PeopleSoft®

EnterpriseOne B73.3.1 Transportation Management PeopleBook

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Glossary

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Transportation Management System Overview

The Transportation Management system is the element of the supply chain management process responsible for moving goods and materials. The movement of raw materials, components, and finished products, from supplier to manufacturer to distribution center to the customer, represents a significant percentage of the final cost of the product. Visibility of these goods while in transit is a part of providing quality service to the customer through timely shipments and customer service information. The Transportation Management system provides features that enable companies to significantly reduce costs.

Transportation management is a vital aspect of any product manufacturing and distribution business. It is critical that businesses:

- select appropriate freight services
- calculate freight charges
- create loads to decrease costs and meet shipping commitments
- plan warehouse operations based on shipping schedules
- determine the location and status of shipments

The Transportation Management system provides the following features:

- A single solution for the distribution of products
- Efficient automated dispatch and tracking of shipments,
- Heightened customer service through integrated sales order entry and transportation features

Transportation management allows the dispatcher to create shipments and loads based upon resources. To manage resources effectively, you must keep accurate and complete resource records. The Transportation Management system records and maintains a variety of resource information, such as:

- Vehicle information
- Routes and rates
- Rates
- Items
- Invoices
- Loading documents

The integration of the Transportation Management system with the Sales Order Management, Inventory Management, and Warehouse Management systems provides a work flow from order entry to the actual delivery of a shipment.

The Transportation Management system provides the following functionality:

- Creation of shipments
- Automatic shipment routing
- Shipment rating
- Load building and pooled shipments
- Shipment and delivery confirmation
- Shipping documents
- Shipment tracking
- Freight update (after load and delivery confirm is complete)
- Extensive freight audit history for reporting

System Integration

J.D. Edwards Transportation Management system works with other distribution, logistics, and manufacturing systems to meet customer demands. Supply and demand components must balance to ensure that this takes place. The key is integration and the proactive use of distribution and logistics information. The following topics are integrated with the Transportation Management system:

General Accounting

The General Accounting system is the central point of integration, and tracks shipment charges using automatic accounting instructions (AAIs).

Address Book

The Address Book system stores up-to-date customer, carrier, hub billing and warehouse address information.

Sales Order Management

The Sales Order Management system is the point of sale from which all shipments are created, inventory is adjusted, and orders are managed. Shipments are created from sales orders. Sales Order Management also stores shipment information if a sales order is placed on hold or is back-ordered for some reason.

Inventory Management

The Inventory Management system stores item information for all manufacturing and distribution systems. Item information includes sales and purchasing costs and quantities available by location and tracks holds for locations from which sales should be excluded.

Warehouse Management

The Warehouse Management system works with the Transportation Management system to provide reporting, shipment picking, and setup functionality.

Features of Transportation Management

Transportation Management features the following tasks:

Transportation Planning with Shipments

After an order is placed through the Sales Order Management system a shipment is created. You can place multiple orders on a single shipment or only place one order per shipment. Shipments, the foundation of the entire Transportation Management system, are then routed and rated before being sent out for delivery. The shipment must be confirmed to verify the product on board, actual shipment date and time, and the actual weight. Shipments can be added together and placed on loads.

Shipment Routing

Shipment routing is the process of selecting a carrier and mode of transport to service the shipment. Routing entries define origins and destinations served by common carriers and a private fleet. Shipment routing has links to retrieve shipment rating information.

Shipment Rating

Shipment rating provides information about the cost incurred to move goods from an origin to a final destination. Shipment rating calculates the charges based on routing and the amounts billed to customers for transportation costs. Rating offers great flexibility through lookup type, unit, and prorated rates.

Load Building

Use load building to consolidate shipments into loads for easier transporting. By creating loads, you can reduce freight costs of both billable and payable charges. You can build loads from shipments with either packaged or bulk products.

Shipment and Delivery Confirmation

Shipment (or load confirmation) verifies the quantities of items placed on the shipments or loads before they reach their final destination. Delivery confirmation allows you to verify the quantities of items that reach your customers. The system allows you to record inventory depletions and track in-transit inventory through the deliver confirm process.

Shipping Documents

Shipping documents provide a means for printing standard delivery documents. Shipping documents include bills of lading, shipment manifests, and shipment labels.

Shipment Tracking

Shipment tracking provides a method of tracking shipments with the Transportation Management system. J.D. Edwards offers a standard business function to track shipments over the internet if the service is provided by the carrier.

Freight Update

The Transportation Management system provides freight update features that write shipment charge records to the General Ledger, optionally creating Accounts Payable vouchers, and writes billable charges to the sales order tables when you create freight invoices.

Freight Audit History

After you run freight update, you can review and revise the freight audit history table. This table contains freight charges that you incur and charge to your customer.

Preferences

You can use preferences to customize shipment processing to meet your specific business requirements.

Typically, you create preferences when you have consistent business requirements that differ from the default values of the Transportation Management system. For example, you can create preferences to suit the needs of:

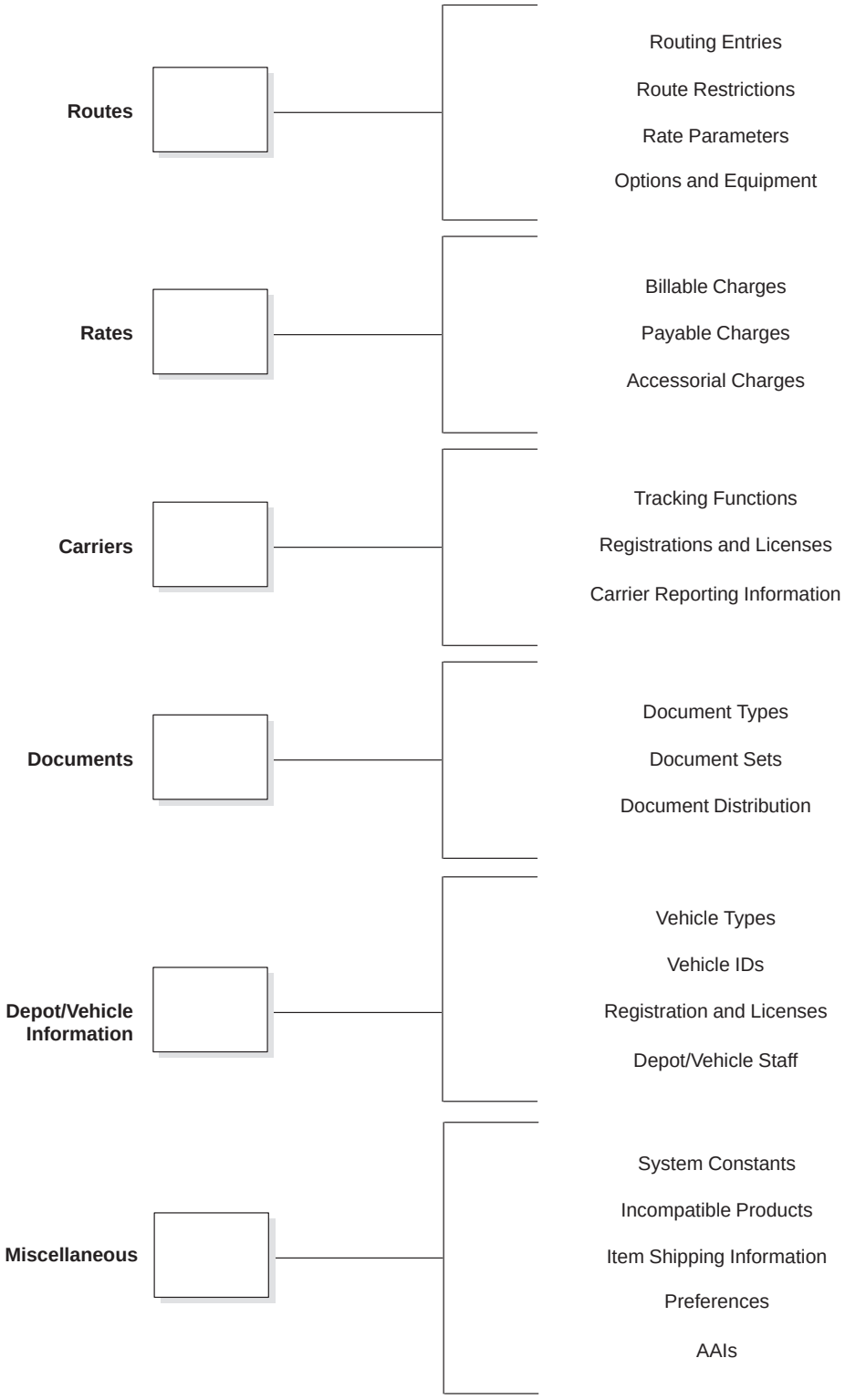
- Your customers' specific requirements
- Your company's policies
- Regulatory agencies' rules
- Item-specific requirements

System Setup

You can customize the Transportation Management system to meet your company's needs and customer demand. Before you use the Transportation Management system to process shipments, you must perform the following system setup tasks:

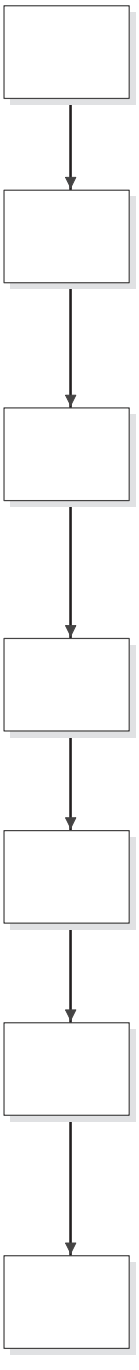
- Set up constants that provide the system with default information for day-to-day transactions within a branch/plant
- Set up carriers that you use for your shipping needs
- Set up preferences for customers that have special requirements
- Set up specific vehicles to use during load building for private fleet deliveries
- Set up staff, specifically drivers, at specific depots or for particular vehicles
- Set up product information for products that cannot be transported together
- Set up the routes and rates for your carriers or your private fleet to be used during shipment and load routing
- Set up standard shipping documents
- Set up automatic accounting instructions (AAIs), to provide the Transportation Management system with accounting information and general ledger records
- Set up user defined codes (UDCs), which provide base information that is used throughout the entire Transportation Management system

The following graphic illustrates the appropriate grouping for setting up shipping information in the Advanced Transportation system.



Transportation Management System Flow

The Transportation Management system defines a process flow that products follow from sales order to freight update. The following graphic summarizes the process flow of the entire system.



Enter Sales Orders

- Create or modify shipment records
- Route and rate shipments
- Create routing options

Plan Shipments and Loads

- Create loads
- Create pooled shipments
- Process exceptions – manual routing, option or equipment changes, shipping charges, etc.

Confirm Shipments and Loads

- Confirm actual quantities and weight
- Enter shipment tracking numbers
- Relieve inventory
- Print shipping documents

Shipping Documents

- Print bill of lading/shipping labels/invoices
- Print manifest
- Print master bill of lading

Confirm Delivery

- Confirm unscheduled deliveries
- Disposition products
- Record Proof of Delivery (POD)

Freight Update

- Add billable charges to Order
- Add payable charges to Accounts Payable (optional)
- Add billable and payable charges to Freight Audit File
- Create G/L entries

Audit Carrier Invoice

- Report discrepancies
- Enter adjustments
- Create Accounts Payable and General Ledger entries

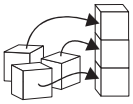
Menu Overview

Menu Overview – Transportation Management

Transportation Management G49

Daily Operations (G491)

- Shipments and Loads G4911
- Shipping Documents G4912
- Reports G49111
- Updates G49112
- Inquiries G4914
- Electronic Commerce G4727



Setup Operations (G4941)

- Route Setup G49411
- Rate Setup G49412
- Vehicle Setup G49413
- User Defined Codes G4942

Daily

Plan Transportation

The Transportation Management system supports all of the shipping needs of your company. Plan Transportation provides functions for the daily processes that you use to transport your items from an origin to one or more destinations. You can view and change shipments. The system performs the necessary planning functions prior to the shipment of orders.

Initially, a sales order is entered and accepted by the system. The system automatically creates a shipment. You can revise or add to the shipment or you can consolidate shipments going to a similar destination into a load.

You can view and manipulate shipment information by:

- Changing the routing and other shipment information, such as the carrier and mode of transport
- Adding a shipment to a load
- Modifying or defining the options and equipment
- Adding, modifying, or deleting shipment pieces
- Viewing, adding, or modifying freight charges for a shipment
- Printing delivery documents for a shipment
- Approving or confirming a shipment

What is a Shipment?

A shipment is a scheduled delivery of items from a single origin (branch/plant or depot) to a single destination (ship-to address) on a single date. Shipments are defined by the individual pieces on board, such as pallets, boxes, or containers. Shipments are routed and rated by the system at the time of shipment creation. You can also add options and equipment to your shipment. For example, if a shipment requires the use of a liftgate for delivery, then you can assign a liftgate as equipment.

What is a Load?

A load is a scheduled delivery of one or more shipments from one or more origins to one or more destinations. You consolidate shipments to build loads that reduce freight costs. Load building provides the capability of creating pooled shipments, in which an intermediate distribution center receives the load and then sends out each shipment to the final destination. Similar to shipments, loads are routed and rated, and can have options and equipment assigned to them.

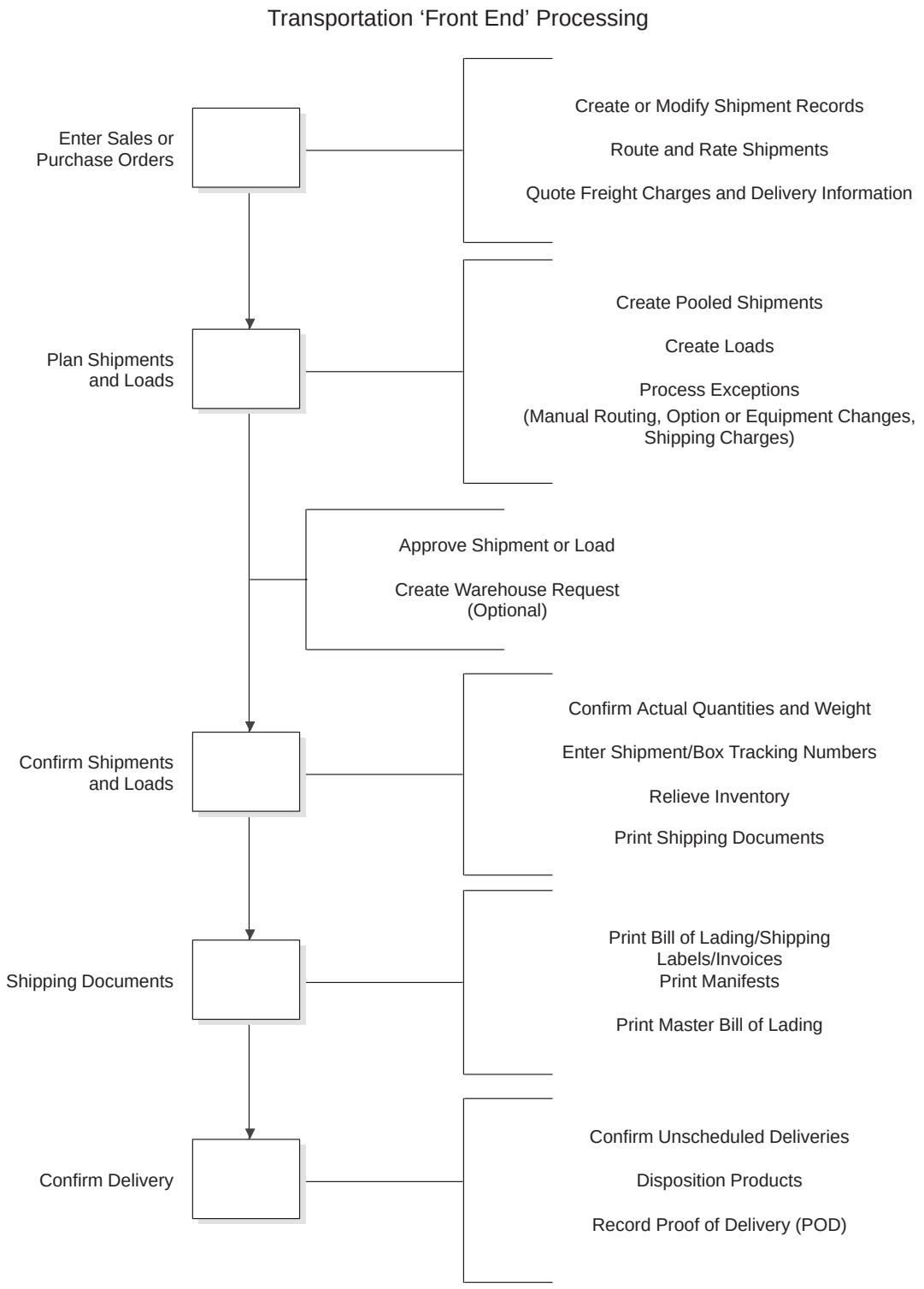
Plan transportation consists of the following tasks:

- ❑ Working with shipments
- ❑ Planning transportation
- ❑ Working with loads

Before You Begin

- ❑ Verify that you have sales orders entered in the system.
- ❑ Set up routing entries. See *Setting Up Routing Entries.*
- ❑ Set up rates. See *Setting Up Rates and Definitions.*
- ❑ Set up carriers. See *Setting Up Carriers.*
- ❑ Set up vehicles. See *Setting Up Vehicle Information.*
- ❑ Set up depot staff. See *Setting Up Depot/Vehicle Staff.*
- ❑ Define the prohibited product mix for your depot. See *Setting Up Incompatible Items.*
- ❑ Set up transportation constants for each branch/plant. See *Setting Up Transportation Constants.*

The following graphic illustrates the transportation process from order entry through delivery confirmation:



Working with Shipments

Creating and approving shipments are the first elements of the Transportation Management system processing. The end processing happens when you confirm and deliver shipments, and when you update freight information. For the final processing, the system write records to the proper general ledger and the accounts payable accounts.

Transportation Process Flow

The transportation process flow follows a shipment from its creation, to its confirmation, and finally to the recording of freight information.

The process flow of the transportation system includes the following:

Shipment Planning

The foundation of the Transportation Management system is the shipment, which drives all of the programs. The system creates shipments at the time of order entry through the Sales Order Management system. From the sales order, the system places an order or orders onto a shipment. The system then creates a record to move the shipment from an original location to a final destination. When shipments are created, the system determines how the shipment should be routed, what costs to assess to the shipment (rating), and when the customer can expect the shipment. Also, if any options and equipment are necessary to transport a shipment, they are assigned based on preferences.

Load Building

Once a shipment has been created, it can be included in a load. A load is a collection of shipments grouped to reduce costs and optimize delivery routes. You can build a load using a common carrier or a private fleet. After the base load detail information is complete, you can select various shipments to place on that load. You can choose routing options, consisting of modes and carriers. You can also choose the specific load options and equipment that are necessary to successfully transport your goods. In load building, you can arrange the order of each delivery, or stop sequence, for efficiency and optionally assign products to compartments on vehicles. Once a load is built, it follows a process flow similar to shipments.

Approval

You approve shipments and loads in the system. The approval process reviews the shipment information or the shipments on a load. Approved shipments and loads can be picked by the warehouse and placed on vehicles. You can approve more than one shipment at a time. For loads, you approve an entire load. When a load is approved, all shipments on that load are automatically approved.

Confirmation

After shipments and loads are approved, you must confirm them. Shipment confirmation is the process of verifying the quantities and items that are set to go out for delivery. Load confirmation is the process of verifying each of the shipments assigned to the load. When you confirm shipments and loads, the system then relieves the inventory of those items. You can also print the necessary delivery documents. To track your shipments and loads, you can enter tracking numbers into the system, which uses them while the shipment or load is on its way to the final destination.

Printing Delivery Documents

The system allows you to print delivery documents at the different stages in the process. You can print delivery documents before a shipment is confirmed to be placed on the a load or before a load is confirmed. You can also print at the time that shipment confirmation has taken place. The system includes documents such as a bill of lading, a manifest, a master bill of lading, and various invoices.

Delivery Confirmation

Once a shipment is delivered, you can confirm the delivery by recording proof of delivery (POD) information. For loads that have in-transit inventory, delivery confirmation is also used to record the quantity of product that is actually delivered. Also, if there is any remaining product on the vehicle, you can record its disposition. For bulk products, you can record a gain or loss, leave remaining product on board a vehicle, or return product to inventory. For packaged products, you can leave any remaining product on board a vehicle or return product to inventory. You can also record unscheduled deliveries.

Freight Update

Once shipments and loads are confirmed, you can update the freight charges. The freight update process moves information from the Shipment Header (F4215), Shipment Routing Steps (F4941), and Shipment Charges (F4945) tables into the Freight Audit History table (F4981). When you run freight update, the system creates vouchers, and writes records to both the general ledger and accounts payable for auto-pay carriers.

Freight Audit

After freight update is run, you can use freight audit to audit carrier invoices against the charges that were recorded in the system.

See Also

- *Delivery Operations*
- *Freight Update* for information regarding back end processing

Planning Transportation

From sales order entry and shipment creation, you can revise shipments as needed. You can modify any shipment to support unique customer requirements. You can create new shipments manually. You can create simulated shipments to quote freight charges.

You can revise basic shipment header information and routing information. On the Shipment Revisions form, you can revise ship dates and ship times, as well as other information, such as the weight, modes of transport, and carriers for shipments and loads. Routing information includes associated costs and delivery times of the shipment. From the Shipment Revisions form, you can change more detailed information about a shipment, such as:

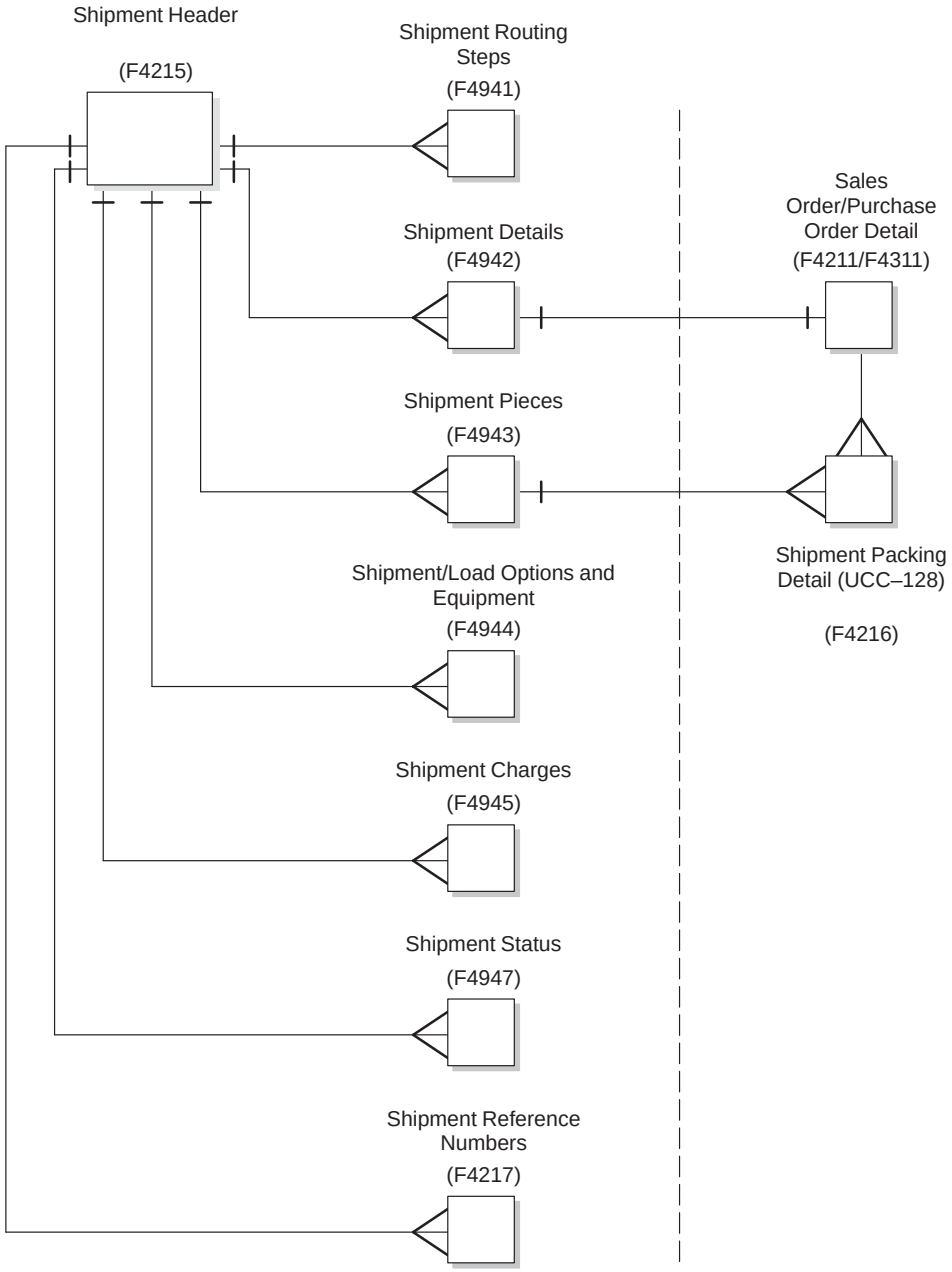
- Shipment piece information
- Options and equipment

Shipment piece information maintains information for shipment items. Examples of shipment pieces are pallets, boxes, and crates. You can revise shipment pieces after the sales order is placed. Options and equipment information includes items necessary to transport that particular shipment. For example, an option for a shipment might be inside delivery and additional equipment might be a dolly used to unload crates on a shipment.

Planning transporation consists of the following tasks:

- ❑ Creating a shipment during order entry
- ❑ Revising shipment information
- ❑ Defining shipment pieces
- ❑ Assigning options and equipment to a shipment
- ❑ Reviewing routing options
- ❑ Selecting shipments for load building
- ❑ Adding shipments
- ❑ Approving shipments

The following graphic illustrates the tables that contain information about specific aspects of a shipment, such as routing steps, pieces, options and equipment, shipment charges, and status codes.



Creating a Shipment during Order Entry

When you enter a sales or purchase order, the system automatically creates an inbound or outbound shipment based on the order type and line type combination that you define in the user defined code table Shipping Document/Line Type (49/SD). This is a four-character, alpha-numeric code in which the first two characters indicate the order type and the third and fourth characters indicate the line type. The system only creates shipments for line types on an order that match a user defined code.

The system creates a shipment during order entry based on shipping information for the branch/plant, Ship To address and item.

You can edit shipment information during order entry, but once you accept the order, you cannot modify shipment detail information from the Shipment Detail Revisions form. You must modify the sales order from which the system updates the shipment information accordingly.

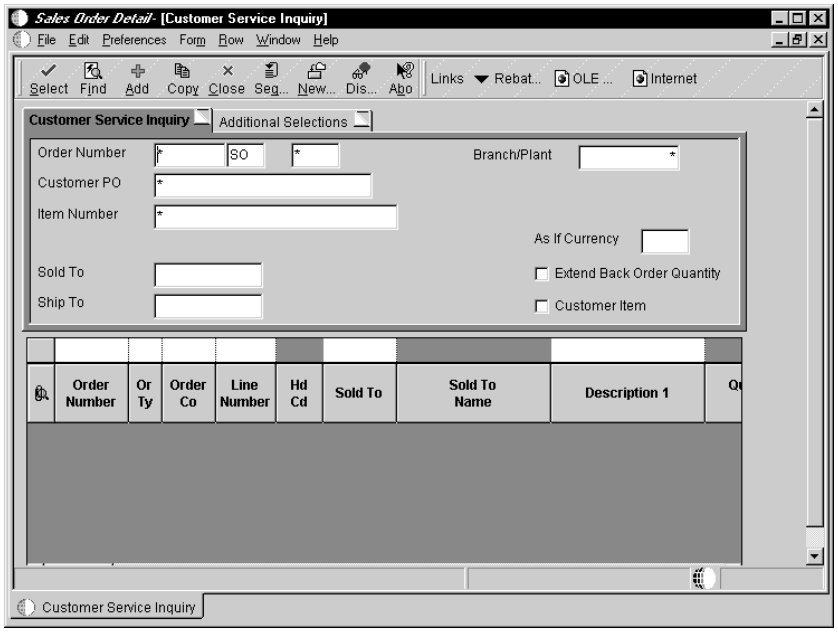
Before You Begin

- ❑ Activate Transportation Constants. See *Activating Transportation Management*

▶ To create a shipment during order entry

From the Sales Order Management menu (G42), choose Daily Processing. From the Daily Processing menu (G4210), choose Sales Order Processing. From the Sales Order Processing menu (G4211), choose Sales Order Detail.

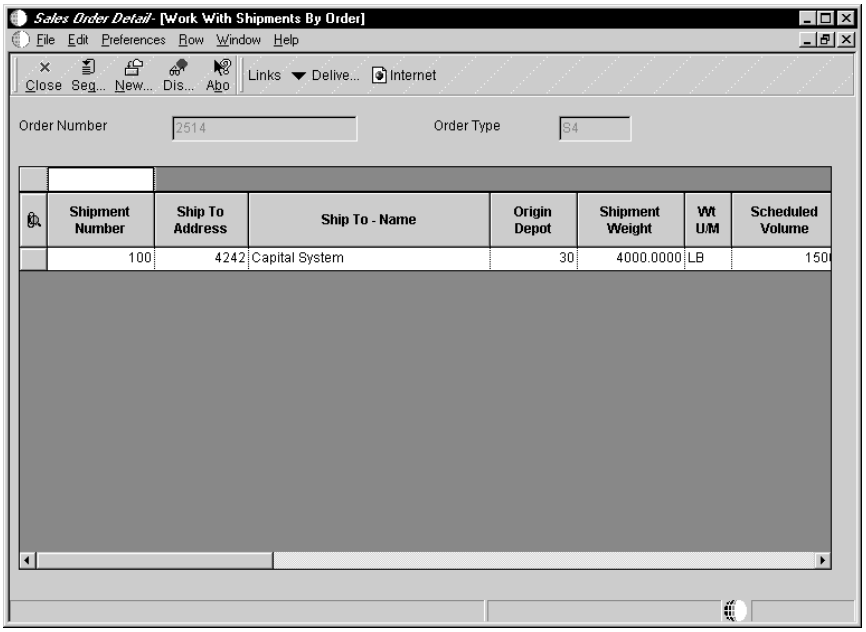
On Customer Service Inquiry



1. Click Add.
2. On Sales Order Detail Revisions, complete the following fields and click OK:
   - Order Type
   - Branch/Plant
   - Ship To

- Units – Order/Transaction Quantity
- Item Number

3. To review shipment information before accepting the order, select the row and choose Freight Info from the Form menu.



The system displays the shipment information on Work With Shipments By Order.

Revising Shipment Information

You can modify shipments after they have been created. Shipment revisions are usually made only when there are special circumstances that necessitate a change, such as changes to a promised delivery date and time, weight and volume information, mode of transport, carrier number, handling code and measurements. All of this information can be changed to customize a shipment for delivery or for a customer.

Once a shipment has reached a certain status, some information cannot be modified. For example, when final payable or billable freight charges have been updated, the shipment information is protected and cannot be changed. Typically, you can edit almost all of the information included in that shipment.

The Shipment Detail Revisions form includes information about the specific product and quantity being shipped. Shipment details originate come from sales orders. You cannot modify or add shipment detail information for shipments after sales orders have been entered.

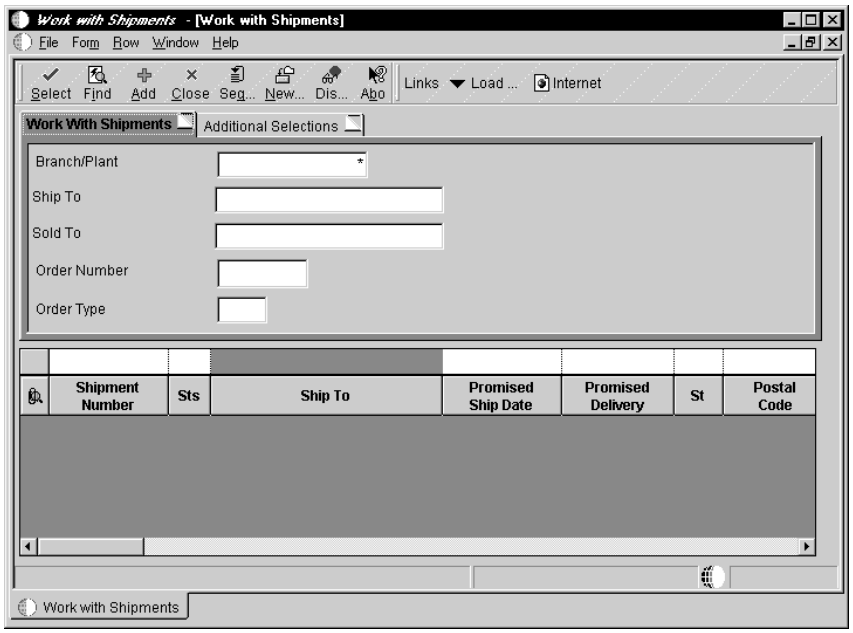
See Also

- *Working with Detail Information* in the *Sales Order Management Guide*

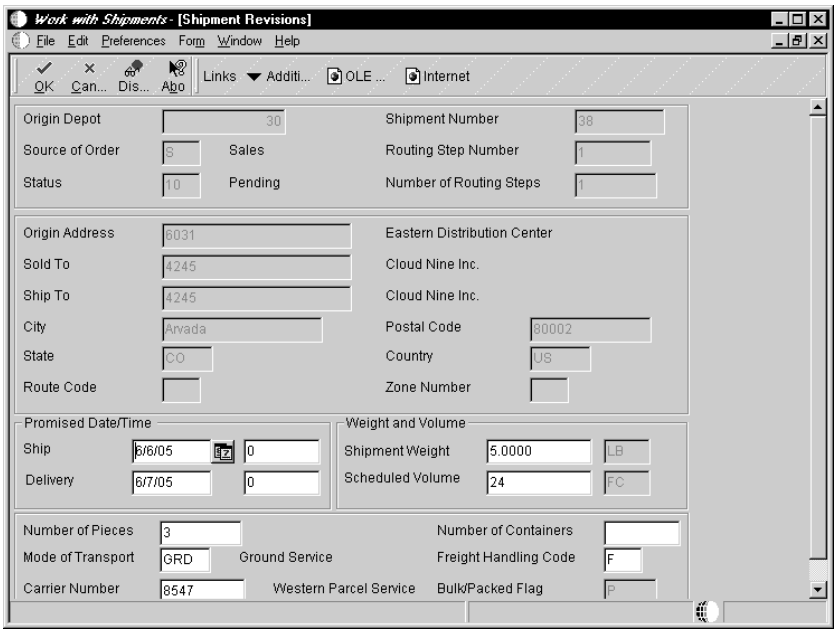
To revise shipment information

From Transportation Management (G49), choose Daily Processing. From Daily Processing (G491), choose Shipments and Loads. From Shipments and Loads (G4911), choose Work with Shipments.

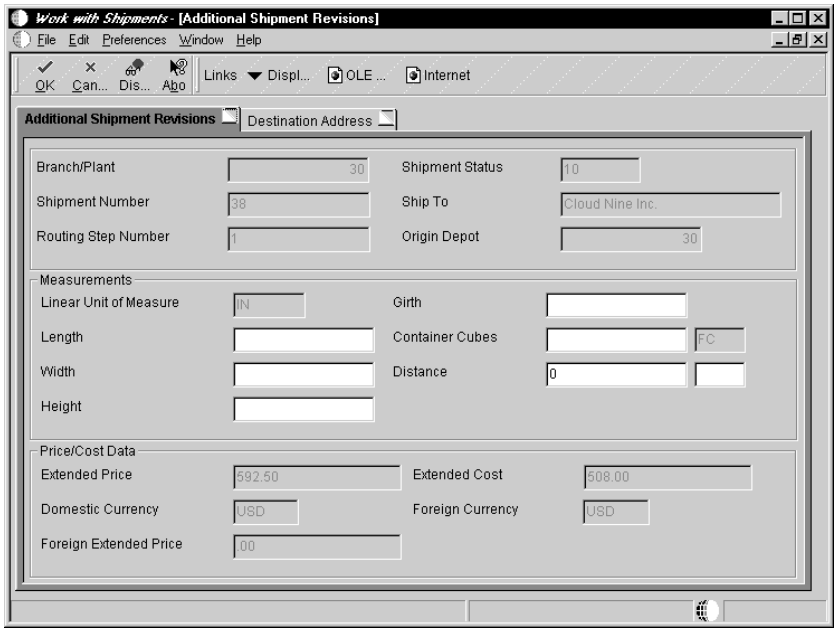
On Work with Shipments



1. Click Find.
2. Choose the shipment that you want to revise and click Select.



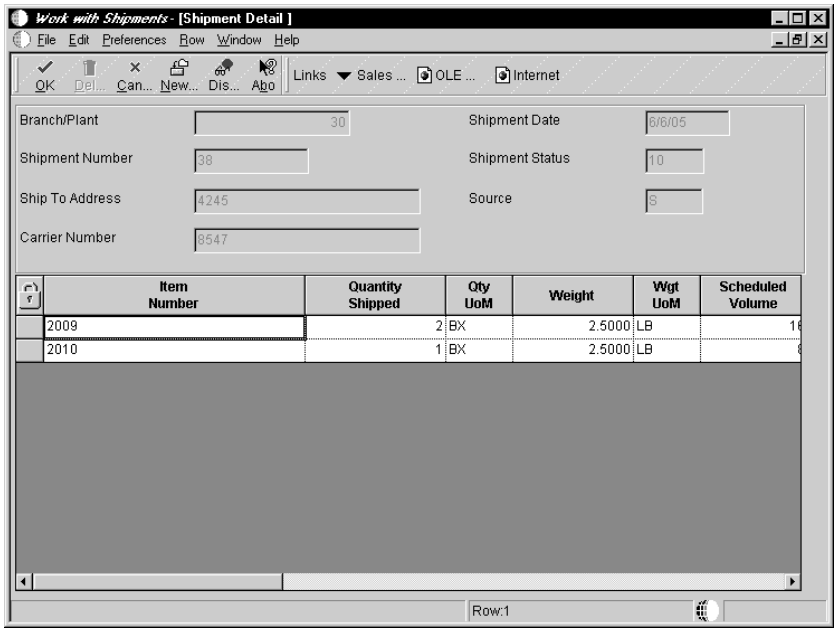
3. On Shipment Revisions, review and revise any of the following fields:
    - Ship
    - Delivery
    - Shipment Weight
    - Scheduled Volume
    - Number of Pieces
    - Mode of Transport
    - Carrier Number
    - Number of Containers
    - Freight Handling Code
4. From the Form menu, choose Additional Info.



5. On Additional Shipment Revisions, review the fields and make any changes that are necessary.

   If your rating depends on measurements such as length, width, girth or height, you must enter this information here.

6. Click OK to return to the Shipment Revisions form
7. To review shipment detail information, On Shipment Revisions choose Detail from the Form menu.



8. On Shipment Detail, review the information and click OK.

Field	Explanation
Ship	The promised shipment date for a sales order. This date represents the day that the item can be shipped from the warehouse.
Delivery	The date an item will be delivered to the customer.
Shipment Weight	The shipment weight is qualified by a Weight Qualifier (WGQ) that identifies the type of weight.
Scheduled Volume	The volume scheduled on a load or in a compartment.
Number of Pieces	The number of pieces, pallets, containers, etc. which make up a shipment. For shipments that do not have piece information defined in the Pieces table (F4943), the system calculates the estimated piece count by converting the quantity in the transaction unit of measure to the shipping unit of measure. To obtain the whole piece number, the system rounds the unit of measure down. The weight and volume of the leftover quantities from all detail lines are added and the sum total is divided by the maximum piece weight and/or volume. The system rounds the resulting piece weight or volume up to the next whole number. This number is added to the whole piece number to obtain the piece count.
Mode of Transport	A user defined code (system 00, type TM) describing the nature of the carrier being used to transport goods to the customer, for example, by rail, by road, and so on.
Carrier Number	A user defined name or number that is unique to the address book number. You can use this field to enter and locate information. You can use it to cross-reference the supplier to a Dun & Bradstreet number, a lease number, or other reference.
Number of Containers	The number of shipping containers, pallets, or other containers.

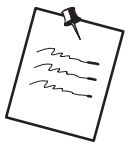
Field	Explanation
Freight Handling Code	In Advanced Transportation Management, you can indicate who has responsibility for freight charges by the following values in the first position: 1 In the first position of the handling code, a 1 indicates that the freight charges are collect, the consignee is responsible for paying the freight charges. The Advanced Transportation Management system will not calculate collect freight charges for outbound shipments. 2 In the first position of the handling code, a 2 indicates freight charges are pre-paid, the shipper is responsible for paying the freight charges. The Advanced Transportation Management System calculates the payable freight charges for outbound shipments, but does not calculate billable freight charges. Any other code in the first position of the handling code indicates that freight charges are “pre–paid and add”, the shipper is responsible for paying the freight charges. The Advanced Transportation Management system will calculate both billable and payable freight charges.

Defining Shipment Pieces

The Shipment Detail Revisions form allows you to maintain individual shipment pieces. A shipment piece can be a pallet, box, crate, or some other shipping container. It can be an item, such as a steel beam, or it can be a piece of equipment. You can define one or more pieces for a shipment and specify the weight and dimension information for each piece.

You only need to specify piece information when the rating of a shipment is affected by the individual pieces or if piece information is required by a carrier or a government agency.

You also enter piece information when it is necessary to track pieces on a shipment, or if piece information is required by the customer to complete the shipment. The contents of shipping containers or pieces are defined in the Pack Confirmation program. The system considers shipment weight as the sum of the total shipment pieces.



