

# International Motors, LLC

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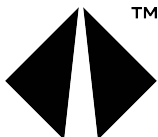
## TRUCK PRODUCTION

### EDI 856 – Advanced Ship Notice \*\*Production Sequenced Parts\*\* (Version 3050) BUSINESS PROCESS GUIDE

<div>INTERNATIONAL<sup>®</sup></div> <div>EDI Sequenced 856 ASN Business Process Guide</div>	Document Number: <div>PUR-2049</div>	
	Revision: <div>5.0</div>	
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Written by: <div>Applications Analyst</div>	Reviewed/ Approved by: <div>EDI Manager</div>	<div>This Document Applies to:</div> <div>X Truck Engine Service Parts</div>

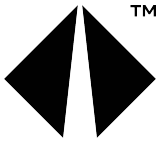
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## **Table of Contents**

<b>1. Transaction Definition.....</b>	<b>2</b>
<b>2. Business Procedure Overview .....</b>	<b>3</b>
2.1. Frequency and Responsiveness .....	3
2.2. Availability.....	3
2.3. Off Hours .....	4
2.4. INTERNATIONAL Expectations of Supplier.....	4
2.5. Impact on INTERNATIONAL'S Receiving Process .....	4
2.6. Special Considerations for Sequenced Material .....	4
2.7. Special Identification for Returnable Containers and Repair Parts .....	6
2.8. Special Notes relative to Release 3050 .....	6
2.8.1. BSN Segment .....	6
2.8.2. DTM Header Segment.....	6
2.8.3. FOB Segment .....	7
2.8.4. N1 Header Segment .....	7
2.8.5. REF Header Segment.....	7
2.8.6. LIN Detail Segment.....	7
2.8.7. REF Detail Segment .....	8
2.8.8. General Notes.....	8
<b>3. EDI Transaction and Business Examples .....</b>	<b>9</b>
<b>4. Definition of Terms .....</b>	<b>25</b>
<b>5. INTERNATIONAL Specific Codes .....</b>	<b>27</b>
<b>6. Conformance Testing Procedures .....</b>	<b>27</b>



## 1. Transaction Definition

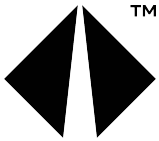
Type: Regenerative with each message

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** (SN) 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](http://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](http://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 INTERNATIONAL'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.

INTERNATIONAL 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.

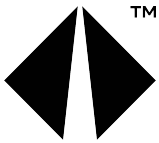
INTERNATIONAL personnel will validate the content of the load against the content of the Supplier's EDI-856 at the time of physical receipt of material. If any discrepancies are noted, they will be posted during the Receiving Process and an 861 will be generated. The EDI-861 Receipt Advice will be transmitted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

### **2.1. Frequency and Responsiveness**

An SN is to be sent by the supplier for each shipment of material to an INTERNATIONAL Assembly Plant. The SN must be received and accepted without errors **prior** to the arrival of the shipment at NAVISTAR'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 INTERNATIONAL'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 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 a voice mail system on the EDI Hot Line number and the supplier's Plant EDI Coordinator. 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 NAVISTAR'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.

### **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 SN 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 SN, using the original unique shipment identification numbers as a complete replacement, prior to the material arriving at INTERNATIONAL location.

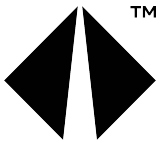
If the Module Reference Number transmitted in the 856 does not pass the audits within INTERNATIONAL receiving process, an 824 will be generated. It is our expectation that the Supplier will retrieve this EDI message, correct the information and re-transmit the entire ASN using the same Bill of Lading.

### **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 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 Considerations for Sequenced Material**

Material that is shipped to an INTERNATIONAL Assembly Plant in Assembly Line Sequence must be represented in the ASN with the associated Job of the component. Each sequenced component may consist of one or more



part numbers. Each sequenced part number must be associated with a valid Job Number as stated on the EDI-866 provided by INTERNATIONAL. Parts which have no Job Number associated with them will be considered non-sequenced production part numbers. Parts that are identified as Returnable Containers (RC) or Repair/Replacement Parts (RP) will not require Job Number associations.

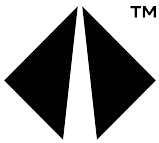
All sequenced part level detail contained in a Sequenced Ship Notice is evaluated against the EDI-866 that INTERNATIONAL furnished the supplier to determine if all part numbers for the specific Job is being provided. For instance, if the EDI-866 indicated that Job Number 101010 needed 1 piece of part 1R1 and 1 piece of part 1R2, then both part numbers must be associated with Job Number 101010 on the Ship Notice.

**ABR (Attribute Based Release) Components** must be managed in a sequence environment. ABR is a Module Assembly Process (expressed by a grouping of Feature Part Numbers) enabling INTERNATIONAL and our suppliers to build, ship, receive, invoice, and control inventory at a specific job number level without the assignment of a top-level identifier within the Bill of Material.

- A feature could be a tangible component, or it could represent installations or a reference to a parts list.
- Features are grouped into categories where each category has one or more features (attributes/options) associated with it.
- Combining one feature from each category will create a compatible valid configuration.
- A unique identifier - such as the job number - is required and transmitted to facilitate control of the configuration for a given vehicle.
  - This unique identifier must be maintained in the system to be referenced for the life of the vehicle.
- A Module Reference Number, which can be treated as a unique identifier, will also be transmitted to facilitate control of the configuration. This MRN must be transmitted to INTERNATIONAL in the EDI-856 using the PU qualifier. Please see the examples below.

#### **ABR 866 PRODUCTION SEQUENCE DATA NOTES:**

- 1) Attribute Part Numbers are typically suffixed by "F91", "F92", "F93" and so on.
- 2) Attribute Parts cannot stand alone as purchased finished commodities.
- 3) ABR Commodities are not defined by top-level part numbers but are grouped as a configuration specific to a job number.
- 4) The Module Reference Number is not maintained in INTERNATIONAL'S Bill of Material.
- 5) The Module Reference Number is a system-generated number, unique to the grouping of attributes that form a configuration specific to a Job Number.
  - a) Any change to the attribute content of the specified job number will cause a new Module Reference Number to be generated.
  - b) Any change to the requirement quantity of a particular attribute, of a specified job number, will cause a new Module Reference Number to be generated.
- 6) Suppliers shipping ABR commodities must transmit "Job Level" 856 ASN's.
- 7) The Module Reference Number must be transmitted with applicable quantities referencing the specific Job Number.
  - a) INTERNATIONAL will explode the content of the Module Reference Number contained in the 856 data to ascertain the attribute content specific to the job number.
  - b) The attribute content will be aggregated, and the Receipt Record will be used to create the ERS Record forwarded to INTERNATIONAL FINANCE for the payment process.
- 8) Suppliers shipping ABR commodities to the Escobedo Assembly Plant will be expected to utilize the Module Reference Number in their Customs Invoices to facilitate border-crossing processes.
  - a) These Suppliers will be expected to transmit "Job Level" 856 ASN's.
  - b) Suppliers must explode the content of the Module Reference Number to aggregate the attributes within their own applications to generate their Invoices.



