrier is Yellow Freight.	
TD3*TL**14550 _{N/L}	Trailer Number Containing Shipment.	Trailer Number is 14550.	
REF*CN*97314 _{N/L}	Carrier Pro Number for this Shipment.	Pro Number is 97314.	
REF*BM*675843 _{N/L}	Bill of Lading Number for this Shipment.	Bill of Lading Number is 675843.	
REF*FR*44775589 _{N/L}	Freight Bill Number for this Shipment.	Freight Bill Number is 44775589.	
REF*PK*4352 _{N/L}	Pack List Number for this Shipment.	Pack List Number is 4325.	
REF*SI*66554421 _{N/L}	SID Number for this Shipment.	SID Number is 66554421.	
FOB*PP _{N/L}	FOB Instructions: Prepaid	FOB is Prepaid	
N1*SU*DANA*92*26625X1* _{N/L}	Supplier Name and INTERNATIONAL Assigned Supplier Code.	Supplier is Dana; INTERNATIONAL Assigned Supplier Code is 26625X1.	
N1*ST**92*062 _{N/L}	Ship to Location.	Ship to Location is Garland Assembly Plant.	
HL*2*1*1 _{N/L}	Hierarchical Level is 2; Parent is 1 Item Level. (1st. Part Number)	Second HL Segment, Parent is 1 Item Level.	
LIN**BP*597203C1 _{N/L}	Identifies the INTERNATIONAL Part Number.	INTERNATIONAL Part Number is 597203C1.	
SN1**2*PC _{N/L}	Quantity of Item Shipped.	Net Quantity Shipped is 2 Pieces.	
HL*3*1*1 _{N/L}	Hierarchical Level is 3; Parent is 1 Item Level. (2nd. Part Number)	Third HL Segment, Parent is 1, Item Level.	
LIN**BP*598048C3 _{N/L}	Identifies the INTERNATIONAL Part Number.	INTERNATIONAL Part Number is 598048C3.	

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**Example I of EDI 856 AIAG Formatted Data - For International Material Cont.
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EDI DATA ELEMENTS	DATA CONTENT	EXPLANATION	NOTE
SN1**3*PC _{N/L}	Quantity of Item Shipped.	Net Quantity Shipped is 3 pieces.	
HL*4*1*I _{N/L}	Hierarchical Level is 4; Parent is 1 Item Level (3rd. Part Number).	Fourth HL Segment, Parent is 1, Item Level.	
LIN**BP*598309C92 _{N/L}	Identifies the INTERNATIONAL Part Number being Shipped.	INTERNATIONAL Part Number is 598309C92.	
SN1**3*PC _{N/L}	Quantity of Item Shipped.	Net Quantity Shipped is 3 Pieces.	
PRF*12345678901***920210 _{N/L}	Purchase Order Number and Date Issued. Used Only if Different than P.O. Identified at Shipment Level.	Purchase Order Number 12345678901, Dated 2/10/92, Used only if P.O. Number is Different from the one used in Shipment Level.	
HL*5*1*I _{N/L}	Hierarchical Level is 5; Parent is 1, Item Level. (4th. Part Number)	Fifth HL Segment, Parent is 1, Item Level.	
LIN**RC*888888C88 _{N/L}	Part Number of Returnable Container(s).	INTERNATIONAL Returnable Container Part Number is 888888C88.	
SN1**2*PC _{N/L}	Quantity of Item Shipped, In this case, Returnable Containers	Net Quantity of Returnable Containers Shipped is 2.	
HL*6*1*I _{N/L}	Hierarchical Level is 6; Parent is 1, Item Level. (5th. Part Number)	Sixth HL Segment, Parent is 1, Item Level.	
LIN**RC*777777C77 _{N/L}	Part Number of Returnable Container(s).	INTERNATIONAL Returnable Container Part Number is 777777C77.	
SN1**1*PC _{N/L}	Quantity of Item Shipped, In this case, Returnable Containers	Net Quantity of Returnable Containers Shipped is 1.	
HL*7*1*I _{N/L}	Hierarchical Level is 7; Parent is 1 Item Level (6th. Part Number).	Seventh HL Segment, Parent is 1, Item Level.	
LIN**RP*598185C92 _{N/L}	Identifies the INTERNATIONAL Repair/ Replacement Part Number being Shipped.	INTERNATIONAL Part Number is 598185C92 for a Repair/Replacement Part.	
SN1**1*PC _{N/L}	Quantity of Item Shipped.	Net Quantity Shipped is 1 piece.	

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**Example I of EDI 856 AIAG Formatted Data - For International Material Cont.
See Implementation Guide for Complete Details**

EDI DATA ELEMENTS	DATA CONTENT	EXPLANATION	NOTE
PRF*22345778901***920212 _{N/L}	Purchase Order Number and Date Issued. Required for <u>Billable</u> Repair/Replacement Parts	Purchase Order Number 22345778901, Dated 2/12/92, The P.O. Number is required for a <u>Billable</u> Repair/Replacement Part.	Note #1
HL*8*1*1 _{N/L}	Hierarchical Level is 8; Parent is 1 Item Level (7th Part Number).	Eighth HL Segment, Parent is 1, Item Level.	
LIN**BP*598304C92 _{N/L}	Identifies the INTERNATIONAL Part Number being Shipped.	INTERNATIONAL Part Number is 598304C92.	
SN1**332*PC _{N/L}	Quantity of Item Shipped.	Net Quantity Shipped is 332 Pieces.	
PRF*12345678901***920210 _{N/L}	Purchase Order Number and Date Issued. Used Only if Different than P.O. Identified at Shipment Level.	Purchase Order Number 12345678901, Dated 2/10/92, Used only if P.O. Number is Different from the one used in Shipment Level.	
CTT*8*344 _{N/L}	Number of HL Segments in this Shipment Including Returnable Containers and Total Number of Pieces Shipped.	Total Number of Line Items is 8, Total Quantity Shipped, Including Returnable Containers and Repair Parts, is 344 Pieces.	
SE*46*0001 _{N/L}	Number of Included Segments.	Segments Transmitted in Transaction 0001.	

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NOTE	COMMENT
1	The PRF segment is REQUIRED for a part which is designated as “Billable” Repair/Replacement parts (those LIN Segments with an “RP” qualifier). When the Repair/Replacement Part is “Non-Billable” the PRF Segment MUST NOT be present.
2	The TD1 segment must be used to identify the number of Racks, Cartons, and 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

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4. Definition of Terms

Plant Code:	002	--	Springfield Assembly Plant
	009	--	Conway Bus Plant
	011	--	Blue Diamond Assembly Plant
	014	--	Tulsa Bus Plant
	015	--	Cab Assembly Stamping
	025	--	Rollins Warehouse
	062	--	Garland Assembly Plant
	065	--	Escobedo Assembly Plant
	xxxxxxx	--	Designated Remote Receiving Location

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 **Advanced Ship Notice -- EDI-856** at this time.