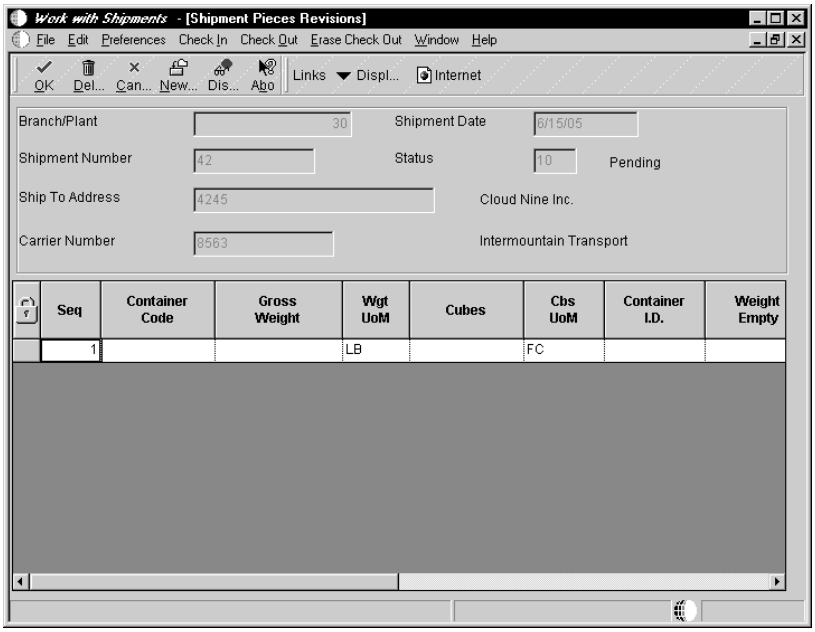
For shipments that do not have piece information defined in the Shipment Pieces table (F4943), the system calculates the estimated piece count by converting the quantity in the transaction unit of measure to the shipping unit of measure. To obtain the whole piece number, the system rounds the unit of measure down. The weight and volume of the leftover quantities from all detail lines are added and the total is divided by the maximum piece weight and/or volume. The system rounds the resulting piece weight or volume up to the next whole number. This number is added to the whole piece number to obtain the piece count.

To define shipment pieces

From Transportation Management (G49), choose Daily Processing. From Daily Processing (G491), choose Shipments and Loads. From Shipments and Loads (G4911), choose Work with Shipments.

On Work with Shipments

1. Click Find.
2. Choose a shipment for which you want to define pieces.
3. From the Row menu, choose Revisions, then choose Pieces.



4. On Shipment Pieces Revisions, review and complete the following fields in the detail area and click OK:
   - Seq
   - Container Code
   - Gross Weight
   - Wgt UoM
   - Cubes
   - Cbs UoM
   - Container I.D.
   - Weight Empty
   - Reference Number

- Ref Qlfr
- Length
- Width
- Girth
- Height
- Dim U/M
- Tare SSCC

Field	Explanation
Seq	For OneWorld, the sequence by which users can set up the order in which their valid environments are displayed. For World, a sequence or sort number that the system uses to process records in a user defined order.
Container Code	A code (system 46/type EQ) that identifies a storage container or a shipping carton. A storage container can be an open container where items are stored on the container (for example, a pallet), or a closed container where items are stored in the container (for example, a box). You use Container and Carton Codes (P46091) to define storage containers.
Gross Weight	The gross weight of one unit of the item in this unit of measure, or the weight of an empty storage container or shipping carton. These values default to the location detail (F4602) and the system uses the values in maximum weight calculations for specified locations during putaway.
Wgt UoM	The unit of measure that indicates the weight of an individual item. Typical weight units of measure are: GM Gram OZ Ounce LB Pound When setting up a user defined code for a weight unit of measure, you must specify W in the special handling code of the user defined code.
Cubes	The numeric value of the cubic volume of this item – computed by the Item Master Revisions program.
Cbs UoM	The unit of measure used to measure cubes.
Container I.D.	A code on the container or that you assign to the container in which the items on this purchase order or order line were shipped to you. You can assign container information to an order during receipts entry.
Weight Empty	The certified weight of this vehicle, including fuel, but excluding cargo.

Field	Explanation
Reference Number	A Reference number or identification number as defined for a particular EDI transaction set or as specified by the Reference Number Qualifier.
Ref Qlfr	A code qualifying the Reference Number. Must conform to one of the accepted values for EDI X12 data element 128.
Length	The length of a shipment or shipment piece.
Width	The width of a shipment or shipment piece.
Girth	The girth of a shipment or shipment piece.
Height	The height of a shipment or shipment piece.
Dim U/M	The width, height, or length unit of measure for a vehicle.
Tare SSCC	The tare level Serialized Shipping Container Code. Must conform to the UCC structure for SSCC numbers.

Assigning Options and Equipment to a Shipment

You can manually add, change, or delete options and equipment. Options and equipment can be stored at the order line level, delivery level, or the load level. When an option is stored at the line level, the option is shown once for each line that requires it. If the option results in a charge, there is then one charge for each line that contains the option. When an option is at the delivery level, it is shown only once per shipment, and any associated charge is assessed only once.

The system assesses billable and/or payable charges for an option or for a piece of equipment through the rate schedule and rate definition. You can specify that a charge is calculated only if the named option or equipment actually occurs on the shipment or load.

See Also

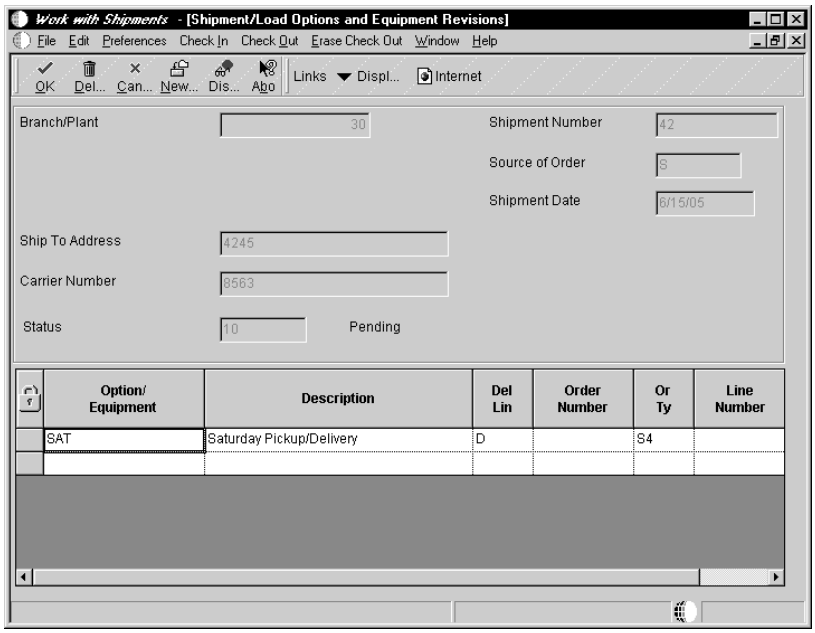
- *Setting Up Routing Entries*
- *Setting Up Rates and Definitions*
- *Setting Up Preferences*

▶ To assign options and equipment to a shipment

From Transportation Management (G49), choose Daily Processing. From Daily Processing (G491), choose Shipments and Loads. From Shipments and Loads (G4911), choose Work with Shipments.

On Work with Shipments

1. Click Find.
2. Choose a shipment for which you want to assign options and equipment.
3. From the Row menu, choose Revisions, then choose Options and Equip.



4. On Shipment/Load Options and Equipment Revisions, complete the following fields in the detail area:
   - Option/ Equipment
   - Description
   - Del Lin
   - Order Number
   - Or Ty
   - Line Number
5. Click OK.

Field	Explanation
Option/ Equipment	A user defined option or piece of equipment which is associated with a shipment or which is required in order to make a shipment.
Description	A user defined name or remark.

Field	Explanation
Del Lin	This field is used to indicate that a freight charge is calculated once per detail line, once per delivery, or once per load/trip. Valid values are: D To calculate once per delivery L To calculate once per detail line T To calculate once per load/trip
Order Number	A number that identifies an original document. This can be a voucher, an order number, an invoice, unapplied cash, a journal entry number, and so on.
Or Ty	A user defined code (00/DT) that identifies the type of document. This code also indicates the origin of the transaction. J.D. Edwards has reserved document type codes for vouchers, invoices, receipts, and time sheets, which create automatic offset entries during the post program. (These entries are not self-balancing when you originally enter them.) The following document types are defined by J.D. Edwards and should not be changed: P Accounts Payable documents R Accounts Receivable documents T Payroll documents I Inventory documents O Purchase Order Processing documents J General Accounting/Joint Interest Billing documents S Sales Order Processing documents
Line Number	A number that identifies multiple occurrences, such as line numbers on a purchase order or other document. Generally, the system assigns this number, but in some cases you can override it.

Reviewing Routing Options

You review routing options for shipments to determine the carrier and mode that you want to use. Routing options contain information regarding the cost and delivery time of each possible route. When you select a specific routing option, you update the routing and rating information for a shipment.

See Also

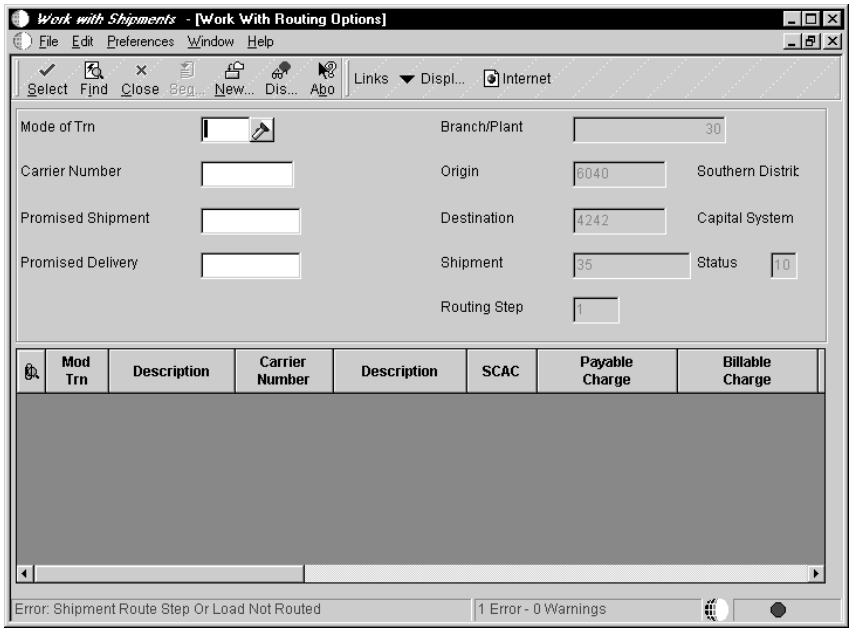
- *Working with Detail Information* in the *Sales Order Management Guide*

To review routing options

From Transportation Management (G49), choose Daily Processing. From Daily Processing (G491), choose Shipments and Loads. From Shipments and Loads (G4911), choose Work with Shipments.

On Work with Shipments

1. Click Find.
2. Choose the shipment you want to review.
3. From the Row menu, choose Routing Options.



4. On Work With Routing Options, review and choose the carrier and mode of transport for each possible route for your shipment.

   You can choose a specific route for a shipment on the Work with Routing Options form.

Selecting Shipments for Load Building

From the Work with Shipments form you can select shipments that you want to build into a load. When you consolidate shipments onto a load, your company benefits from the resulting cost and time savings.

See Also

- *Building Loads*

Adding Shipments

To ship items that are not sold through a sales order, you can manually add shipments without placing a sales order. You can use this function to estimate freight charges for a customer.

To determine the freight charges for a shipment, without entering a sales order, you can create a shipment, but do not record the shipment information into the system. After generating a quote for a customer, you can then create the order in Sales Order Management.

On the Shipment Revisions form, you complete all of the information required to set up a shipment, including origin, destination, address book number, and weight or volume. After the information is entered, you can choose Routing Options and view the estimated billable charges as though this were a real shipment created from a sales order.

See Also

- *Working with Detail Information* in the *Sales Order Management Guide*

▶ To add shipments

From Transportation Management (G49), choose Daily Processing. From Daily Processing (G491), choose Shipments and Loads. From Shipments and Loads (G4911), choose Work with Shipments.

On Work with Shipments

1. Click Add.
2. On Shipment Revisions, complete the following fields:
    - Origin Depot
    - Status
    - Origin Address
    - Sold To
    - Ship To
    - City
    - State

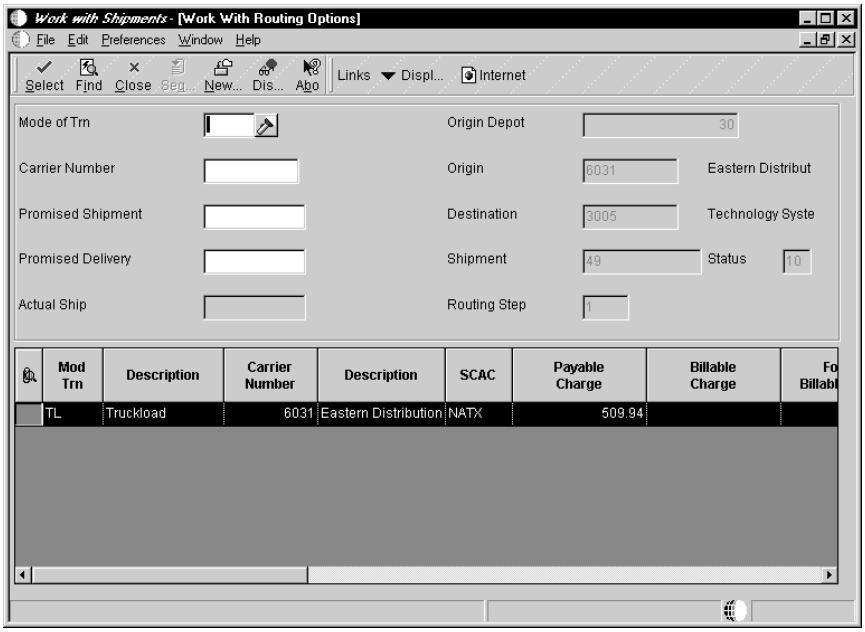
- Postal Code
- Country
- Ship
- Delivery
- Bulk/Packed Flag
- Shipment Weight
- Scheduled Volume
- Number of Pieces
- Mode of Transport
- Carrier Number
- Number of Containers
- Freight Handling Code

3. From the Form Menu, choose Additional Info.
4. On Additional Shipment Revisions, complete the following optional fields, and click OK:

    - Length
    - Width
    - Height
    - Girth
    - Container Cubes
    - Distance
    - Extended Price
    - Extended Cost

    You can add pieces, detail, and options and equipment information to your shipment.

5. On Shipment Revisions, choose Routing Options from the Form menu to review freight costs.



On Work with Routing Options, review the billable charges field and quote a freight cost to your customer.

Approving Shipments

Transportation Management allows you to approve a shipment. The approved status is generally a protected status, that is, at this status, most of the fields for a shipment cannot be altered. In addition, the system does not automatically add orders to an approved shipment, nor does it automatically reroute an approved shipment. When a shipment is approved, the system advances the status of sales order lines. If you use Warehouse Management, the system can generate a warehouse request when the shipment is approved.

Conversely, you can change the status of an approved shipment to an unapproved status. The system updates the order detail lines, as well as shipment and load status, to a pending status. You can advance a shipment from an unapproved status. When you do so, the system advances the status of the order detail lines, shipment and load status to approved. If a warehouse request was generated during the initial approval, the system does not regenerate a warehouse request.

If you unapprove a load, the system unapproves all related shipments.

Before You Begin

❑ Verify that approved, unapproved, and pending shipment statuses are defined in user defined code table Shipment Status (41/SS)

See Also

- *Revising Shipment Information*
- *Setting Up Order Activity Rules* in the *Sales Order Management Guide*

▶ To approve shipments

From Transportation Management (G49), choose Daily Processing. From Daily Processing (G491), choose Shipments and Loads. From Shipments and Loads (G4911), choose Work with Shipments.

On Work with Shipments

1. Click Find.
2. Choose the shipment or shipments that you want to approve.
3. From the Row menu, choose Approve Shipment.
4. On Approve Shipment, click OK to approve the shipment.

Processing Options for Work with Shipments

Display

1. Enter the range of shipment status codes to be selected for viewing: From Status _____
Shipment Status Thru _____
2. Enter the Routing Status to be selected for viewing: <blank> will display all; '0' will display routed shipments; '1' will display unrouted shipments; '9' will display shipments that cannot be routed. _____
3. Enter '1' to not display shipments which are on loads. _____
4. Enter '1' to display only the first routing step of each shipment. _____
5. Identify Shipments that contain held Sales Orders. Enter: ' 1' to indicate holds on the Work With Shipments window; '2' to indicate holds on the Shipment Detail Revisions window; '3' to indicate holds on both windows. _____

Process

1. Enter '1' to allow for the manual creation of shipments. _____
2. Enter the Shipment Status at or beyond which changes can not be made to shipments. _____
3. Enter minimum Shipment Status _____

required to print Delivery documents

4. Enter minimum Shipment Status required to perform Delivery Confirmation _____

5. Enter maximum Shipment Status required to perform Delivery Confirmation _____

The following are valid values for the Customer Self-Service Mode option: Blank = Bypass Customer Self-Service functionality 1 = Enable Customer Self-Service mode for use in Java/HTML

6. Customer Self-Service Mode _____

Approval

1. Enter a '1' to bypass the update of Order Next Status when a shipment containing sales orders is approved. _____

2. Enter the override Order Next Status to be used when a shipment containing sales orders is approved. If <blank>, the Next Status will be determined using the Order Activity Rules. _____

3. For shipments containing outbound sales orders, enter the warehouse request processing mode. ' ' = No pick request '1' = Generate requests only '2' = Generate requests and process using subsystem _____

4. If processing warehouse using the subsystem, enter the version of the Process Pick Request program (R46171). _____

5. Enter the override Approved Shipment Status to be used when a shipment is approved. If left <blank>, the Approval Status from the Transporation Constants will be used. _____

Versions

1. Enter the Load Build version to use when transferring to the Load Build application (P4960). _____

2. Enter the Shipment Tracking version to use when transferring to the Shipment Tracking application (P4947). _____

3. Enter the Transportation Shipment Confirmation version to use when confirming shipments (P49645). _____

4. Enter the Deliver Confirm version to use (P49650). _____

5. Enter the Delivery Documents version to use (P49590). _____

6. Enter the UCC128 Shipment Edit version to use (R42071). _____

7. Enter the Pack Confirm Detail version to use (P4216). _____

Working with Loads

A load consists of one or more shipments moving from one or more origins to one or more destinations. On a common carrier, a load is generally associated with a vehicle type, which provides capacity information for the vehicle expected to pick up the shipments. If you use a private fleet, the load is generally associated with a physical vehicle and the load is defined as a trip. A trip is a scheduled movement of a physical vehicle on a specific date and time.

A load can contain shipments made up of combinations of the following transaction types:

- Normal sales order delivery
- Direct ship order pickup and delivery
- Transfer order delivery
- Customer return pickup

You can use loads to create pooled shipments which are going to a deconsolidation center. To pool shipments, define the destination for the load as an intermediate destination, referred to as pooled shipments. The system validates the load to ensure that the pooled shipments on a load are compatible with the vehicle and with the other products on the load.

A load must be defined to track in-transit inventory. Tracking in-transit inventory is generally required only for shipments which are Free On Board (FOB) destination or for transfer shipments. When you place shipments on a load, you can separate the load confirmation from the delivery confirmation and record the quantity of products on the vehicle (both in the Inventory Management system and the General Accounting system) between these confirmation steps.

In addition to combining shipments into loads, the Transportation Management system also allows you to modify the options and equipment required for a load, assign products to compartments, print a loading note or load tender report, confirm all shipments on the load, and print delivery documents for all shipments on the load.

Working with loads consists of the following tasks:

- ❑ Building loads
- ❑ Assigning options and equipment to a load
- ❑ Reviewing the stop sequence for a load

- ❑ Creating pooled shipments
- ❑ Assigning compartments to a load
- ❑ Reviewing loads
- ❑ Tendering loads
- ❑ Approving loads
- ❑ Unapproving loads
- ❑ Spot-quoting a load

Building Loads

Use load build to consolidate shipments onto a vehicle. You can wait until the end of the day to finally approve all of the loads that you create. This ensures that every load is filled to capacity and is sent out in the most efficient way.

Load-building defines the attributes of your loads. This consists of specifying branch/plant, load date, shift, vehicle or vehicle type, mode of transport and various other information. Load numbers are assigned using the next numbers function.

You can also include the load originating depot and the final destination. You can specify that the load originates at one depot, but be loaded at another. Likewise, you can specify the final destination for the load, but specify another delivery point to which the vehicle returns.

You add shipments to a load by selecting them from the Work with Shipments form. Shipments are placed on loads only if they comply with the criteria of the load header and vehicle or vehicle type. For example, a shipment with packaged products cannot be placed on a load using a vehicle with bulk compartments. The system checks products on a load to ensure that they are compatible and can be placed on the same load. As shipments are added to the load, they are assigned a stop sequence in the order they were added. The last stop of the load is the final destination.

You can maintain options and equipment information for your load. You can assign options and equipment at the load level, but not at the shipment level. For example, if a load requires a signature or the collection of payment from a particular person, you assign that information to the load, but not to the individual shipment or shipments.

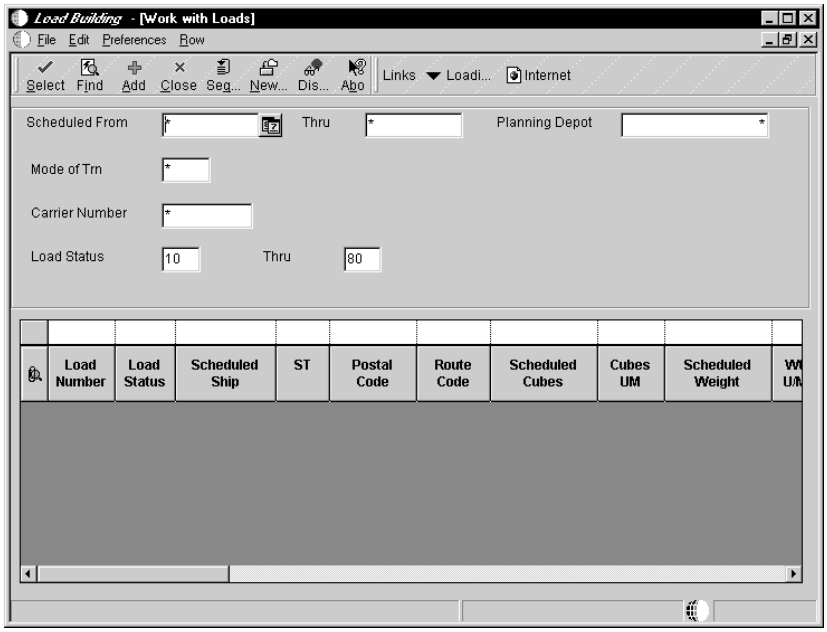
From the Work with Loads form, you can access other forms and enter more specific information. For example, you can enter specific compartment assignments, review load charges, or review rates for your load.

You can create loads that have one final destination or you can create a load with several destinations that might include unscheduled deliveries. To create a load with unscheduled deliveries, you must set up a dummy order to load a truck. Later, in delivery confirmation, you enter the actual customers, quantities, and products delivered.

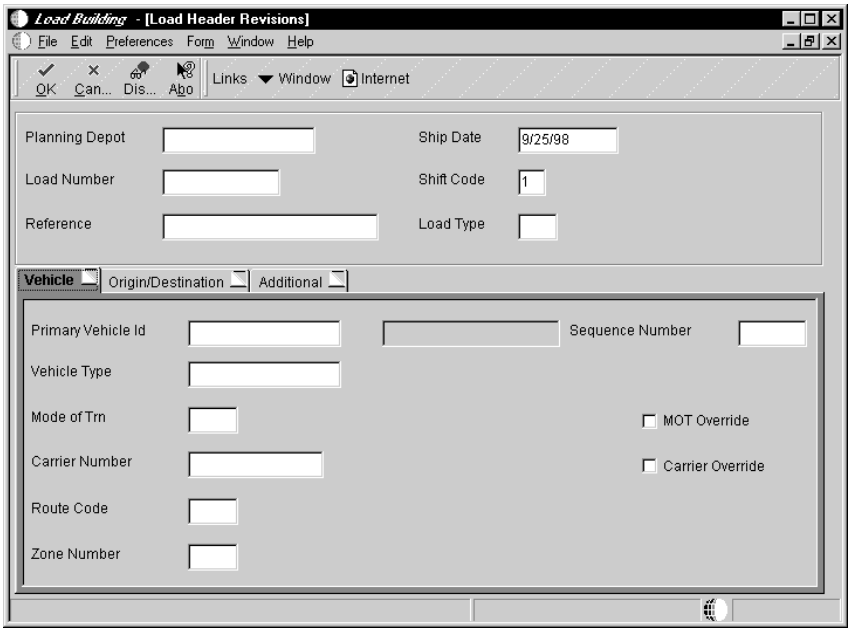
▶ To build loads

From Transportation Management (G49), choose Daily Processing. From Daily Processing (G491), choose Shipments and Loads. From Shipments and Loads (G4911), choose Load Building.

On Work with Loads



1. Click Add.

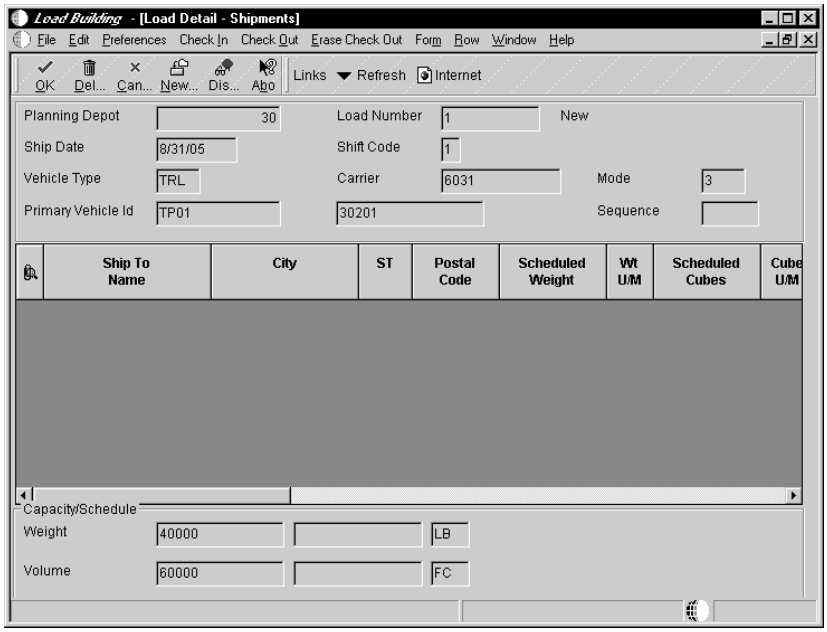


2. On Load Header Revisions, complete the following fields in the header area:
    - Planning Depot
    - Reference
    - Shift Code
    - Load Type
3. Click the Vehicle tab and complete one of the following fields:
    - Primary Vehicle Id
    - Vehicle Type
4. Complete any of the following fields:
    - Sequence Number
    - Mode of Trn
    - Carrier Number
    - Route Code
    - Zone Number
5. Click any of the following options:
    - MOT Override
    - Carrier Override
6. Click the Origin/Destination tab and complete the following fields:
    - Origin Depot
    - Origin

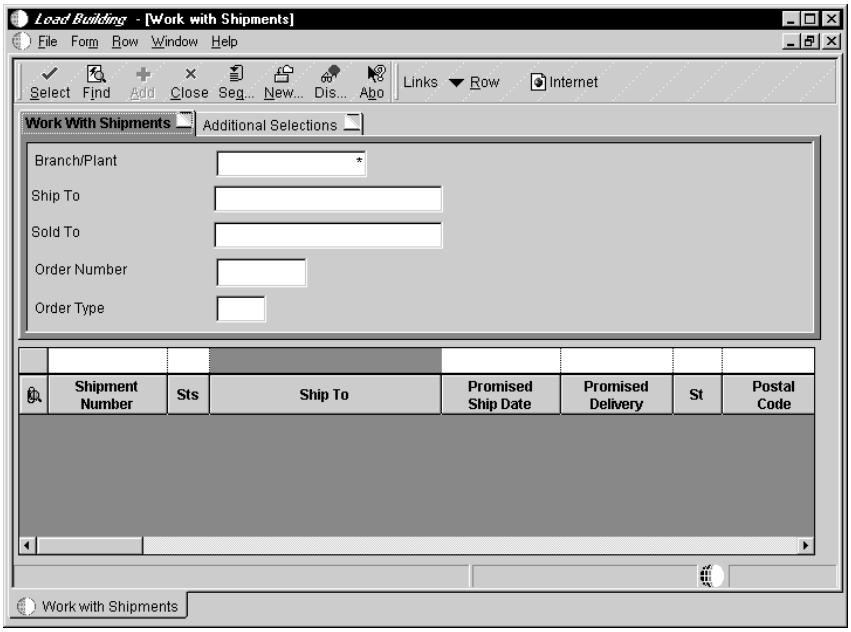
- Destination Depot
- Destination
- Intermediate Destination

If you leave any of these fields blank, the system enters the default values as you add shipments to the load.

7. Click the Additional tab and complete the following fields:
   - Dispatch Group
   - Dispatch Type
   - Disposition
   - Load Line Number
   - Weight UOM
   - Bulk Volume UOM
   - Cubes UOM
   - Connected Vehicle
8. Click OK.



9. On Load Detail - Shipments, choose Select Shipments from the Form menu.



10. On Work with Shipments, click Find.
11. Choose the shipments for which you want to create a load.
12. Choose Select Shipment from the Row menu.
13. Click Close.

Field	Explanation
Planning Depot	Indicates the depot at which the documents will be printed.
Reference	An alphanumeric value used as a cross-reference or secondary reference number. Typically, this is the customer number, supplier number, or job number.
Shift Code	A user defined code (00/SH) that identifies daily work shifts. In payroll systems, you can use a shift code to add a percentage or amount to the hourly rate on a timecard. For payroll and time entry: If an employee always works a shift for which a shift rate differential is applicable, enter that shift code on the employee's master record. When you enter the shift on the employee's master record, you do not need to enter the code on the timecard when you enter time. If an employee occasionally works a different shift, you enter the shift code on each applicable timecard to override the default value.
Load Type	A code which controls how a load is handled by the load building and confirmation processes. Load types are defined in the load type table.

Field	Explanation
Primary Vehicle Id	Represents either the primary vehicle identification number in a connected vehicle or the identification number for a single vehicle.
Vehicle Type	The type of vehicle that you use to transport items. The vehicle type identifies the mode of transport, as well as assignments to dispatch groups.
Mode of Trn	A user defined code (system 00, type TM) describing the nature of the carrier being used to transport goods to the customer, for example, by rail, by road, and so on.
Carrier Number	A user defined name or number that is unique to the address book number. You can use this field to enter and locate information. You can use it to cross-reference the supplier to a Dun & Bradstreet number, a lease number, or other reference.
Route Code	The route field is a user defined code (system 42, type RT) that represents the delivery route on which the customer resides. This field is one of several factors used by the freight summary facility to calculate potential freight charges for an order. For picking, use the route code with the stop and zone codes to group all of the items that are to be loaded onto a delivery vehicle for a specific route. You set up a default for each of these fields on the Customer Billing Instruction form.
Zone Number	The zone field is a user defined code (system 40, type ZN) that represents the delivery area in which the customer resides. This field is one of several factors used by freight summary facility to calculate potential freight charges for an order. For picking you can use the zone code with the route and stop codes to group all item that are to be loaded onto a delivery vehicle for a specific route. You set up the default for each of these fields on the Customer Billing Instructions form.
MOT Override	A flag which indicates that the mode of transport was manually entered. When this flag is on, the system will not automatically assign a mode of transport.
Carrier Override	A flag which indicates that the carrier was manually entered. When this flag is on, the system will not automatically assign a carrier.
Origin Depot	This identifies the origin depot for a shipment or a load.
Origin	This is the address book number of the origin of a shipment. This could be the address number for the branch/plant, the address number of a supplier, or the address number of a hub or de-consolidation center.
Destination Depot	This identifies the destination depot for a load.

Field	Explanation
Destination	The address book number of a hub or deconsolidation center. A hub number is entered for a load to indicate a pooled shipment.
Intermediate Destination	The address book number of an intermediate destination. A intermediate destination is entered for a load to indicate that all shipments on the load are being sent to a hub.
Dispatch Group	A user defined code that identifies the dispatch group. A dispatch group is a grouping you make for products according to the physical characteristics that are important when storing and transporting those products. During the trip building process, the system checks if the dispatch group for the item and the vehicle are compatible. The system only allows products belonging to the allowed dispatch groups to be assigned to the vehicle.
Dispatch Type	Indicates whether this vehicle uses a weight or a volume device to control and measure the loading of product to its compartments.
Disposition	Indicates the action to be taken on the quantity remaining on an order. Valid options are: B Backorder C Cancel S Leave amount shippable K Cancel the entire remaining, including backorders
Load Line Number	Indicates which of the two available load lines in a bulk compartment are used to validate the quantity to be loaded into the compartment.
Weight UOM	The unit of measure that indicates the weight of an individual item. Typical weight units of measure are: GM Gram OZ Ounce LB Pound When setting up a user defined code for a weight unit of measure, you must specify W in the special handling code of the user defined code.
Bulk Volume UOM	The unit of measure for the cubic space occupied by an inventory item. Typical volume units of measure are: ML Milliliter PT Pint LT Liter When setting up a volume unit of measure user defined code, you must specify a V in the special handling code of the user defined code.
Cubes UOM	The unit of measure used to measure cubes.

Field	Explanation
Connected Vehicle	Flag which indicates whether the Vehicle ID is a connected vehicle. Y the Vehicle ID is a connected Vehicle ID. N the Vehicle ID is not a connected Vehicle ID.

Assigning Options and Equipment to a Load

You can assign options and equipment to a shipment, to a load, or to both. A load may have options and equipment assigned to it, but the shipment or shipments may have none. For example, if a load requires a signature at the time of delivery, this option is assigned to the load. When options or equipments are assigned, you can choose to have the charge placed at the load, delivery, or line level.

See Also

- *Setting Up Routing Entries*
- *Setting Up Rates and Definitions*

▶ To assign options and equipment to a load

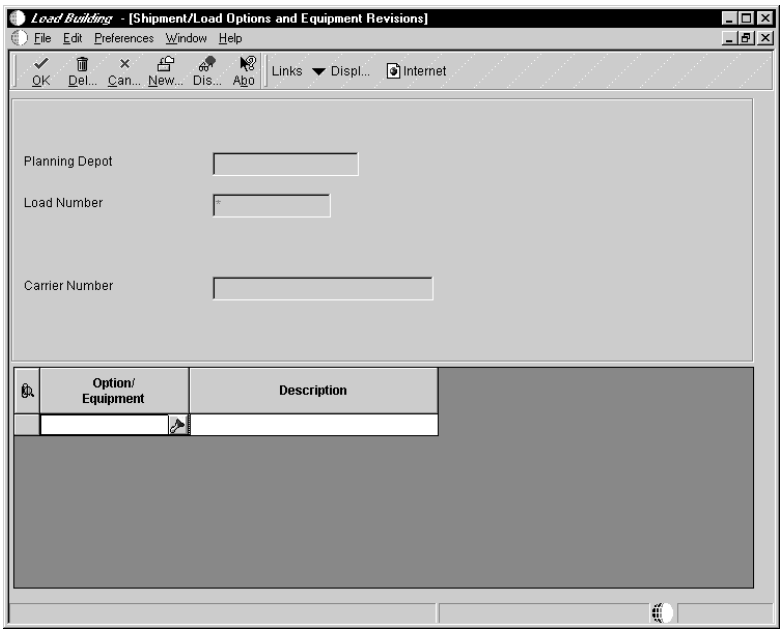
From Transportation Management (G49), choose Daily Processing. From Daily Processing (G491), choose Shipments and Loads. From Shipments and Loads (G4911), choose Load Building.

On Work with Loads

1. Click Find.
2. Choose a load for which you want to assign load options and equipment.
3. Click Select.

   To assign options and equipment to a load, your load must be within the range of the allowed load statuses. Otherwise, the system prevents you from making changes.

4. On Load Detail - Shipments, choose Load O/E from the Form menu.



5. On Shipment/Load Options and Equipment Revisions, complete the following fields in the detail area:
   - Option/ Equipment
6. Click OK.

Reviewing the Stop Sequence for a Load

The system creates a default stop sequence that is set up according to how your shipments are brought into the load. The system allows you to specify the total distance for your loads, as well as the distance between stops. You can also optimize the stops of your load to rearrange the stop sequencing. You can set up the stop sequence for a more efficient load if you have configured a third-party stop optimizer. You can also maintain the schedule load, shipment date, and/or deliver date and time for each stop.

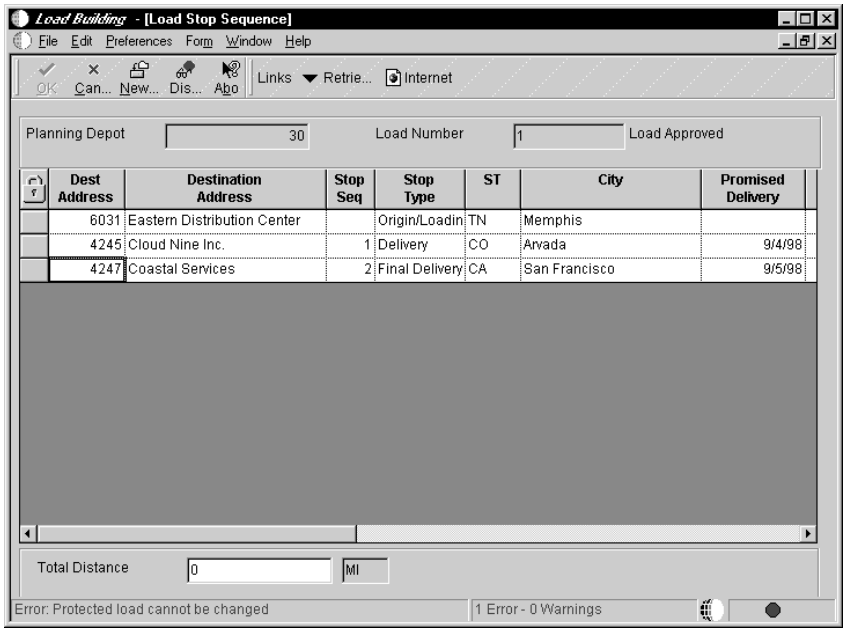
▶ To review the stop sequence for a load

From Transportation Management (G49), choose Daily Processing. From Daily Processing (G491), choose Shipments and Loads. From Shipments and Loads (G4911), choose Load Building.

On Work with Loads

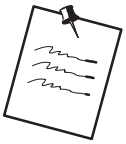
1. Click Find.
2. Choose the load for which you want to review the load stop sequence, and click Select.

3. On Load Detail - Shipments, choose Stop Sequence from the Form menu.



4. On Load Stop Sequence, choose Retrieve Distance from the Form menu.

   The system imports the total distance for your load and retrieves the distance to each stop on your load from your mileage calculation program.



J.D. Edwards does not supply distance calculation or optimization programs. These must be developed or purchased separately.

5. On Load Stop Sequence, choose Optimize from the Form menu.

   Based on your mileage program, the sequence of your load stops is modified to a more efficient sequence.

6. You can also manually change the order of the stops for the load by changing the number in the Stop Seq field.
7. Click OK.

Troubleshooting

Distance does not import for load stop sequence	On Work with Transportation Constants, your branch/plant or depot must have a value in the Distance Source field that corresponds to the number of your mileage calculation program.

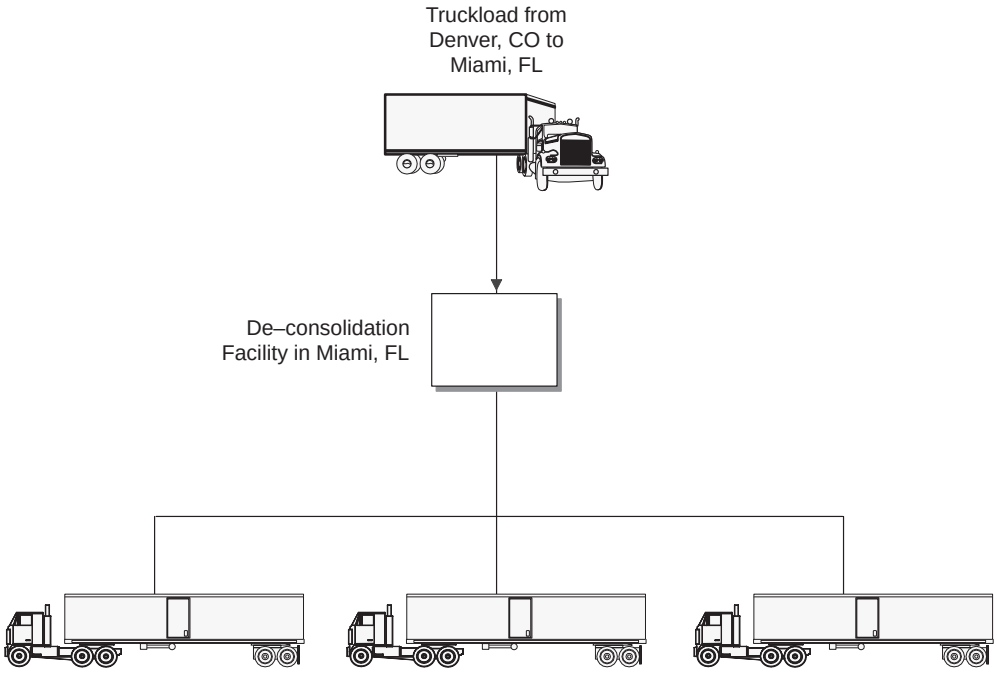
Load stop sequence not available	You must choose a non-protected load to set up a stop sequence.