- 9) The human readable verbiage "ABR Assembly" contained on the ABR Part Label must be replaced with the Module Reference Number.

Modules or Kits are considered a configuration of an assembly comprised of discrete parts and/or sub-assemblies to reduce complexity on the assembly line. INTERNATIONAL will assign a Module Reference Number for each Job comprised of two or more discrete parts. This MRN must be transmitted to INTERNATIONAL in the EDI-856 using the PU qualifier. Please see the examples below.

## **2.7. *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 from 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. The PRF segment must not be transmitted; otherwise our application will treat the part as regular production and reject the ASN.
- 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.

## **2.8. *Special Notes relative to Release 3050***

The following sections provide a short review of some items pertaining to INTERNATIONAL TRUCK MANUFACTURING'S use of Version 3050 of the EDI-856

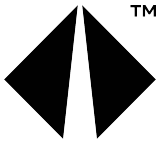
### **2.8.1. BSN Segment**

While INTERNATIONAL'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 will not be 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.**

### **2.8.2. 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.



### 2.8.3. FOB Segment

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

### 2.8.4. N1 Header Segment

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

### 2.8.5. REF Header Segment

INTERNATIONAL'S Truck Manufacturing Division use of the REF Header segments 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).

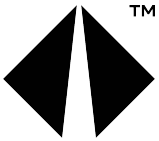
The REF\*JA and REF\*JE are specific reference segments to be used by suppliers providing sequenced material.

### 2.8.6. 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 a 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 associated part number need not be a INTERNATIONAL Part but rather could be the Supplier's assigned part number. The PRF segment must not be transmitted at the LIN or the part will be treated as regular production within our applications and subsequently will be rejected.
- PU as the Module Reference Number.
  - INTERNATIONAL will explode the content of the Module Reference Number contained in the 856 data to ascertain the attribute content specific to the job number.
  - The attribute content will be aggregated, and the Receipt Record will be used to create the ERS Record forwarded to INTERNATIONAL FINANCE for the payment process.
  - If the MRN transmitted in the 856 does not pass the audits within INTERNATIONAL'S receiving process, an 824 will be generated. It is our expectation that the Supplier will retrieve this EDI message, correct the information and re-transmit the entire ASN using the same Bill of Lading.
- It will be possible to transmit the Module Reference Number **AND** the associated part content.
  - Please note that this will increase the cost of transmitting Ship Notice information for both the Supplier and INTERNATIONAL.
  - INTERNATIONAL will defer to the MRN within our applications, discarding the part content.





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**Business Process Guide – EDI 856 Ship Notice**  
**Sequence, ABR, Modules/Kits**

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- Should the MRN transmitted in the Ship Notice fail our audits, our application will default to the part content contained in our most recent outbound 866 Sequence Shipment Authorization. An 824 Applications Advice will be transmitted relative to the failed MRN.
  - There may be negative ramifications with respect to ERS and the payment process should this situation occur.

### **2.8.7. 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).

### **2.8.8. REF Detail Segment**

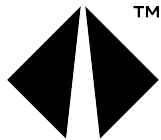
The REF\*SE segment containing the Serial Number of the Part is not necessary.

The REF\*LF segment identifies the Assembly Line Number (Destination) within a facility for the associated part. This segment is only required for select suppliers for selected destinations. This information will be provided to the supplier from INTERNATIONAL from the 866 transaction along with the Job Number.

If a Job requires more than one of a given part, then the Job Number is repeated to indicate the part quantity for that Job. For instance: if Job 10 needs 1 of part 1R1 and Job 20 needs 2 of part 1R1 then there would be 3 REF\*JS segments for the LIN segment for part 1R1. There would be ... REF\*JS\*10; REF\*JS\*20; and REF\*JS\*20.

### **2.8.9. General Notes**

With the release of version 3050 the supplier who ships a mixed load of Sequenced and Non-Sequenced material will be able to include all material within the same ASN. Part Numbers with no Job Number association will be considered Non-Sequenced material. Part Numbers with a Job Number association will be considered Sequenced material and will continue to have validation audit performed against the 866 requirements.



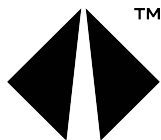
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### 3. EDI Transaction and Business Examples

**Example I of EDI 856 AIAG Formatted Data - For INTERNATIONAL Material – Simple Sequence and bulk Parts 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 (TestSup – 56789X1).
2. The shipment is covered under Purchase Order Number 06221166088 dated 02/11/92.
3. The material was shipped on 3/20/92 at 10:54 am Eastern Standard Time.
4. The shipment is containing: Axles, Brake Pads and Brakes being delivered via Yellow Freight on Trailer Number 14550. The Pro Number of the shipment is 97314.
5. The shipment contains 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 (888888C88); and 1 Billable Repair Part for Part Number 598185C92 against Purchase Order Number 22345778901.

<b><u>EDI DATA ELEMENTS</u></b>	<b><u>DATA CONTENT</u></b>	<b><u>EXPLANATION</u></b>	<b><u>NOTE</u></b>
ST*856*0001 <sub>N/L</sub>	ANSI transaction set 856 Transaction ID 0001	Shipment Notification from Suppliers to Customers.	
BSN*00*345678*920320*1054 <sub>N/L</sub>	Original Document, Unique Shipment Identification Number 345678, 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 <sub>N/L</sub>	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 <sub>N/L</sub>	Hierarchical Level 1 which identifies "SHIPMENT"	Initial HL Segment for the Shipment Level.	
PRF*06221166088***920211 <sub>N/L</sub>	Identifies Purchase Order Number and Date Issued.	Purchase Order Number 06221166088-Dated 2/11/92.	
MEA*PD*G*1000*LB <sub>N/L</sub>	Gross Weight of Shipment.	Gross Weight of Shipment is 1000 Pounds.	
MEA*PD*N*800*LB <sub>N/L</sub>	Net Weight of Shipment.	Net Weight of Shipment is 800 Pounds.	

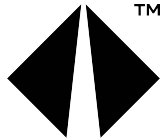


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**Sequence, ABR, Modules/Kits**

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

<b><u>EDI DATA ELEMENTS</u></b>	<b><u>DATA CONTENT</u></b>	<b><u>EXPLANATION</u></b>	<b><u>NOTE</u></b>
TD1*RCK58*4***BRAKES <sub>N/L</sub>	Identifies what is being shipped.	Load is Four Racks of Brakes.	Note #5
TD1*RCK58*2***AXLES <sub>N/L</sub>	Identifies what is being shipped.	Load is Two Pallets of Axles.	Note #5
TD1*CTN71*1***Brake Pads <sub>N/L</sub>	Identifies what is being shipped.	Load is One Carton of Break Pads.	Note #5
TD5*B*2*YFSY*M* YELLOW <sub>N/L</sub>	Carrier SCAC Code and Carrier Name.	Origin/Delivery Carrier, SCAC Code is YFSY, Motor Carrier is Yellow Freight.	
TD3*TL**14550 <sub>N/L</sub>	Trailer Number Containing Shipment.	Trailer Number is 14550.	
REF*CN*97314 <sub>N/L</sub>	Carrier Pro Number for this Shipment.	Pro Number is 97314.	
REF*BM*675843 <sub>N/L</sub>	Bill of Lading Number for this Shipment.	Bill of Lading Number is 675843.	
REF*FR*44775589 <sub>N/L</sub>	Freight Bill Number for this Shipment.	Freight Bill Number is 44775589.	
REF*PK*4352 <sub>N/L</sub>	Pack List Number for this Shipment.	Pack List Number is 4325.	
REF*SI*66554421 <sub>N/L</sub>	SID Number for this Shipment.	SID Number is 66554421.	
REF*JA*A1040 <sub>N/L</sub>	Beginning Line Sequence Number on Shipment	The First Line Sequence Number on the shipment is A1040 (cross reference EDI 866 Qualifier = RS)	Note #1
REF*JE*A1052 <sub>N/L</sub>	Ending Line Sequence Number on Shipment.	The Last Line Sequence Number on the shipment is A1052 (cross reference EDI 866 Qualifier = RS)	Note: #1
FOB*PP <sub>N/L</sub>	FOB Instructions: Prepaid	FOB is Prepaid	
N1*SU*TESTSUP*92*56789X2* <sub>N/L</sub>	Supplier Name and INTERNATIONAL Assigned Supplier Code.	Supplier is TestSup; INTERNATIONAL Assigned Supplier Code is 56789X2.	
N1*ST**92*062 <sub>N/L</sub>	Ship to Location.	Ship to Location is Garland Assembly Plant.	
REF*DK*1234 <sub>N/L</sub>	Identifies INTERNATIONAL Delivery Dock as 1234	The Delivery Dock Id as identified in the EDI-866	

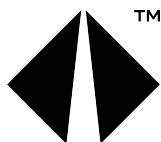


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Business Process Guide – EDI 856 Ship Notice  
Sequence, ABR, Modules/Kits**

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

<b><u>EDI DATA ELEMENTS</u></b>	<b><u>DATA CONTENT</u></b>	<b><u>EXPLANATION</u></b>	<b><u>NOTE</u></b>
HL*2*1*I <sub>N/L</sub>	Hierarchical Level is 2; Parent is 1 Item Level. (1st. Part Number)	Second HL Segment, Parent is 1 Item Level.	
LIN**BP*597203C1 <sub>N/L</sub>	Identifies the INTERNATIONAL and Supplier Part Number.	INTERNATIONAL Part Number is 597203C1.	
SN1**2*PC <sub>N/L</sub>	Quantity of Item Shipped.	Net Quantity Shipped is 2 Pieces.	
REF*JS*123456 <sub>N/L</sub>	Job Number of Part is 123456	This Part is for Job Number (123456) as indicated on the EDI-866 Document (cross- reference = JN)	Note #2
REF*LF*1 <sub>N/L</sub>	Assembly Line Sequence Number for the Specific Job	The Assembly Line Number for this Job Number is Line 1.	Note #6
REF*JS*123457 <sub>N/L</sub>	Job Number of Part is 123457	This Part is for Job Number (123457) as indicated on the EDI-866 Document (cross- reference = JN)	Note #2
REF*LF*2 <sub>N/L</sub>	Assembly Line Sequence Number for the Specific Job	The Assembly Line Number for this Job Number is Line 2.	Note #6
HL*3*1*I <sub>N/L</sub>	Hierarchical Level is 3; Parent is 1 Item Level. (2nd. Part Number)	Third HL Segment, Parent is 1, Item Level.	
LIN**BP*598048C3 <sub>N/L</sub>	Identifies the INTERNATIONAL Part Number.	INTERNATIONAL Part Number is 598048C3.	
SN1**3*PC <sub>N/L</sub>	Quantity of Item Shipped.	Net Quantity Shipped is 3 Pieces.	Note #2, 3
REF*JS*123459 <sub>N/L</sub>	Job Number of Part is 123459	This Part is for Job Number (123459) as indicated on the EDI-866 Document (cross- reference = JN)	Note #6
REF*LF*1 <sub>N/L</sub>	Assembly Line Sequence Number for the Specific Job	The Assembly Line Number for this Job Number is Line 1.	Note #2, 3
REF*JS*123459 <sub>N/L</sub>	Job Number of Part is 123459	This Part is for Job Number (123459) as indicated on the EDI-866 Document (cross- reference = JN).	

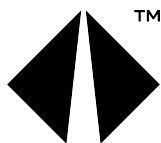


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**International Motors**  
**Business Process Guide – EDI 856 Ship Notice**  
**Sequence, ABR, Modules/Kits**

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

<b><u>EDI DATA ELEMENTS</u></b>	<b><u>DATA CONTENT</u></b>	<b><u>EXPLANATION</u></b>	<b><u>NOTE</u></b>
REF*LF*1 <sub>N/L</sub>	Assembly Line Sequence Number for the Specific Job	The Assembly Line Number for this Job Number is Line 1.	Note #6
REF*JS*123460 <sub>N/L</sub>	Job Number of Part is 123460	This Part is for Job Number (123460) as indicated on the EDI-866 Document (cross-reference = JN)	Note #2
REF*LF*2 <sub>N/L</sub>	Assembly Line Sequence Number for the Specific Job	The Assembly Line Number for this Job Number is Line 2.	Note #6
HL*4*1*I <sub>N/L</sub>	Hierarchical Level is 4; Parent is 1 Item Level (3rd. Part Number).	Fourth HL Segment, Parent is 1, Item Level.	
LIN**BP*598309C92 <sub>N/L</sub>	Identifies the INTERNATIONAL Part Number being Shipped.	INTERNATIONAL Part Number is 598309C92.	
SN1**3*PC <sub>N/L</sub>	Quantity of Item Shipped.	Net Quantity Shipped is 3 Pieces.	
PRF*12345678901***920210 <sub>N/L</sub>	Purchase Order Number and Date Issued. Used Only if Different than P.O. Identified at Shipment Level (Header).	Purchase Order Number 12345678901-Dated 2/10/92, Used only if P.O. Number is Different from the one used in Shipment Level.	
REF*JS*123411 <sub>N/L</sub>	Job Number of Part is 123411	This Part is for Job Number (123411) as indicated on the EDI-866 Document (cross-reference = JN)	Note #2
REF*LF*1 <sub>N/L</sub>	Assembly Line Sequence Number for the Specific Job	The Assembly Line Number for this Job Number is Line 1.	Note #6
REF*JS*123412 <sub>N/L</sub>	Job Number of Part is 123412	This Part is for Job Number (123412) as indicated on the EDI-866 Document (cross-reference = JN)	Note #2
REF*LF*2 <sub>N/L</sub>	Assembly Line Sequence Number for the Specific Job	The Assembly Line Number for this Job Number is Line 2.	Note #6
REF*JS*123458 <sub>N/L</sub>	Job Number of Part is 123458	This Part is for Job Number (123458) as indicated on the EDI-866 Document (cross-reference = JN)	Note #2