Creating Pooled Shipments

A pooled shipment is a consolidation of shipments onto a load to a regional distribution center. Create pooled shipments from the same form from which you build loads. The Work with Loads form is the starting point from which you then create pooled shipments.

To increase distribution efficiency, you pool shipments to a distribution center before sending each shipment out to its final location. This works best when the carrier sends out shipments by zones throughout the country. By pooling more than one shipment and having a completely filled load, you reduce freight costs. You must set up an intermediate destination (the distribution center) to receive the load before distributing it to the specific final locations.

For example, your company manufactures sweaters at one branch/plant. Stores across the country sell your sweaters. Instead of sending individual shipments all over the country, you pool shipments of sweaters into a load. The load's destination is a distribution center that serves several area stores. Then, from this distribution center, the shipments are sent to the local stores for sale.



To create a pooled shipment, you create a normal load and specify the intermediate destination on the Origin/Destination tab of the Load Header Revisions form. The intermediate destinations are address book numbers that you enter into each row for each shipment. If you know that a load is used for pooled shipments when it is created, you can specify the intermediate addresses in the load header. When you do so, the system automatically applies the information to each shipment added.

Assigning Compartments to a Load

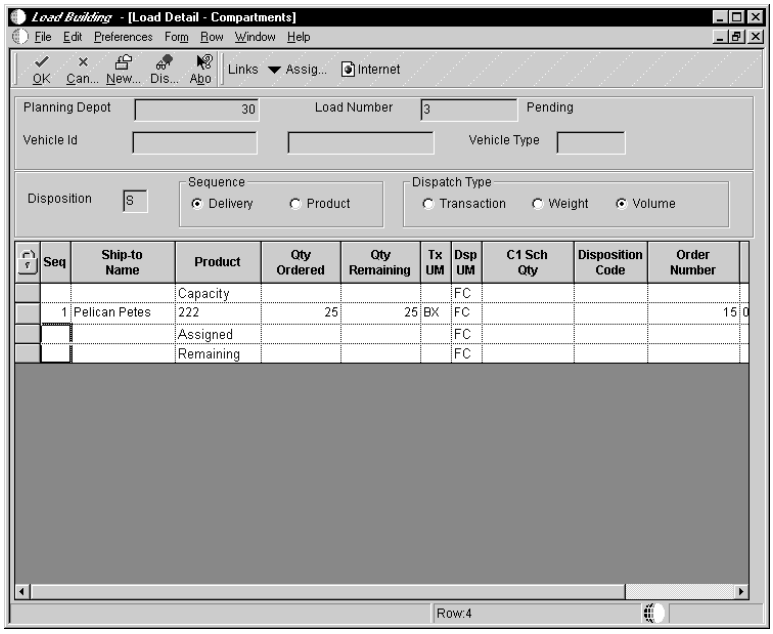
On the Load Detail-Shipments form, you can edit information for your newly created load. You can add more shipments to your load to fill a vehicle to capacity. You also can add compartments to a load that is prepared for bulk products.

▶ To assign compartments to a load

From Transportation Management (G49), choose Daily Processing. From Daily Processing (G491), choose Shipments and Loads. From Shipments and Loads (G4911), choose Load Building.

On Work with Loads

1. Click Find.
2. Choose an unprotected load for which you want to assign compartments and click Select.
3. On Load Detail-Shipments, choose Compartments from the Form menu.



4. On Load Detail - Compartments, assign the quantity of products on each order line to the compartments of the load and click OK.

   From this form, you can access other forms to assign remaining product or to change the load stop sequence. You can also access forms to assign or remove product from various compartments on your vehicle.

Reviewing Loads

When you review loads, you can modify the stop sequence and add information for a load, such as vehicle registration and compartments required for a load. You access these details from the Load Detail-Shipments form. By defining specific information, you can tailor loads to best fit your business needs.

When reviewing loads, you can also determine the payable freight charges. This is done on the routing options form much like quoting freight for a shipment. A list of available carriers for a load is shown along with the associated cost of each carrier.

See Also

- *Revising Shipment Information*

▶ To review loads

From Transportation Management (G49), choose Daily Processing. From Daily Processing (G491), choose Shipments and Loads. From Shipments and Loads (G4911), choose Load Building.

On Work with Loads

1. Click Find.
2. Choose a load that you want to review, and then choose Header Revisions from the Form menu.
3. On Load Header Revisions, review the information.
4. Click OK.

Tendering Loads

You tender a load to offer it to a common carrier. A carrier then responds, stating whether they accept or reject the load. You can also review the load tender history to find out information about each carrier that tendered a load. In addition, you can review a load tender history.

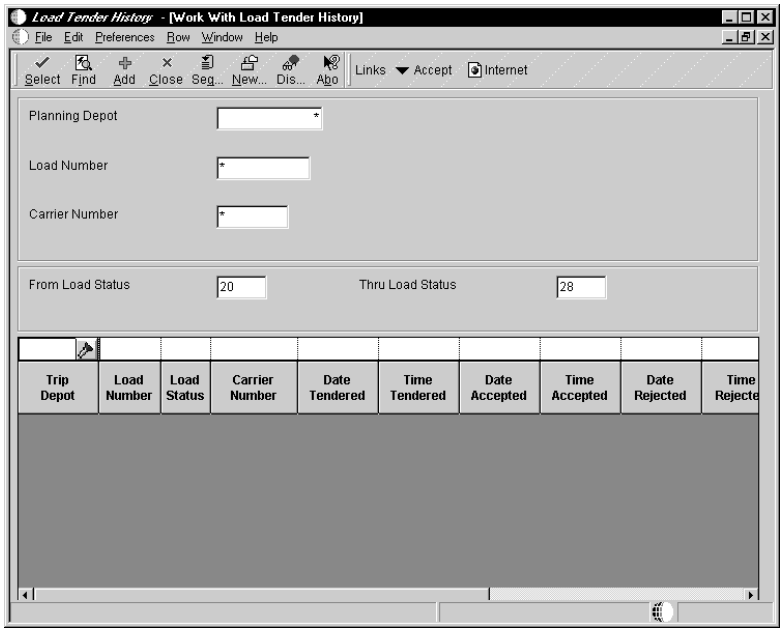
Tendering loads consists of the following tasks:

- Tendering a load
- Accepting a load
- Rejecting a load

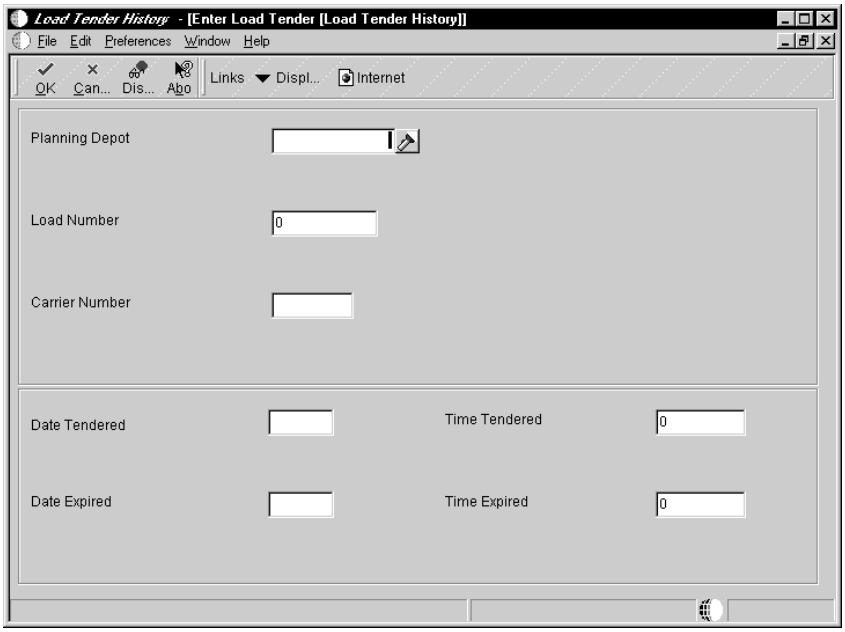
To tender a load

From Transportation Management (G49), choose Daily Processing. From Daily Processing (G491), choose Shipments and Loads. From Shipments and Loads (G4911), choose Load Tender History.

On Work With Load Tender History



1. Click Add.



2. On Enter Load Tender [Load Tender History], complete the following fields:
   - Carrier Number
   - Load Number
   - Planning Depot
   - Date Tendered
   - Time Tendered
   - Date Expired
   - Time Expired
3. Click OK.

Field	Explanation
Date Tendered	The date tendered is for recording the date in which a load is tendered to a carrier.
Time Tendered	The time tendered is for recording the time in which a load is tendered to a carrier.
Date Expired	The expired date records a date for the expiration of the load tender record.
Time Expired	The expired time records a time for the expiration of the load tender record.

To accept a tendered load

From Transportation Management (G49), choose Daily Processing. From Daily Processing (G491), choose Shipments and Loads. From Shipments and Loads (G4911), choose Load Tender History.

On Work with Load Tender History

1. Click Find.
2. Choose the load that you want to accept.
3. From the Row menu, choose Accept.
4. On Enter Load Tender [Load Tender History], review the information and click OK.

To reject a tendered load

From Transportation Management (G49), choose Daily Processing. From Daily Processing (G491), choose Shipments and Loads. From Shipments and Loads (G4911), choose Load Tender History.

On Work with Load Tender History

1. Click Find.
2. Choose the load that you want to reject.
3. From the Row menu, choose Reject.
4. On Enter Load Tender [Load Tender History], review the information and click OK.

Processing Options for Load Tender History

Load Status

1. Enter the load status when a load has been tendered. _____
2. Enter the load status when a load tender has been rejected. _____
3. Enter the load status when a load tender has been accepted. _____
4. Enter the default for From Load Status. _____
5. Enter the default for Thru Load Status. _____

Processing

1. Enter a '1' to automatically re-route the load when a load is rejected. _____
2. Enter a '1' to call the Load Tender Report (R49120) from the Enter Load Tender [Load Tender History] window. _____
3. Enter the version of Load Tender Report (R49120). If left blank, the default value is ZJDE0002. _____

Approving Loads

You approve loads to be sent out to your customers. Additionally, you can approve loads for inbound transactions, that is shipments for purchase orders. You approve a load, and the system advances the shipments and order lines to the next status. If you specify an intermediate destination for a load, then the system creates an additional routing step for each shipment on the load. You can also unapprove loads to allow for modifications. For example, You can add or remove shipments from a load.

Alternatively, you can change the status of an approved load to an unapproved status. The system updates the order detail lines, as well as the load status to a pending status. You can advance a load from an unapproved status. The system advances the status of the order detail lines and load status to approved. If you generate a warehouse request during the initial approval, the system does not regenerate a warehouse request.

Before You Begin

❑ Verify that approved, unapproved and pending shipment statuses are defined in user defined code table Shipment Status (41/SS) and then set up in the Transportation Constants

See Also

- *Approving Shipments*

▶ To approve loads

From Transportation Management (G49), choose Daily Processing. From Daily Processing (G491), choose Shipments and Loads. From Shipments and Loads (G4911), choose Load Building.

On Work with Loads

1. Click Find.
2. Choose the load that you want to approve.
3. Click Select.

   Loads must have valid routing options before they can be approved. If the load is compartmentalized, all of the compartments on the load must be assigned before the load can be approved.

4. On Load Detail-Shipments, choose Approve from the Form menu.

Unapproving Loads

Once a load is approved, you must unapprove it in order to remove shipments from the load. If you unapprove a load, the system unapproves all related shipments.

▶ To unapprove loads

From Transportation Management (G49), choose Daily Processing. From Daily Processing (G491), choose Shipments and Loads. From Shipments and Loads (G4911), choose Load Building.

On Work with Loads

1. Click Find.
2. Choose the approved load that you want to unapprove.
3. Click Select.
4. On Load Detail-Shipments, choose Un-Approve from the Form menu.

   The system updates the load status to Pending.

5. Click Cancel.

Spot-Quoting a Load

A spot quote is a one-time quote from a carrier. Use a spot quote to eliminate the need to set up permanent rate information. It can be used during load tender. This program allows you to:

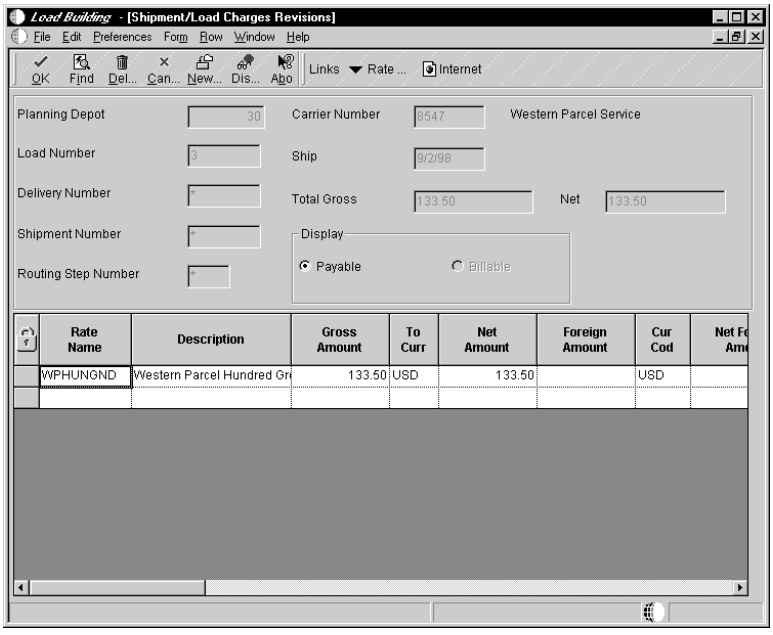
- Spot quote a load
- Delete a spot quote

▶ To spot quote a load

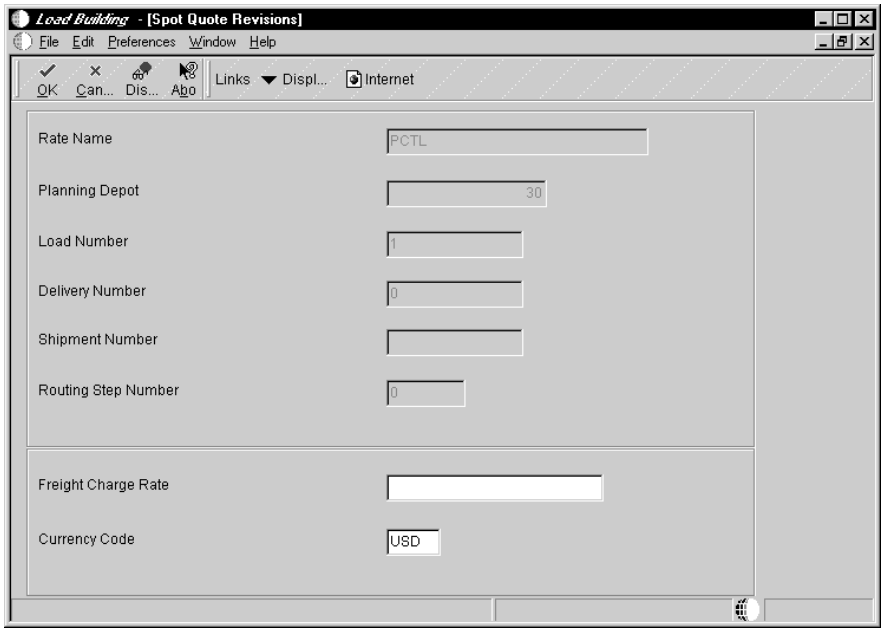
From Transportation Management (G49), choose Daily Processing. From Daily Processing (G491), choose Shipments and Loads. From Shipments and Loads (G4911), choose Load Building.

On Work with Loads

1. Click Find.
2. Choose the load for which you want to create a spot-quote.
3. On Load Detail - Shipment, choose Shipment Charges from the Row menu.



4. On Shipment/Load Charges Revisions, choose a row and choose Spot Quote from Row menu.



5. On Spot Quote Revisions, complete the following fields:
   - Freight Charge Rate
   - Currency Code
6. Click OK.

Field	Explanation
Freight Charge Rate	The unit or flat amount of a freight charge.
Currency Code	A code that indicates the currency of a customer's or a supplier's transactions.

▶ To delete a spot quote for a load

From Transportation Management (G49), choose Daily Processing. From Daily Processing (G491), choose Shipments and Loads. From Shipments and Loads (G4911), choose Load Building.

On Work with Loads

1. Click Find.
2. Choose the load for which you want to delete a spot quote.

3. On Load Detail - Shipments, choose Load Charges from the Form menu.
4. On Shipment/Load Charges Revisions, choose a row, and then choose Delete Spot Quote from Row menu.
5. On Delete Confirmation, click OK to delete a spot quote.

Processing Options for Work with Loads

```
Defaults

      1. Planning Depot                                  _____________
      2. Shipment Date                                   _____________
      3. Mode of Transport                               _____________
      4. From Load Status                                _____________
      5. To Load Status                                  _____________
      6. Shift Code                                      _____________
      7. Disposition Code for Load                       _____________
      Create
      8. Load Type                                       _____________
      9. Distance Unit of Measure for                    _____________
      Stop Sequence Form

Shipment Apprv

      1.  Enter a '1' to bypass the                      _____________
      update of Order Next Status when a
      shipment containing a sales order
      is approved.
      2.  Enter the override Order Next                  _____________
      Status to be used when a shipment
      containing sales orders is
      approved.  If blank, the Next
      Status will be determined using
      the Order Activity Rules
      3.  For shipments containing                       _____________
      outbound sales orders, enter the
      warehouse request processing mode.
      '  ' = No pick request.   '1' =
      Generate requests only.  '2' =
      Generate requests and process
      using the subsystem.
      4.  If processing pick requests                    _____________
      using the subsystem, enter the
      version of the Process Pick
      Request program (R46171).
      5.  Enter the override Approved                    _____________
      Shipment Status to  be used when a
      shipment is approved.  If left
      blank, the Approval Status from
      the Transportation Constants will
      be used.
      6. Enter the shipment status to be                 _____________
      used when a load is unapproved.
      7.  Enter the override Order Next                  _____________
      Status to be used when a shipment
      containing sales orders is
      unapproved.

Versions

Enter the PO version for the following
    programs.  If left blank, version
```

ZJDE0001 will be passed.

1. Work with Shipments (P4915) _____
2. Select Shipments (P4915) _____
3. Document Print (R49590) _____
4. Load Confirm (P49640) _____
5. Deliver Confirm (P49650) _____
6. Disposition (P49660) _____
7. Load Tender (P4918) _____
8. Loading Note (R49120) _____

Process

1. Initial Load Status _____
2. Pending Load Status _____
3. Protected Load Status _____
4. Enter the override Next Status for shippable lines created by a split. If left blank, the next status of the original line will be used. _____
5. Enter the Next Status for backordered lines created by a split. _____

Delivery Operations

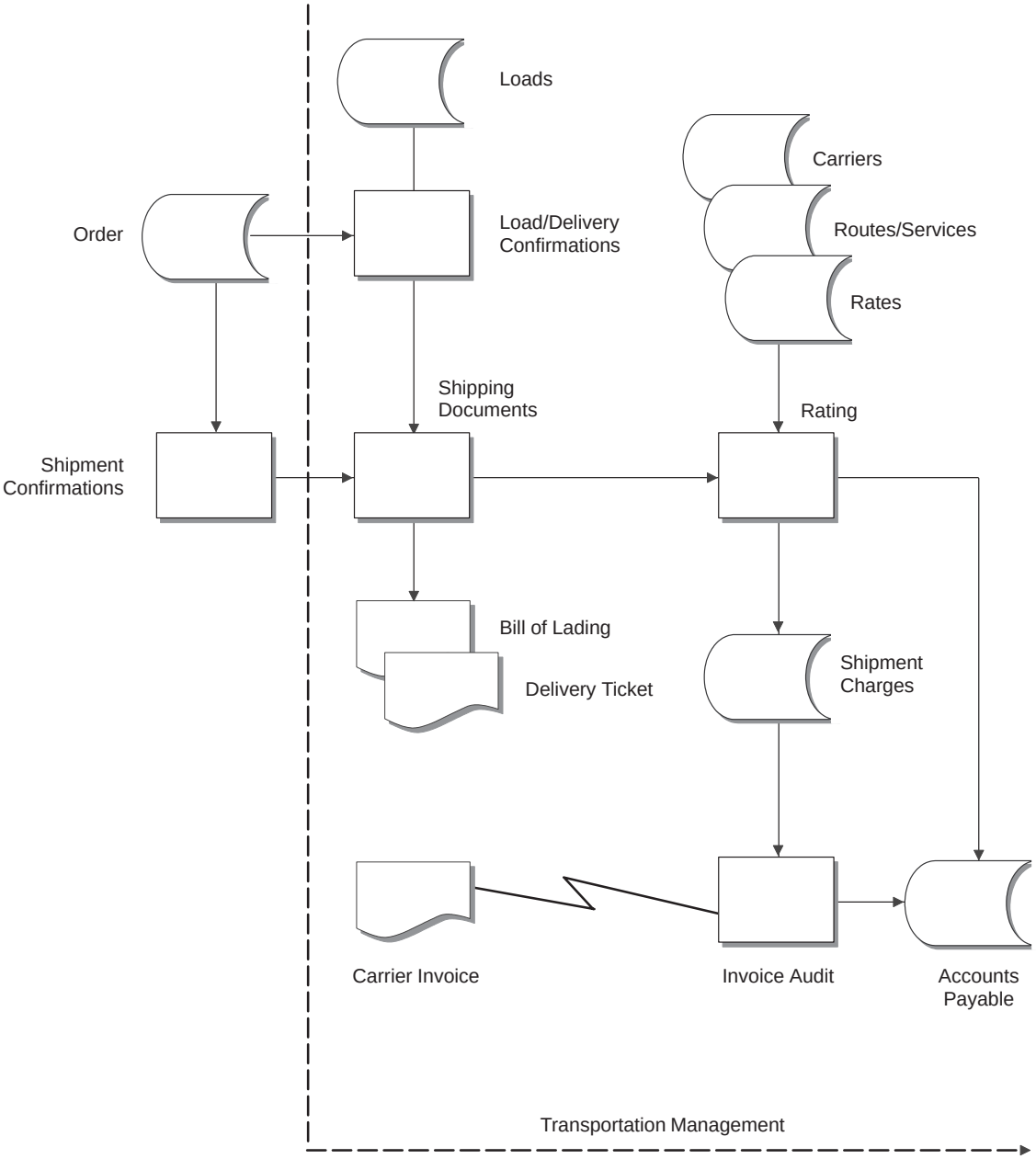
Load and delivery operations ensure accurately loaded shipments and loads, ease the transfer of product ownership, and record the transactions that take place throughout the course of a business day. Performing load and delivery operations includes confirming loads, delivery, and shipments, dispositioning, printing, and delivery functions.

You can track inventory between the time a load is confirmed and delivered, depending on whether you maintain ownership of the product until delivery and must track the inventory in the general ledger. You can also label a load with in-transit inventory to use a separate tracking function. This allows you to designate a delivered quantity differently than a load quantity, which you can then disposition.

The basic confirmation processes in the Transportation Management system are:

- Confirm shipment
- Confirm loads
- Deliver confirm
- Unscheduled deliveries
- Disposition loads
- Printing delivery documents

The following graphic illustrates the specific points in the order process that the sytem confirms loads, prints shipping documents and calculates shipment charges.



Confirm shipments is the process of confirming all of the order lines on a shipment. When you confirm the shipment, you are verifying that everything planned for a shipment is shipped or it allows you to identify any items that were not shipped.

Confirm loads is similar to confirming shipments. However, instead of verifying order lines on a single shipment, you verify each of the different shipments assigned to the load, at either the compartment level or the order line level.

Deliver confirm is the process of recording proof of delivery (POD) information for shipments. For loads that track in-transit inventory, use delivery confirmation to record the quantity of product that is actually delivered.

Unscheduled deliveries is a feature that allows you to record the delivery of products to customers who do not have sales orders that initiate the shipping process. For example, an unscheduled delivery might be an instance where product that could not be delivered to a scheduled customer is delivered to a different (unscheduled) customer instead of being returned to the depot or origin. When the vehicle returns, the sales orders are then placed into the system.

You record the disposition of a load to indicate what happened to the remaining product left on a vehicle after all deliveries have been made. You typically record disposition for loads for which you track in-transit inventory. You record the disposition of products in three ways:

- Product returned to inventory
- Product left on board to be used in the next load
- Product gain or loss, such as damaged goods or miscounted (additional) inventory

You can print delivery documents to accompany the shipment. Delivery documents record the transfer of ownership of the products to the customer and provide transportation information for various agencies that require documentation. After a shipment or load is approved, you can select and modify the list of documents to be printed. These documents can be preprinted before the shipment or load leaves, or you can specify that the system automatically print documents during confirmation. You do so by setting up processing options.

Confirming Deliveries

To keep track of your product, you must perform certain load and delivery operations. These operations vary depending on your needs, but they allow you to record the status of the shipment and delivery of your products.

When you confirm a shipment, the system indicates that the product leaves your inventory to be placed with a shipment for delivery. You can enter shipment tracking numbers to track your shipment with a carrier or to request delivery information.

You can print delivery documents for both shipments and loads. The system provides standard delivery documents, including bills of lading, manifests, invoices, and shipping labels.

Confirming a load is similar to confirming a shipment in that each operation you verify what is actually on the shipment or load. When you confirm the delivery, you verify that your load reached the final destination. Confirming loads varies depending on whether your loads are compartmentalized, or whether you are tracking in-transit inventory. You can record unscheduled deliveries if your load tracks in-transit inventory.

You can record the disposition of goods after the deliveries are made and the vehicle returns with product left on board. You can record disposition for bulk or packaged products.

Confirming deliveries consists of the following tasks:

- ❑ Confirming shipments
- ❑ Entering tracking numbers
- ❑ Printing delivery documents
- ❑ Recording proof of delivery
- ❑ Confirming loads
- ❑ Confirming delivery
- ❑ Creating unscheduled deliveries
- ❑ Recording disposition

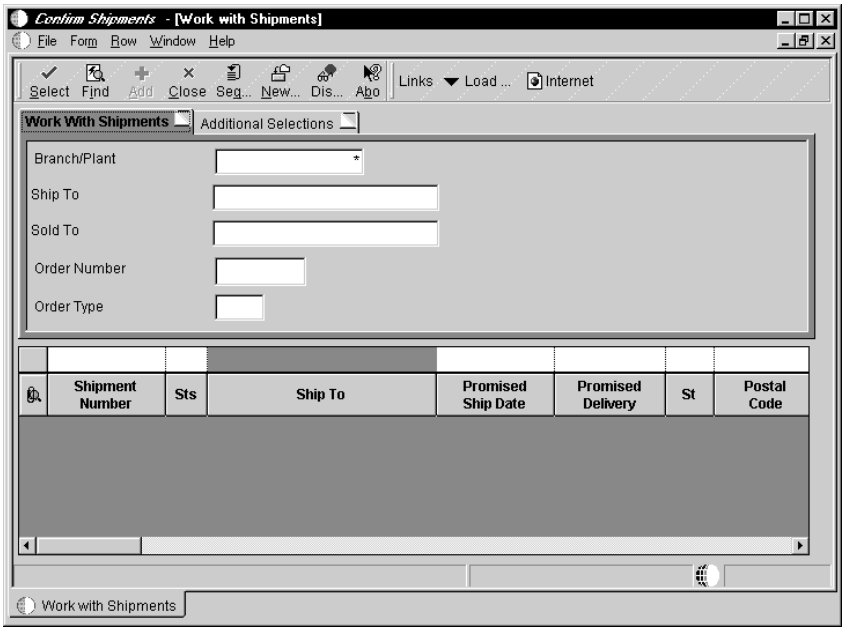
Confirming Shipments

When you confirm shipments, the system records the actual quantities of the products being shipped. You do not need to confirm shipments that are part of a load. When you confirm a shipment, the system updates the status of the shipment to the next status and confirms that you are shipping individual sales orders assigned to that shipment.

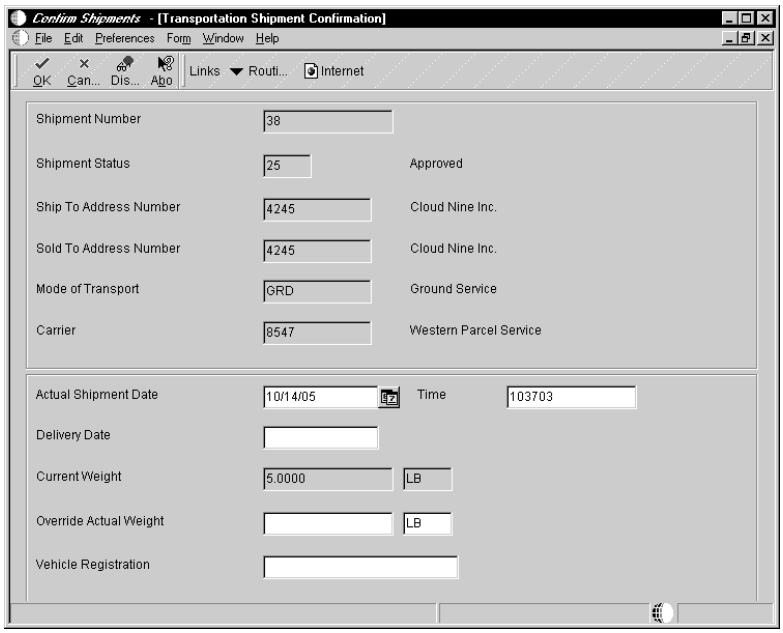
▶ To confirm shipments

From Transportation Management (G49), choose Daily Processing. From Daily Processing (G491), choose Shipment and Loads. From Shipments and Loads (G4911), choose Confirm Shipments.

On Work with Shipments

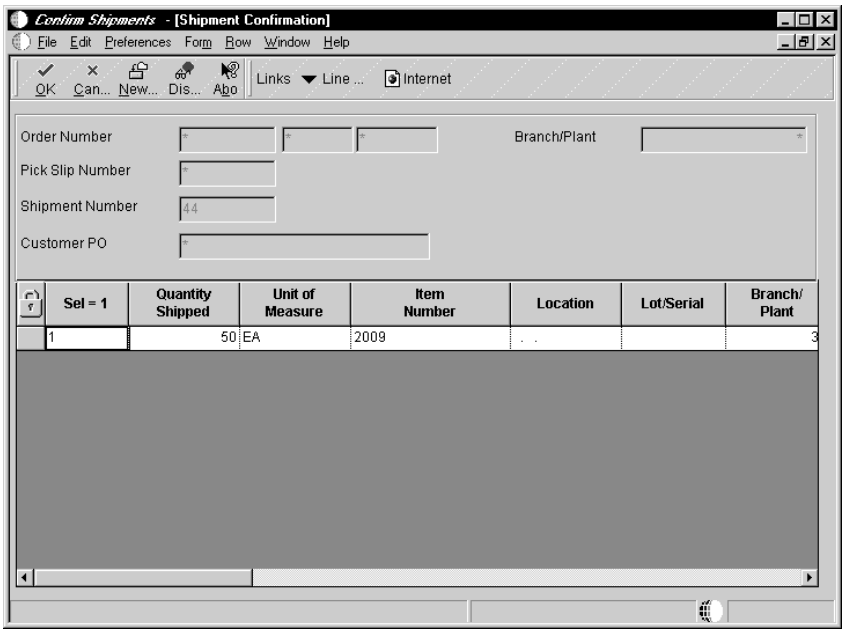


1. Click Find.
2. Choose the shipments that you want to confirm.
3. From the Row menu, choose Confirm, and then choose Confirm Shipment.



4. On Transportation Shipment Confirmation, complete any of the following fields and click OK.

    - Actual Shipment Date
    - Time
    - Delivery Date
    - Override Actual Weight
    - Weight Unit of Measure
    - Vehicle Registration



5. You must have a 1 in the Select field for the shipment to be confirmed.
6. On Shipment Confirmation, review and revise the information in the detail area and click OK.

See Also

- *Work with Shipments* for the processing options for confirming shipments
- *Confirming Shipments* in the *Sales Order Management Guide*

Entering Tracking Numbers

You enter tracking or reference numbers to facilitate the tracking of shipments and loads. You can use the tracking number to check with the carrier on the status of, and any routing information for a shipment or load. Tracking numbers can originate from a variety of sources.

Before You Begin

❑ Set up carrier information. See *Setting Up Carriers*.

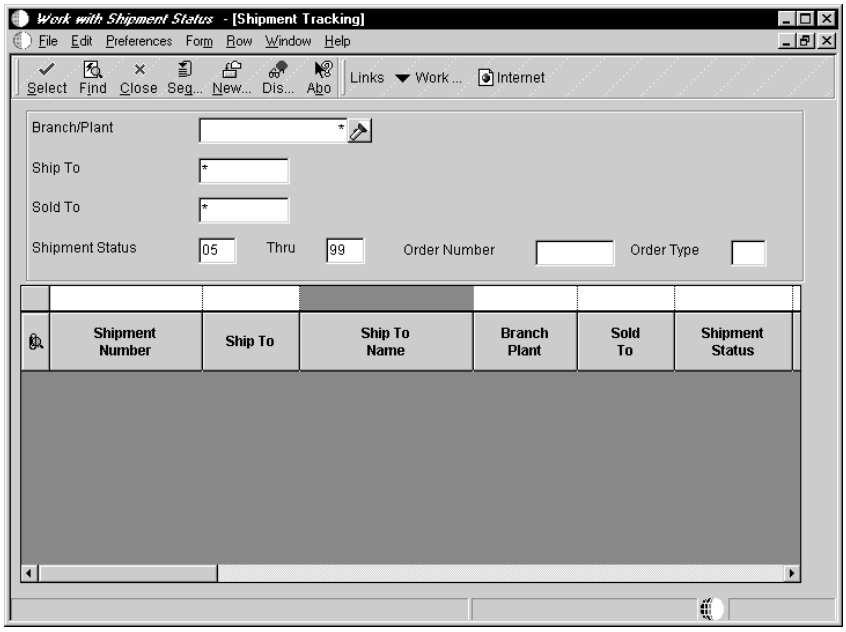
❑ Set up vehicle information. See *Setting Up Vehicle Information*.

To enter tracking numbers

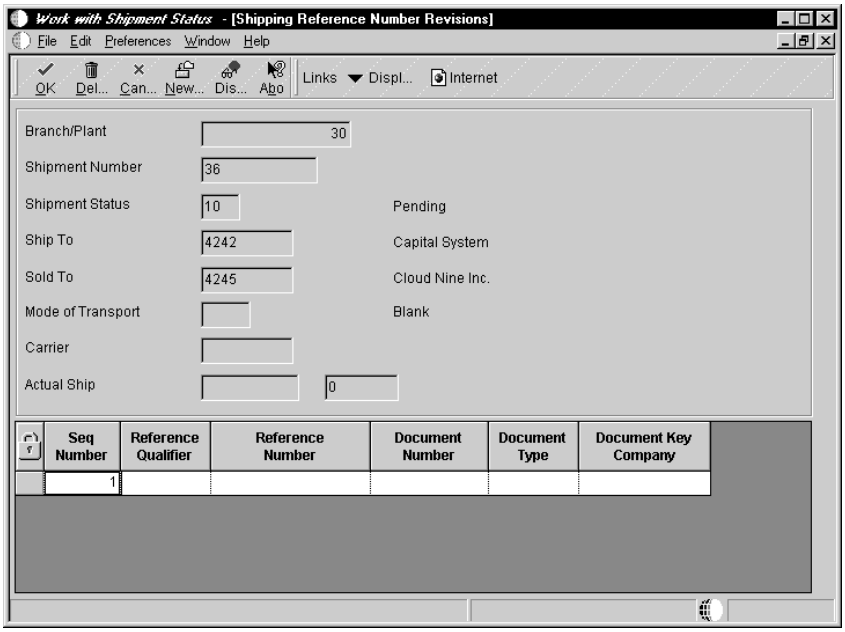
From Transportation Management (G49), choose Daily Processing. From Daily Processing (G491), choose Shipment and Loads. From Shipments and Loads (G4911), choose Work with Shipment Status.

Alternatively, you can access Shipment Tracking from the Row menu on the Shipment Confirmation form.

On Shipment Tracking



1. Click Find.
2. Choose the shipment for which you want to enter a tracking number.
3. Choose Reference No. Revs from the Row menu.



4. On Shipping Reference Number Revisions, complete the following fields:

   - Reference Qualifier
   - Reference Number

   The system retreives the value for a Seq Number. Also the Document Number, Document Type and Document Key Company contain the system generated document number when the reference number is generated by the printing of delivery documents.

5. Click OK.

Field	Explanation
Reference Qualifier	A code qualifying the Reference Number. Must conform to one of the accepted values for EDI X12 data element 128.
Reference Number	A Reference number or identification number as defined for a particular EDI transaction set or as specified by the Reference Number Qualifier.

Printing Delivery Documents

Delivery documents typically provide the delivery instructions for a shipment or load and specify the products and quantities to be delivered. Delivery documents record the transfer of ownership of the products to the customer and provide transportation information for various agencies that require it.

You can print delivery documents before, during, or after confirming loads or shipments. You can print documents for a particular shipment, load, document type, sold to address, ship to address, or carrier.

You can print documents using prenumbered forms. If you have the print control function activated, check that all of your documents printed correctly before clicking Yes to the Document Print Confirmation form. If any documents do not print correctly, you must void the old batch numbers on the Document Restart form.

If you are printing on a server environment, make sure your documents print correctly before clicking Yes on the Confirmation form.

If you are not using prenumbered forms, or if the print control function is not activated, then the documents are submitted to the server immediately.

You can print delivery documents either by shipment or by load. You can print for a single shipment or load or for a group of shipments or loads.

The system provides the following two inquiry programs that you can use regarding your printing:

- Document Batch Inquiry (Used for document batches that are not yet complete)
- Document Register Inquiry

Printing delivery documents consists of the following tasks:

- ❑ Printing delivery documents by shipment
- ❑ Printing delivery documents by load

Before You Begin

- ❑ Set up documents. See *Setting Up Documents*.
- ❑ Set up document preferences. See *Document Set Preferences*.

Printing Delivery Documents by Shipment

When you print delivery documents by shipment, you can choose to print your documents individually or in multiples depending on your printing needs:

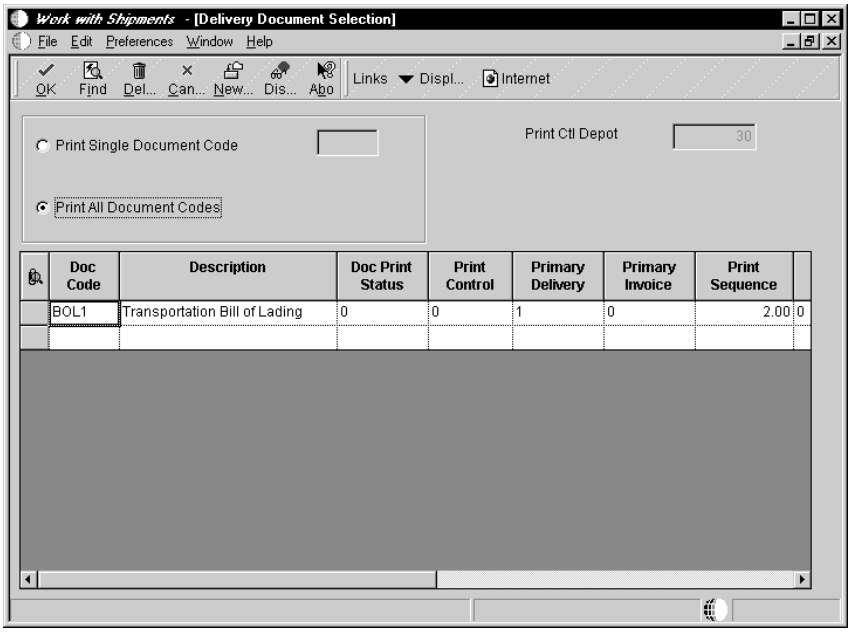
- Print delivery document for a single shipment
- Print delivery documents for multiple shipments

To print delivery documents for a single shipment

From Transportation Management (G49), choose Daily Processing. From Daily Processing (G491), choose Shipment and Loads. From Shipments and Loads (G4911), choose Work with Shipments.

On Work with Shipments

1. Click Find.
2. Choose the shipment for which you want to print delivery documents.
3. Choose Delivery Documents from the Row menu.



4. On Delivery Document Selection, review the documents that you have set up to print for that shipment and click OK.
5. To retrieve the Document List form, enter 1 in the following field:
   - Print Control
6. On Document List, review the information and click Print.

To print delivery documents for multiple shipments

From Transportation Management (G49), choose Daily Processing. From Daily Processing (G491), choose Shipping Documents. From Shipping Documents (G4912), choose Shipping Document Print - Shipments.

Review the data selection and then submit the batch.

See Also

- *Work with Shipments* for the processing options for printing delivery documents

Processing Options for Preprint Delivery Documents (Shipments)

```
Print Control

      Document Code                                    _____________
      Print Control Depot                              _____________
      Enter the version of Delivery                    _____________
      Document Print to use. (P49590)
```

Printing Delivery Documents by Load

When you print delivery documents by load, you can choose to print your documents individually or in multiples, depending on your printing needs:

- Print delivery documents for a single load
- Print delivery documents for multiple loads

▶ To print delivery documents for a single load

From Transportation Management (G49), choose Daily Processing. From Daily Processing (G491), choose Shipment and Loads. From Shipments and Loads (G4911), choose Load Building.