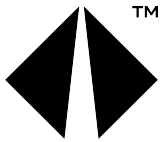


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**International Motors**  
**Business Process Guide – EDI 856 Ship Notice**  
**Sequence, ABR, Modules/Kits**

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

<b><u>EDI DATA ELEMENTS</u></b>	<b><u>DATA CONTENT</u></b>	<b><u>EXPLANATION</u></b>	<b><u>NOTE</u></b>
REF*LF*2 <sub>N/L</sub>	Assembly Line Sequence Number for the Specific Job	The Assembly Line Number for this Job Number is Line 2.	Note #6
HL*5*1*I <sub>N/L</sub>	Hierarchical Level is 5; Parent is 1, Item Level. (4th. Part Number)	Fifth HL Segment, Parent is 1, Item Level.	
LIN**RC*888888C88 <sub>N/L</sub>	Part Number of Returnable Container(s).	INTERNATIONAL Returnable Container Part Number is 888888C88.	
SN1**2*PC <sub>N/L</sub>	Quantity of Item Shipped, In this case, Returnable Containers	Net Quantity of Returnable Containers Shipped is 2.	
HL*6*1*I <sub>N/L</sub>	Hierarchical Level is 5; Parent is 1, Item Level. (4th. Part Number)	Sixth HL Segment, Parent is 1, Item Level.	
LIN**RC*777777C77 <sub>N/L</sub>	Part Number of Returnable Container(s).	INTERNATIONAL Returnable Container Part Number is 777777C77.	
SN1**1*PC <sub>N/L</sub>	Quantity of Item Shipped, In this case, Returnable Containers	Net Quantity of Returnable Containers Shipped is 1.	
HL*7*1*I <sub>N/L</sub>	Hierarchical Level is 6, Parent is 1 Item Level (5th. Part Number).	Seventh HL Segment, Parent is 1, Item Level.	
LIN**RP*598185C92 <sub>N/L</sub>	Identifies the INTERNATIONAL Repair/ Replacement Part Number being Shipped.	INTERNATIONAL Part Number is 598185C92 for a Repair/Replacement Part.	
SN1**1*PC <sub>N/L</sub>	Quantity of Item Shipped.	Net Quantity Shipped is 1 piece.	
PRF*22345778901***920212 <sub>N/L</sub>	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 #4
HL*8*1*I <sub>N/L</sub>	Hierarchical Level is 8, Parent is 1 Item Level (3rd. Part Number).	Eighth HL Segment, Parent is 1, Item Level.	
LIN**BP*598304C92 <sub>N/L</sub>	Identifies the INTERNATIONAL Part Number being Shipped.	INTERNATIONAL Part Number is 598304C92.	
SN1**332*PC <sub>N/L</sub>	Quantity of Item Shipped.	Net Quantity Shipped is 332 Pieces.	



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**International Motors  
Business Process Guide – EDI 856 Ship Notice  
Sequence, ABR, Modules/Kits**

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

**EDI DATA ELEMENTS**

PRF\*12345678901\*\*\*920210<sub>N/L</sub>

REF\*LF\*2<sub>N/L</sub>

CTT\*8\*344<sub>N/L</sub>

SE\*66\*0001<sub>N/L</sub>

**DATA CONTENT**

Purchase Order Number and Date Issued.  
Used Only if Different than P.O. Identified at  
Shipment Level.

Assembly Line Sequence Number for the  
Specific Job

Number of HL Segments in this Shipment  
Including Returnable Containers and Total  
Number of Pieces Shipped.

Number of Included Segments.

**EXPLANATION**

Purchase Order Number 12345678901-Dated  
2/10/92, Used only if P.O. Number is Different  
from the one used in Shipment Level.

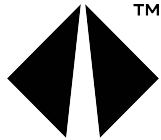
The Assembly Line Number for this Job  
Number is Line 2.

Total Number of Line Items is 8, Total  
Quantity Shipped, Including Returnable  
Containers and Repair Parts, is 344 Pieces.

Segments Transmitted in Transaction 0001.

**NOTE**

Note  
#6



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**International Motors  
Business Process Guide – EDI 856 Ship Notice  
Sequence, ABR, Modules/Kits**

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**Example 2 of EDI 856 AIAG Formatted Data - For INTERNATIONAL Material – ABR**  
**Sequence See Implementation Guide for Complete Details**

1. The following example represents a Ship Notice that is being sent to the Springfield Assembly plant (002ASM) from a supplier (SupName – 12345X1) to an assigned Dock ID of K999.
2. The shipment is covered under Purchase Order Number 00221166088 dated 02/11/92.
3. The material was shipped on 3/20/92 at 10:54 am Eastern Standard Time.
4. The shipment is contains: ABR commodities of Brakes being delivered via Yellow Freight on Trailer Number 14550. The Pro Number of the shipment is 97314.
5. The shipment contains three Module Reference Numbers (used from examples in the 866 Business Process Guide) whose content consists of:
  - a. Job Number 605866, MRN 6DBB1D86: 1234567F91 – 1  
1234578F91 – 1  
1234579F91 – 4
  - b. Job Number 608569, MRN 8BC20C86: 1234590F91 – 2  
1234501F91 – 1  
1234602F91 – 1
  - c. Job Number 608541, MRN 2FF21A2C: 3545450F91 – 1  
3545701F91 – 2
  - d. Job Number 608542, MRN 2FF21A2C 3545450F91 – 1  
3545701F91 – 2
  - e. Returnable Container, Part Number 888888C88 - 2

**EDI DATA ELEMENTS**

ST\*856\*0001<sub>N/L</sub>

BSN\*00\*123456\*920320\*1054<sub>N/L</sub>

**DATA CONTENT**

ANSI transaction set 856 Transaction ID 0001

Original Document, Unique Shipment  
Identification Number 123456, Creation Date  
was 3/20/92, Creation Time was 10:54

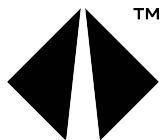
**EXPLANATION**

Shipment Notification from Suppliers to  
Customers.