On Work with Loads

1. Click Find.
2. Select a load for which you want to print delivery documents.
3. Choose Delivery Documents from the Row menu.
4. On Delivery Document Selection, review the documents that you have set up to print for that load and click OK.
5. To retrieve the Document List form, enter 1 in the following field:
   - Print Control
6. On Document List, review the information and click Print.

▶ To print delivery documents for multiple loads

From Transportation Management (G49), choose Daily Processing. From Daily Processing (G491), choose Shipping Documents. From Shipping Documents (G4912), choose Shipping Document Print - Loads.

Review the data selection and then submit the batch.

See Also

- *Work with Loads* for the processing options for printing delivery documents

Processing Options for Preprint Delivery Documents (Load)

```
Print Control

      Document Code                                  _____________
      Print Control Depot                            _____________
      Enter the version of Delivery                  _____________
      Document Print to use (P49590).
```

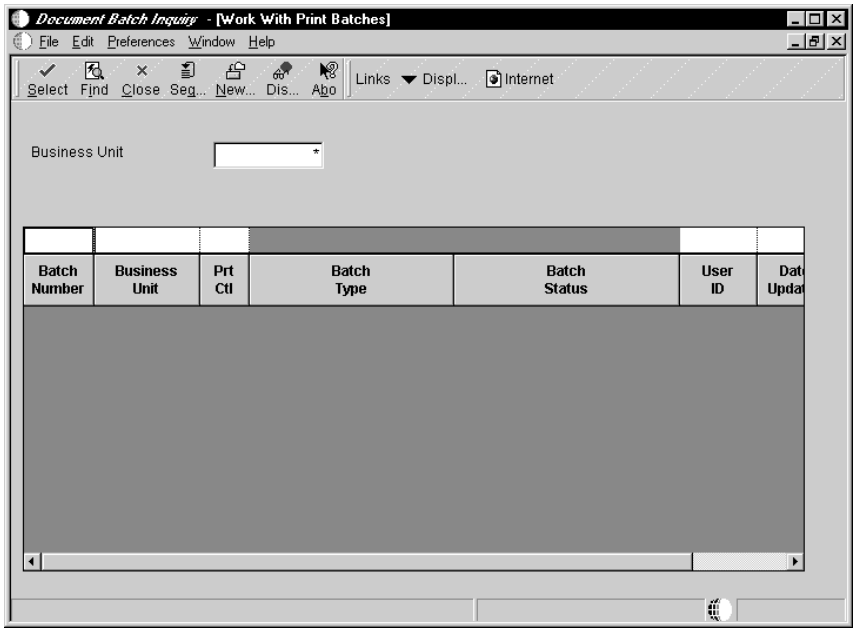
Document Batch Inquiry

Document batch inquiry allows you to return to the document list to print batches. You can leave a print batch pending to recover later from the document list form and restart printing the batch. The document batch inquiry may allow you to restart printing if the batch failed to print. If your print batch successfully printed, the system deletes the batch.

▶ To inquire on document batch

From Transportation Management (G49), choose Daily Processing. From Daily Processing (G491), choose Shipping Documents. From Shipping Documents (G4912), choose Document Batch Inquiry.

On Work with Print Batches



1. Click Find.
2. Choose a batch and click Print.

Processing Options for Document Print

Versions

Enter the version of Freight to be executed. If a version is not entered, the freight process will not be called. (Optional)

Print Control

Enter the printer reference number that will determine the location that documents will be printed.

Enter the address book number to receive document messages, if they are to be sent to someone other then the user that submiitted the shipping document print job.

Document Register Inquiry

Use Document Register Inquiry form to view a list of all of the documents that you print. It includes the following information for each document:

- Document number
- Customer

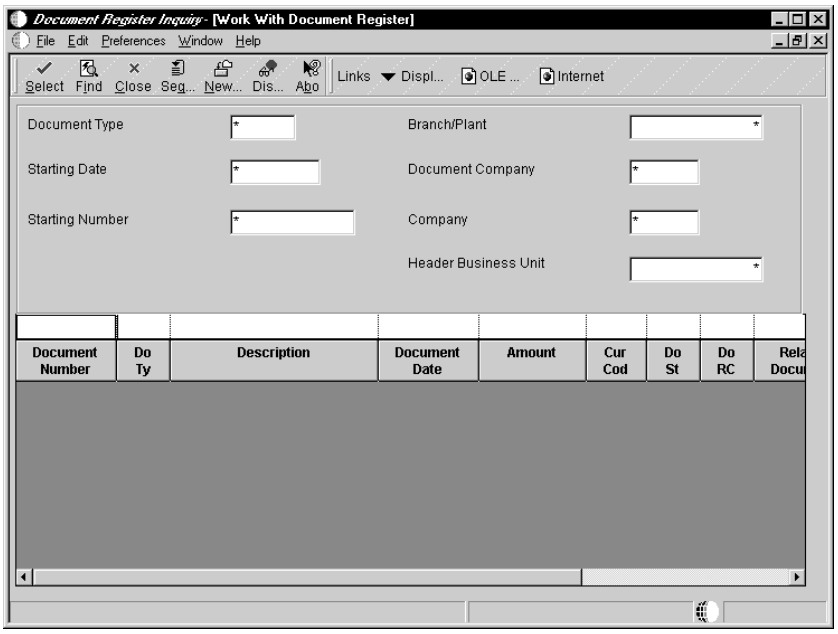
- Document date
- Amount

Document Register Inquiry is a view only form. Use the information on this form to review the documents you print and the information that is included on the documents you print.

▶ To inquire on the Document Register

From Transportation Management (G49), choose Daily Processing. From Daily Processing (G491), choose Shipping Documents. From Shipping Documents (G4912), choose Document Register Inquiry.

On Work With Document Register



1. Click Find.
2. Review the information and click Close.

Recording Proof of Delivery

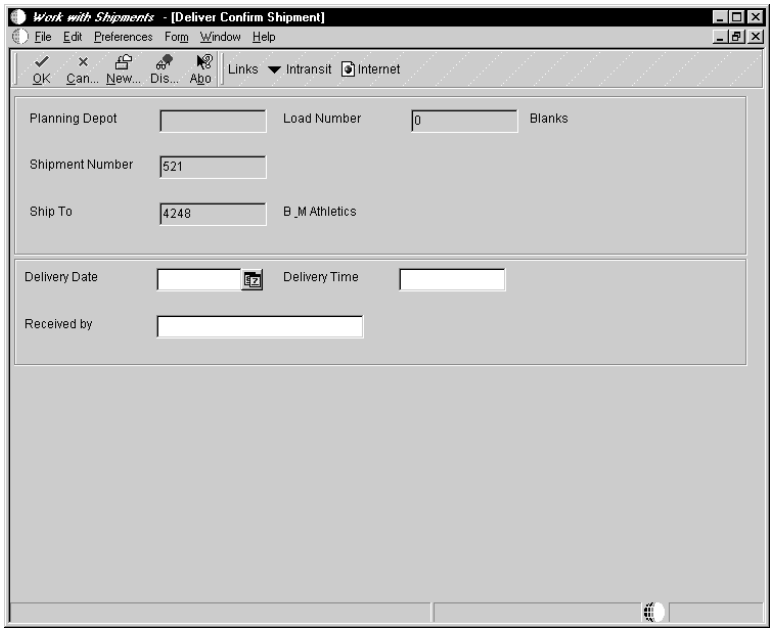
You use deliver confirm to record proof of delivery information. This information consists of actual delivery date and time, and the person who received the delivery. The system stores proof of delivery information in the shipment and writes a shipment status record.

To record proof of delivery

From Transportation Management (G49), choose Daily Processing. From Daily Processing (G491), choose Shipments and Loads. From Shipments and Loads (G4911), choose Work with Shipments.

On Work with Shipments

1. Click Find.
2. Choose the shipment for which you want to record proof of delivery.
3. From the Row menu, choose Confirm, then choose Confirm Delivery.



4. On Deliver Confirm Shipment, complete the following fields:
   - Delivery Date
   - Delivery Time
   - Received by
5. Click OK.

   If you do not set up processing options and statuses to allow the delivery confirm step, the status of your shipments do not allow for delivery confirmation.

See Also

- *Work with Shipments* processing options for recording proof of delivery

Confirming Loads

Loads are made up of one or more shipments. You confirm loads to record the actual quantities of products shipped. The method that you use to confirm loads depends on whether your loads are compartmentalized and whether you are tracking in-transit inventory.

If your load is not compartmentalized, you confirm the load at the shipment and order line level. If your load is compartmentalized, you confirm the load at the product and compartment level.

If your load is defined to track in-transit inventory, the inventory moves from the branch/plant's inventory balance to a load in-transit balance and the system creates a general ledger entry to move the value of the products for inventory to the in-transit inventory account. The system tracks the movement of product into and out of in-transit inventory through the Outbound In-Transit Ledger table (F49631). The system stores the balance of the in-transit inventory in the Outbound In-Transit Inventory table (F4963).

You can confirm compartmentalized loads with in-transit inventory "as-scheduled" or confirmed using the actual quantity loaded. When you confirm a load "as-scheduled", the system relieves inventory based on the quantity scheduled on the load. Load confirmation of actuals relieves inventory based on the actual quantity loaded. Use the option, confirmed as-scheduled, primarily for bulk products. When you use the option, confirming using actual quantities, you can also specify whether sales orders are adjusted at load time if the quantity loaded does not match the quantity scheduled. Unless an invoice is printed and accompanies the product, you normally do not adjust the sales order quantities until deliver confirm.

If your load does not track in-transit inventory, inventory may or may not be relieved at load confirm based on how sales order ship confirm is set up. For compartmentalized loads which track in-transit inventory, the system tracks the product which is left on board. This product is considered a pre-load quantity to reflect that some product is already on board the vehicle.

The system retreives the actual ship date and time to the load date and time when you confirm a load. You can update the actual delivery date and time if needed.

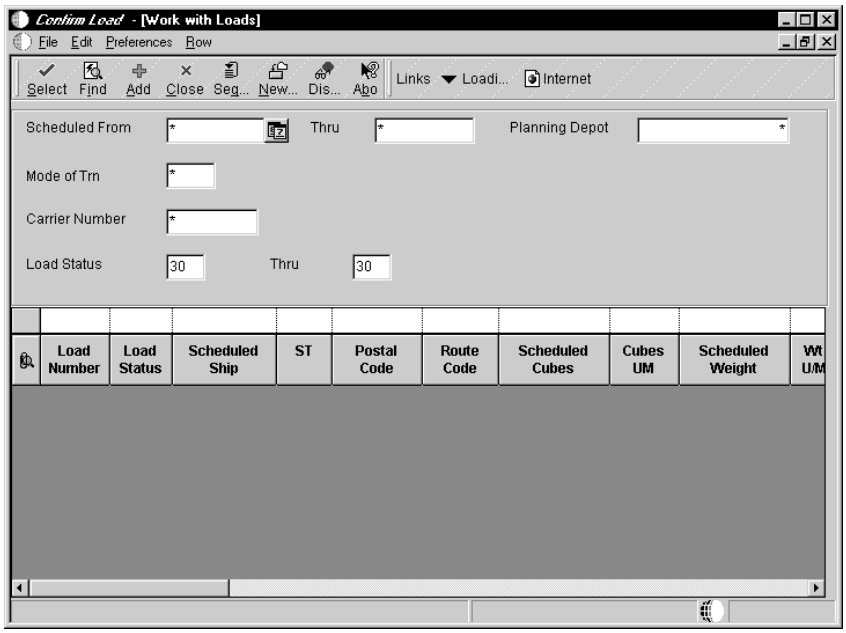
See Also

- *Setting Up Load Types* for information about how to track in-transit inventory, set up loads as scheduled, or to adjust sales order actuals at confirmation

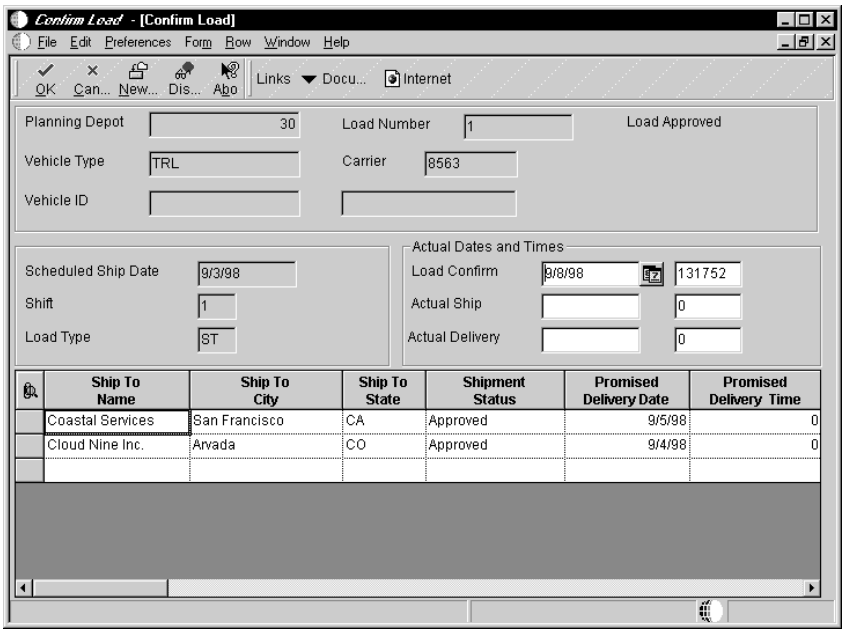
To confirm loads

From Transportation Management (G49), choose Daily Processing. From Daily Processing (G491), choose Shipments and Loads. From Shipments and Loads (G4911), choose Confirm Load.

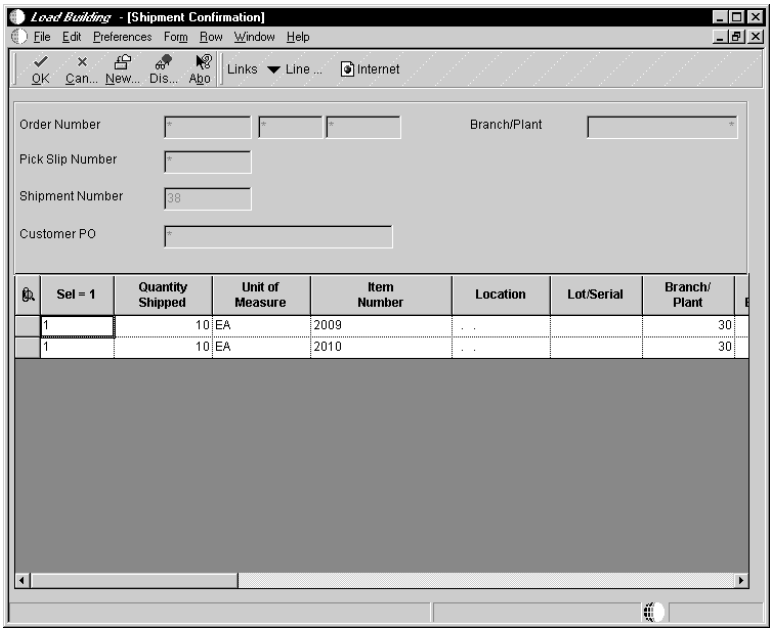
On Work with Loads



1. Click Find.
2. Choose the load that you want to confirm and choose Confirm Load from the Row menu.



3. On Confirm Load, complete the following fields:
   - Load Confirm
   - Actual Ship
   - Actual Delivery
4. Review the information in the detail area and click OK.
5. For non-compartmentalized loads that you want to confirm individual shipments, choose Confirm Shipment from the Row menu.



6. On Shipment Confirmation, revise the quantities, if necessary and click OK.

   After you confirm all shipments, the system moves the status of the load.

See Also

- *Work with Loads* processing options for confirming load

Confirming Delivery

You confirm delivery of products for each shipment on the load to verify the actual quantities delivered against the quantities that were loaded. You complete this task only if your load tracks in-transit inventory.

You can confirm the delivery of shipments on a load with in-transit inventory using:

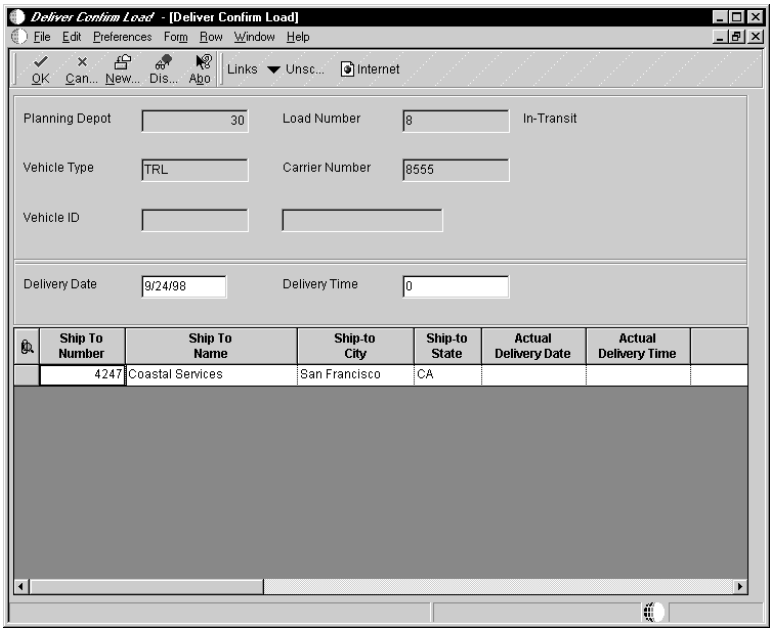
- Confirm individual order line quantities if the quantity delivered for one or more order lines on the shipment is not equal to the quantity scheduled
- Confirm as scheduled to indicate that the quantity delivered for all lines on the shipment matches what was scheduled
- Cancel if you are unable to deliver any of the order lines on the shipment and want to cancel the order lines
- Leave shippable if you are unable to deliver any of the order lines on the shipment and want the order lines to be available for another load

▶ To confirm delivery

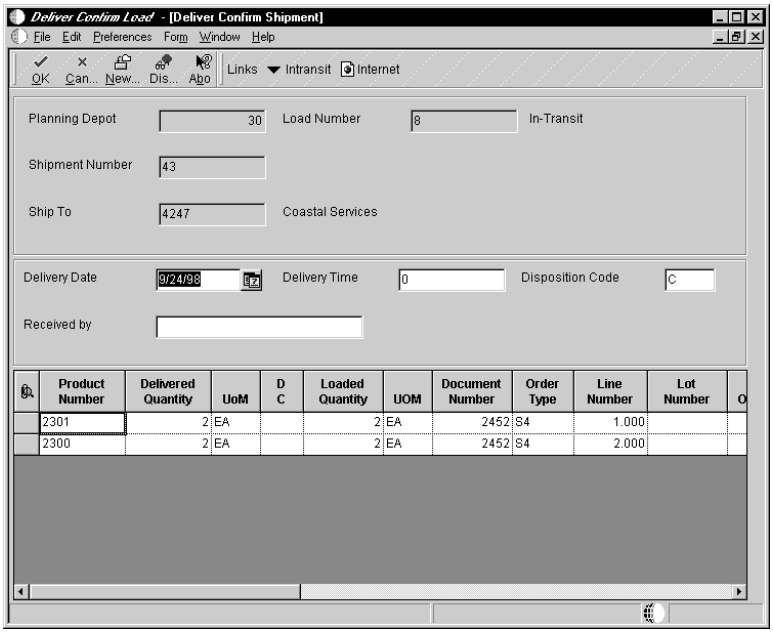
From Transportation Management (G49), choose Daily Processing. From Daily Processing (G491), choose Shipments and Loads. From Shipments and Loads (G4911), choose Deliver Confirm Load.

On Work with Loads

1. Click Find.
2. Choose the row for which you want to confirm delivery and choose Confirm Delivery from the Row menu.



3. On Deliver Confirm Load, choose a shipment and choose an option from the Row menu that corresponds to the method that you want to apply to the shipment.



4. On Deliver Confirm Shipment, complete any of the following fields:
   - Delivery Date
   - Delivery Time

- Disposition Code
- Received by

5. Review and revise the delivered quantities the detail area.
6. Click OK.

Creating Unscheduled Deliveries

Use unscheduled deliveries to record delivery of products to customers who do not have sales orders that initiate the shipping process. Unscheduled deliveries can only be used on loads that are tracked as in-transit inventory. They can be used for “milk run” deliveries for cases when not all product could be delivered to scheduled customers and the product is an unscheduled delivery to a customer.

You access the Unscheduled Deliveries form from either the Deliver Confirm or Disposition Load forms. Set up a “milk run” load by creating an order to load a vehicle and move the product into in-transit inventory. When you build a load the system adds the proper shipments for this order. The system cancels the shipments during delivery confirmation because the shipment is not actually delivered. Then, you can enter information about the shipment that was actually delivered.

The system records unscheduled deliveries against an existing order or they can be recorded at the creation of a new order. The information necessary to record an unscheduled delivery includes the customer’s ship-to address book number, the item delivered, and the quantity delivered. You can search for an existing order. If you generate a new order, you can either enter the order number or let the system assign one.

▶ To create unscheduled deliveries

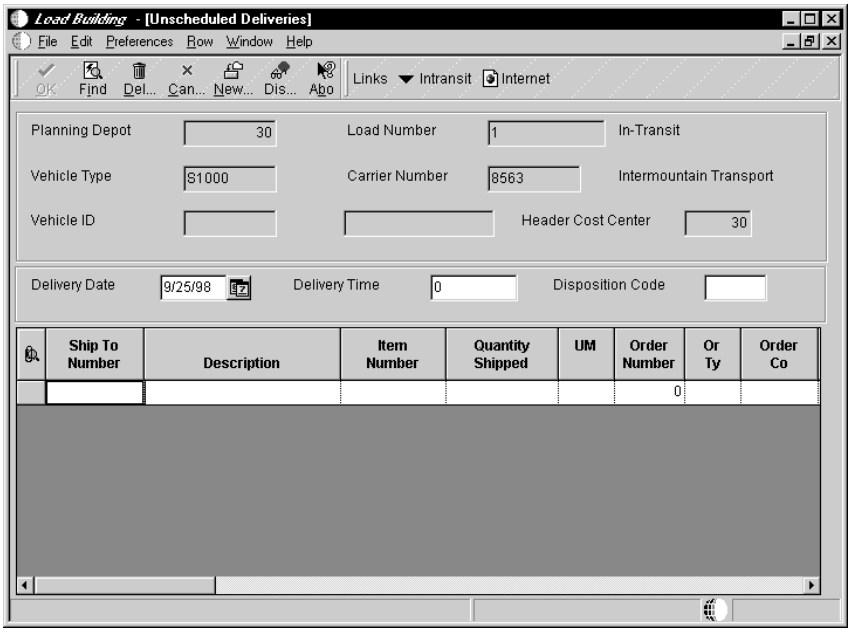
From Transportation Management (G49), choose Daily Processing. From Daily Processing (G491), choose Shipments and Loads. From Shipments and Loads (G4911), choose Disposition Load.

On Work with Loads

1. Click Find.
2. Choose a load for which you want to create an unscheduled delivery and choose Confirm Delivery from the Row menu.

   To create an unscheduled load, the load must be set up as a confirmed in-transit load.

3. On Deliver Confirm Load, choose Unscheduled Deliveries from the Form menu.



4. On Unscheduled Deliveries, complete the following fields in the detail area:
   - Ship To Number
   - Item Number
   - Quantity Shipped
   - Unit of Measure as Input
   - Order Number
   - Or Ty
5. Click OK.

Recording Disposition

When you deliver products on loads for which you track in-transit inventory, you might have product left on board the vehicle after the deliveries are made. This can occur for a bulk product, for example, if the customer's tank is full and they cannot accept all of the product. Or, for a packaged product, the customer might not be able to physically accommodate the stock. You need to record what happens to the remaining product.

When recording product disposition, you can:

- Designate that the remaining product be returned to a tank at the depot or to a certain location in your inventory.
- Designate that the remaining product be left on board the vehicle and used on the next load.

- Record a gain or loss of the product during the delivery, such as due to spillage or evaporation. This is only an option for bulk products. Packaged products cannot directly record a gain or loss in the system. For packaged products that are lost or damaged, return the product to inventory and then use normal inventory functions to scrap or write off the product.

To record a disposition for a load, the following conditions must apply:

- The load must be tracked as in-transit inventory
- The status of the load must be advanced to delivered or greater
- To leave product on board for the next load, the load must be a compartmentalized load type
- You must activate the, Left-On-Board Disposition Allowed field for the load type in the Load Constants

After the disposition of a load is determined, the system updates three different tables depending on the disposition as follows:

- If the remaining product is returned to inventory, the system updates the Item Ledger table (F4111).
- If product is left on board, the information is written to the Load In-Transit Left on Board table (F49632).
- Lastly, if a gain or loss is recorded for a load, the system updates the Gain/Loss Transactions table (F41512).

See Also

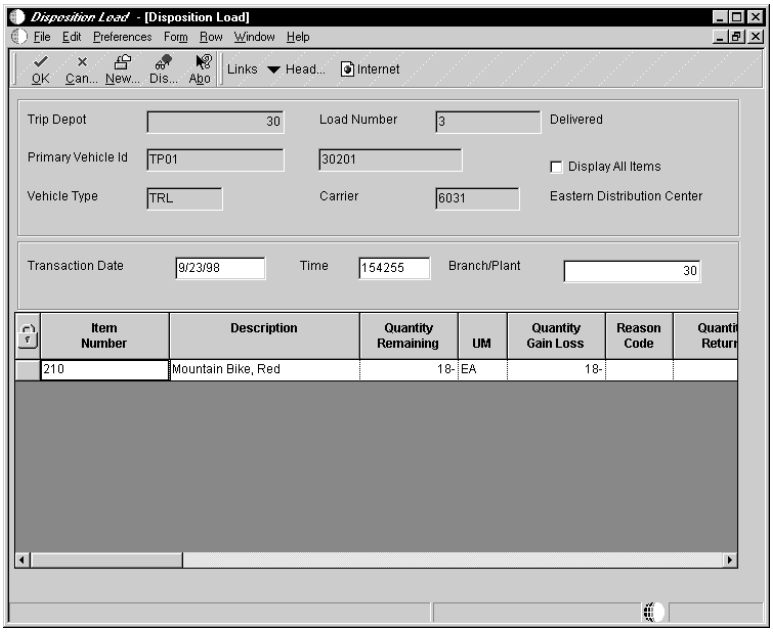
- *Setting Up Load Types* for more information about setting up load types to allow product left on board.

▶ To record disposition

From Transportation Management (G49), choose Daily Processing. From Daily Processing (G491), choose Shipments and Loads. From Shipments and Loads (G4911), choose Disposition Load.

On Work with Loads

1. Click Find.
2. Choose a load for which you want to record disposition and choose Disposition from the Row menu.



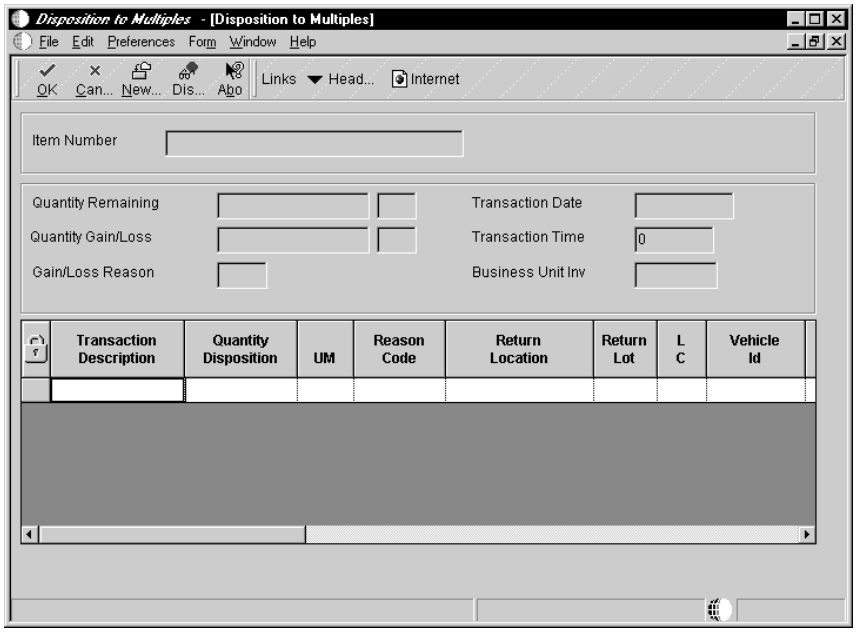
3. On Disposition Load, complete the fields in the detail area.

   Remaining product can be recorded as a gain/loss, which is the default, you can return it to a location, or you can leave it on board.

   To return product to inventory, you can enter a location or let the system assign a location, based on the primary location.

   To indicate that product is left on board, you must specify a compartment.

4. Click OK.
5. If you want to record the disposition of products to multiple locations or compartments, choose Multiple Disposition from the Row menu.



6. On Disposition to Multiples, complete the fields in the detail area and click OK.

See Also

- *Work with Loads* for Processing Options for recording disposition

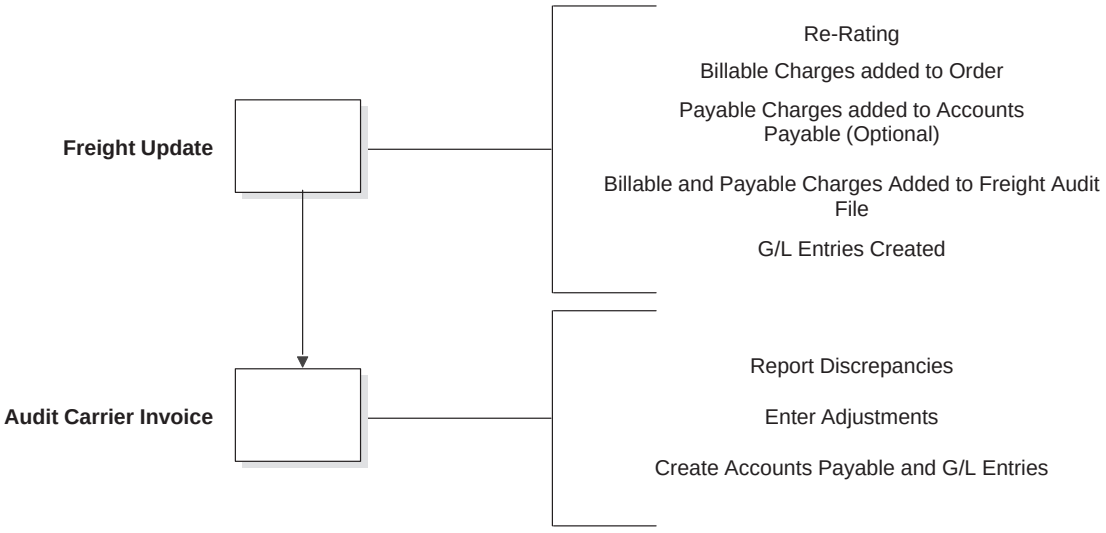
Freight Update

Freight update is the process of writing freight charges to the appropriate general ledger accounts in the Transportation Management system. You can update freight charges for both shipments and loads. You update freight after a shipment or load has been confirmed, delivered, or disposition recorded for a load.

Use freight update to transfer billable charges to one or more orders in the Sales Order Management system and to move the payable freight charged to you by your carriers to the Accounts Payable system or General Ledger as accrued freight. When you update freight charges, the system writes journal entries to the general ledger and writes pay items to the Accounts Payable system for those carriers set up as auto-pay in the carrier master.

The following graphic illustrates the integrated update process between Sales Order Management and Transportation Management.

Transportation 'Back End' Processing



Updating Freight

When you update freight you create records of final payable and billable freight charges for shipments and loads. The system writes payable charges to the general ledger by means of a journal entry and writes to the accounts payable for auto-pay carriers by means of a pay item. The system adds billable charges to one or more orders on the shipment or load depending on the customer freight preference. Freight can be summarized at the charge code level.

You run freight update by either origin depot or by owning branch. Depending on processing options and system setup values, the system creates an invoice for each carrier, or per carrier and invoice date. You can use the G/L date, system date, or a date that you enter to run freight update on.

You can summarize freight costs. To summarize payable freight, you must have the payable freight flag off in the Carrier Master Revisions form. To summarize billable freight, you set up your customer freight preferences. You can summarize freight by charge code onto one line in a sales order. You also can have freight print for every freight charge on a shipment. Also, the general ledger and accounts payable systems can summarize freight within an account number or within a document.

Updating freight consists of the following tasks:

- ❑ Updating freight charges
- ❑ Matching freight invoices
- ❑ Reviewing freight update

Updating Freight Charges

From the Transportation Management System (G49), choose Daily Processing. From Daily Processing (G491), choose Updates. From Updates (G49112), choose Freight Update.

You update freight charges using the actual ship date, system dates, weekly dates, or the carrier for your data selection. You cannot change the data sequence, and any new data sequences you manually create, the system ignores. This is because there is a specific order in which freight update must run.

Shipment-related information is stored in the Shipment Header (F4215) and the Shipment Routing Steps (F4941) tables. All freight charge information is stored in the Shipment Charges table (F4945). When you update freight, the system writes

information to the Freight Audit History table (F4981). For both billable and payable charges, records in the Shipment Charges table (F4945) are deleted and the Shipment Routing Steps table is updated with the information.

For payable charges, the system updates the General Ledger Detail table (F0911) in the general ledger. If the auto-pay flag is on, then the system updates the Account Payable Detail table (F0411) in the Accounts Payable system. On the billable side, the system updates the Sales Order Detail table (F4211) with the freight charges.

When you run Sales Update, the system writes the revenue entries in the Accounts Receivable system and the general ledger from sales detail lines, including nonstock sales order detail lines if these lines are for billable freight.

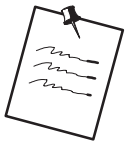
Allocating Freight by Item

When you run the Update Freight program, the system writes journal entries to the General Ledger based on the following AAIs:

Freight cost (4920)	Payable freight charges
Revenue (4230)	Billable freight charges

During freight update, the system creates the journal entries for payable charges, such as accrued liabilities and freight costs, at the charge code level. The system defines charges in Rate Setup based on the G/L class code in the Accounts Payable system and the general ledger. Journal entries that are based on the G/L class code may contain multiple types of charges. For example, in the freight cost AAI, you might have journal entries for multiple types of charges, such as line haul or miscellaneous charges.

In the Carrier Master, if auto-pay flag is activated, the system creates payable G/L entries, as well as A/P entries for the voucher. If the auto-pay flag is not activated, the system creates only G/L entries.



To allocate shipment freight charges to each item that contributes to the total weight and volume of the shipment proportionately, you must have activated the freight allocations for the appropriate charge codes that you assign to rates.

If you have defined your charge codes to allocate freight, the system writes payable freight charges directly to the Freight Cost G/L entries. The system writes multiple freight cost entries to the G/L for each sales detail line on the shipment. For billable freight charges, the system summarizes and writes the charges to the sales order in the shipment as nonstock lines (F line type).

When you run Sales Update, the system writes the revenue entries in the Accounts Receivable system and the general ledger from sales detail lines. For the nonstock sales order detail lines that were added to the sales order for allocated freight, the system updates the original order detail lines with the allocated freight charges.

The system calculates and updates freight revenue allocations to the Shipment Detail Master Table (F49211) and the Sales Order Detail table (F4211) using the Revenue Allocations AAI, 4231.

Example: Allocating Freight by Item

In this sample, you are updating freight charges for the following shipment:

Order Number: 101

Order Type: S4

	Item number	Line Type	G/L Class	Charge	Allocated Freight
1.0		S	IN30	500.00	0.00
2.0		S	IN30	600.00	0.00
3.0		S	IN31	850.00	0.00

After you run Freight Update, the system writes the charges to the sales orders as Freight (F) line types. To determine the freight allocation by item, the system calculates the proportion of each order detail line to the sum total. To calculate the allocation by item, the resulting figure is divided by the total freight charge.

	Item number	Line Type	G/L Class	Charge	Allocated Freight
1.0		S	IN30	500.00	1.55
1.01		F	FT10	6.75	
1.02		F	FT20	7.50	
2.0		S	IN30	600.00	2.20
3.0		S	IN31	850.00	3.00

During Sales Update, the system creates revenue entries in the Accounts Receivable and General Ledger.

See Also

- *Cost Object Tracking in Transportation* in the *Enterprise-Wide Profitability Solution Guide*
- *Updating Sales Information* in the *Sales Order Management Guide*

Processing Options for Freight Update and Report

```
Updates

      1. Enter '1' to run in Final Mode,                    _____________
      blank to run in Proof Mode.
```

2. Enter ’1’ to run Payable Freight only, ’2’ to run Billable Freight only. Default of blank will run both Billable and Payable Freight Update. _____

2. Update Shipment Status to: _____

Defaults 1

1. Invoice Date – Enter ’1’ to use Actual Shipment Date, ’2’ to use System Date _____
OR enter the Invoice Date. _____

2. G/L Date – Enter ’1’ to use Actual Shipment Date, ’2’ to use System Date _____
OR enter the G/L Date. _____

3. A/P Cost Center – Enter ’1’ to use Origin Depot for A/P vouchers. Blank will use Owning Branch/Plant from the Shipment Header table (F4215). This will be the Branch/Plant that is printed on the Payable Update report. _____

4. G/L Cost Center – Enter ’1’ to use Origin Depot for G/L entries. Blank will use Owning Branch/Plant from the Shipment Header table (F4215). _____

Defaults 2

5. Enter the document type of the voucher to create when carrier autopay is on. Blank will default ’FT’. _____

6. Enter the document type of the G/L entry to create when carrier autopay is off. Blank will default ’FT’. _____

7. Enter ’1’ to write short item number to the freight cost account subledger when allocating freight by item. Blank will not write to the subledger. _____

Process

1. Enter ’1’ to use Flex Accounting. Blank will not use flex accounting. _____

2. Enter ’1’ to summarize G/L entries within document number. Blank will write G/L entries in detail. _____

3. Enter ’1’ to summarize A/P entries within document number. Blank will write A/P entries in detail.. _____

Outbound SOs

For Shipments that contain outbound sales orders, enter:

```
      1. Line Type for Freight Line.                    _____________
      2. Next Status of added Freight                   _____________
      Line.  Blank will default from
      Order Activity Rules.
      3. Override Order Next Status.                    _____________
          OR '1' to bypass update of                    _____________
      Order Next Status.

Loads

      1. Enter the minimum load status                  _____________
      for processing payable freight for
      shipments on loads.  Shipments on
      loads prior to this load status
      will not be eligible for payable
      freight update.

Versions

      1. G/L Version (P0900049)                         _____________
      2. A/P Version (P0400047)                         _____________
      3. Sales MBF Version (P4210)                      _____________

Performance

      1. Enter '1' to suppress printing                 _____________
      the Payable Update report.  A
      default of blank will print the
      report.
```

Matching Freight Invoices

Matching freight invoices to compare the freight invoice amount to the shipment charges that are calculated. For carriers who are not set up as auto-pay in the Carrier Master Revisions form, you can create an accounts payable voucher for invoices that pass your audit.

After you match freight invoices, you can review the vouchers in the Freight Audit History table (F4981).

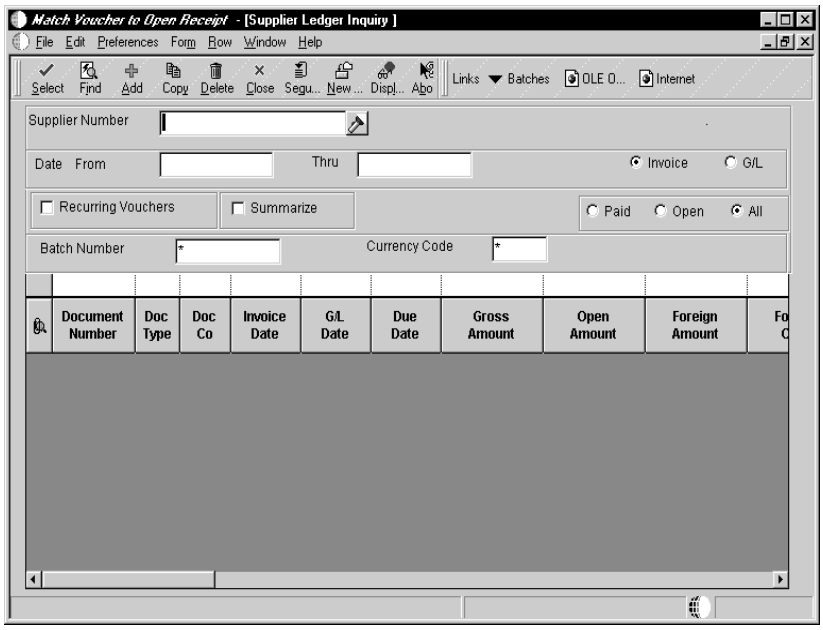
See Also

- *Creating Vouchers* in the *Procurement Guide*

▶ To match freight invoices

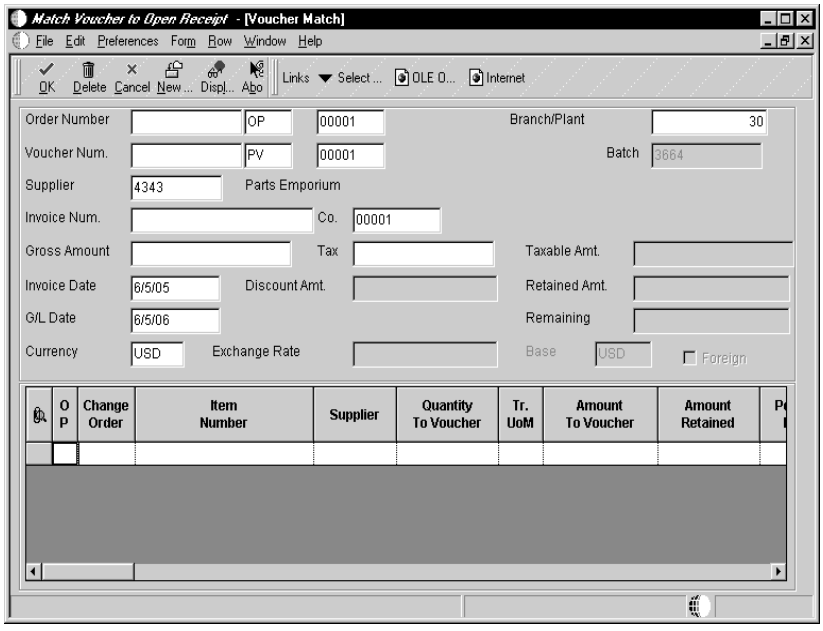
From the Purchase Order Processing menu (G43A11), choose Receipts Matching and Posting. On the Receipts Matching and Posting menu (G43A15), choose Match Voucher to Open Receipt.

On Supplier Ledger Inquiry

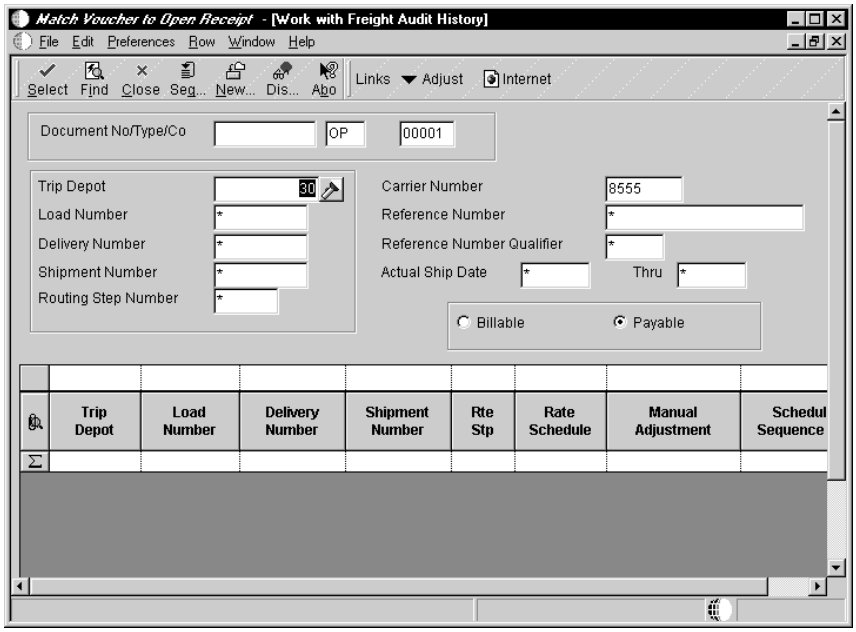


Use Supplier Ledger Inquiry and set processing options to enable voucher match processing.

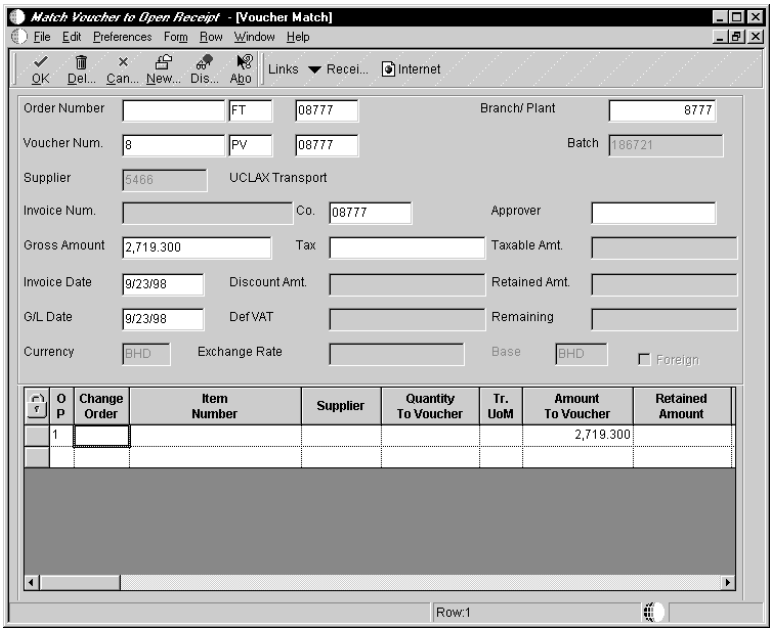
1. Click Add.



2. On Voucher Match, complete any of the following fields to enter record information:
    - Supplier
    - Business Unit
    - Invoice Num
    - Invoice Date
    - G/L Date
    - Co
3. Choose Freight to Match from the Form menu.



4. On Work with Freight Audit History, complete any of the optional fields and click Find.
5. Choose the freight charges for which you want to match vouchers and click Select.



6. On Voucher Match, review the information in the detail area and click OK.

Processing Options for A/P Standard Voucher Entry

Display

1. Enter a ’1’ to default Recurring Vouchers.

   1 = Recurring Vouchers _____

2. Enter a ’1’ to default Summarized Vouchers.

   1 = Summarized Vouchers _____

Manual Checks

1. Enter a ’1’ for manual checks

   1 = Manual Check Creation _____

2. Duplicate Check Edit within a bank account:

   ’ ’ = Error, ’1’ = Warning _____

3. Enter a ’1’ to automatically assign payment numbers based on the bank account’s next number.

   1 = Auto Payment Number Assignment _____

Purchasing

1. Select one of the following values

for processing deletes (from Supplier Ledger Inquiry) of vouchers that contain a purchase order or contract number.

' ' = No Edit, 1 = Warning, 2 = Hard Error _____

Voucher Match

1. Enter a '1' for Voucher Match processing (P4314) versus Standard Voucher Entry (P0411).

1 = Voucher With Match Creation _____

2. Enter the version for Voucher Match (P4314). If left blank, ZJDE0001 will be used.

Voucher Match Version _____

Multi Company

1. Enter a '1' to add vouchers via Multi-Company Single Supplier. _____

Multi Voucher

1. Enter a '1' to add vouchers via Multi Voucher Single Supplier entry. Enter a '2' to add vouchers via Multi Voucher Multi Supplier entry.

1 = Multi Voucher Single Supplier _____
2 = Multi Voucher Multi Supplier

Logging

1. Enter a '1' if you wish to perform Voucher Logging from within Voucher Entry. (Note: When doing Voucher Logging, processing options for Prepayments will be ignored).

1= Voucher Logging Creation _____

2. Enter a '1' if you want the system date do be defaulted to the G/L date and protected from being overridden.

1 = System Date Default _____

Prepayments

1. Enter the G/L Offset to use for creating prepayment pay items. You must enter a value to allow automatic creation of prepayment pay items.

G/L Offset _____

2. Enter the G/L Distribution Account to

use for creating prepayment pay items.

G/L Distribution Account _____

3. Enter the default payment status for prepayment pay items. If blank, negative prepayment pay items will default to a payment status of 'H'.

Pay Status Code _____

4. Enter the number of days to add to the due date of the negative prepayment pay items. (Future)

Prepayment Number of Days (Future) _____

5. Enter a '1' if you want the Tax Area Window to display if you want a different tax area/code for each negative prepayment item [offset items].

1 = Tax Window Display _____

6. If you have chosen the Tax Area Window to display, enter the Tax Area and the Tax Explanantion Code you wish to default:

Prepayment Tax Area _____
Prepayment Tax Explanation _____

MBF Version

1. To override standard voucher entry processing (version ZJDE0001 for application P0400047), enter an override version number. This should only be changed by persons responsible for system wide setup.

MBF Version _____

Reviewing Freight Update

After updating freight charges in the system, you can review the entries that you made throughout the process. The system allows you to view additional information on the update process. From the Updates menu (G49112) these include:

- ❑ Freight Journal Review
- ❑ Freight Payable Journal Review
- ❑ Freight Post to the General Ledger
- ❑ Employee Queue Manager

Freight Journal Review

Use Freight Journal Review to view journal entries that you created in the General Ledger. These include freight cost entries and accrued freight entries (payable) when auto-pay is off.

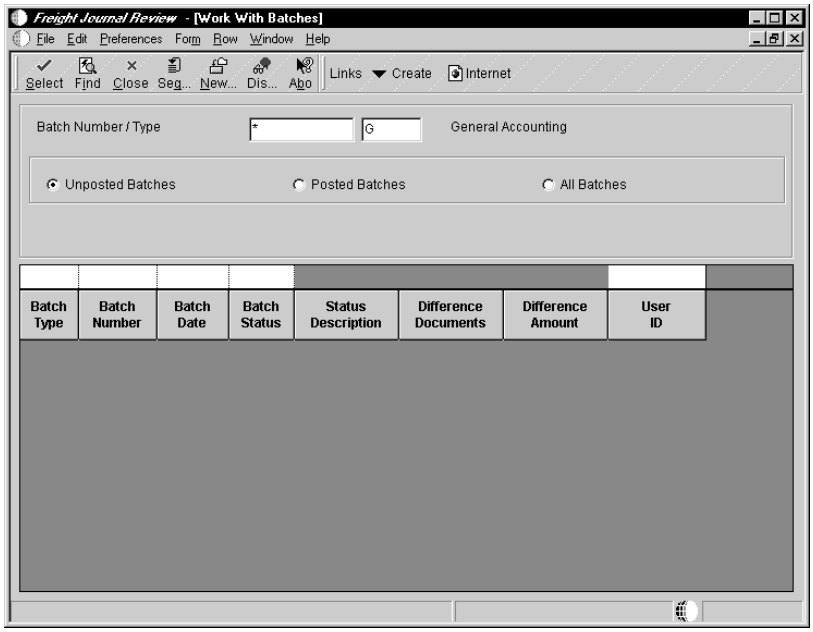
See Also

- *Working with Batch Headers* in the *General Accounting Guide*

▶ To review the freight journal

From Transportation Management (G49), choose Daily Processing. From Daily Processing (G491), choose Updates. From Updates (G49112), choose Freight Journal Review.

On Work with Batches



1. Click one of the following options:
   - Unposted Batches
   - Posted Batches
   - All Batches
2. Click Find.
3. Review the information in the detail area and click OK.

Freight Payable Journal Review

Use Freight Payables Journal Review to view at journal entries that you created in the general ledger for auto-pay carriers. Use this application for payable entries in freight update that have the auto-pay flag on.

See Also

- *Working with Batch Headers* in the *General Accounting Guide*

▶ To review the freight payables journal

From Transportation Management (G49), choose Daily Processing. From Daily Processing (G491), choose Updates. From Updates (G49112), choose Freight Payables Journal Review.

On Work with Batches

1. Click one of the following options:
   - Unposted Batches
   - Posted Batches
   - All Batches
2. Click Find.
3. Review the information in the detail area and click OK.

Freight Post to the General Ledger

Freight post lists all of the freight updates that post to the general ledger accounting system.

Employee Queue Manager

When running reports from freight update, the Employee Queue Manager captures errors so you can view them at a later time.

Processing Options for Batch Type

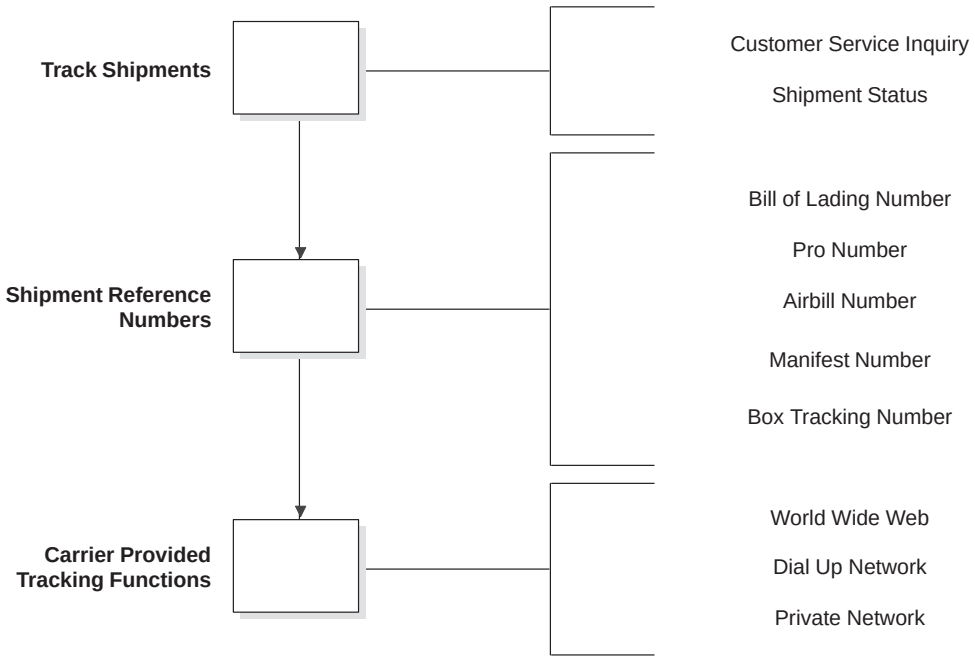
```
Batch Type
Enter the Batch Type to be displayed.
      Batch Type                                    _____________
```

Shipment Tracking

You track shipments to know exactly where your shipments are, both physically and within the system. This information allows you to report on your product as it travels to your customers. The system allows you to track your shipments using the following:

Customer Service Inquiry	You can access shipment status when you review order information in Customer Service Inquiry.
Shipment reference numbers	You can use a delivery document number that corresponds to the shipment.
Tracking services provided by carrier	You can track shipments over the Internet, through a telephone number, or other means that a carrier might provide. For example, you might send packages using a parcel carrier that has a web site. Using a tracking number, you can link to that web site to track your shipment over the Internet.

The following graphic illustrates the variety of ways in which you inquire on the status of your shipments.



Shipment tracking allows you to view the status and routing information of shipments. It also controls the exit to the appropriate carrier tracking function. From shipment tracking, you can maintain or edit the shipment reference numbers table as well as shipment status codes and revisions.

Before You Begin

❑ Set up the carrier master. See *Setting Up Carriers*.

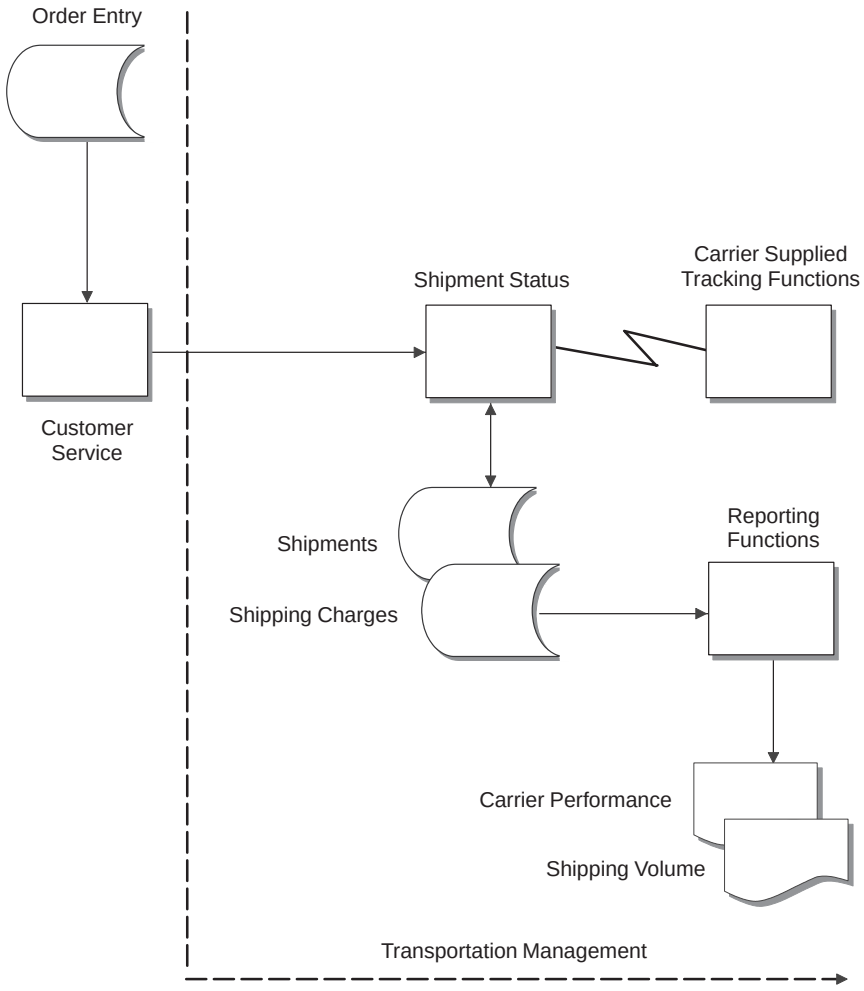
Tracking Shipments

You track shipments to gather detailed information about a specific shipment while it is in transit. You can check on the status of a shipment and its routing information. When you track shipments you have better control of the entire shipping process. Through the shipment tracking function, you can locate shipments according to the carrier that is transporting your shipment. This carrier tracking is done through the Internet, telephone, or some other means that your carrier might use.

Tracking shipments consists of the following tasks:

- ❑ Reviewing shipment status
- ❑ Tracking shipments
- ❑ Adding shipment reference numbers
- ❑ Recording shipment status

The following graphic illustrates the integrated order flow between Sales Order Management and Transportation Management. For example, when you review the shipment status, the system retrieves in-transit information by way of carrier-supplied tracking functions.



Reviewing Shipment Status

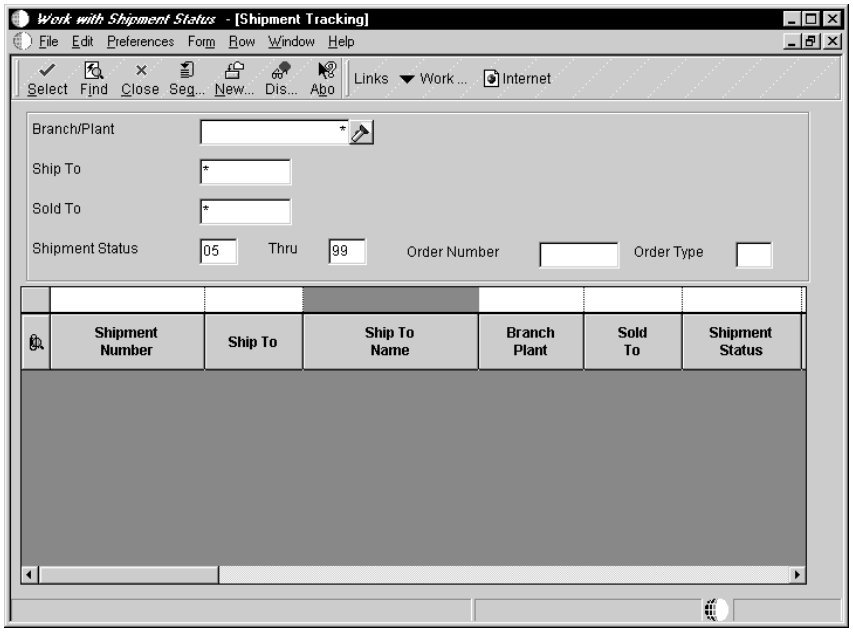
In the Transportation Management system, you can review information associated with the status of a shipment. The available information includes scheduled and actual shipment date and time, scheduled and actual delivery date and time, mode, carrier, total billable freight charges, the shipment tracking number.

Reviewing shipment status provides information about your shipments after they have been confirmed and while they are in transit.

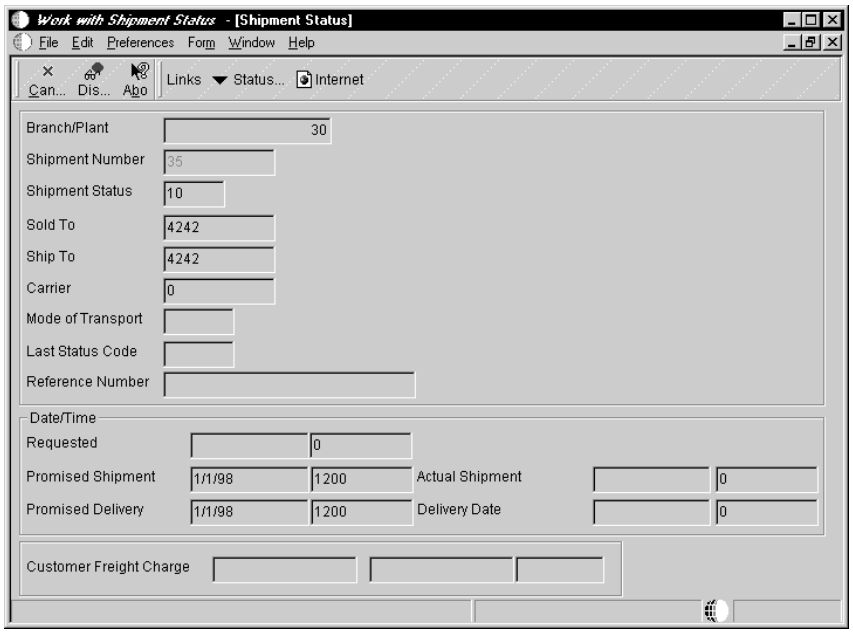
▶ To review shipment status

From Transportation Management (G49), choose Daily Processing. From Daily Processing (G491), choose Shipments and Loads. From Shipments and Loads (G4911), choose Work with Shipment Status.

On Shipment Tracking



1. Click Find.
2. Choose the shipment for which you want to review transportation information and click Select.



3. On Shipment Status, review the shipment information and click Cancel.

Tracking Shipments

After you create a shipment and assign a carrier or vehicle to it, you can track it throughout the entire transportation process. You can also track individual pieces on a shipment. Tracking shipments allows you to better serve your customers by knowing the status of a shipment in the transportation process. You can track shipments at two levels:

- Tracking shipments
- Tracking pieces

When you track at the shipment level, you inquire on the status of an entire shipment which includes all of the pieces within it. Tracking at the piece level inquires on each specified piece within a shipment.

▶ To track shipments

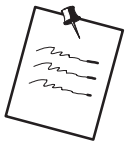
From Transportation Management (G49), choose Daily Processing. From Daily Processing (G491), choose Shipments and Loads. From Shipments and Loads (G4911), choose Work with Shipment Status.

On Shipment Tracking

1. Click Find.
2. Choose the shipment that you want to track.
3. Choose Track Shipment from the Row menu.

   The shipment must have a valid reference number entered into the system from the Reference Number Revisions Row exit.

4. Review the information regarding your shipment.



Tracking a shipment via a carrier-tracking function requires a business function that connects to the carrier's tracking function. J.D. Edwards supplies a standard business function for carriers who provide a web-based shipment tracking function.

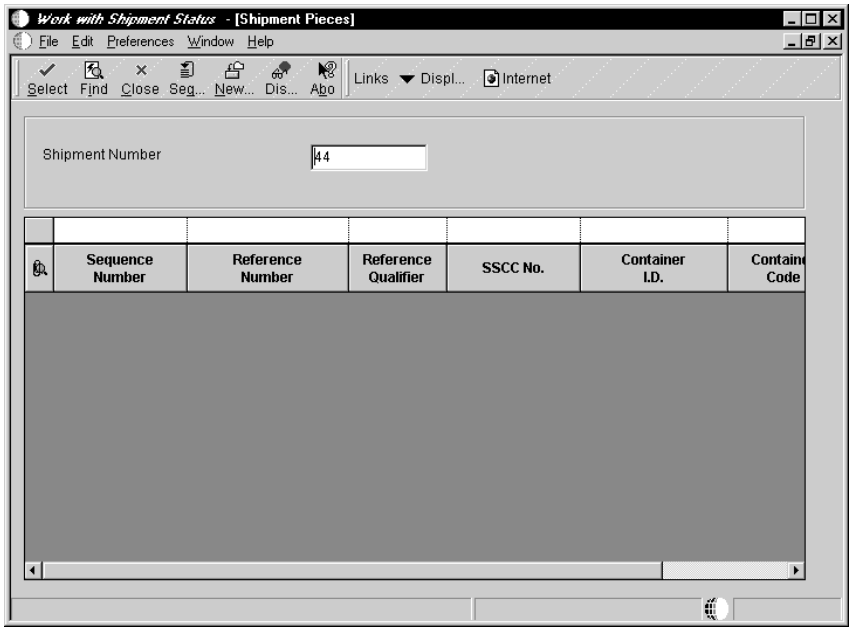
▶ To track pieces

From Transportation Management (G49), choose Daily Processing. From Daily Processing (G491), choose Shipments and Loads. From Shipments and Loads (G4911), choose Work with Shipment Status.

On Shipment Tracking

1. Click Find.
2. Choose the shipment for which you want to track its pieces.
3. Choose Track Ship Piece from the Row menu.

   To track shipment pieces, you must enter valid piece information through the Pieces Row menu on the Work with Shipments form.



4. On Shipment Pieces, click Find, and then choose the shipment piece for which you want to track.

Tracking a shipment piece via a carrier-tracking function requires a business function that connects to the carrier's tracking function. J.D. Edwards supplies a standard business function for carriers who provide a web-based shipment tracking function.

Adding Shipment Reference Numbers

You can add reference numbers to a shipment. You can use reference numbers provided by a carrier or you can generate them. For example, a reference number can be a bill of lading number, or any number provided by the carrier.

See Also

- *Entering Tracking Numbers*

Recording Shipment Status

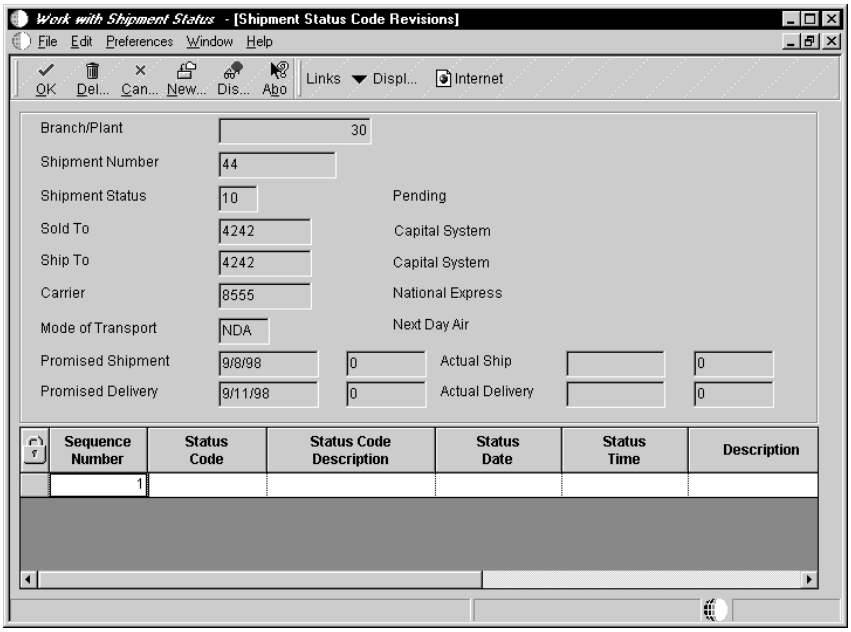
You can view status codes that are recorded against a shipment. You can add or delete records from the shipment status table. You can associate a tracking number with a shipment status when a status code applies to only a single piece of a multiple-piece shipment.

▶ To record shipment status

From Transportation Management (G49), choose Daily Processing. From Daily Processing (G491), choose Shipments and Loads. From Shipments and Loads (G4911), choose Work with Shipment Status.

On Shipment Tracking

1. Click Find.
2. Choose the shipment for which you want to record a status.
3. Choose Status Code Revs from the Row menu.



4. On Shipment Status Code Revisions, complete the following fields in the detail area:
   - Sequence Number
   - Status Code
   - Description
   - Status Date

- Status Time
- Description
- Shipment Status Code Reason
- Status Reason
- Reference Number
- Reference Qualifier

5. Click OK.

Processing Options for Shipment Tracking

```
Display

Enter the range of shipment status codes
    to be selected:

      Shipment Status  From                    _____________
      Shipment Status  To                      _____________

Enter a '1' to display only the first
    routing step of each shipment

      Yes or No – 1                            _____________

Process

The following are valid values for the
    Customer  Self-Service Mode option:
    Blank = Bypass Customer Self-Service
    functionality  1 = Customer
    Self-Service Mode for Java/HTML

      1. Customer Self-Service Mode            _____________
```

Reports and Inquiries

The Transportation Management system provides you with a number of ways to analyze information in the system. You can review information while you are using the system or you create hard-copy reports that allow you to analyze data. For inquiries, you can review information for loads that track in-transit inventory.

Reports and inquiries consists of the following tasks:

- ❑ Reviewing in-transit information
- ❑ Reviewing reports

Reviewing In–Transit Information

The Transportation Management system allows you to review information about inventory as it is being transported to you customer, that is, in-transit. Specifically, you can review information about a product on a vehicle between load confirmation and delivery confirmation.

Reviewing in-transit information consists of the following tasks:

- ❑ Reviewing in-transit inventory information
- ❑ Adjusting the freight audit history

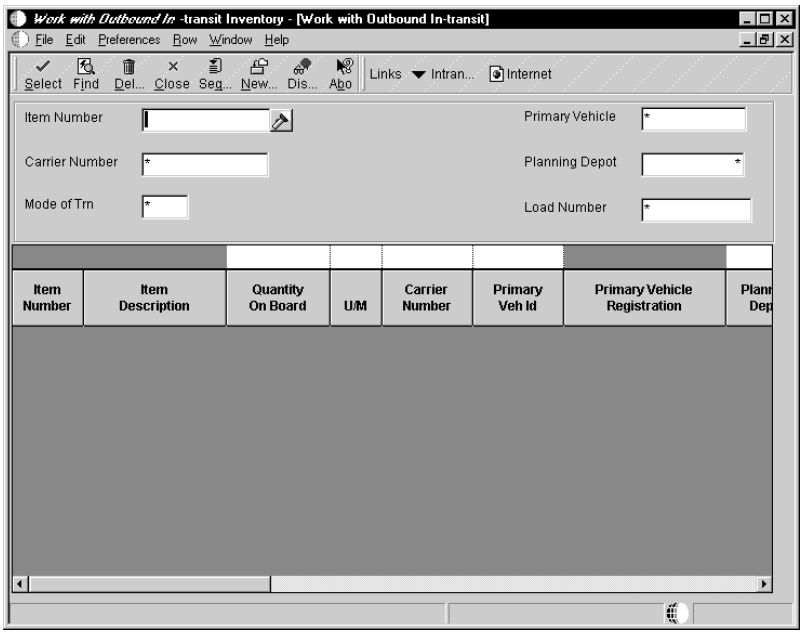
Reviewing In–Transit Inventory Information

The system writes transaction records to the ledger whenever shipments on a load are confirmed, deliver confirmed, or recorded in disposition. For each order line, you can access additional ledger transaction information. The system records this information for both bulk and packaged products.

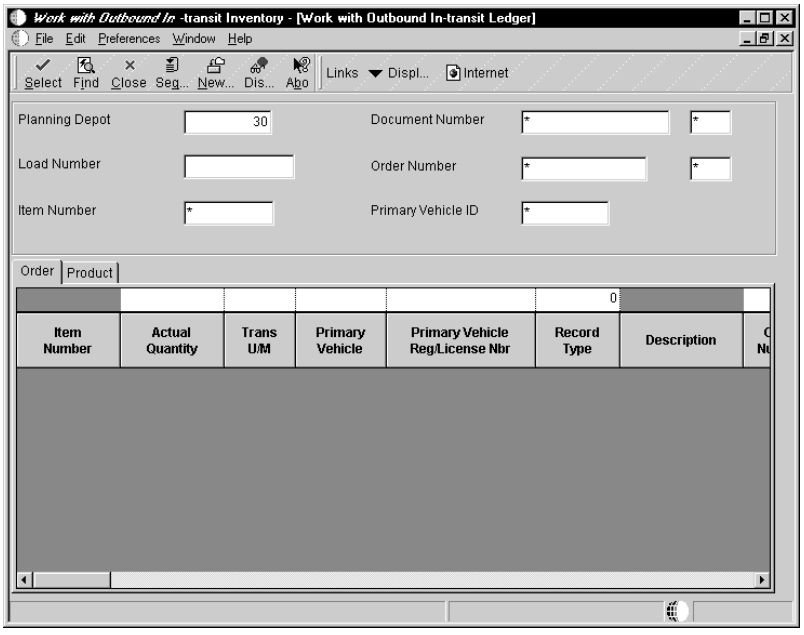
▶ To review in-transit inventory information

From Transportation Management (G49), choose Daily Processing. From Daily Processing (G491), choose Inquiries. From Inquiries (G4914), choose Work with Outbound In-Transit Inventory.

On Work with Outbound In-Transit



1. Specify any combination of item, carrier, mode, vehicle, or planning depot and load, and then click Find.
2. Choose the items for which you want to review in-transit ledger, and then click Select.



3. On Work with Outbound In-Transit Ledger, click either the Order or Product tab and review the information in the inventory.

The Order and Product tabs arrange the information in the detail area depending on the sales order or the product on the shipment.

4. Click Close.

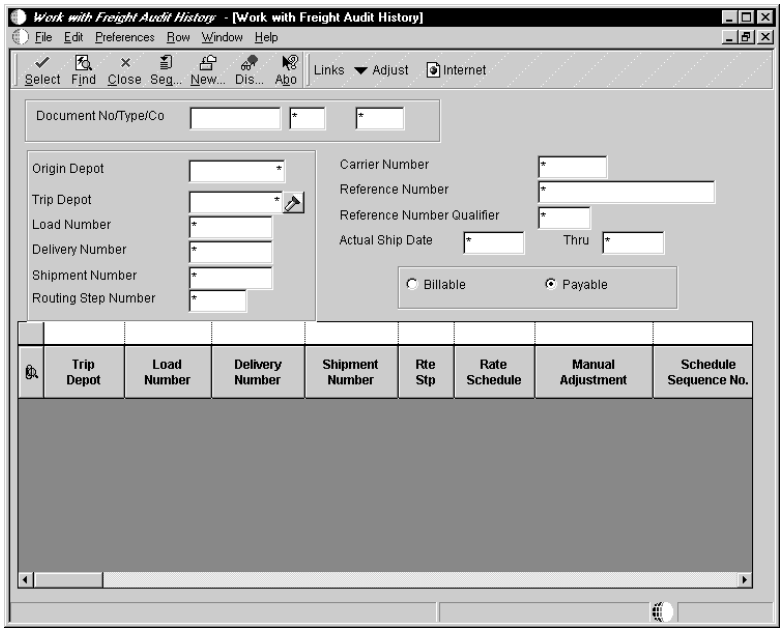
Adjusting the Freight Audit History

After you complete freight update and create and match vouchers, you can view and adjust the information in the Freight Audit History table (F4981). This table contains a record of each billable and payable charge assessed to a shipment or load. Records are loaded to this table when you update freight charges. You can audit carrier invoices from the Freight Audit History table.

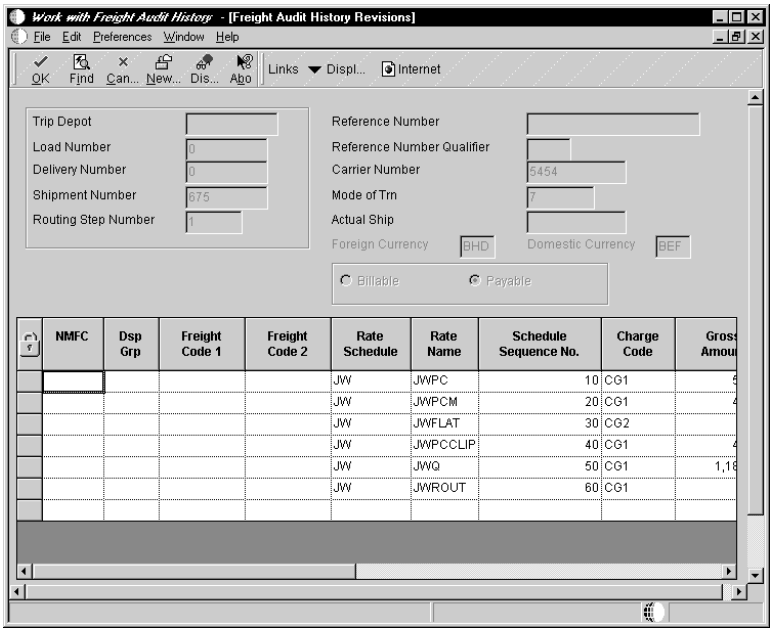
▶ To adjust freight audit history

From Transportation Management (G49), choose Daily Processing. From Daily Processing (G491), choose Inquiries. From Advanced Transportation Inquiries (G4914), choose Work with Freight Audit History.

On Work with Freight Audit History



1. Click Find.
2. Choose a freight audit history record that you want to adjust and choose Adjust from the Row menu.



3. On Freight Audit History Revisions, enter a gross and net amount and a reason code, then click OK.

Reviewing Reports

Freight Update

The Transportation Management system includes a freight update report to record the payable and billable charges to the general ledger or the accounts receivable.

Shipment-related information is stored in the Shipment Header (F4215) and the Shipment Routing Steps (F4941) tables. All freight charge information is stored in the Shipment Charges table (F4945). When you update freight, the system writes information to the Freight Audit History table (F4981). For both billable and payable charges, records in the Shipment Charges table (F4945) are deleted and the Shipment Routing Steps (F4941) table is updated with the information.

See Also

- *R4981, Freight Update* in the *Reports Guide* for a report sample

Setup

System Constants Setup

The Transportation Management system uses system constant information throughout the system. This default system constant information consists of the following:

Transportation constants	These constants contain shipment status information and package requirements for business units.
Load constants	These load constants contain load-specific information. For example, if your load tracks in-transit inventory, you can set up default tracking information. You can also define the next numbers for loads by depot.
Mode of transport constants	These constants provide default information for carrying your items to a particular destination, such as information on vehicles, air transport, rail transport, or transport by ship.

System constants consists of the following tasks:

- ❑ Setting up transportation constants
- ❑ Setting up load constants
- ❑ Setting up mode of transport constants

Setting Up Transportation Constants

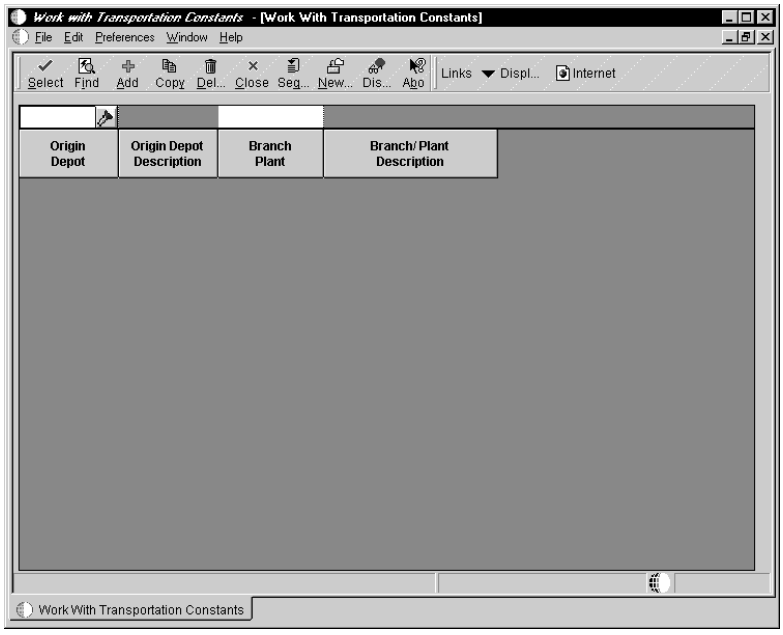
You use transportation constants to identify branch/plants as depots in your organization and to control system processing. You also set up default information for your depots in categories ranging from freight classification and shipment status codes to miscellaneous information and units of measure. These constants provide the information necessary to create and process shipments and loads.

If a specific depot is not defined as a default, the system retrieves default information for depot ALL.

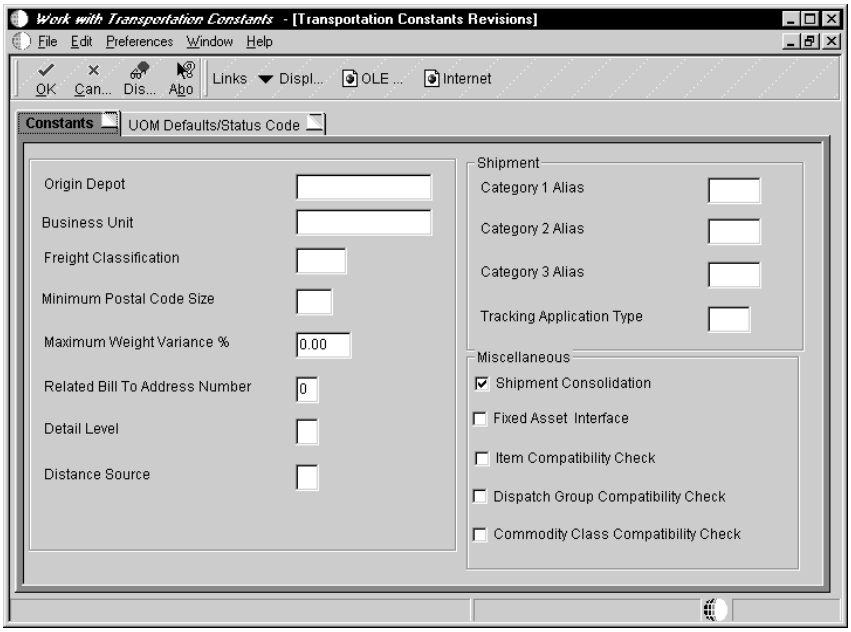
▶ To setting up transportation constants

From Transportation Management (G49), choose System Setup. From System Setup (G4941), choose Work with Transportation Constants.