Identifies the original document, Shipment  
Identification number, date and time created.

**NOTE**

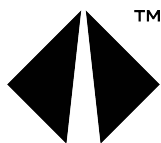




**International Motors**  
**Business Process Guide – EDI 856 Ship Notice**  
**Sequence, ABR, Modules/Kits**

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

<b><u>EDI DATA ELEMENTS</u></b>	<b><u>DATA CONTENT</u></b>	<b><u>EXPLANATION</u></b>	<b><u>NOTE</u></b>
DTM*011*920320*1054*ES*19 <sub>N/L</sub>	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 <sub>N/L</sub>	Hierarchical Level 1 which identifies "SHIPMENT"	Initial HL Segment for the Shipment Level.	
PRF*00221166088***920211 <sub>N/L</sub>	Identifies Purchase Order Number and Date Issued.	Purchase Order Number 00221166088 Dated 2/11/92.	
MEA*PD*G*1000*LB <sub>N/L</sub>	Gross Weight of Shipment.	Gross Weight of Shipment is 1000 Pounds.	
MEA*PD*N*800*LB <sub>N/L</sub>	Net Weight of Shipment.	Net Weight of Shipment is 800 Pounds.	
TD1*RCK58*2***BRAKES <sub>N/L</sub>	Identifies what is being shipped.	Load is Two Racks of Brakes.	Note #5
TD5*B*2*YFSY*M* YELLOW <sub>N/L</sub>	Carrier SCAC Code and Carrier Name.	Origin/Delivery Carrier, SCAC Code is YFSY, Motor Carrier is Yellow Freight.	
TD3*TL**14550 <sub>N/L</sub>	Trailer Number Containing Shipment.	Trailer Number is 14550.	
REF*CN*97314 <sub>N/L</sub>	Carrier Pro Number for this Shipment.	Pro Number is 97314.	
REF*BM*675843 <sub>N/L</sub>	Bill of Lading Number for this Shipment.	Bill of Lading Number is 675843.	
REF*FR*44775589 <sub>N/L</sub>	Freight Bill Number for this Shipment.	Freight Bill Number is 44775589.	
REF*PK*4352 <sub>N/L</sub>	Pack List Number for this Shipment.	Pack List Number is 4352.	
REF*SI*66554421 <sub>N/L</sub>	SID Number for this Shipment.	SID Number is 66554421.	
REF*JA*5676 <sub>N/L</sub>	Beginning Line Sequence Number on Shipment	The First Line Sequence Number on the shipment is 5676 (cross reference EDI 866 Qualifier = RS)	Note #1
REF*JE*5677 <sub>N/L</sub>	Ending Line Sequence Number on Shipment.	The Last Line Sequence Number on the shipment is 5677 (cross reference EDI 866 Qualifier = RS)	Note: #1
FOB*PP <sub>N/L</sub>	FOB Instructions: Prepaid	FOB is Prepaid	

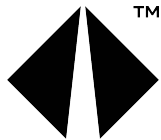


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**International Motors**  
**Business Process Guide – EDI 856 Ship Notice**  
**Sequence, ABR, Modules/Kits**

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

<b><u>EDI DATA ELEMENTS</u></b>	<b><u>DATA CONTENT</u></b>	<b><u>EXPLANATION</u></b>	<b><u>NOTE</u></b>
N1*SU*SUPNAME*92*12345X1* <sub>N/L</sub>	Supplier Name and INTERNATIONAL Assigned Supplier Code.	Supplier is SupName; INTERNATIONAL Assigned Supplier Code is 12345X1.	
N1*ST**92*002ASM <sub>N/L</sub>	Ship to Location.	Ship to Location is Springfield Assembly Plant.	
REF*DK*K999 <sub>N/L</sub>	Identifies INTERNATIONAL Delivery Dock as K999	The Delivery Dock Id as identified in the EDI-866	
HL*2*1*I <sub>N/L</sub>	Hierarchical Level is 2; Parent is 1 Item Level. (1st. Part Number)	Second HL Segment, Parent is 1 Item Level.	
LIN**PU*6DBB1D86 <sub>N/L</sub>	Identifies the INTERNATIONAL Module Reference Number being shipped.	INTERNATIONAL Module Reference Number is 6DBB1D86.	Note #7
SN1**1*PC <sub>N/L</sub>	Quantity of Item Shipped.	Net Quantity Shipped is 1 Piece.	Note #8
REF*LF*1 <sub>N/L</sub>	Assembly Line Number for the Specific Job	The Assembly Line Number for this Job Number is Line 1.	Note #6
REF*JS*608566 <sub>N/L</sub>	Job Number of Part is 608566	This Part is for Job Number (608566) as indicated on the EDI-866 Document (cross-reference = JN)	Note #2
HL*3*1*I <sub>N/L</sub>	Hierarchical Level is 3; Parent is 1 Item Level. (2nd. Part Number)	Third HL Segment, Parent is 1, Item Level.	
LIN**PU*8BC20C86 <sub>N/L</sub>	Identifies the INTERNATIONAL Module Reference Number being shipped.	INTERNATIONAL Module Reference Number is 8BC20C86.	Note #7
SN1**1*PC <sub>N/L</sub>	Quantity of Item Shipped.	Net Quantity Shipped is 1 Piece.	Note #8
REF*LF*1 <sub>N/L</sub>	Assembly Line Number for the Specific Job	The Assembly Line Number for this Job Number is Line 1.	Note #6
REF*JS*608569 <sub>N/L</sub>	Job Number of Part is 608569	This Part is for Job Number 608569 as indicated on the EDI-866 Document (cross-reference = JN)	Note #2, 3

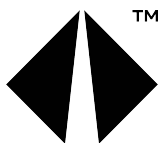


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**International Motors  
Business Process Guide – EDI 856 Ship Notice  
Sequence, ABR, Modules/Kits**