On Work with Transportation Constants



1. Click Add.



2. On Transportation Constants Revisions, click the Constants tab and complete the following fields:
    - Origin Depot
    - Business Unit
    - Freight Classification
    - Minimum Postal Code Size
    - Maximum Weight Variance %
    - Related Bill To Address Number
    - Detail Level
    - Distance Source
    - Category 1 Alias
    - Category 2 Alias
    - Category 3 Alias
    - Tracking Application Type
3. Click any of the following options:
    - Shipment Consolidation
    - Fixed Asset Interface
    - Item Compatibility Check
    - Dispatch Group Compatibility Check
    - Commodity Class Compatibility Check

4. Click the UOM Defaults/Status Code tab and complete the following optional fields:
    - Weight
    - Cubes
    - Linear
    - Volume
    - Weight – Maximum Piece
    - Volume – Maximum Piece
    - Pending Status
    - Approved Shipment Status
    - Confirmed Shipment Status
    - Hold Shipment Status
    - Approved Load Status
    - Confirmed Load Status
5. Click OK.

Field	Explanation
Origin Depot	This identifies the origin depot for a shipment or a load.
Business Unit	A code that identifies a separate entity within a business for which you want to track items and costs. This entity might be a warehouse location, job, project, work center, or branch/plant. The Branch/Plant field is alphanumeric.
Freight Classification	The National Motor Freight Classification which is assigned according to the freight commodity code. . . . . . *Form-specific information* . . . . . . This is the default information for items that do not have a freight class.
Minimum Postal Code Size	The minimum number of characters used in routing entries when entering a postal code.
Maximum Weight Variance %	The percent by which the confirmed weight of the shipment can vary from the actual weight stored in the shipment when the shipment is confirmed. If the variance is exceeded, a warning or error message will be displayed when the shipment is confirmed.
Related Bill To Address Number	This field is used to specify which related address book number contains the bill to address for freight. If the related address book number contains no value, the address book number for the depot will be used to obtain the billing address.

Field	Explanation
Detail Level	This flag identifies the shipment detail field that determines a rate when the charge is applied at the shipment detail level. You can specify one of the following fields: • Freight Classification Code • Dispatch Group • Freight Category 1 • Freight Category 2
Distance Source	The source of the distance for a delivery. The source could be a preference, carrier agreement, entered by the user, or retrieved from a mileage system.
Category 1 Alias	This is the Alias from the Address Book table that is stored in the Shipment Category 1 column.
Category 2 Alias	This is the Alias from the Address Book table that is stored in the Shipment Category 2 column.
Category 3 Alias	This is the Alias from the Address Book table that is stored in the Shipment Category 3 column.
Tracking Application Type	This column is used to specify the type of text which stores the URL for carriers who provide a shipment tracking function on the Internet.
Shipment Consolidation	This flag determines whether the system should attempt to add new orders to existing shipments which are going to the same ship to address. If not, the system will create a new shipment for each new order received.
Fixed Asset Interface	This flag indicates whether Fixed Assets interface is on for Load and Delivery Management vehicles or for Bulk Inventory tanks. Valid values are: Y or 1 – The interface is active N or 0 or blank – The interface is not active
Item Compatibility Check	A flag that specifies whether the system performs an item level compatibility check. If so, the system will not place two items which are incompatible on the same shipment.
Dispatch Group Compatibility Check	A code that indicates whether the compatibility of items is based on dispatch group. If it is, two items with different dispatch groups will not be placed on the same load or shipment.
Commodity Class Compatibility Check	A code that indicates whether the compatibility of items is based on commodity class. If it is, two items with different commodity classes will not be placed on the same load or shipment.

Field	Explanation
Weight	The unit of measure that indicates the weight of an individual item. Typical weight units of measure are: GM Gram OZ Ounce LB Pound When setting up a user defined code for a weight unit of measure, you must specify W in the special handling code of the user defined code.
Cubes	The unit of measure used to measure cubes.
Linear	The width, height, or length unit of measure for a vehicle.
Volume	The unit of measure for the cubic space occupied by an inventory item. Typical volume units of measure are: ML Milliliter PT Pint LT Liter When setting up a volume unit of measure user defined code, you must specify a V in the special handling code of the user defined code.
Weight – Maximum Piece	The maximum weight of a shipment piece.
Volume – Maximum Piece	The maximum cubic volume of a shipment piece.
Pending Status	The status of a shipment when the shipment is pending approval.
Approved Shipment Status	The status at and beyond which order lines will not be automatically added to shipments and shipments will not be automatically re-routed.
Confirmed Shipment Status	The status when a shipment is confirmed. The system will not adjust a confirmed shipment even if you change the quantities on the underlying order.
Hold Shipment Status	The status of a shipment when the shipment is being held.
Approved Load Status	A code that indicates the approved status of a load.
Confirmed Load Status	A code that indicates the confirmed status of a load.

Setting Up Load Constants

Load constants define the default information used for load types and load next numbers. These constants include various control codes that the system uses to process loads.

Setting up load constants consists of the following tasks:

- ❑ Setting up load types
- ❑ Setting up load next numbers

Setting Up Load Types

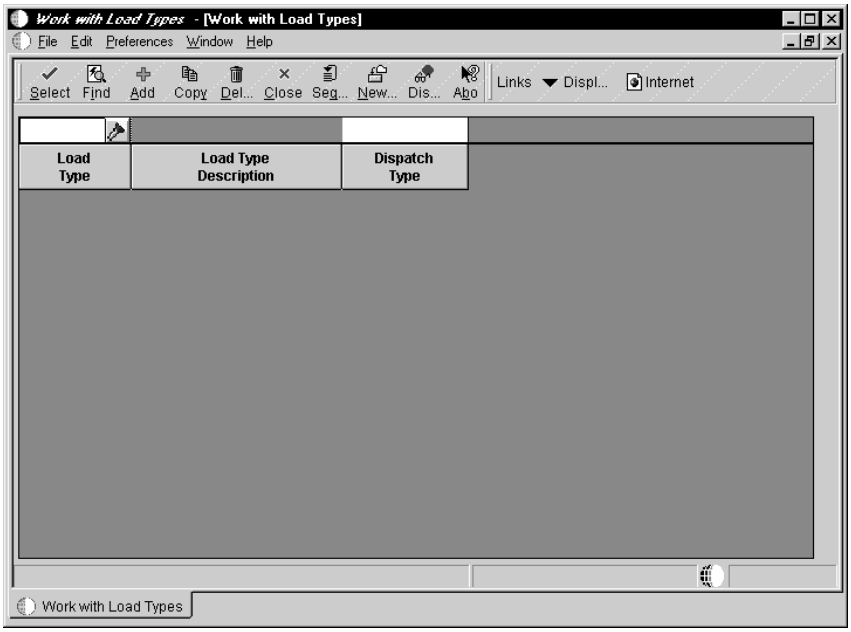
You set up load types to define the specific characteristics of each type of loads that you use in your day-to-day processes. For example, you can define whether a specific load type requires the following:

- In-transit inventory tracking
- Compartments (for bulk loads)
- Multiple loading points

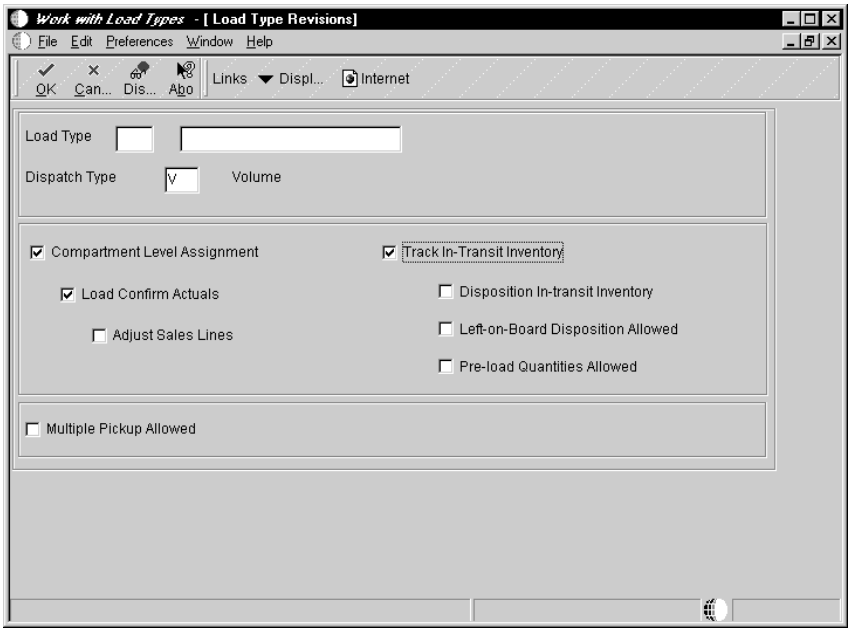
▶ To set up load types

From Transportation Management (G49), choose System Setup. From System Setup (G4941), choose Work with Load Types.

On Work with Load Types



1. Click Add.



2. On Load Type Revisions, complete the following fields:
   - Load Type
   - Dispatch Type
3. Click any of the following options and click OK:
   - Compartment Level Assignment

- Load Confirm Actuals
- Adjust Sales Lines
- Track In–Transit Inventory
- Disposition In–transit Inventory
- Left–on–Board Disposition Allowed
- Pre–load Quantities Allowed
- Multiple Pickup Allowed

Field	Explanation
Load Type	A code which controls how a load is handled by the load building and confirmation processes. Load types are defined in the load type table.
Dispatch Type	Indicates whether this vehicle uses a weight or a volume device to control and measure the loading of product to its compartments.
Compartment Level Assignment	This field indicates compartment level assignment. Valid values are: Blank indicates that compartment level assignment is not allowed. 1 indicates that compartment level assignment is required for the load.
Load Confirm Actuals	A blank indicates that the load should be confirmed as scheduled. Valid values are: 1 indicates that bulk items should be load confirmed using actual quantities regardless of tolerance. 2 indicates that bulk items should be load confirmed using actual quantities within tolerance.
Adjust Sales Lines	This field only applies to bulk items and only if the Load Confirm of Actuals field is non-blank. Valid values are: Blank Indicates that the system will not adjust order lines at load confirm time when load confirming actuals. 1 Indicates that the order lines should be adjusted at load confirm time when actual load quantity is different than scheduled.
Track In–Transit Inventory	A code that identifies whether in-transit inventory is being tracked in advanced transportation. Valid codes are: 0 Do not track in-transit inventory at load confirmation 1 Track in-transit inventory at load confirmation

Field	Explanation
Disposition In–transit Inventory	This field indicates that a load can be confirmed. Valid values are: Blank Indicates that a load for a vehicle can be load confirmed regardless of whether in-transit inventory for the last load has been dispositioned. 1 indicates that before a load for a vehicle is confirmed, the prior load for that vehicle must be completely deliver confirmed and any product remaining on board the vehicle must be dispositioned.
Left–on–Board Disposition Allowed	This field applies to product remaining on board. Valid values are: Blank Indicates that product remaining on board must be returned to inventory, charged to another customer, or recorded as a gain. 1 Field indicates that product remaining on board after deliveries are completed can be dispositioned as left on board for use on the next load.
Pre–load Quantities Allowed	This field indicates that a load can be confirmed. Valid values are: Blank indicates that the vehicle must be empty before the load can be confirmed. 1 Indicates that a load can be load confirmed even if the prior load left product on board.
Multiple Pickup Allowed	This field indicates shipment routing steps. Valid values are: Blank indicates that all shipment routing steps on the load must have the same origin. 1 indicates that multiple pickup points are allowed on the load.

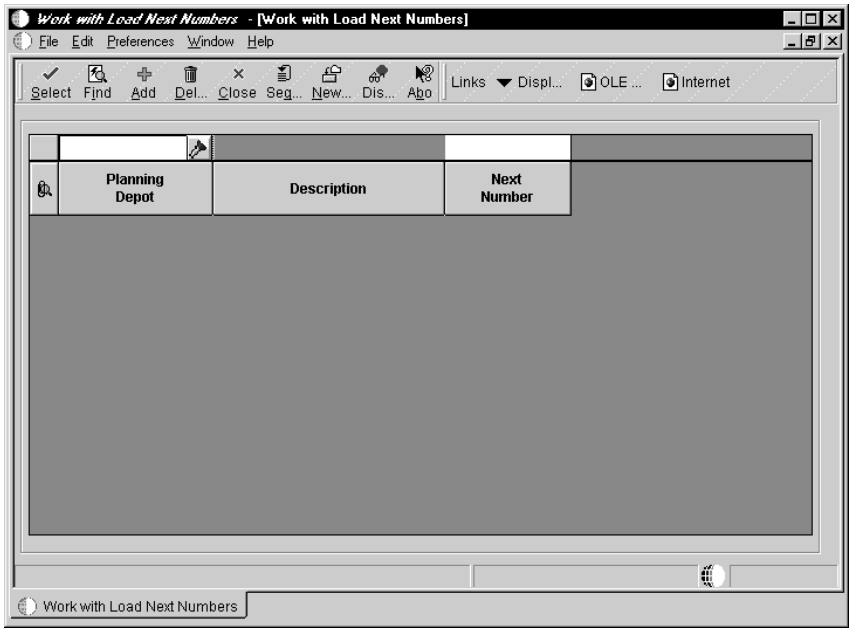
Setting Up Load Next Numbers

The system stores next numbers for loads at the planning depot level. A planning depot can be a centralized planning/scheduling organization or the originating depot of a load. The system maintains load next numbers at the branch/plant level.

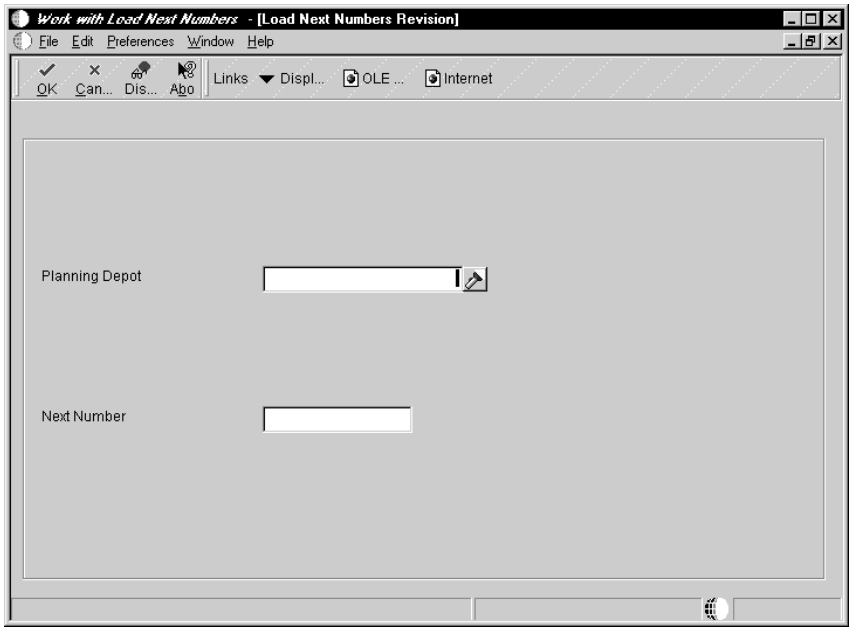
▶ To set up load next numbers

From Transportation Management (G49), choose System Setup. From System Setup (G4941), choose Work with Load Next Numbers.

On Work with Load Next Numbers



1. Click Add.



2. On Load Next Number Revisions, complete the following fields:
   - Planning Depot
   - Next Number
3. Click OK.

Field	Explanation
Planning Depot	Indicates the depot at which the documents will be printed.
Next Number	The number that the system uses for the next number that it assigns. The system can use next numbers for voucher numbers, invoice numbers, journal entry numbers, employee numbers, address numbers, contract numbers, and sequential W-2s. You must use the next number types already established, unless you provide custom programming.

Setting Up Mode of Transport Constants

Mode of transport constants define all of the default information for the methods of transportation that you use. The mode of transport constants can vary by depot. You can set up information for your depot that includes default vehicle type or default load type by mode of transport, staff and vehicle license types, and other information which is stored at the mode of transport level.

Mode of transport constants define information used to maintain the various modes. Row menus allow you to review routing entries and routing restrictions. The mode of transport constants also control system processing which is unique to a particular mode. For example, you can use a maximum weight for a mode of transport to prevent the selection of any routing entry that contains that mode when the shipment exceeds the weight specified in this table.

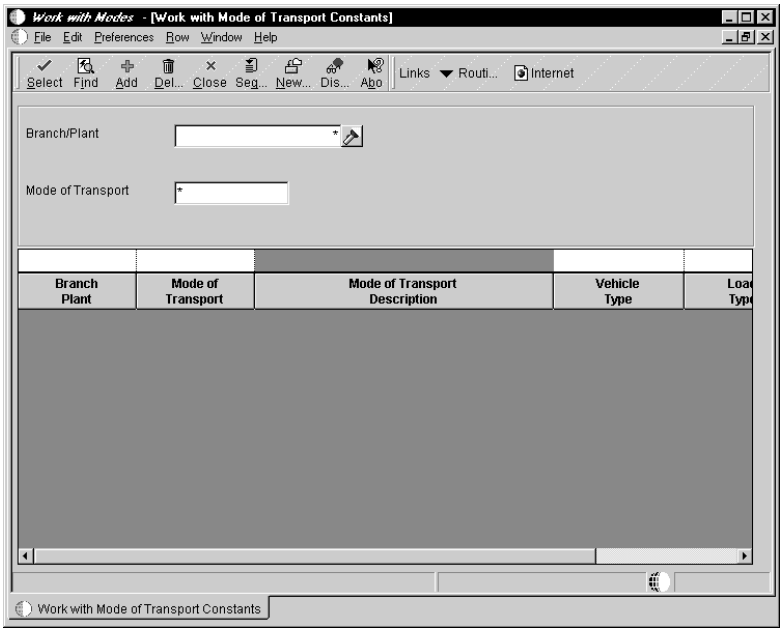
See Also

- *Setting Up Routing Entries*
- *Setting Up Vehicle Information*
- *Setting Up Load Constants*

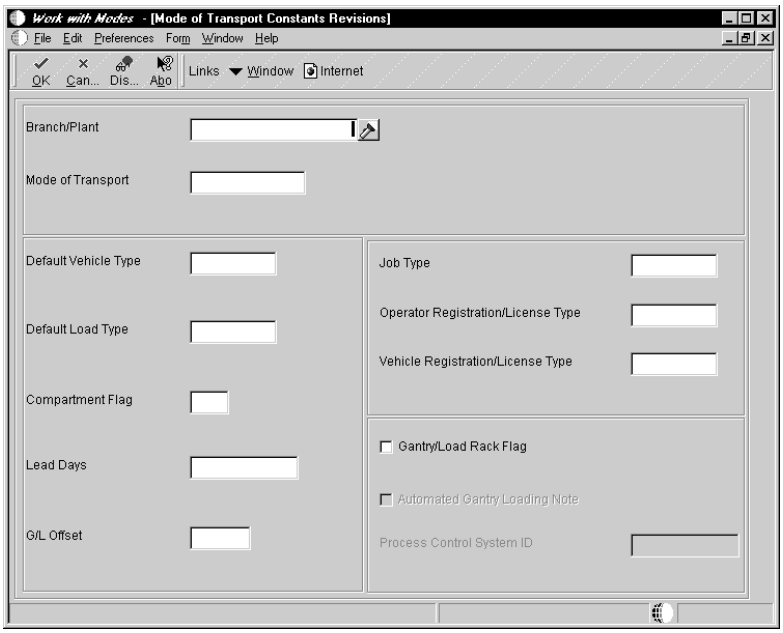
▶ To set up mode of transport constants

From Transportation Management (G49), choose System Setup. From System Setup (G4941), choose Work with Modes.

On Work with Mode of Transport Constants



1. Click Add.



2. On Mode of Transport Constants Revisions, complete the following fields:
   - Business Unit
   - Mode of Transport
   - Default Vehicle Type
   - Default Load Type
   - Compartment Flag

- Lead Days
- G/L Offset
- Job Type
- Operator Registration/License Type
- Vehicle Registration/License Type
- Process Control System ID

3. Click any of the following options:
   - Gantry/Load Rack Flag
   - Automated Gantry Loading Note
4. Click OK.

Field	Explanation
Business Unit	A code that identifies a separate entity within a business for which you want to track items and costs. This entity might be a warehouse location, job, project, work center, or branch/plant. The Branch/Plant field is alphanumeric.
Mode of Transport	A user defined code (system 00, type TM) describing the nature of the carrier being used to transport goods to the customer, for example, by rail, by road, and so on.
Default Vehicle Type	The type of vehicle that you use to transport items. The vehicle type identifies the mode of transport, as well as assignments to dispatch groups.
Default Load Type	A code which controls how a load is handled by the load building and confirmation processes. Load types are defined in the load type table.
Compartment Flag	Identifies whether the compartment is a vehicle and physical compartment or a logical compartment. Valid values are: V Vehicle and physical compartment L Logical compartment
Lead Days	Minimum number of days following order entry before loading is scheduled.

Field	Explanation
G/L Offset	The table of Automatic Accounting Instruction accounts that allows you to predefine classes of automatic offset accounts for Accounts Payable, Accounts Receivable, and other systems. G/L offsets might be assigned as follows: • Blank or 1210– Trade Accounts Receivable • RETN or 1220 – Retainages Receivable • EMP or 1230 – Employee Accounts Receivable • JIB or 1240 – JIB Receivable (See A/R Class Code – ARC) • Blank or 4110 – Trade Accounts Payable • RETN or 4120 – Retainage Payable • OTHR or 4230 – Other Accounts Payable (See A/P Class code – APC) If you leave this field blank during data entry, the system uses the default value from the Customer Master by Line of Business table (F03012) or the Supplier Master table (F0401). The post program uses the G/L Offset class to create automatic offset entries. NOTE: Do not use code 9999. It is reserved for the post program and indicates that offsets should not be created.
Job Type	A user defined code (07/G) that specifies job classifications established for an organization. In the Load and Delivery Management system, the job type is used in the following ways: • To define the job type used specifically for operators. This is defined in the Load and Delivery Management constants table (F49001). You must have a staff defined with that job type in order to create a trip. • To define job types to both vehicle and depot staff.
Operator Registration/License Type	Identifies the operator's required license type. An operator can have more than one type of registration/license. The system checks this value and requires that you assign an operator with a license of this type before you can build a trip. If you leave this field blank, the system will not require an operator license of any type.
Vehicle Registration/License Type	Identifies the vehicle's required license type. A vehicle can have more than one type of registration/license. The system checks this value and requires that you assign a vehicle with a license of this type before you can build a trip. If you leave this field blank, the system will not require a vehicle license of any type.
Process Control System ID	Identifies the process control system. You can identify one or more process control systems associated by depot, tank, or mode of transport. The system uses this field for downloads of automated gantry information.

Field	Explanation
Gantry/Load Rack Flag	Indicates whether a gantry (loading rack) is used. Valid values are: Y or 1 – Yes N or 0 – No If you leave this field blank, the system uses N (No).
Automated Gantry Loading Note	Indicates whether the automated gantry system should cause a bulk loading note to be printed from the Load and Delivery Management system. Enter Y (yes) if the automated gantry system should print a bulk loading note.
Process Control System ID	Identifies the process control system. You can identify one or more process control systems associated by depot, tank, or mode of transport. The system uses this field for downloads of automated gantry information.

Carrier Setup

Carrier setup is the process of creating a carrier profile. You must enter information about each carrier with which you do business. The system uses the information in the carrier profile to route and rate shipments and loads.

To create carrier profiles you must first create an entry in the Address Book system for the vendor that you use. You enter basic business information for each carrier, such as address, telephone number, and fax number. The Transportation Management system uses this information as a basis for the carrier profile and then adds to the basic profile more specific information. To complete the profile, you enter additional information in the carrier master, and then apply the routes and rates based on the services offered.

Depending on whether you use currency processing and other factors, you might also need to create a supplier master record.

Setting Up Carriers

You must enter information about each one of the carriers (vendors) that your organization uses.

After you enter basic carrier information into the Address Book system, you set up additional information in the carrier profile. In the profile, you store specific information about each carrier that you use.

Setting up carriers consists of the following tasks:

- ❑ Setting up carrier master information
- ❑ Setting up license and registration information

Before You Begin

- ❑ Set up carriers in the Address Book system.

Setting Up Carrier Master Information

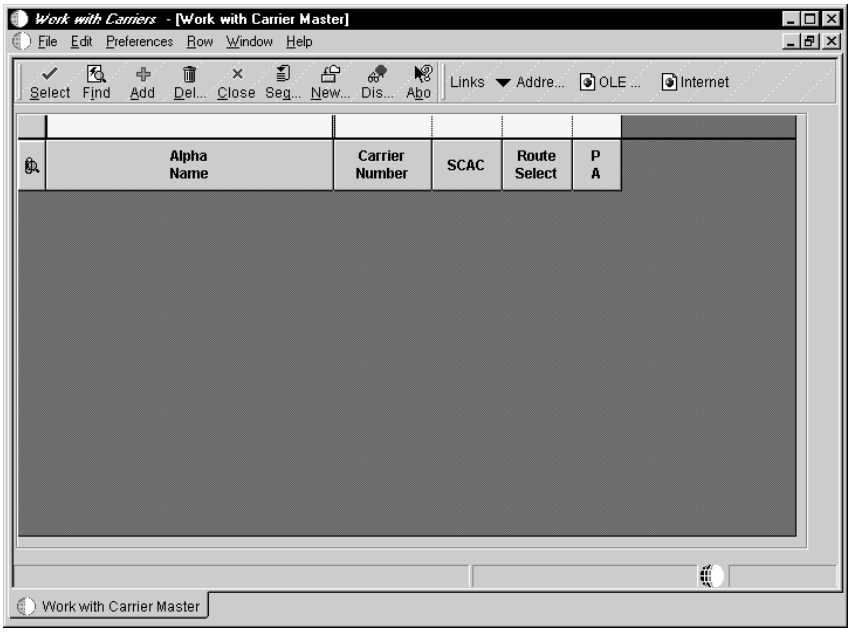
When you set up carrier master information, you define specific information about the carriers that provide your transportation services, such as performance rating and tracking information.

You can track shipment or load information for each of your deliveries. The default tracking in Transportation Management is set up for carriers that track via the internet. To set up automatic tracking functions, you need to create a business function for each type of tracking system that you intend to use. Once you set up tracking information, you can access it from the carrier via the telephone, the Internet, or any other method that your carrier provides for tracking. You can track a shipment or load over the internet only if your carrier provides this service.

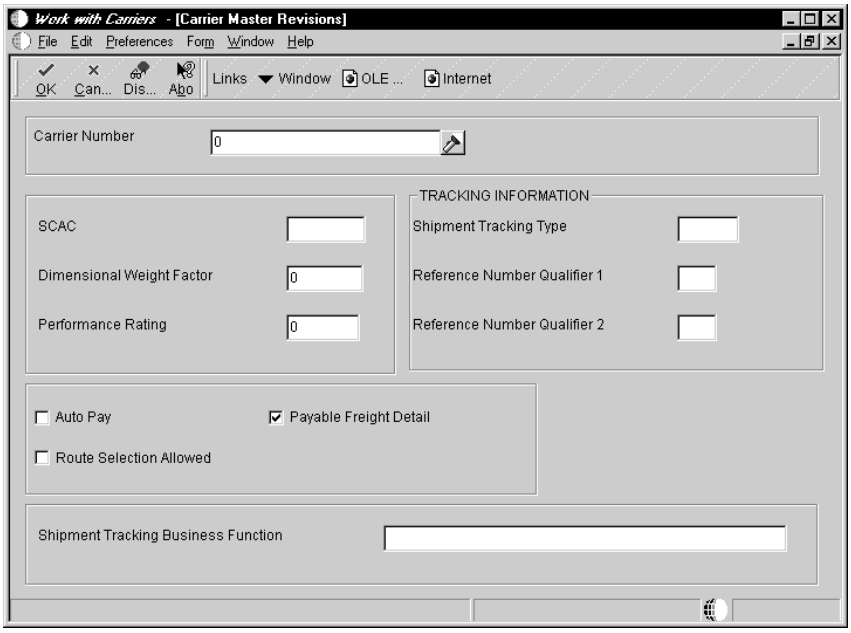
▶ To set up carrier master information

From Transportation Management (G49), choose System Setup. From System Setup (G4941), choose Work with Carriers.

On Work with Carrier Master



1. Click Add.



2. On Carrier Master Revisions, complete the following fields:
   - Carrier Number
   - SCAC
   - Dimensional Weight Factor
   - Performance Rating
   - Shipment Tracking Type

- Reference Number Qualifier 1
- Reference Number Qualifier 2
- Shipment Tracking Business Function

3. Click any of the following options:
   - Auto Pay
   - Route Selection Allowed
   - Payable Freight Detail
4. Click OK.

Field	Explanation
Carrier Number	A user defined name or number that is unique to the address book number. You can use this field to enter and locate information. You can use it to cross-reference the supplier to a Dun & Bradstreet number, a lease number, or other reference.
SCAC	A unique four-character code assigned to the carrier.
Dimensional Weight Factor	The factor assigned to the shipper which is used to calculate the dimensional weight. Dimensional weight is calculated as the length times the width times the height divided by the dimensional weight factor.
Performance Rating	A number that you assign to rank carrier performance. When performance is the basis for route selection, the system selects carriers with a low number before carriers with a higher number.
Shipment Tracking Type	The tracking method provided by the carrier. This could be Internet, World Wide Web, telephone, etc.
Reference Number Qualifier 1	A code that qualifies the Reference Number. It must conform to one of the accepted values for EDI X12 data element 128.
Auto Pay	A field that indicates whether the system auto creates an A/P voucher for the carrier when payable freight charges are calculated.
Route Selection Allowed	A flag that specifies whether the system selects a route when automatically routing a shipment. Valid values are: 1 This route can be selected automatically 0 This route cannot be selected automatically
Payable Freight Detail	A flag that indicates whether a pay item will be loaded to the voucher for each individual payable charge, or whether all payable charges on a single load or shipment will be added into a single pay item.
Shipment Tracking Business Function	The business function which provides access to a carrier's external shipment tracking function.

Setting Up License and Registration Information

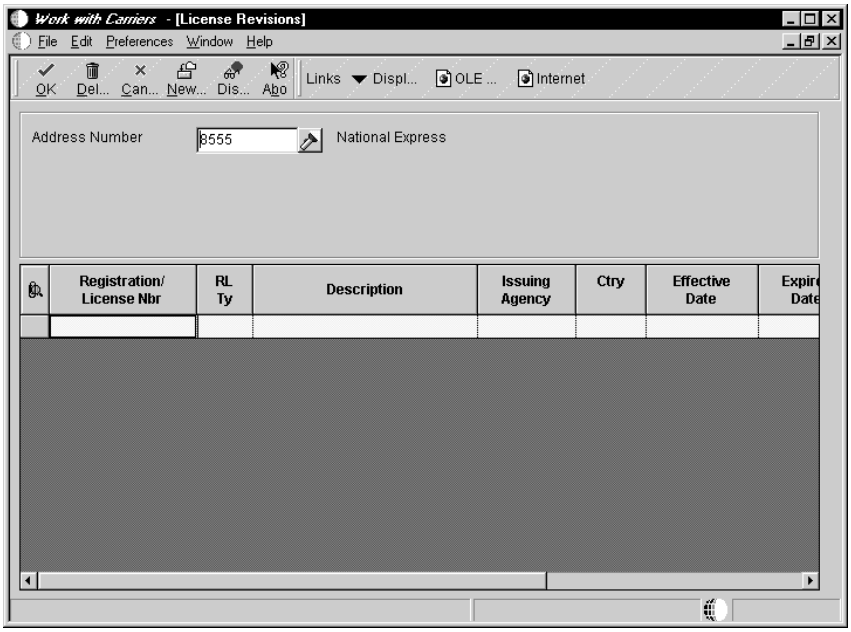
After you set up your carriers, you can also set up license information. For each carrier, you have the option to set up license and registration information.

▶ To set up license and registration information

From Transportation Management (G49), choose System Setup. From System Setup (G4941), choose Work with Carriers.

On Work with Carrier Master

1. Click Find.
2. Choose a carrier and choose License Maintenance from the Row menu.



3. On License Revisions, complete the following fields:
   - Registration/ License Nbr
   - RL Ty
   - Description
   - Issuing Agency
   - Ctry
   - Effective Date
   - Expired Date

- M T
- Print Message

4. Click OK.

Field	Explanation
Registration/ License Nbr	Identifies the identification number that appears on the license, permit, or certificate.
RL Ty	A number that indicates the type of authorization or document required, for example, general driving license, safety training certification, yard access, and loading rack access.
Description	A user defined name or remark.
Issuing Agency	Identifies the agency responsible for issuing this license. This is an address book number, which allows for a telephone number and address information.
Ctry	A user defined code (00/CN) that identifies a country. The country code has no effect on currency conversion. The Address Book system uses the country code for data selection and address formatting.
Effective Date	The date on which a transaction, text message, contract, obligation, or preference becomes effective.
Expired Date	The date on which a transaction, text message, agreement, obligation, or preference has expired or been completed.
M T	If you specify a print message, you can select the method of communication for this message. You can choose to print message on documents, display the message in a window during processing, or both. Valid valid are: 1 Display message 2 Print message 3 Display and print message
Print Message	A user defined code that you assign to each print message. Examples of text used in messages are engineering specifications, hours of operation during holiday periods, and special delivery instructions.

Vehicle Setup

To create a load, you must define the vehicles that you use in shipping. Vehicle setup defines specific vehicles or vehicle types. You set up vehicles to determine the type and quantity of products that can be loaded onto a vehicle.

Vehicle setup consists of the following tasks:

- ❑ Setting up vehicle information
- ❑ Setting up vehicle maintenance infomation

You must set up the types of vehicles that you use for shipping. Some common types of vehicles are trailers (TRL), truckloads (TL), and less than truckloads (LTL). These general descriptions of vehicles are the basis for which you later define each physical vehicle that you use. For example, if you use tanker trucks to ship items, you first set up a vehicle type named TANKER.

After a vehicle type is defined, you can then further define specific characteristics of that vehicle type, such as:

- Dimension information
- Compartments
- Equipment information

Use vehicle dimensions to define the physical dimensions of a vehicle. For example, after TANKER vehicle type is defined, you then can set up the exterior and interior measurements of the tankers. You can define how many compartments a type of vehicle has within it. For example, a tanker might have six compartments. You can also define the equipment that is on board the vehicle, such as hoses for pumping out the product. For example, a tanker might have hoses that are used for pumping out the product. If these hoses always accompany the tanker, you define them as equipment on the TANKER vehicle type.

After you set your vehicle types, you then define specific vehicle information in vehicle master maintenance. Some of the specifics that you can set up are:

License information	You can enter specific license information that might be required by various transportation agencies for each vehicle you use.

Out-of-service dates	Out-of-service dates help you to plan maintenance schedules. They can help route shipments by assigning only those vehicles that are eligible for use.
Connected vehicle information	Connected vehicle information allows you to define two or more vehicles that are attached and given one connected vehicle ID.

Setting Up Vehicle Information

You must define a vehicle type so that the Transportation Management System can use the type to create loads. After you enter vehicles types, you then define further information for each type of vehicle, for example, dimensions, compartments, and equipment.

Physical vehicles for private fleets require a vehicle ID. You can also set up license and out-of-service dates for these specific physical vehicles. You can set up physically-connected vehicles as a single logical entity, which is called a connected vehicle. A connected vehicle can be rail cars joined temporarily to form a train, or trucks and trailers attached to one another. You can use connected vehicles to streamline the trip building and load confirmation process.

Setting up vehicle information consists of the following tasks:

- ❑ Setting up vehicle types
- ❑ Setting up vehicle dimensions
- ❑ Setting up vehicle compartments
- ❑ Setting up vehicle equipment

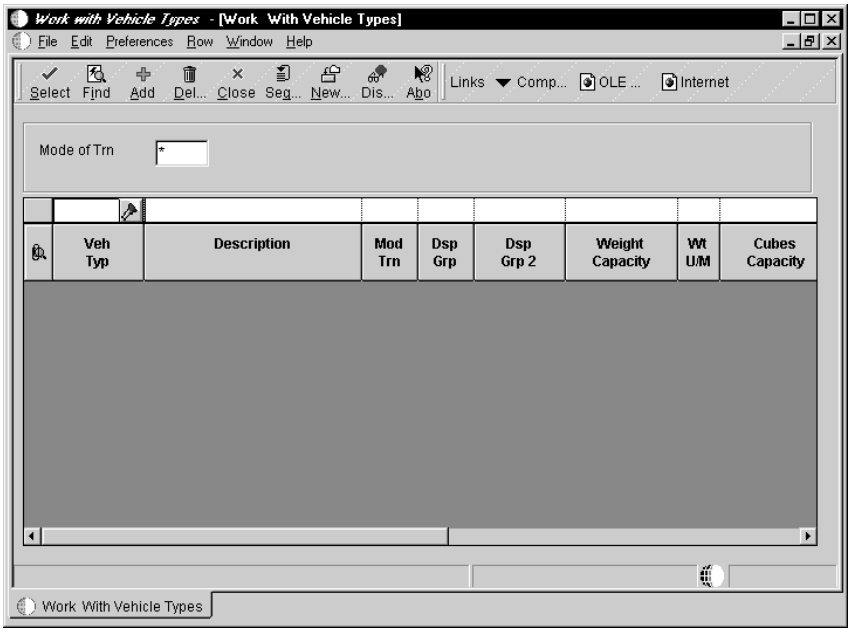
Setting Up Vehicle Types

You set up vehicle types to make an entry for each kind of vehicle operated by your company. You can then define further information about your vehicles.

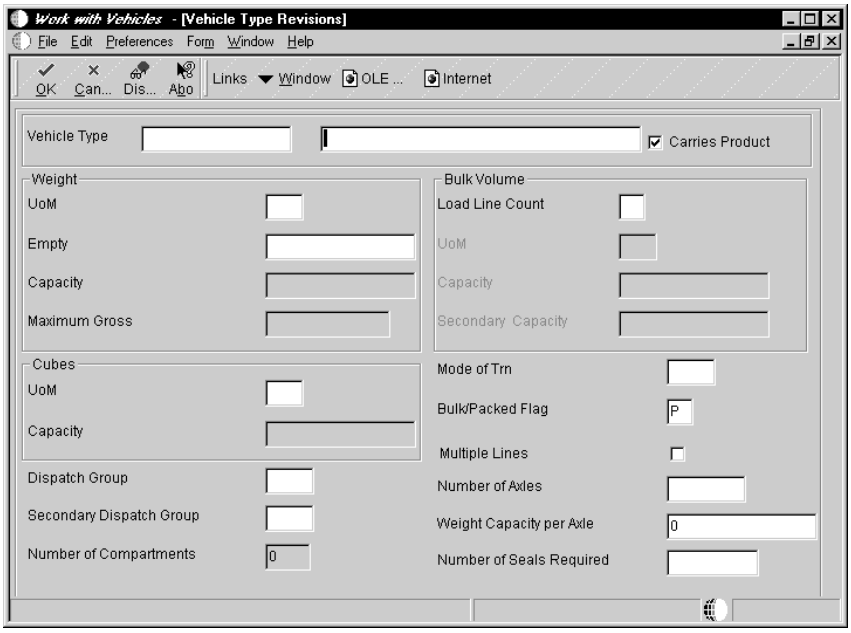
▶ To set up vehicle types

From Transportation Management (G49), choose System Setup. From System Setup (G4941), choose Vehicle Setup. On Vehicle Setup (G49413), choose Work With Vehicle Types.

On Work With Vehicle Types



1. Click Add.



2. On Vehicle Type Revisions, complete the following required fields:
   - Vehicle Type
   - Description
   - Weight Unit of Measure
   - Empty
   - Unit of Measure – Cubes

3. Click the following option:
    - Carries Product
4. Complete the following optional fields:
    - Dispatch Group
    - Secondary Dispatch Group
    - Load Line Count
    - UoM
    - Mode of Trn
    - Bulk/Packed Flag
    - Number of Axles
    - Weight Capacity per Axle
    - Number of Seals Required
5. Click the following option:
    - Multiple Lines
6. Click OK.

Field	Explanation
Vehicle Type	The type of vehicle that you use to transport items. The vehicle type identifies the mode of transport, as well as assignments to dispatch groups.
Weight Unit of Measure	The unit of measure that indicates the weight of an individual item. Typical weight units of measure are: GM Gram OZ Ounce LB Pound When setting up a user defined code for a weight unit of measure, you must specify W in the special handling code of the user defined code.
Empty	The certified weight of this vehicle, including fuel, but excluding cargo.
Maximum Gross Weight	The maximum loaded weight recommended by the vehicle manufacturer or allowed by the country or countries in which this vehicle operates.
Weight Capacity	The sum of the weight capacities of the compartments attached to this vehicle.
Unit of Measure – Cubes	The unit of measure used to measure cubes.

Field	Explanation
Carries Product	A flag used to indicate that the vehicle does or does not carry products. The valid values are: Y The vehicle carries products. N The vehicle does not carry products. A checkmark indicates that this vehicle carries products.
Dispatch Group	A user defined code that identifies the dispatch group. A dispatch group is a grouping you make for products according to the physical characteristics that are important when storing and transporting those products. During the trip building process, the system checks if the dispatch group for the item and the vehicle are compatible. The system only allows products belonging to the allowed dispatch groups to be assigned to the vehicle.
Secondary Dispatch Group	A code used by the Transportation Management system to group products for dispatch.
Load Line Count	The number of load lines in a vehicle compartment.
Number of Compartments	The number of compartments in a vehicle.
Bulk Volume	The unit of measure for the cubic space occupied by an inventory item. Typical volume units of measure are: ML Milliliter PT Pint LT Liter When setting up a volume unit of measure user defined code, you must specify a V in the special handling code of the user defined code.
Bulk Volume Capacity	The sum of the volume capacities for load line 1 of the compartments attached to this vehicle.
Bulk Volume Capacity – Secondary	The sum of the secondary volume capacities of the compartments attached to this vehicle.
Bulk/Packed Flag	This code indicates if the vehicle can transport bulk liquid product or packaged products. If it is a bulk vehicle, you must perform temperature and density/gravity conversions. To record the movement of bulk products, you must use forms designed specifically for bulk products. The system uses transportation forms to ensure that the appropriate products are being processed. Valid values are: P Packaged item (product) B Bulk liquid item (product)
Number of Axles	This information is applicable only to road trucks. It is vital in those situations where governmental authorities either restrict the operation of large (high axle count) vehicles or control the maximum weight allowed per vehicle axle.
Weight Capacity per Axle	The weight capacity per axle of this vehicle.

Field	Explanation
Number of Seals Required	The number of seals a vehicle requires.
Multiple Lines	This flag indicates whether multiple lines are allowed per compartment. Valid values are: Y Multiple lines are allowed per compartment. N Multiple lines are not allowed per compartment. In OneWorld, a checkmark indicates that multiple lines are allowed per compartment. In WorldSoftware, this field identifies vehicles designed for bulk transport that can allow multiple order lines per compartment. This usually describes a vehicle that has a procedure or device to measure outgoing product during delivery.

Setting Up Vehicle Dimensions

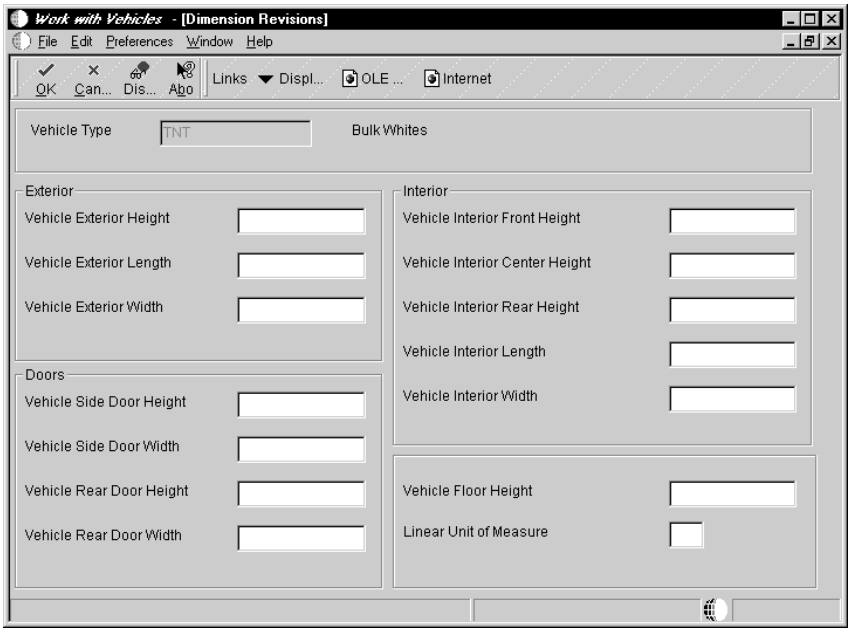
You define vehicle dimensions to specify length, width, and height of a vehicle in the system. This allows you to better fill your vehicles to capacity with each shipment or load.

▶ To set up vehicle dimensions

From Transportation Management (G49), choose System Setup. From System Setup (G4941), choose Vehicle Setup. From Vehicle Setup (G49413), choose Work with Vehicle Types.

On Work With Vehicle Types

1. Click Find.
2. Choose a vehicle type for which you want to set up vehicle dimensions.
3. From the Row menu, choose Dimensions.



4. On Dimension Revisions, complete any of the following fields:
    - Vehicle Exterior Height
    - Vehicle Exterior Length
    - Vehicle Exterior Width
    - Vehicle Side Door Height
    - Vehicle Side Door Width
    - Vehicle Rear Door Height
    - Vehicle Rear Door Width
    - Vehicle Interior Front Height
    - Vehicle Interior Center Height
    - Vehicle Interior Rear Height
    - Vehicle Interior Length
    - Vehicle Interior Width
    - Vehicle Floor Height
    - Linear Unit of Measure
5. Click OK.

Setting Up Vehicle Compartments

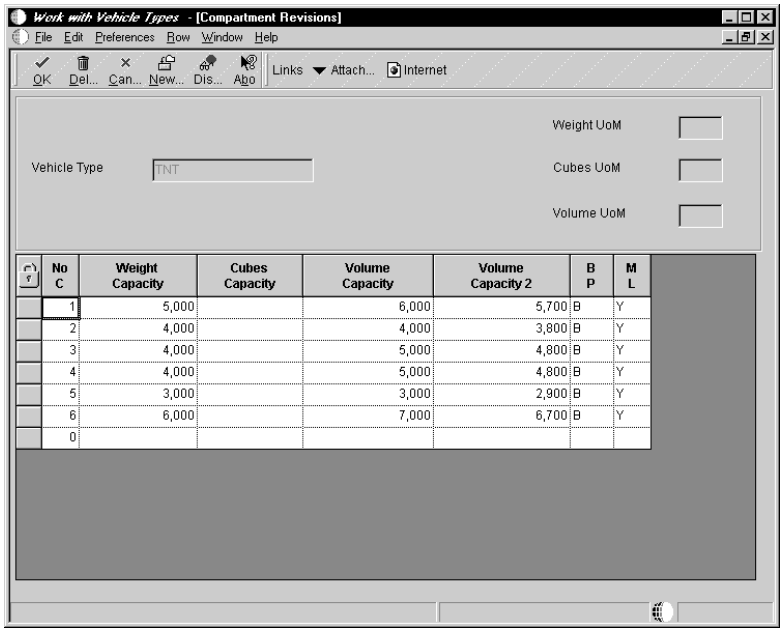
You must define the capacity of each compartment on each vehicle that you use.

▶ To set up vehicle compartments

From Transportation Management (G49), choose System Setup. From System Setup (G4941), choose Vehicle Setup. From Vehicle Setup (G49413), choose Work with Vehicle Types.

On Work with Vehicle Types

1. Click Find.
2. Choose a vehicle type for which you want to set up compartments.
3. From the Row menu, choose Compartments.



No C	Weight Capacity	Cubes Capacity	Volume Capacity	Volume Capacity 2	B P	M L
1	5,000		6,000	5,700	B	Y
2	4,000		4,000	3,800	B	Y
3	4,000		5,000	4,800	B	Y
4	4,000		5,000	4,800	B	Y
5	3,000		3,000	2,900	B	Y
6	6,000		7,000	6,700	B	Y
0						

4. On Compartment Revisions, complete the following fields:
   - Weight Capacity
   - Cubes Capacity
   - Volume Capacity
   - Volume Capacity 2
   - B P
   - M L

5. Click OK.

Field	Explanation
Weight Capacity	The weight capacity of this compartment. If you did not set a capacity for each compartment, you may still load product.
Cubes Capacity	The volume, referred to as cubes, of a vehicle or space.
Volume Capacity	The volume capacity of this compartment for this dispatch group.
Volume Capacity 2	The volume capacity of this compartment for this dispatch group.
B P	This code indicates if the vehicle can transport bulk liquid product or packaged products. If it is a bulk vehicle, you must perform temperature and density/gravity conversions. To record the movement of bulk products, you must use forms designed specifically for bulk products. The system uses transportation forms to ensure that the appropriate products are being processed. Valid values are: P Packaged item (product) B Bulk liquid item (product)
M L	This flag indicates whether multiple lines are allowed per compartment. Valid values are: Y Multiple lines are allowed per compartment. N Multiple lines are not allowed per compartment. In OneWorld, a checkmark indicates that multiple lines are allowed per compartment. In WorldSoftware, this field identifies vehicles designed for bulk transport that can allow multiple order lines per compartment. This usually describes a vehicle that has a procedure or device to measure outgoing product during delivery.

Setting Up Vehicle Equipment

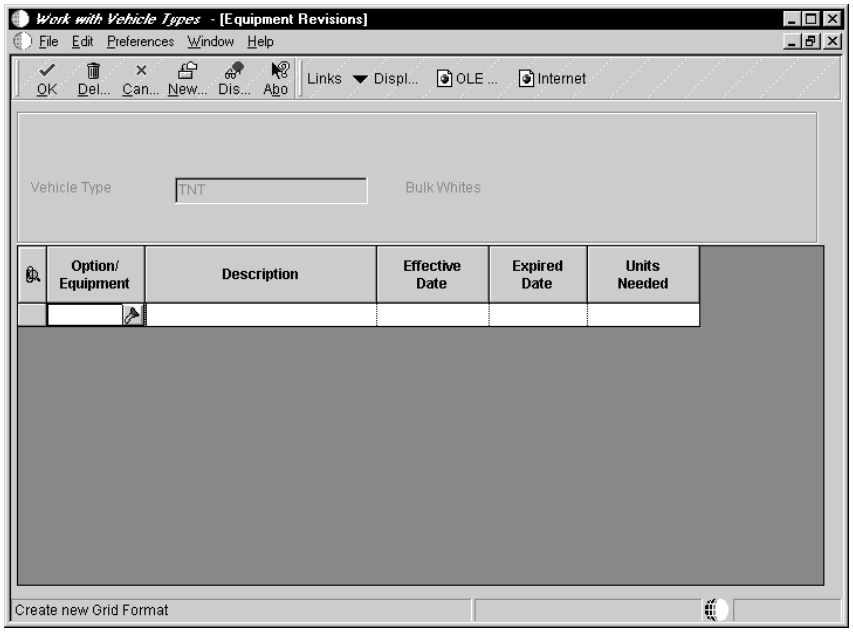
You enter user defined codes to define equipment that is associated with individual vehicles. When you are building a load, you can view the vehicle master to determine if a vehicle has the appropriate equipment for a specific delivery requirement. For example, the dispatcher might be building a load for a delivery site that is known to have a blocked entrance. In this case, the dispatcher needs to assign a vehicle equipped with a hose and pump so that the operator can deliver the product.

To set up vehicle equipment

From Transportation Management (G49), choose System Setup. From System Setup (G4941), choose Vehicle Setup. From Vehicle Setup (G49413), choose Work with Vehicle Types.

On Work with Vehicle Types

1. Click Find.
2. Choose a vehicle type for which you want to set up equipment.
3. From the Row Menu, choose Equipment.



4. On Equipment Revisions, complete the following fields and click OK:
   - Option/ Equipment
   - Effective Date
   - Expired Date
   - Units Needed

Field	Explanation
Option/ Equipment	A user defined option or piece of equipment which is associated with a shipment or which is required in order to make a shipment.
Effective Date	The date on which a transaction, text message, contract, obligation, or preference becomes effective.

Field	Explanation
Expired Date	The date on which a transaction, text message, agreement, obligation, or preference has expired or been completed.
Units Needed	The number of units needed.

Setting Up Vehicle Maintenance Information

After you set up vehicle types, compartments, and equipment, you can set up and monitor license, staff, and vehicle availability information.

Setting up vehicle maintenance information consists of the following tasks:

- ❑ Setting up vehicle master maintenance
- ❑ Setting up vehicle licenses
- ❑ Setting up vehicle out-of-service dates
- ❑ Setting up connected vehicles

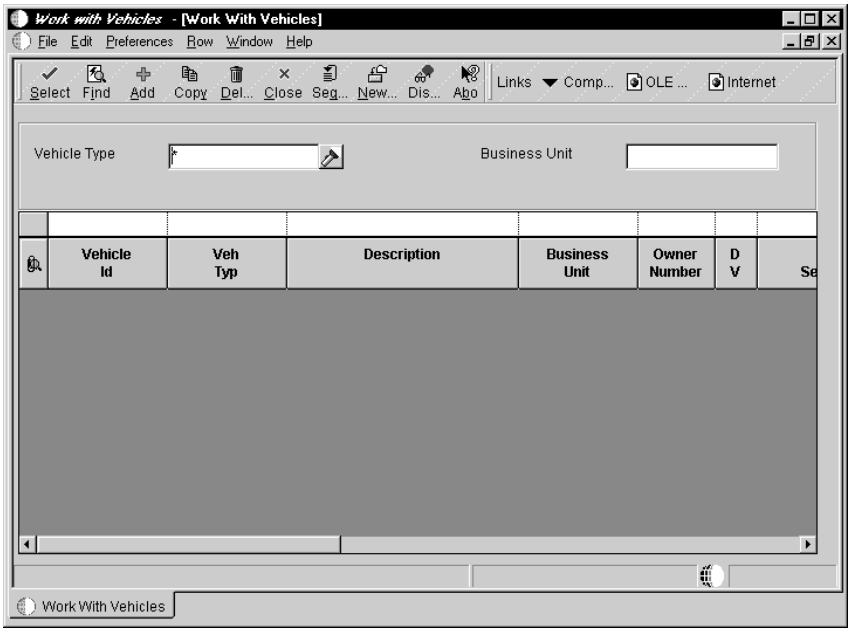
Setting Up Vehicle Master Maintenance

After you set up types of vehicles, you can identify specific vehicle information, such as branch/plant, serial number, and owner. The system retrieves default values for each physical vehicle based on the assigned vehicle type. You can override the default vehicle type information.

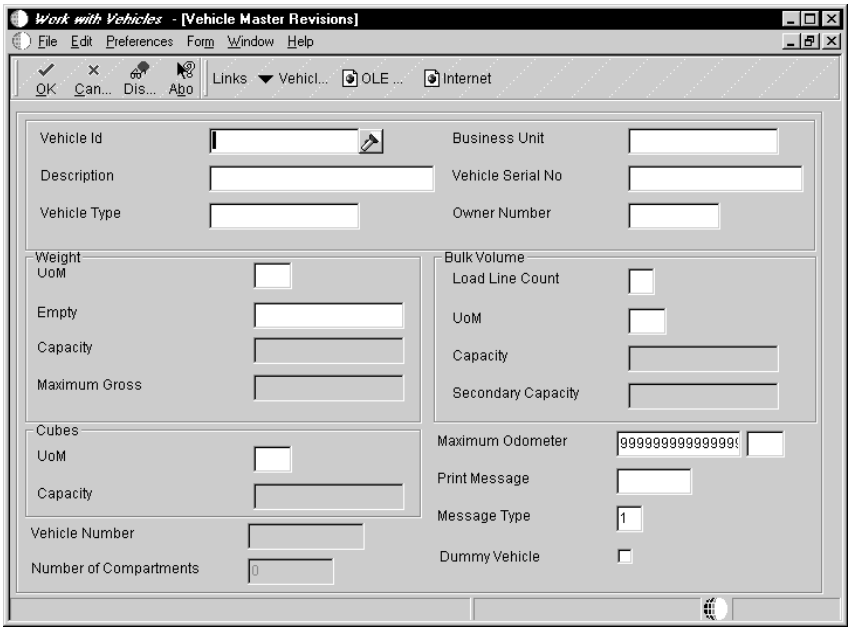
▶ To set up vehicle master maintenance

From Transportation Management (G49), choose System Setup. From System Setup (G4941), choose Vehicle Setup. From Vehicle Setup (G49413), choose Work with Vehicles.

On Work With Vehicles



1. Click Add.



2. On Vehicle Master Revisions, complete the following fields:
   - Vehicle Id
   - Vehicle Type
   - Business Unit

- Vehicle Serial No
- Weight Unit of Measure
- Unit of Measure – Cubes

3. Complete the following optional fields:
   - Description
   - Owner Number
   - Empty
   - Load Line Count
   - Volume Unit of Measure
   - Odometer – Maximum
   - Print Message
   - Message Type
4. Click the following option:
   - Dummy Vehicle
5. Click OK.

Field	Explanation
Vehicle Id	A unique identification number for a vehicle. This number serves as a primary identifier for a vehicle.
Vehicle Type	The type of vehicle that you use to transport items. The vehicle type identifies the mode of transport, as well as assignments to dispatch groups.
Business Unit	A code that identifies a separate entity within a business for which you want to track items and costs. This entity might be a warehouse location, job, project, work center, or branch/plant. The Branch/Plant field is alphanumeric.
Vehicle Serial No	The vehicle serial number is an alternate vehicle identification number. This number is commonly used to track vehicles by the manufacturer's serial number. The Vehicle Serial Number field must be a unique number.
Weight Unit of Measure	The unit of measure that indicates the weight of an individual item. Typical weight units of measure are: GM Gram OZ Ounce LB Pound When setting up a user defined code for a weight unit of measure, you must specify W in the special handling code of the user defined code.
Unit of Measure – Cubes	The unit of measure used to measure cubes.

Field	Explanation
Owner Number	Identifies the address book number of the organization that owns and/or operates this vehicle or tank. The owner may be the address book number assigned to your company number.
Empty	The certified weight of this vehicle, including fuel, but excluding cargo.
Load Line Count	The number of load lines in a vehicle compartment.
Volume Unit of Measure	The unit of measure for the cubic space occupied by an inventory item. Typical volume units of measure are: ML Milliliter PT Pint LT Liter When setting up a volume unit of measure user defined code, you must specify a V in the special handling code of the user defined code.
Maximum Odometer	The maximum value allowed on the odometer.
Print Message	A user defined code that you assign to each print message. Examples of text used in messages are engineering specifications, hours of operation during holiday periods, and special delivery instructions.
Message Type	If you specify a print message, you can select the method of communication for this message. You can choose to print message on documents, display the message in a window during processing, or both. Valid valid are: 1 Display message 2 Print message 3 Display and print message
Dummy Vehicle	This flag indicates whether the vehicle is a dummy vehicle which can be used temporarily in place of an actual vehicle for trip assignment. Valid values are: Y Yes, this is a dummy vehicle. N No, this is an actual vehicle. In OneWorld, a checkmark indicates that this vehicle is a dummy vehicle. When you assign a dummy vehicle, the system automatically displays Vehicle Registration Entry window during load confirm by trip. At this time, you must supply a registration number for the dummy vehicle.

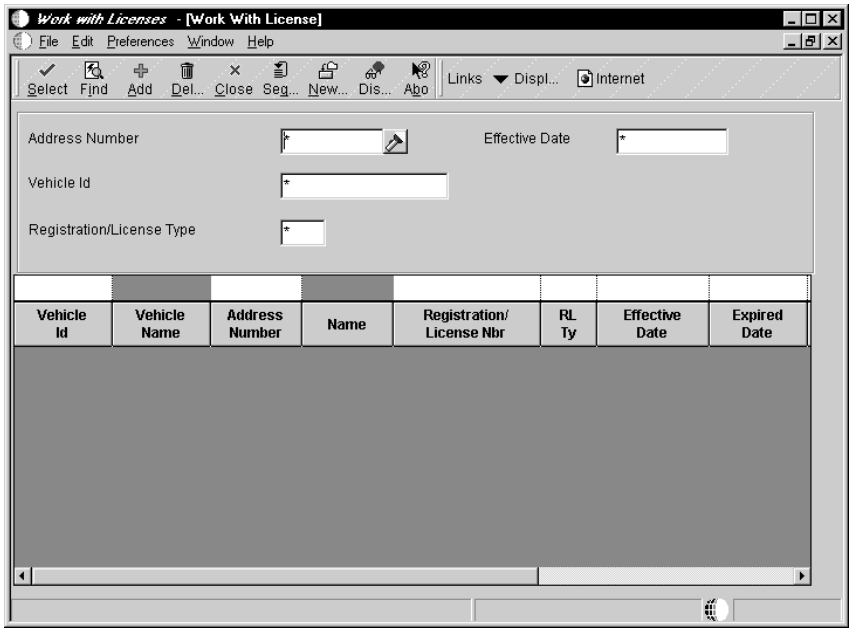
Setting Up Vehicle Licenses

You enter vehicle license and registration information, the types of licenses and registrations, and their effective dates. During the load building process, the systen uses this information as required to verify vehicle license and registration information.

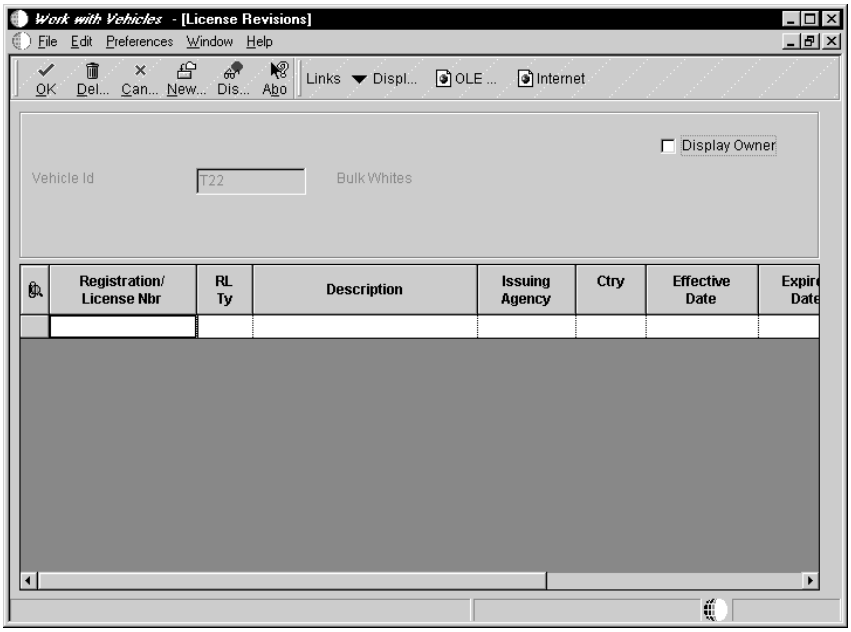
▶ To set up vehicle licenses

From Transportation Management (G49), choose System Setup. From System Setup (G4941), choose Vehicle Setup. From Vehicle Setup (G49413), choose Work with Licenses.

On Work with License



1. Click Find.
2. Choose a vehicle for which you want to set up licenses.
3. Click Select.



4. On License Revisions, complete the following fields and click OK:
   - Registration/ License Nbr
   - RL Ty
   - Issuing Agency
   - Ctry
   - Effective Date
   - Expired Date
   - M T
   - Print Message

Field	Explanation
Registration/ License Nbr	Identifies the identification number that appears on the license, permit, or certificate.
RL Ty	A number that indicates the type of authorization or document required, for example, general driving license, safety training certification, yard access, and loading rack access.
Issuing Agency	Identifies the agency responsible for issuing this license. This is an address book number, which allows for a telephone number and address information.
Ctry	A user defined code (00/CN) that identifies a country. The country code has no effect on currency conversion. The Address Book system uses the country code for data selection and address formatting.

Field	Explanation
Effective Date	The date on which a transaction, text message, contract, obligation, or preference becomes effective.
Expired Date	The date on which a transaction, text message, agreement, obligation, or preference has expired or been completed.
M T	If you specify a print message, you can select the method of communication for this message. You can choose to print message on documents, display the message in a window during processing, or both. Valid valid are: 1 Display message 2 Print message 3 Display and print message
Print Message	A user defined code that you assign to each print message. Examples of text used in messages are engineering specifications, hours of operation during holiday periods, and special delivery instructions.

Setting Up Vehicle Out–of–Service Dates

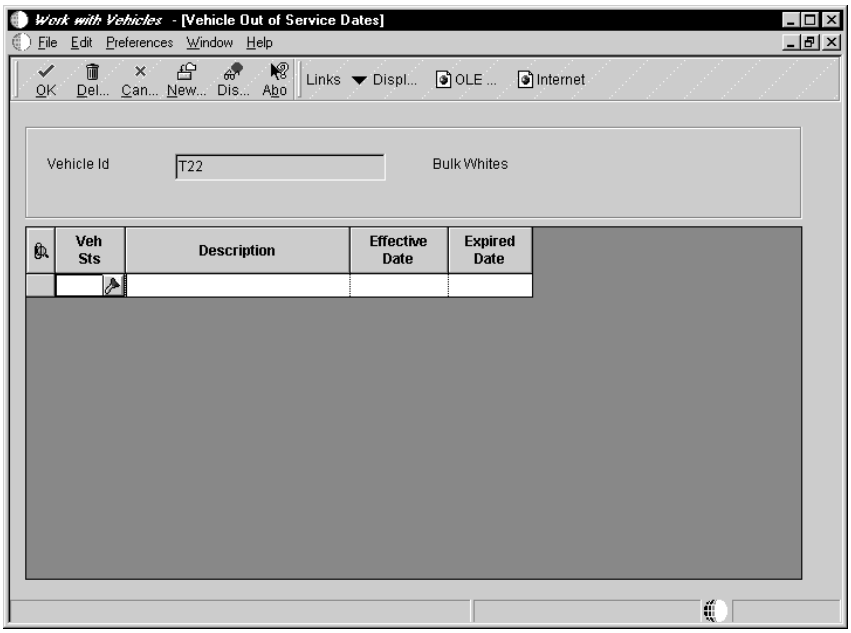
You can use status codes and dates to indicate when your vehicle is scheduled for routine maintenance or is otherwise unavailable. The dispatcher uses this information to avoid assigning orders and trips to an out-of-service vehicle.

▶ To set up vehicle out-of-service dates

From Transportation Management (G49), choose System Setup. From System Setup (G4941), choose Vehicle Setup. From Vehicle Setup (G49413), choose Work with Vehicles.

On Work with Vehicles

1. Click Find.
2. Choose a vehicle for which you want to set up out-of-service dates.
3. From the Row Menu, choose Out of Service.



4. On Vehicle Out of Service Dates, complete the following fields in the detail area:
   - Veh Sts
   - Effective Date
   - Expired Date
5. Click OK.

Field	Explanation
Veh Sts	A user defined code (49/VS) that indicates why the vehicle is out of service, such as Scheduled Routine Maintenance (SRM), Mechanical Breakdown (MB), or Collision Repair (CR).
Effective Date	The date on which a transaction, text message, contract, obligation, or preference becomes effective.
Expired Date	The date on which a transaction, text message, agreement, obligation, or preference has expired or been completed.

Setting Up Connected Vehicles

You set up connected vehicles to indicate when two or more vehicles are to be considered a single connected vehicle with a unique ID. You define connected vehicles to set up:

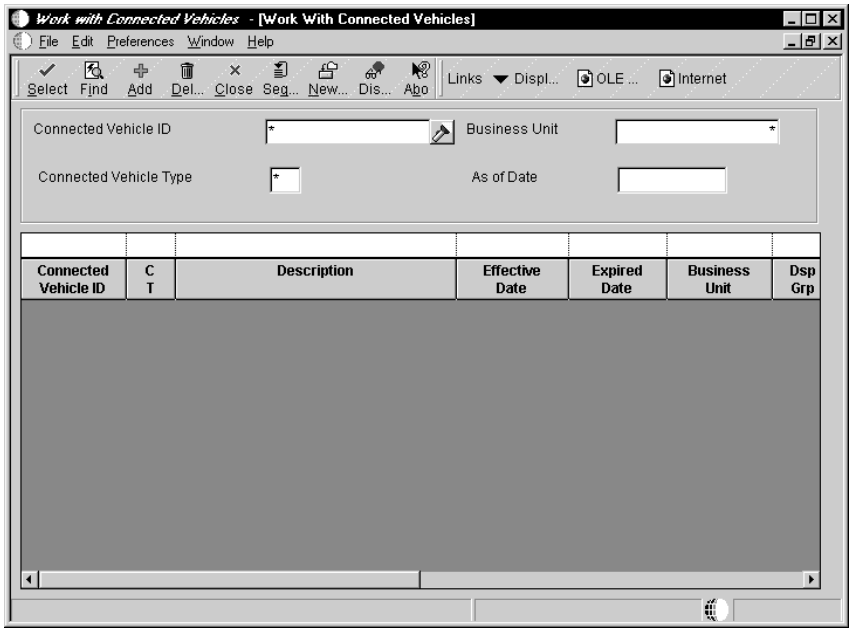
- Identification number
- Type (typically train, attached trucks, or other)

- Vehicle ID

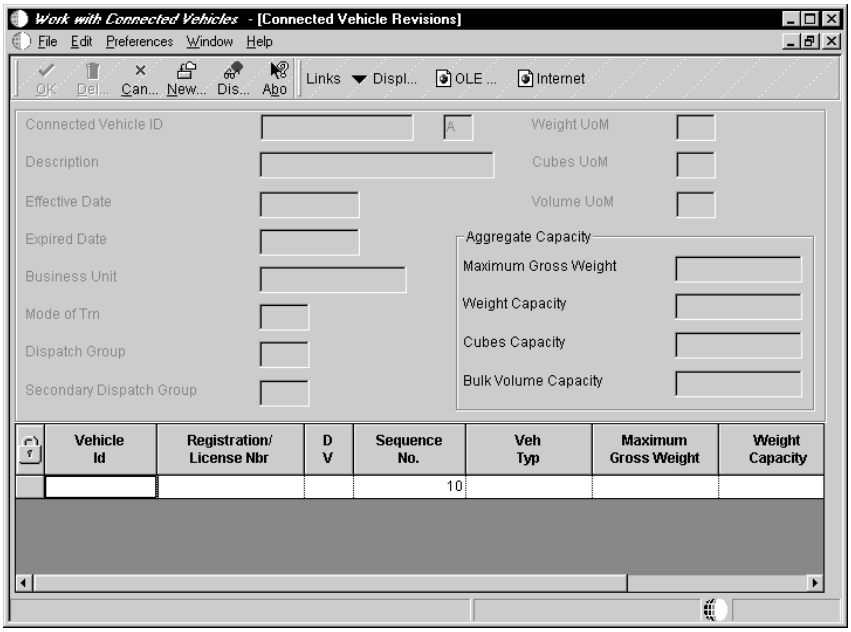
▶ To set up connected vehicles

From Transportation Management (G49), choose System Setup. From System Setup (G4941), choose Vehicle Setup. From Vehicle Setup (G49413), choose Work with Connected Vehicles.

On Work with Connected Vehicles



1. Click Add.



2. On Connected Vehicle Revisions, complete the following required fields:
   - Vehicle Id
   - Connected Vehicle ID
   - Business Unit
   - Mode of Trn
   - Weight UoM
   - Cubes UoM
   - Volume UoM
3. Complete the following optional fields:
   - Effective Date
   - Expired Date
   - Dispatch Group
   - Secondary Dispatch Group
4. Click OK.

Field	Explanation
Vehicle Id	A unique identification number for a vehicle. This number serves as a primary identifier for a vehicle.

Field	Explanation
Connected Vehicle ID	The connected vehicle ID is an alphanumeric field that represents two or more connected vehicles. This ID can represent a number of situations: • Two or more vehicles (often rail cars or barges) are connected to each other temporarily to form a train. • Two or more vehicles (typically, road trucks and trailers) are attached to each other for a somewhat longer period of time, for example, a day, week, month, or more.
Business Unit	A code that identifies a separate entity within a business for which you want to track items and costs. This entity might be a warehouse location, job, project, work center, or branch/plant. The Branch/Plant field is alphanumeric.
Mode of Trn	A user defined code (system 00, type TM) describing the nature of the carrier being used to transport goods to the customer, for example, by rail, by road, and so on.
Weight UoM	The unit of measure that indicates the weight of an individual item. Typical weight units of measure are: GM Gram OZ Ounce LB Pound When setting up a user defined code for a weight unit of measure, you must specify W in the special handling code of the user defined code.
Cubes UoM	The unit of measure used to measure cubes.
Volume UoM	The unit of measure for the cubic space occupied by an inventory item. Typical volume units of measure are: ML Milliliter PT Pint LT Liter When setting up a volume unit of measure user defined code, you must specify a V in the special handling code of the user defined code.
Effective Date	The date on which a transaction, text message, contract, obligation, or preference becomes effective.
Expired Date	The date on which a transaction, text message, agreement, obligation, or preference has expired or been completed.

Field	Explanation
Dispatch Group	A user defined code that identifies the dispatch group. A dispatch group is a grouping you make for products according to the physical characteristics that are important when storing and transporting those products. During the trip building process, the system checks if the dispatch group for the item and the vehicle are compatible. The system only allows products belonging to the allowed dispatch groups to be assigned to the vehicle.
Secondary Dispatch Group	A code used by the Transportation Management system to group products for dispatch.

Processing Options for Vehicle Master Maintenance (AT)

```
Process

1. Enter 1 to display Vehicle
    Compartment, Vehicle License, and
    Vehicle Equipment revision forms
    when adding a vehicle.

      Revision Forms                                _____________
```

Staff Setup

The Transportation Management system allows you to define the king and number of staff at a depot or for a particular vehicle. When setting up a depot, you assign your staff to a specific depot, job description, shift, job type, effective date, and expiration date. You assign staff to a specific depot based on employee qualifications. By assigning employees to a depot, you can record which staff/employee are at which locations.

In vehicle staff setup, you can assign employees to a particular vehicle and shift. In addition, you can set up effective dates and expiration dates. You assign staff to operate your vehicles according to the job that the individual performs. This is especially useful if you use a private fleet for deliveries.

Before You Begin

- ❑ Verify that you have entered staff members in the Address Book system.
- ❑ Verify that you have entered your depots in the Address Book system.
- ❑ Verify that you have set up your vehicles in the Vehicle Master table.

Setting Up Depot/Vehicle Staff

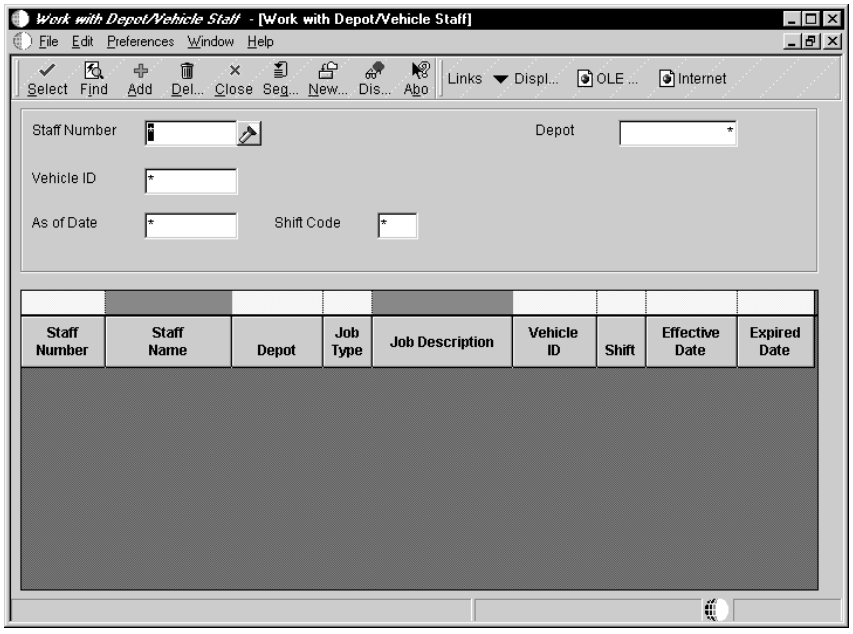
You assign staff to operate your vehicles according to the job that the individual performs. You can also assign a person to a particular vehicle or you can assign staff to a depot. This is particularly helpful for tracking a private fleet of vehicles and drivers.

By setting up vehicle staff, you assign a specific staff member to a specific vehicle. You can assign a vehicle to an employee that has special qualifications to run that vehicle or an employee that has a specific license required to transport a particular product. For example, to transport hazardous materials, the driver of your vehicle might need to have special training or a special license to handle the materials.

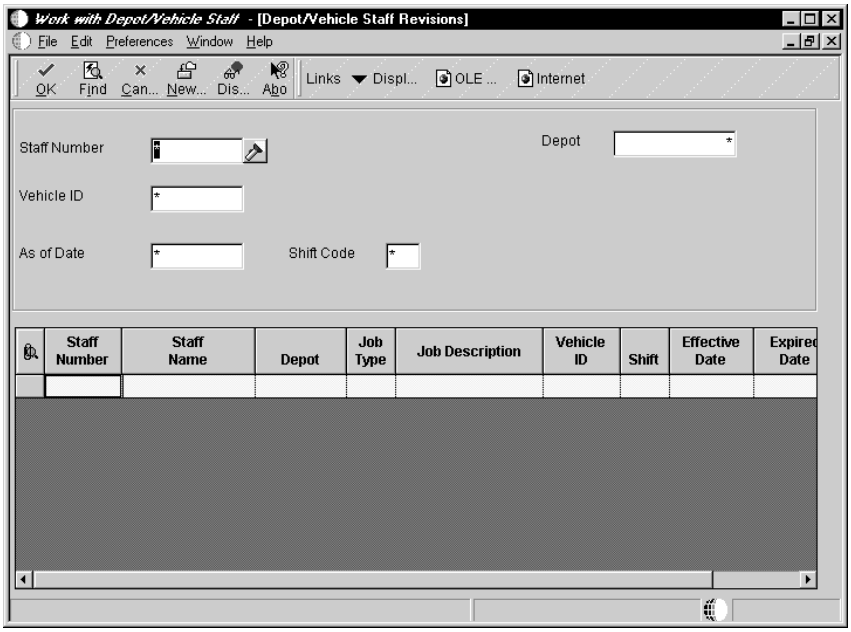
▶ To set up depot/vehicle staff

From Transportation Management (G49), choose System Setup. From System Setup (G4941), choose Work with Depot/Vehicle Staff.

On Work with Depot/Vehicle Staff



1. Click Add.



2. On Depot/Vehicle Staff Revisions, complete the following fields in the detail area:
   - Staff Number
   - Staff
   - Depot
   - Job Type
   - Job Description
   - Vehicle ID
   - Shift
   - Effective Date
   - Expired Date
3. Click OK.

Field	Explanation
Staff Number	Identifies the address book number for the staff member.
Staff	A user defined name or remark.
Depot	A code that identifies a separate entity within a business for which you want to track items and costs. This entity might be a warehouse location, job, project, work center, or branch/plant. The Branch/Plant field is alphanumeric.

Field	Explanation
Job Type	A user defined code (07/G) that specifies job classifications established for an organization. In the Load and Delivery Management system, the job type is used in the following ways: • To define the job type used specifically for operators. This is defined in the Load and Delivery Management constants table (F49001). You must have a staff defined with that job type in order to create a trip. • To define job types to both vehicle and depot staff.
Job Description	A user defined name or remark.
Vehicle ID	A unique identification number for a vehicle. This number serves as a primary identifier for a vehicle.
Shift	A user defined code (00/SH) that identifies daily work shifts. In payroll systems, you can use a shift code to add a percentage or amount to the hourly rate on a timecard. For payroll and time entry: If an employee always works a shift for which a shift rate differential is applicable, enter that shift code on the employee's master record. When you enter the shift on the employee's master record, you do not need to enter the code on the timecard when you enter time. If an employee occasionally works a different shift, you enter the shift code on each applicable timecard to override the default value.
Effective Date	The date on which a transaction, text message, contract, obligation, or preference becomes effective.
Expired Date	The date on which a transaction, text message, agreement, obligation, or preference has expired or been completed.

Item Setup

To increase the efficiency of your transportation system, the Transportation Management system allows you to set up your items with specific shipping information. By setting up this information, you can avoid any potential problems with incompatible items or items that may be shipped incorrectly. For example, if you have a product that cannot be loaded onto a shipment with another product, you can set up each item to have a product mix incompatibility.

Item setup consists of the following tasks:

- ❑ Setting up incompatible items
- ❑ Setting up item shipping information

Setting Up Incompatible Items

You set up incompatible items at the item level in the system. If two or more items are hazardous when mixed, then the system does not allow those items on a shipment or load. The mixing type determines whether the items are incompatible on a load or shipment or whether the items are in a prohibited load sequence.

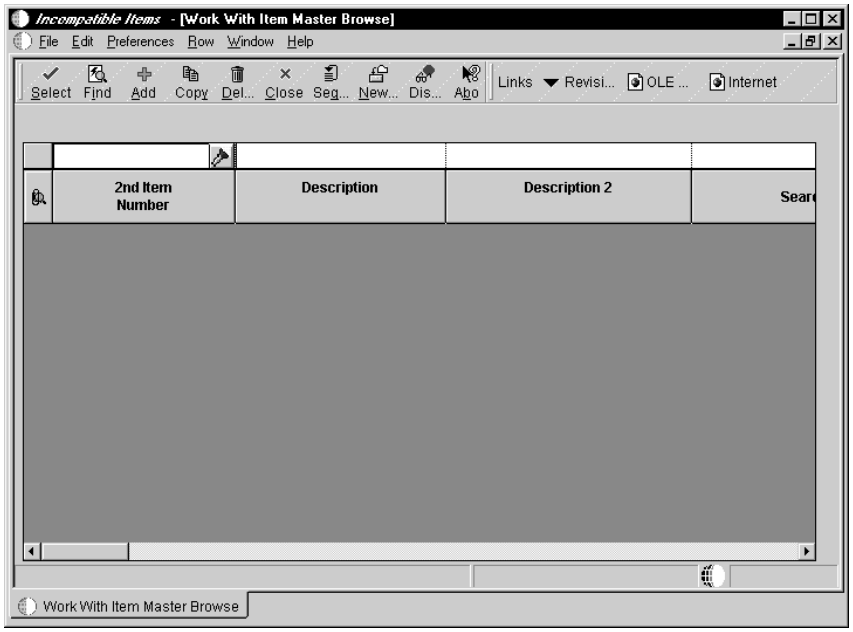
Before You Begin

❑ Set up items in the Item Master table.