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

<b><u>EDI DATA ELEMENTS</u></b>	<b><u>DATA CONTENT</u></b>	<b><u>EXPLANATION</u></b>	<b><u>NOTE</u></b>
HL*4*1*I <sub>N/L</sub>	Hierarchical Level is 4; Parent is 1 Item Level (3rd. Part Number).	Fourth HL Segment, Parent is 1, Item Level.	
LIN**PU*2FF21A2C <sub>N/L</sub>	Identifies the INTERNATIONAL Module Reference Number being shipped.	INTERNATIONAL Module Reference Number is 2FF21A2C.	Note #7
SN1**2*PC <sub>N/L</sub>	Quantity of Item Shipped.	Net Quantity Shipped is 2 Pieces.	Note #8
REF*JS*608541 <sub>N/L</sub>	Job Number of Part is 608541	This MRN is for Job Number 608541 as indicated on the EDI-866 Document (cross-reference = JN)	Note #2
REF*JS*608542 <sub>N/L</sub>	Job Number of Part is 608542	This MRN is for Job Number 608542 as indicated on the EDI-866 Document (cross-reference = JN)	Note #2
REF*LF*2 <sub>N/L</sub>	Assembly Line Number for the Specific Job	The Assembly Line Number for this Job Number is Line 2.	Note #6
HL*5*1*I <sub>N/L</sub>	Hierarchical Level is 5, Parent is 1, Item Level. (4th. Part Number)	Fifth HL Segment, Parent is 1, Item Level.	
LIN**RC*888888C88 <sub>N/L</sub>	Part Number of Returnable Container(s).	INTERNATIONAL Returnable Container Part Number is 888888C88.	
SN1**2*PC <sub>N/L</sub>	Quantity of Item Shipped, In this case, Returnable Containers	Net Quantity of Returnable Containers Shipped is 2.	
CTT*5*6 <sub>N/L</sub>	Number of HL Segments in this Shipment Including Returnable Containers and Total Number of Pieces Shipped.	Total Number of Hierarchial Line Items is 5, Total Quantity Shipped, Including Returnable Containers, is 6 Pieces.	
SE*42*0001 <sub>N/L</sub>	Number of Included Segments.	Segments Transmitted in Transaction 0001.	



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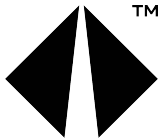
**International Motors  
Business Process Guide – EDI 856 Ship Notice  
Sequence, ABR, Modules/Kits**

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**Example 3 of EDI 856 AIAG Formatted Data - For INTERNATIONAL Material – Kit or Module  
Sequence See Implementation Guide for Complete Details**

1. The following example represents a Ship Notice that is being sent to the Springfield Assembly plant (002ASM) from a supplier (SupName – 12345X1) to an assigned Dock ID of K999.
2. The shipment is covered under Purchase Order Number 00221166088 dated 02/11/92.
3. The material was shipped on 3/20/92 at 10:54 am Eastern Standard Time.
4. The shipment is contains: a kit of Brakes being delivered via Yellow Freight on Trailer Number 14550. The Pro Number of the shipment is 97314.
5. The shipment contains one Module Reference Numbers (used from examples in the 866 Business Process Guide) whose content consists of:
  - f. Job Number 508665, MRN 914C7753: 1234567C91 – 1  
3521452C91 – 1  
3522422C1 – 4
  - g. Returnable Container, Part Number 888888C88 - 1

<b><u>EDI DATA ELEMENTS</u></b>	<b><u>DATA CONTENT</u></b>	<b><u>EXPLANATION</u></b>	<b><u>NOTE</u></b>
ST*856*0001 <small>N/L</small>	ANSI transaction set 856 Transaction ID 0001	Shipment Notification from Suppliers to Customers.	
BSN*00*123456*920320*1054 <small>N/L</small>	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 <small>N/L</small>	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 <small>N/L</small>	Hierarchical Level 1 which identifies "SHIPMENT"	Initial HL Segment for the Shipment Level.	
PRF*00221166088***920211 <small>N/L</small>	Identifies Purchase Order Number and Date Issued.	Purchase Order Number 00221166088 Dated 2/11/92.	
MEA*PD*G*1000*LB <small>N/L</small>	Gross Weight of Shipment.	Gross Weight of Shipment is 1000 Pounds.	
MEA*PD*N*800*LB <small>N/L</small>	Net Weight of Shipment.	Net Weight of Shipment is 800 Pounds.	

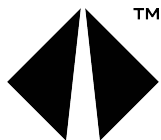


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**International Motors  
Business Process Guide – EDI 856 Ship Notice  
Sequence, ABR, Modules/Kits**

**Example 3 of EDI 856 AIAG Formatted Data - For INTERNATIONAL Material  
Cont. See Implementation Guide for Complete Details**

<b><u>EDI DATA ELEMENTS</u></b>	<b><u>DATA CONTENT</u></b>	<b><u>EXPLANATION</u></b>	<b><u>NOTE</u></b>
TD1*RCK58*1***BRAKES <sub>N/L</sub>	Identifies what is being shipped.	Load is One Rack of Brakes.	Note #5
TD5*B*2*YFSY*M* YELLOW <sub>N/L</sub>	Carrier SCAC Code and Carrier Name.	Origin/Delivery Carrier, SCAC Code is YFSY, Motor Carrier is Yellow Freight.	
TD3*TL**14550 <sub>N/L</sub>	Trailer Number Containing Shipment.	Trailer Number is 14550.	
REF*CN*97314 <sub>N/L</sub>	Carrier Pro Number for this Shipment.	Pro Number is 97314.	
REF*BM*675843 <sub>N/L</sub>	Bill of Lading Number for this Shipment.	Bill of Lading Number is 675843.	
REF*FR*44775589 <sub>N/L</sub>	Freight Bill Number for this Shipment.	Freight Bill Number is 44775589.	
REF*PK*4352 <sub>N/L</sub>	Pack List Number for this Shipment.	Pack List Number is 4325.	
REF*SI*66554421 <sub>N/L</sub>	SID Number for this Shipment.	SID Number is 66554421.	
REF*JA*5101 <sub>N/L</sub>	Beginning Line Sequence Number on Shipment	The First Line Sequence Number on the shipment is 5101 (cross reference EDI 866 Qualifier = RS)	Note #1
REF*JE*5101 <sub>N/L</sub>	Ending Line Sequence Number on Shipment.	The Last Line Sequence Number on the shipment is 5101 (cross reference EDI 866 Qualifier = RS)	Note: #1
FOB*PP <sub>N/L</sub>	FOB Instructions: Prepaid	FOB is Prepaid	
N1*SU*SUPNAME*92*12345X1* <sub>N/L</sub>	Supplier Name and INTERNATIONAL Assigned Supplier Code.	Supplier is SupName; INTERNATIONAL Assigned Supplier Code is 12345X1.	
N1*ST**92*002ASM <sub>N/L</sub>	Ship to Location.	Ship to Location is Springfield Assembly Plant.	
REF*DK*K999 <sub>N/L</sub>	Identifies INTERNATIONAL Delivery Dock as K999	The Delivery Dock Id as identified in the EDI- 866	
HL*2*1*I <sub>N/L</sub>	Hierarchical Level is 2; Parent is 1 Item Level. (1st. Part Number)	Second HL Segment, Parent is 1 Item Level.	

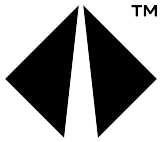


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**International Motors**  
**Business Process Guide – EDI 856 Ship Notice**  
**Sequence, ABR, Modules/Kits**

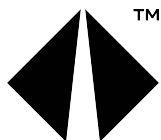
**Example 3 of EDI 856 AIAG Formatted Data - For INTERNATIONAL Material**  
**Cont. See Implementation Guide for Complete Details**

<b><u>EDI DATA ELEMENTS</u></b>	<b><u>DATA CONTENT</u></b>	<b><u>EXPLANATION</u></b>	<b><u>NOTE</u></b>
LIN**PU*914C7753 <sub>N/L</sub>	Identifies the INTERNATIONAL Module Reference Number being shipped.	INTERNATIONAL Module Reference Number is 914C7753.	Note #7
SN1**1*PC <sub>N/L</sub>	Quantity of Item Shipped.	Net Quantity Shipped is 1 Piece.	Note #8
REF*LF*1 <sub>N/L</sub>	Assembly Line Number for the Specific Job	The Assembly Line Number for this Job Number is Line 1.	Note #6
REF*JS*508665 <sub>N/L</sub>	Job Number of Part is 508665	This Part is for Job Number 508665 as indicated on the EDI-866 Document (cross-reference = JN)	Note #2
HL*3*1*I <sub>N/L</sub>	Hierarchical Level is 3; Parent is 1 Item Level. (1st. Part Number)	Second HL Segment, Parent is 1 Item Level.	
LIN**RC*888888C88 <sub>N/L</sub>	Part Number of Returnable Container(s).	INTERNATIONAL Returnable Container Part Number is 888888C88.	
SN1**1*PC <sub>N/L</sub>	Quantity of Item Shipped, In this case, Returnable Containers	Net Quantity of Returnable Containers Shipped is 1.	
CTT*2*2 <sub>N/L</sub>	Number of HL Segments in this Shipment Including Returnable Containers and Total Number of Pieces Shipped.	Total Number of Line Items is 2, Total Quantity Shipped, Including Returnable Containers, is 2 Pieces.	
SE*31*0001 <sub>N/L</sub>	Number of Included Segments.	Segments Transmitted in Transaction 0001.	



<b>NOTE</b>	<b>COMMENT</b>
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- |   |  |
|---|--|
| 1 | The REF*JA and REF*JE segments are used to identify the block of sequenced material within the shipment. The numbers used are the Assembly Line Sequence Numbers and not the Job Numbers as used with the REF*JS in the LIN segments. These segments are only required when the shipment contains sequenced material.  |
| 2 | The REF*JS segments within the LIN Segments are used to associate the part number with a specific Job Number Assembly. If the part number is not a sequenced part then this segment is not required.   |
| 3 | Multiple REF*JS segments within the LIN Segment containing the same Job Number are required if the identified Job Number requires more than 1 of the associated part. For instance, if Job 10 requires 2 of part 1R1 then there must be 2 “REF*JS*10” segments associated with the LIN segment for part 1R1; if Job 10 requires 3 of part 1R1 then there would be 3 “REF*JS*10” segments... and so on.                 |
| 4 | The PRF segment is REQUIRED for parts, which are 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.  |
| 5 | 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.   |
| 6 | The REF*LF segment within the LIN Segment is used to identify specific Assembly Line Designation within the facility to where the shipment is being made. This is a “special use” segment that only selected suppliers will be required to provide for selected destinations.  |
| 7 | The Module Reference Number (MRN) is a unique system generated number defining a set of parts or features and their requirements quantities. It is solely representative of that part content. Any change in content will result in the generation of a new MRN to be transmitted in the EDI-866. INTERNATIONAL will store the MRN with its associated content and explode those part numbers upon receipt of the ASN. |
| 8 | While the MRN is representative of two or more parts/features, for purposes of application processing, it will be considered a unique entity. Each occurrence of a MRN is considered a quantity of 1.  |



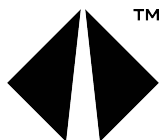
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**International Motors**  
**Business Process Guide – EDI 856 Ship Notice**  
**Sequence, ABR, Modules/Kits**

**Example 4 of EDI 856 AIAG Formatted Data - For INTERNATIONAL Material – Sequence material for plant 016**  
**& 044 See Implementation Guide for Complete Details**

ST*856*229443248	ANSI transaction set 856 Transaction ID 0001	Shipment Notification from Suppliers to Customers.
BSN*00*15101*210311*1150	Original Document, Unique Shipment Identification Number 15101, Creation Date was 3/11/21, Creation Time was 11:50	Identifies the original document, Shipment Identification number, date and time created.
DTM*011*210311*1249**20	Material was Shipped on 3/11/21 at 12:49 PM Eastern Standard Time. The Century Portion of the Year is 20.	Indicates date, time, Time Zone and Century related to the shipment.
HL*1**S	Hierarchical Level 1 which identifies "SHIPMENT"	Initial HL Segment for the Shipment Level.
MEA*PD*G*9653*LB	Gross Weight of Shipment.	Gross Weight of Shipment is 9653 Pounds.
TD1*RCK58*7	Identifies what is being shipped.	Load is One of Racks
TD5*B*2*DOEP*M*DEXO	Carrier SCAC Code and Carrier Name.	Origin/Delivery Carrier, SCAC Code is DCEP, DEXO
TRANSPORTACIONES		Transportaciones.
TD3*TL**5385801 HG	Trailer Number Containing Shipment.	Trailer Number is 5385801 HG.
REF*CN*5385801 HG	Carrier Pro Number for this Shipment.	Pro Number is 5385801 HG.
REF*BM*15101	Bill of Lading Number for this Shipment.	Bill of Lading Number is 151010.
REF*PK*15101	Pack List Number for this Shipment.	Pack List Number is 15101.
REF*SI*15101	SID Number for this Shipment.	SID Number is 15101.
REF*JA*AOR000526	Ending Line Sequence Number on Shipment.	The First Line Sequence Number on the shipment is AOR000100 (cross reference EDI 866 Qualifier = RS)
REF*JE*AOR000526	Ending Line Sequence Number on Shipment.	The Last Line Sequence Number on the shipment is AOR000526
FOB*CC	FOB Instructions: Collect	FOB is Collect
N1*SU*MAHLE BEHR	Supplier Name and International Assigned	Supplier is MAHLE; Navistar
MEXICO*92*52487X1	Supplier Code.	Assigned Supplier Code is 52487X1.





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**International Motors**  
**Business Process Guide – EDI 856 Ship Notice**  
**Sequence, ABR, Modules/Kits**

N1*ST*INTERNATIONAL MEXICO S. DE R.L. DE C.V.*92*016 REF*DK*L4C103	Ship to Location.  Identifies International Delivery Dock as L4C103	Ship to Location is 016  The Delivery Dock Id as identified in the EDI-866
HL*2*1*I	Hierarchical Level is 2; Parent is 1 Item Level. (1st. Part Number)	Second HL Segment, Parent is 1 Item Level.
LIN**BP*CMCORE1*PU*100000250*VP* PY695001	Identifies the International Module Reference Number being shipped.	International Module Reference Number is 100000250 Vendor Part PY695001.
SN1**1*PC	Quantity of Item Shipped.	Net Quantity Shipped is 1 Piece.
REF*JS*AOR000100	Job Number of Part is AOR000100	This Part is for Job Number AOR000100 as indicated on the EDI-866 Document (cross-reference = JN)
HL*3*1*I	Hierarchical Level is 3; Parent is 1 Item Level. (1st. Part Number)	Second HL Segment, Parent is 1 Item Level.
LIN**BP*CMCORE1*PU*100000250*VP* PY695001	Identifies the International Module Reference Number being shipped.	International Module Reference Number is 100000250 Vendor Part PY695001.
SN1**1*PC	Quantity of Item Shipped, In this case, Returnable Containers	Net Quantity of Returnable Containers Shipped is 1.
REF*JS*AOR000100	Job Number of Part is AOR000100	This Part is for Job Number AOR000100 as indicated on the EDI-866 Document (cross-reference = JN)

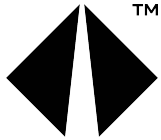


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**International Motors  
Business Process Guide – EDI 856 Ship Notice  
Sequence, ABR, Modules/Kits**

**Example 5 of EDI 856 AIAG Formatted Data - For INTERNATIONAL Material – Sequence material for plant 016  
& 044 See Implementation Guide for Complete Details**

ST*856*1234567	ANSI transaction set 856 Transaction ID 1234567	Shipment Notification from Suppliers to Customers.
BSN*00*15856*220107*0325	Original Document, Unique Shipment Identification Number 15856, Creation Date was 1/7/22, Creation Time was 3:25	Identifies the original document, Shipment Identification number, date and time created.
DTM*011*220107*0325**20	Material was Shipped on 1/7/22 at 3:25 Eastern Standard Time. The Century Portion of the Year is 20.	Indicates date, time, Time Zone and Century related to the shipment.
HL*1**S	Hierarchical Level 1 which identifies "SHIPMENT"	Initial HL Segment for the Shipment Level.
MEA*PD*G*9653*LB	Gross Weight of Shipment.	Gross Weight of Shipment is 9653 Pounds.
TD1*RCK58*7	Identifies what is being shipped.	Load is One of Racks
TD5*B*2*DOEP*M*DEXO	Carrier SCAC Code and Carrier Name.	Origin/Delivery Carrier, SCAC Code is DCEP, DEXO
TRANSPORTACIONES		Transportaciones.
TD3*TL**123456	Trailer Number Containing Shipment.	Trailer Number is 123456
REF*CN*ABC12345	Carrier Pro Number for this Shipment.	Pro Number is ABC12345
REF*BM*ABC12345	Bill of Lading Number for this Shipment.	BOL Number is ABC12345
REF*JA*AOR196513	Ending Line Sequence Number on Shipment.	The First Line Sequence Number on the shipment is AOR196513 (cross reference EDI 866 Qualifier = RS)
REF*JE*AOR197127	Ending Line Sequence Number on Shipment.	The Last Line Sequence Number on the shipment is AOR197127
FOB*CC	FOB Instructions: Collect	FOB is Collect
N1*SU*MAHLE BEHR	Supplier Name and International Assigned Supplier Code.	Supplier is MAHLE; Navistar Assigned Supplier Code is 52487X1.
MEXICO*92*52487X1		Ship to Location is STXM01 (Plant 044)
N1*ST*INTERNATIONAL MEXICO S.	Ship to Location.	Second HL Segment, Parent is 1 Item Level.
DE R.L. DE C.V.*92*STXM01		
HL*2*1*I	Hierarchical Level is 2; Parent is 1 Item Level. (1st. Part Number)	



**International Motors**  
**Business Process Guide – EDI 856 Ship Notice**  
**Sequence, ABR, Modules/Kits**

LIN\*\*BP\*ST1-TIREWHEEL\*PU\*  
100000032

SN1\*\*1\*PC  
REF\*JS\*AOR196513

Identifies the Navistar Module Reference  
Number (MRN) and Purchase Configured Item  
(PCI) being shipped.  
Quantity of Item Shipped.  
Job Number of Part is AOR196513

PCI is ST1-TIREWHEEL  
MRN is 100000032

Net Quantity Shipped is 1 Piece.  
This Part is for Job Number  
AOR196513 as indicated on the  
EDI-866 Document (cross-  
reference = JN)

HL\*3\*1\*I

LIN\*\*BP\*ST1-  
TIREWHEEL\*PU\*100000032

SN1\*\*1\*PC  
REF\*JS\*AOR197123

Hierarchical Level is 3; Parent is 1 Item Level.  
(1st. Part Number)  
Identifies the Navistar Module Reference  
Number (MRN) and Purchase Configured Item  
(PCI) being shipped.  
Quantity of Item Shipped, In this case,  
Returnable Containers  
Job Number of Part is AOR197123

Second HL Segment, Parent is 1  
Item Level.  
PCI is ST1-TIREWHEEL  
MRN is 100000032

Net Quantity of Returnable  
Containers Shipped is 1.  
This Part is for Job Number  
AOR197123 as indicated on the  
EDI-866 Document (cross-  
reference = JN)

HL\*4\*1\*I

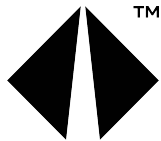
LIN\*\*BP\*ST1-  
TIREWHEEL\*PU\*100000033

SN1\*\*1\*PC  
REF\*JS\*AOR197127

Hierarchical Level is 3; Parent is 1 Item Level.  
(1st. Part Number)  
Identifies the Navistar Module Reference  
Number (MRN) and Purchase Configured Item  
(PCI) being shipped.  
Quantity of Item Shipped, In this case,  
Returnable Containers  
Job Number of Part is AOR197127

Second HL Segment, Parent is 1  
Item Level.  
PCI is ST1-TIREWHEEL  
MRN is 100000033

Net Quantity of Returnable  
Containers Shipped is 1.  
This Part is for Job Number  
AOR197127 as indicated on the  
EDI-866 Document (cross-  
reference = JN)



## 4. Definition of Terms

Springfield	Plant Code 002	GS ID 049645120
Escobedo Line 1	Plant Code 011	GS ID 102239394
Tulsa	Plant Code 014	GS ID 959833575
Cab Assembly	Plant Code 015	GS ID 147809631
Escobedo Supply Center	Plant Code 016	GS ID 161984646ESC
Export/Rollins	Plant Code 025	GS ID 526886337
San Antonio	Plant Code 044	GS ID 118133050
Escobedo Line 2	Plant Code 065	GS ID 161984646
Text Message	Plant Code 081	GS ID 781495650MSG
Accounting	Plant Code 440	GS ID 806203014

## 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.