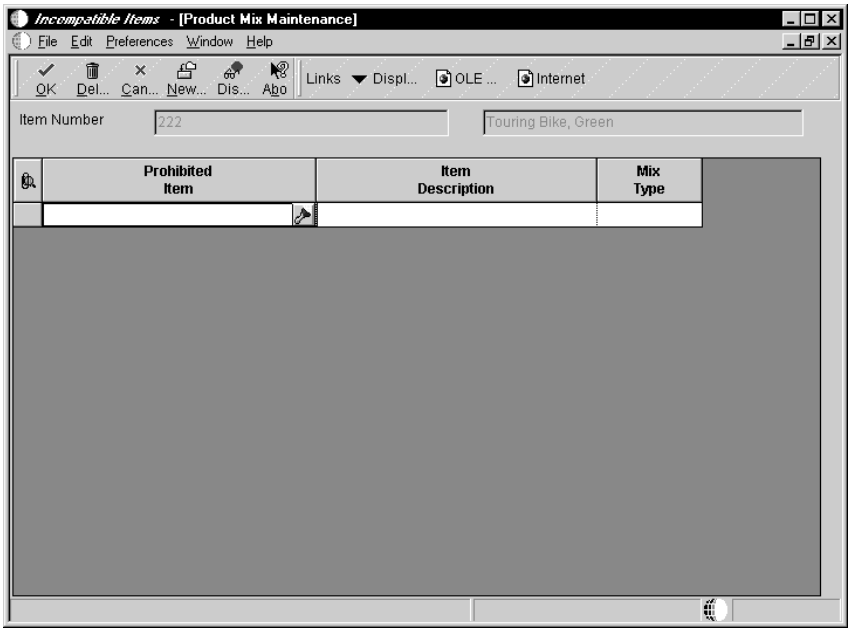
▶ To set up incompatible items

From Transportation Management (G49), choose System Setup. From System Setup (G4941), choose Incompatible Items.

On Work With Item Master Browse



1. Click Find.
2. Choose the item for which you want to set up compatibility.
3. From the Row Menu, choose Product Mix.



4. On Product Mix Maintenance, complete the following fields:
   - Prohibited Item
   - Mix Type
5. Click OK.

Field	Explanation
Prohibited Item	A number that the system assigns to an item. It can be in short, long, or third item number format.
Item Description	A brief description of an item, a brief description of a remark, or a brief description of an explanation.
Mix Type	This data item indicates which prohibited product mix the items pertain to. Valid values are: blank Products which may not be loaded sequentially after one another into the same compartment without flushing first. 1 Products prohibited from being loaded in the same compartment together 2 Products prohibited from being on the same shipment or vehicle together

Setting Up Item Shipping Information

Item shipping information extends the item master information found in the Inventory Management system. You use item shipping information to set up specific item requirements that might need to be evaluated during shipping, such asfreight classification, commodity codes, hazardous materials information, and export information.

Before You Begin

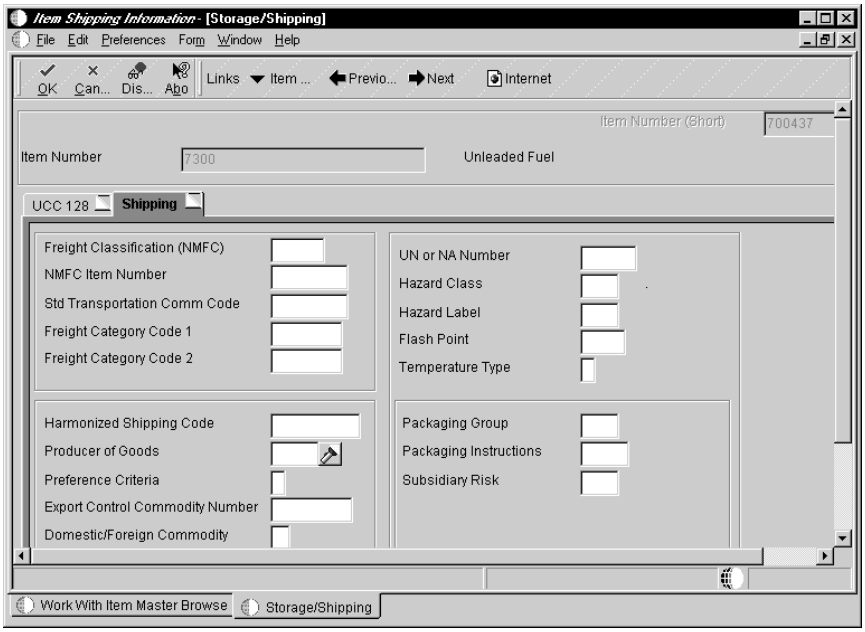
❑ Set up items in the Item Master table.

▶ To set up item shipping information

From Transportation Management (G49), choose System Setup. From System Setup (G4941), choose Item Shipping Information.

On Work with Item Master Browse

1. Click Find.
2. Choose the item for which you want to set up item shipping information.
3. From the Row menu, choose Storage/Shipping.



4. On Storage/Shipping, complete the following fields:
    - Freight Classification (NMFC)
    - NMFC Item Number
    - Std Transportation Comm Code
    - Freight Category Code 1
    - Freight Category Code 2
5. To enter export information, complete the following fields:
    - Harmonized Shipping Code
    - Producer of Goods
    - Preference Criteria
    - Export Control Commodity Number
    - Domestic/Foreign Commodity
6. To enter information about hazardous materials, complete the following fields:
    - UN or NA Number
    - Hazard Class
    - Hazard Label
    - Flash Point
    - Temperature Type
    - Packaging Group
    - Packaging Instructions

- Subsidiary Risk

7. Click OK.

Field	Explanation
Freight Classification (NMFC)	The National Motor Freight Classification which is assigned according to the freight commodity code.
NMFC Item Number	The item number used to assign the freight classification.
Std Transportation Comm Code	The Standard Transportation Commodity Code used for rail transportation.
Freight Category Code 1	A generic field associated with an item on a shipment. This field is loaded from a user specified field in the item master file.
Harmonized Shipping Code	The Harmonized Shipping Code which is printed on export documents.
Producer of Goods	The Producer of the Goods flag used on the Certificate of Origin.
Preference Criteria	The Preference Criteria used on the North American Certificate of Origin.
Export Control Commodity Number	The control number printed on export documents.
Domestic/Foreign Commodity	The Domestic/Foreign Commodity flag printed on the Certificate of Origin.
UN or NA Number	The UN or NA number assigned to hazardous goods.
Flash Point	The flashpoint temperature of the hazardous item.
Temperature Type	A code used to identify the type of temperature. Valid values are: F Fahrenheit C Celsius

Processing Options for Item Master

```
Defaults

      1.  Primary Unit of Measure (Blank          _____________
      = EA)
      2.  Weight Unit of Measure (Blank           _____________
      = LB)

Process

1.  Specify the from and thru dates to
    be used for effective dates in the
    Item Notes table:

      From Date (Blank = System Date)             _____________
      Thru Date (Blank = last day of              _____________
```

default century)

2. Enter a ’1’ for each additional Item Master information screen to display when performing an add or change. If blank, the screen will not display.

   Category Codes _____
   Additional System Information _____
   Storage/Shipping _____
   Cost Revisions (Conditional) _____
   Price Revisions (Conditional) _____

3. Enter a ’1’ to automatically call the Item Branch program when adding a new item number and return to the Item Master screen. If left blank, the Item Branch program will not be called.

   Item Branch _____

4. Enter a ’1’ to bring up Item Notes when you double-click on a media object row header on the Browse form. If left blank, the Internal Attachments will be called.

   Item Notes _____

Workflow

1. Enter a value to indicate which actions activate the workflow process. Enter a ’1’ for adds. Enter a ’2’ for changes. Enter a ’3’ for adds and changes. If left blank, workflow will not be activated.

   Workflow (Future) _____

2. Enter a ’1’ to specify whether or not changes can be made to a pending record. If a ’1’ is entered, a record change will be allowed. However, the Workflow process will be restarted. If left blank, no additional changes will be allowed while approval is pending.

   Allow Changes (Restart Workflow) (Future) _____

3. Enter a ’1’ to log all additions and changes as history records in the “Master Transaction File”, even when workflow is not initiated. If left blank, the new/changed item will not be logged as a history record.

   Logged as a history record (Future) _____

Global Update

1. Enter a ’1’ to transfer changes made to the 2nd and 3rd item numbers to the Item Branch records or enter a ’2’ to transfer changes to records in the Selected files (See UDC 40/IC).

   Transfer Changes _____

Versions

1. Enter the Version to be used for each program. If left blank, ZJDE0001 will be used.

   Item Availability (P41202) _____
   Item Branch (P41026) _____

Interop

   1. Enter the transaction type for the interoperability transaction. If left blank, outbound interoperability processing will not be performed. _____
   2. Enter a ’1’ to write the before image for a change transaction. If left blank, only the after image will be written. _____

Rates Setup

A rate determines the cost to ship product to various locations and the amount you charge your customers for freight. A rate definition specifies the basis for the rate (weight, cubes, distance value), the structure for the rate (single flat rate, one-dimensional look-up rate or two-dimensional look up rate), whether the rate results in a billable or payable charge, and other information necessary to calculate a specific rate charge, for example, whether discounts apply.

Your cost to ship products is called payable freight. The amount you bill your customers for freight is called the billable freight. The Transportation Management system allows you to set up rate types, including simple rates and look-up rates:

- A simple rate is a flat amount or unit amount that is multiplied by weight, volume, or some other factor to calculate the charge.
- A look-up rate is similar to a simple rate, but flat amount or unit amount is first looked up in a table based on weight, volume, or some other factor.

The Transportation Management system also allows you to use standard industry rating methods, such as clipped rates, lookahead rates, deficit weight rates, and accessorial charges.

A charge can be applied at the shipment, piece, or detail level. For example, if a charge is based on the weight of the whole shipment, the system calculates the charge and applies it to the shipment level. If a charge is applied at the piece level, the system calculates the charge once for each shipment piece using the weight of the piece. Then, the system adds all of the charges of the pieces for a total charge.

A rate schedule contains a list of all rate calculations which must be performed in order to calculate the correct freight charge. For example, you can set up a rate schedule that includes the basic transportation charge based on weight and accessorial charges. When the system calculates rate charges, the system performs the calculation in the sequence specified in the rate schedule.

Rates setup consists of the following tasks:

- ❑ Setting up rates and definitions
- ❑ Setting up rate schedules
- ❑ Updating rates

Before You Begin

- ❑ Set up carriers in the Carrier Master table.

Setting Up Rates and Definitions

You set up rate definitions according to how your carriers charge you for freight, how you incur costs for a private fleet, or how you bill your customers for freight. The system allows you to set up a variety of different rates to suit your transportation needs. After your rates have been defined, then you assign them to a rate schedule. The rate schedule connects your rates to a specific route.

Setting up rates and definitions consists of the following tasks:

- ❑ Setting up charge codes
- ❑ Setting up rate definitions
- ❑ Setting up look-up types
- ❑ Setting up rate tables
- ❑ Setting up accessorial charges
- ❑ Setting up rate parameters

When setting up your rates, you first determine whether the rate is billable, payable, or both. For example, you determine if your rate is billable to the customer, payable to a carrier as part of your freight costs, or a combination of both.

You can define each rate with a rate type of a fixed amount, unit amount, stored in route, prorated amount.

You can apply rates based on the shipment, the load, or the weight of each piece that makes up the shipment or load. When you set up your rate, you must specify a rate detail level that the system applies to the rate definition.

Often it is necessary to calculate the rate based an attribute of a shipment, such as weight. For example, the per pound rate might vary according to the total weight of the shipment. In order for the system to retrieve a rate amount based on a user defined variable, such as weight, you must define parameters, such as weight breaks, in look-up types and then rate amounts for each break in the rate tables.

Understanding Rate Types

A rate type is a unit amount that is multiplied by the weight, volume, or some other factor to calculate the total charge. The multiplier is referred to as the rate basis. Each rate has a rate type that defines the rate. The system provides the following rate types:

When a rate is defined as a unit amount, a rate basis must also be specified. Depending on the rate basis, a unit of measure might also be required. For example, if the rate basis is weight, then the unit of measure must be specified.

A fixed amount is the amount charged regardless of weight, volume. For example, a parcel carrier charges a flat rate depending on the weight of a package. In this case, no rate basis is required.

A prorated amount calculates one or more billable charges by pro-rating a payable charge based on volume or weight.

Use a business function when a user defined program is required to calculate a charge. In this case, the rating program calls the specified user exit program to calculate the actual freight charge. Each rate definition must also specify the level at which a rate is applied. A rate can be applied at the shipment or load level, detail level, or piece level.

Understanding Rate Levels

After you define the rate type, the system further defines the rate levels. The system provides the following three levels of rates:

Shipment level	The system calculates the rate for the entire shipment even if there are separate items within that shipment. If the rate is based on weight, the weight of the shipment or load is used to calculate the charge.
Piece level	At the piece level, the system calculates the rates for each piece within a shipment and then adds those rates for a total freight charge. At the piece level, the system calculates a freight charge for each shipment piece that is defined. This is typical for parcel rating where one freight charge is calculated for each box or container in the shipment.

Detail level

The detail level rates the shipment details according to a common attribute, such as a freight classification code.

When the system calculates a rate at the detail level, the charge is calculated once for each freight classification, dispatch group, category 1, or category 2 that occurs on the shipment or load. The detail level specifies which of these attributes the system uses. If the rate is based on weight, the weights of all shipment detail records having the same attribute are used to calculate the charge. For example, a detail rate for freight classification results in all items of class 55 being rated, then all items for class 60, and so forth. One freight charge is calculated and recorded for each freight classification on the shipment.

Setting Up Charge Codes

Use a charge code to group similar freight charges together for accounting and tax purposes. In the case of billable charges, the charge code description prints on the customer invoice. A rate can have a charge code for billable and a different charge code for payable.

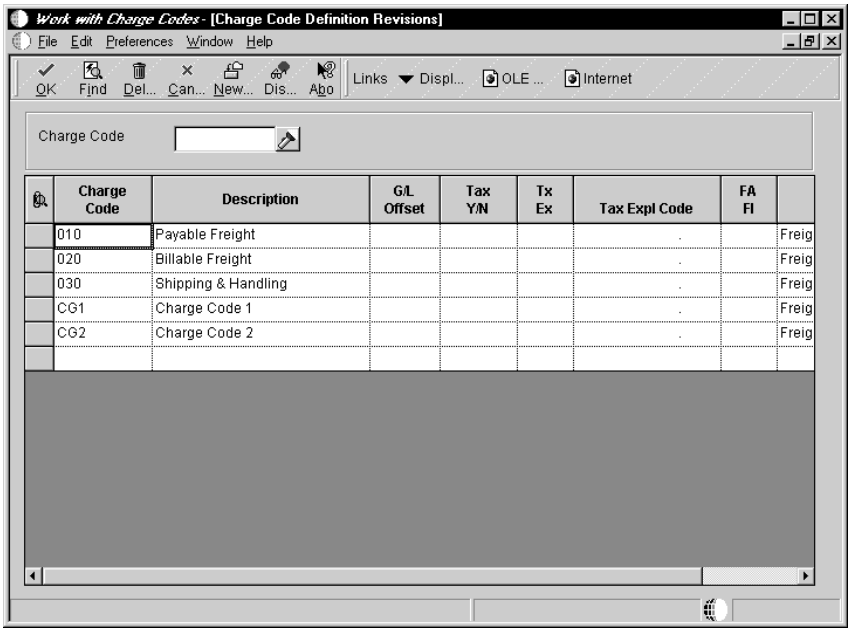
Before You Begin

❑ Set up charge codes in User Defined Codes. See *Working with User Defined Codes* in the *OneWorld Foundation Guide.*

▶ To set up charge codes

From Transportation Management (G49), choose System Setup. From System Setup (G4941), choose Rate Setup. From Work with Rate Schedules (G49412), choose Work with Charge Codes.

On Charge Code Definition Revisions



1. Complete the following fields in the detail area:
   - Charge Code
   - Description
   - G/L Offset
   - Tax Y/N
   - Tx Ex
   - Tax Expl Code
   - FA Fl
   - Description
2. Click OK.

Field	Explanation
Charge Code	A user defined code which classifies the freight charge.

Field	Explanation
G/L Offset	The table of Automatic Accounting Instruction accounts that allows you to predefine classes of automatic offset accounts for Accounts Payable, Accounts Receivable, and other systems. G/L offsets might be assigned as follows: • Blank or 1210– Trade Accounts Receivable • RETN or 1220 – Retainages Receivable • EMP or 1230 – Employee Accounts Receivable • JIB or 1240 – JIB Receivable (See A/R Class Code – ARC) • Blank or 4110 – Trade Accounts Payable • RETN or 4120 – Retainage Payable • OTHR or 4230 – Other Accounts Payable (See A/P Class code – APC) If you leave this field blank during data entry, the system uses the default value from the Customer Master by Line of Business table (F03012) or the Supplier Master table (F0401). The post program uses the G/L Offset class to create automatic offset entries. NOTE: Do not use code 9999. It is reserved for the post program and indicates that offsets should not be created.
Tax Y/N	A code that identifies a tax or geographic area that has common tax rates and tax distribution. The tax rate/area must be defined to include the tax authorities (for example, state, county, city, rapid transit district, or province), and their rates. To be valid, a code must be set up in the Tax Rate/Area table (F4008). Typically, U.S. sales and use taxes require multiple tax authorities per tax rate/area, whereas value-added tax (VAT) requires only one simple rate. The system uses this code to properly calculate the tax amount.
Tx Ex	A user defined code (system 00/type EX) that controls how a tax is assessed and distributed to the general ledger revenue and expense accounts. Do not confuse this with the taxable, non-taxable code. A single invoice can have both taxable and non-taxable items. The entire invoice, however, must have one tax explanation code.
FA Fl	The basis used to determine how a freight charge is allocated by item.

Setting Up Rate Definitions

When you set up your rates, you first determine whether the rate is billable, payable, or both. This allows you to determine if your rate is billable to the customer, payable to a carrier as part of your freight costs, or a combination of both.

Each rate has a defined rate type of fixed amount, unit amount, stored in route, pro-rated amount, or an external business function.

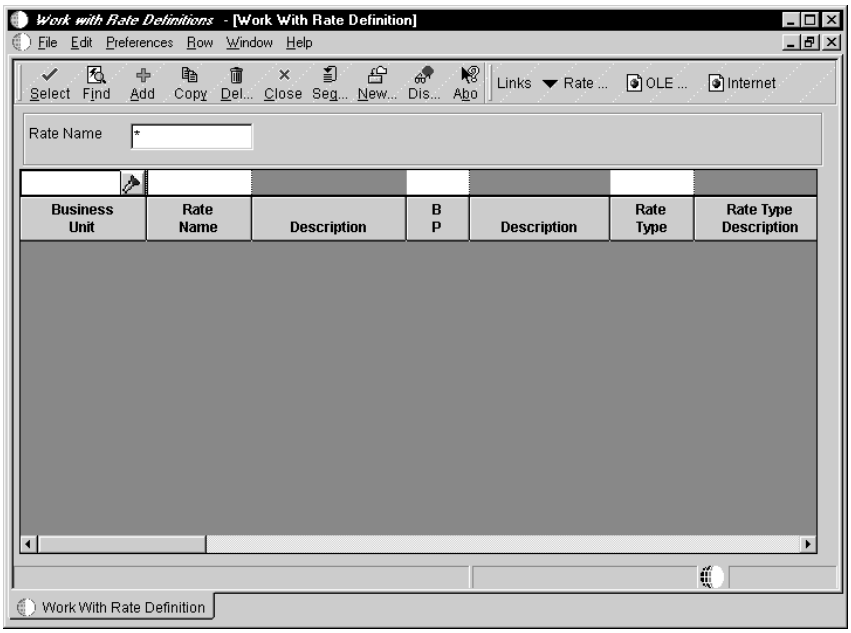
You can apply rates based on the shipment, the load, or the weight of each piece that makes up the shipment or load. When you set up your rate, you must specify a rate detail level that the system applies to the rate definition.

For more advanced rates, you can set up additional information, such as whether this rate is variable, conditional information, or rounding rules. A rate that is pro-rated, for example, would be a shipment with multiple stops to different address book numbers. Then each customer would pay their share of the freight. This rate can be determined by weight and volume for example.

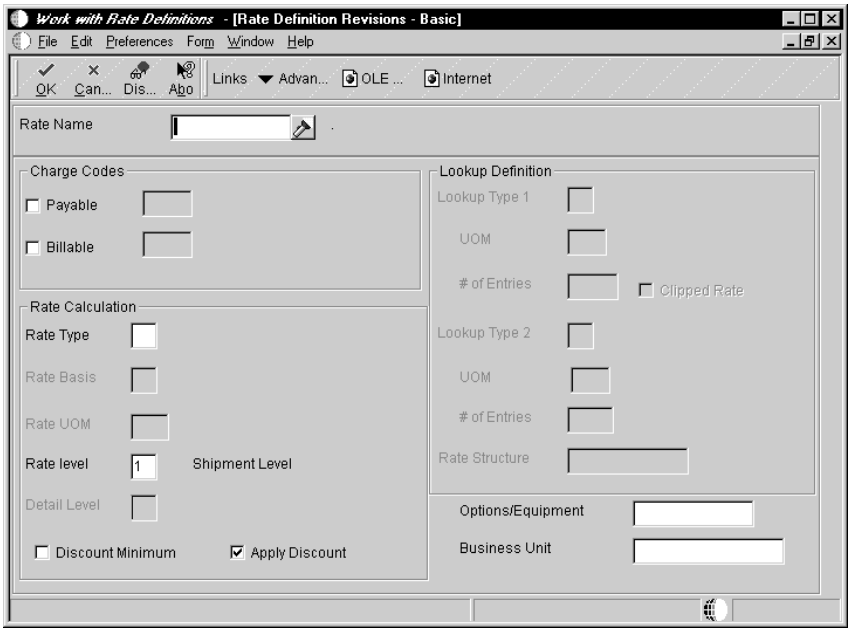
▶ To set up rate definitions

From Transportation Management (G49), choose System Setup. From System Setup (G49410, choose Rate Setup. From Rate Setup (G49412), choose Work with Rate Definitions.

On Work With Rate Definition



1. Click Add.

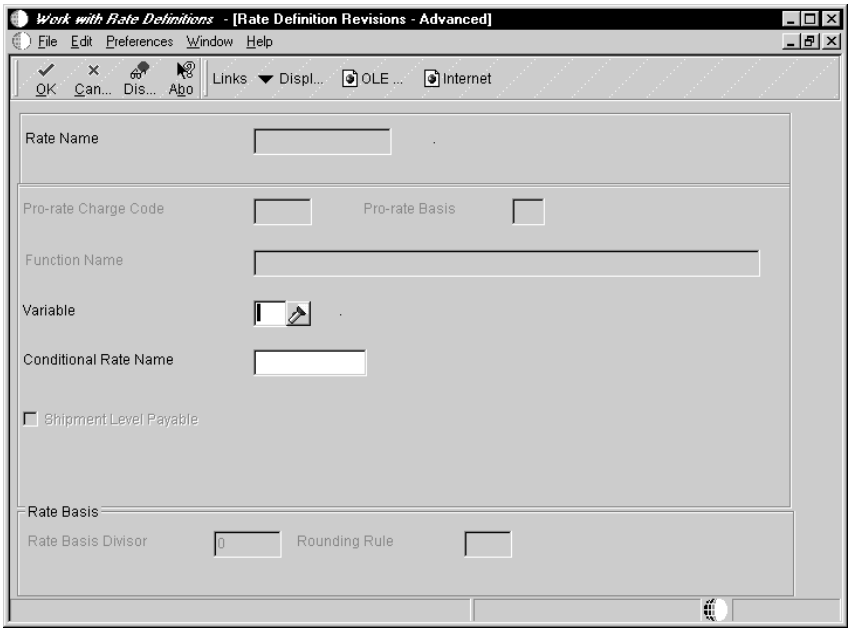


2. On Rate Definition Revisions - Basic, complete the following fields:
    - Rate Name
    - Rate Type
    - Rate Basis
    - Rate UOM
    - Rate level
    - Detail Level
    - Lookup Type 1
    - UOM
    - # of Entries
    - Lookup Type 2
    - UOM
    - # of Entries
    - Rate Structure
    - Options/Equipment
    - Business Unit
3. Click any of the following options:
    - Payable
    - Billable
    - Discount Minimum

- Apply Discount
- Clipped Rate

To set up more advanced rates, you can define additional rate information on the Advanced Rate form. Advanced rate definition information includes variable flag, conditional rate name, rate basis divisor, and rounding rule.

4. Choose Advanced from the Form menu.



5. On Rate Definition Revisions - Advanced, complete the following fields:
   - Rate Name
   - Pro–rate Charge Code
   - Pro–rate Basis
   - Function Name
   - Variable Flag
   - Conditional Rate Name
   - Rate Basis Divisor
   - Rounding Rule
6. Click the following option:
   - Shipment Level Payable
7. Click OK.

After you define the rate, set up the lookup type variables for each lookup type. After you set up the lookup type variables, set up the actual values in the rate table.

See Also

- *Setting Up Look-Up Types*
- *Setting Up Rate Tables*

Field	Explanation
Rate Name	The name of the rate that the system uses to define and calculate a freight charge.
Rate Type	The type of rate specified in a table. This could be a fixed amount or percentage, for example.
Rate Basis	The basis used to calculate the charge.
Rate UOM	The unit of measure to which the rate applies. For example, if the rate unit of measure is tons, the amount is obtained by multiplying the weight in tons times the rate.
Rate level	A flag that indicates whether a rate is applied to an entire shipment or to individual pieces on a shipment. Depending on how the rate is applied to a shipment, the rates are added together for a total freight cost, piece level, or at a detail level where the shipment is rated as a combination of both the shipment and piece level. This field also indicates how a load is rated versus how a shipment is rated.
Detail Level	This flag identifies the shipment detail field that determines a rate when the charge is applied at the shipment detail level. You can specify one of the following fields: • Freight Classification Code • Dispatch Group • Freight Category 1 • Freight Category 2
Lookup Type 1	The field used to look up a charge in a table. For example weight or cubes.
UOM	A user defined code (00/UM) that identifies the unit of measure that the system uses to express the quantity of an item, for example, EA (each) or KG (kilogram).
# of Entries	The number of entries in a rate table.
Rate Structure	The name of the rate structure associated with this rate.
Options/Equipment	A user defined option or piece of equipment which is associated with a shipment or which is required in order to make a shipment.

Field	Explanation
Business Unit	A code that identifies a separate entity within a business for which you want to track items and costs. This entity might be a warehouse location, job, project, work center, or branch/plant. The Branch/Plant field is alphanumeric.
Payable	An option that identifies a processing flag for an event. . . . . . *Form-specific information* . . . . . . Check the appropriate box(es) to indicate whether this is a payable and/or billable charge. This option indicates whether the rate is billable to the customer, payable to a carrier as part of your freight costs, or a combination of both.
Billable	An option that identifies a processing flag for an event. . . . . . *Form-specific information* . . . . . . Check the appropriate box(es) to indicate whether this is a payable and/or billable charge. This option indicates whether the rate is billable to the customer, payable to a carrier as part of your freight costs, or a combination of both.
Discount Minimum	A Y or 1 indicates that a discount should be applied even if the minimum charge is calculated.
Apply Discount	Indicates that a discount is applied to a charge.
Clipped Rate	Indicates that rate clipping is used when calculating a rate.
Pro–rate Charge Code	A user defined code that defines charges to include in pro-rating.
Pro–rate Basis	The basis on which a charge is pro-rated. The basis is calculated by either weight or volume.
Function Name	The name of a valid business function for OneWorld systems.
Variable Flag	This field indicates that freight rates are entered as variable names.
Conditional Rate Name	If you enter a conditional rate name, the rate name you specify must be used in order for this rate to be considered.
Rate Basis Divisor	When you specify a rate basis divisor, the system divides the rate basis by the rate basis divisor, then multiplies that amount by the rate. For example, if the rate basis is shipment value and the divisor is 100, the shipment value will be divided by 100, then multiplied by the rate.

Field	Explanation
Rounding Rule	A field that specifies how the system performs rounding on amounts. It is used in conjunction with Rate Basis Divisor only. You can select one of the following rounding rules: • Round the remainder down • Truncate the remainder • Round the remainder up
Shipment Level Payable	A flag that indicates that the system calculates payable freight at the shipment or delivery level instead of at the load level.

Setting Up Look-Up Types

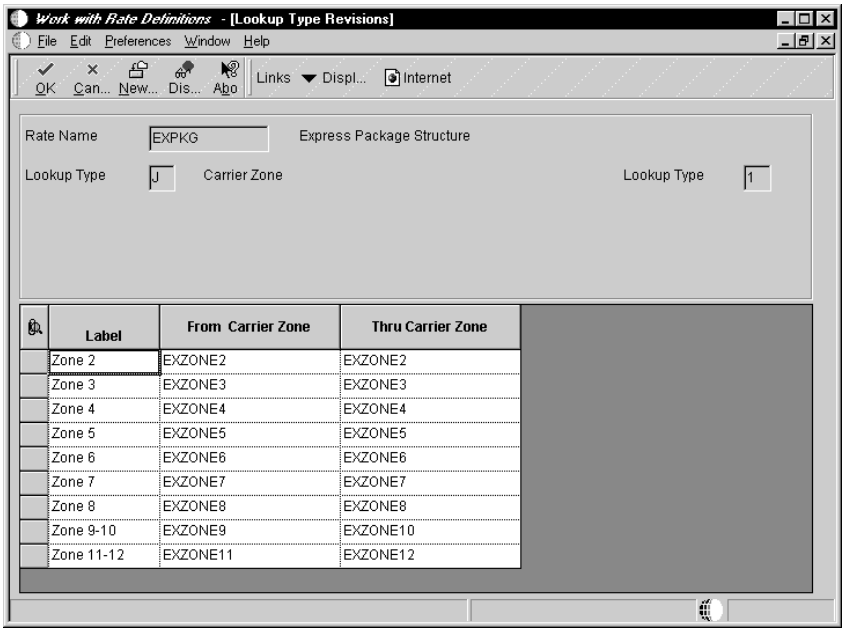
Often it is necessary to look up an attribute of a shipment, such as weight, in a table before applying the rate. For example, the per pound rate might vary according to the total weight of the shipment. In this case, you define up to two look-up tables for a rate. The first look-up table defines the X-axis of the rate look-up and is numeric. The second look-up type defines the Y-axis of the rate look-up.

When you specify a look-up type, the number of look-up points on the axis must also be specified. For example, if a rate varies by weight and there are nine weight breaks, a look-up type of weight is defined with nine look-up points. The system then looks up the weight in the table to determine the correct rate. When a look-up table is used, the system can perform a rate look-ahead on the X axis. This means that the system determines whether a more favorable rate could be obtained by using the next break in the table.

▶ To set up lookup types

From Transportation Management (G49), choose System Setup. From System Setup (G4941), choose Rate Setup. From Rate Setup (G49412), choose Work with Rate Definitions.

1. On Work With Rate Definitions, choose a rate for which you want to set up look-up types and click Select.
2. On Rate Definition Revisions - Basic, choose Lookup Type One from the Form menu.



3. On Lookup Type Revisions, complete the following fields:
   - Lookup Label
   - Lookup Value From DD
   - Lookup Value Thru DD
4. Click OK.
5. On Rate Definition Revisions - Basic, choose Lookup Type Two from the Form menu.
6. On Lookup Type Revisions, complete the following fields:
   - Lookup Label
   - Lookup Value From DD
   - Lookup Value Thru DD
7. Click OK.

After you set up look-up types, set up the actual values in the rate table.

See Also

- *Setting Up Rate Tables*

Field	Explanation
Label	The description associated with a specific level break in a freight charge table.

Field	Explanation
Lookup Value From DD	The lowest value in a range of values.
Lookup Value Thru DD	The highest value in a range of values.

Setting Up Rate Tables

After you define the rate, and the look-up type variables, set up the actual values in the rate table. Based on the user defined values and points that you defined in the look-up table, you set up the actual rate amount. The system uses the rate table to determine the correct rate.

A rate table has a hierarchy that determines what route is selected based on origin. The system specifies a rate using the following hierarchy:

Payable Charges

Rate detail that matches the carrier, *carrier* currency code, and the specific origin.

If no information is found, then the rate detail that matches the carrier, the *domestic* currency dode, and specific origin.

If no information is found, then the rate detail that matches *any* carrier, the *domestic* currency code, and specific origin.

If no information is found, then the rate detail that matches the carrier, *carrier* currency code, and *any* origin.

If no information is found, then the rate detail that matches the carrier, the *domestic* currency code, and *any* origin.

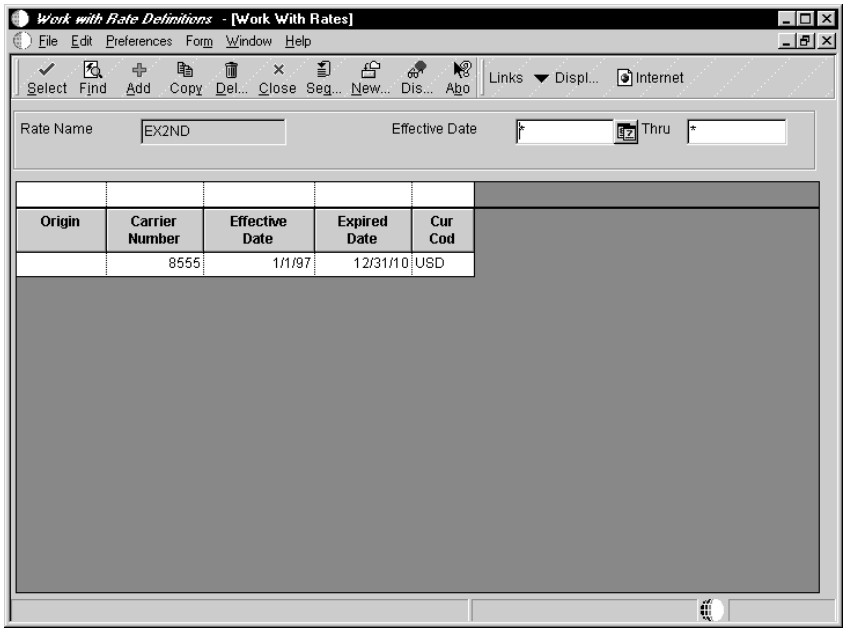
If no information is found, then the rate detail that matches *any* carrier, the currency code, and *any* origin.

Billable Charges	Rate detail that matches the ship to address, the customer currency code, and the specific origin. If no information is found, then the rate detail that matches the ship to address, the *domestic* currency code, and specific origin. If no information is found, then the rate detail that matches *any* ship to address, the *domestic* currency code, and specific origin. If no information is found, then the rate detail that matches the ship to address, the *customer* currency code, and *any* origin. If no information is found, then the rate detail that matches the ship to address, the *domestic* currency code, and *any* origin. If no information is found, then the rate detail that matches *any* ship to address, the currency code, and *any* origin.

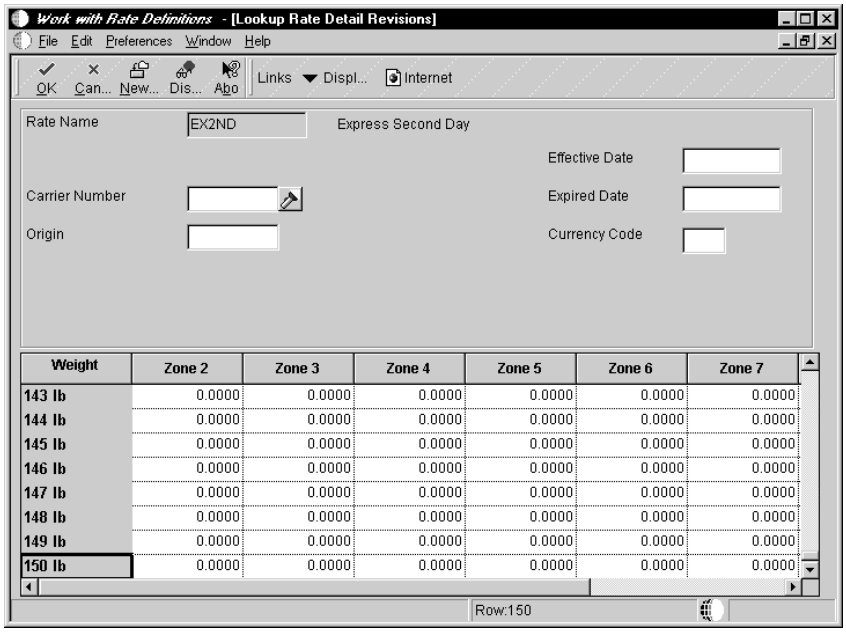
▶ To set up rate tables

From Transportation Management (G49), choose System Setup. From System Setup (G4941), choose Rate Setup. From Rate Setup (G49412), choose Work with Rate Definitions.

1. On Work With Rate Definitions, choose the rate for which you want to set up a rate table.
2. Choose Rates from the Row menu.



3. On Work With Rates, click Add.



4. On Lookup Rate Detail Revisions, complete values for your defined fields and click OK.

Setting Up Accessorial Charges

You add accessorial charges are additional rates that onto an existing charge. They can be set up like any other rate. For example, they can be a flat rate or a lookup rate. These extra charges can be for additional equipment needed in the transportation of an item, options required for the shipment, or charges that are added to a rate for special handling of an item. When the system evaluates rates, it calculates a charge only if the corresponding options or equipment occur on the shipment or load.

You set up accessorial charges by specifying the name of the options/equipment in the rate definition.

▶ To set up accessorial charges

From Transportation Management (G49), choose System Setup. From System Setup (G4941), choose Rate Setup. From Rate Setup (G49412), choose Work with Rate Definitions.

On Work With Rate Definitions

1. Click Add.
2. On Rate Definition Revisions - Basic, complete the following fields:
    - Rate Name
    - Charge Code 1
    - Charge Code 2
    - Rate Type
    - Rate Basis
    - Rate UOM
    - Rate level
    - Detail Level
    - Lookup Type 1
    - UOM
    - # of Entries
    - Lookup Type 2
    - UOM
    - # of Entries
    - Rate Structure
    - Options/Equipment

- Business Unit

3. Click any of the following options:
   - Payable
   - Billable
   - Discount Minimum
   - Apply Discount
   - Clipped Rate
4. Click OK.

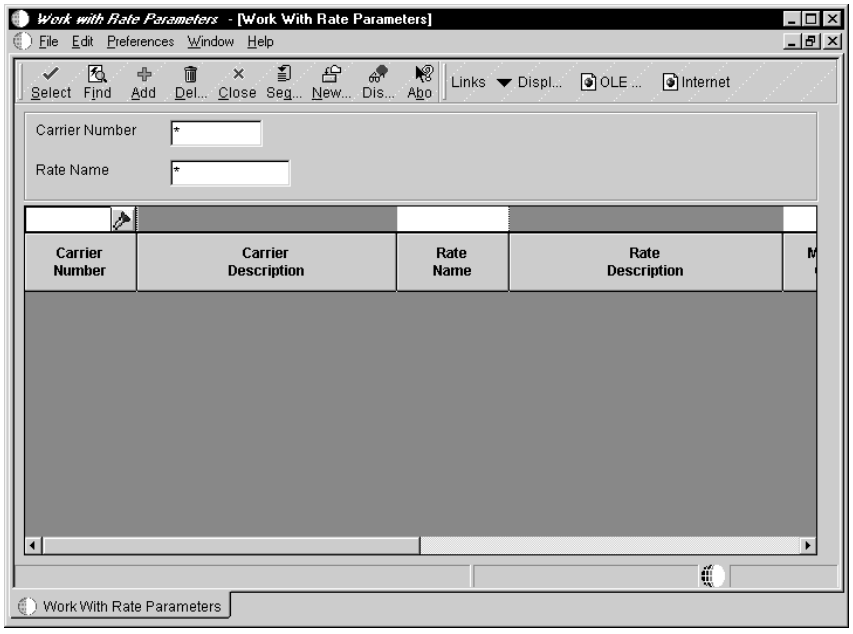
Setting Up Rate Parameters

Rate parameters allow you to further define and how charges are assessed by carrier or rate. For example, rate parameters are used to specify minimum charges, base charges, oversize specifications and charges, and other information for specific carriers and rate names.

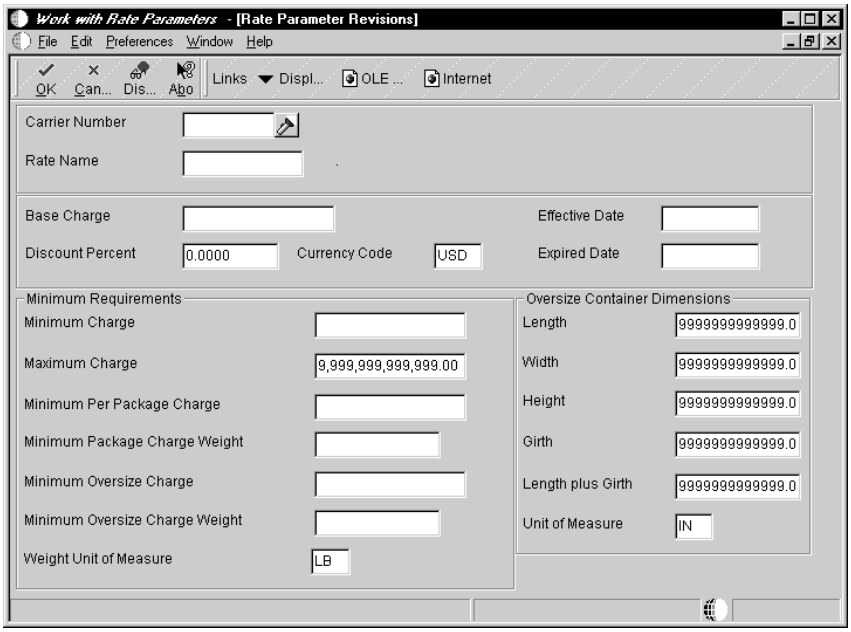
▶ To set up rate parameters

From Transportation Management (G49), choose System Setup. From System Setup (G4941), choose Rate Setup. From Rate Setup (G49412), choose Work with Rate Parameters.

On Work With Rate Parameters



1. Click Add.



2. On Rate Parameter Revisions, complete the following fields:
    - Carrier Number
    - Rate Name
    - Base Charge
    - Discount Percent
    - Currency Code
    - Effective Date
    - Expired Date
    - Minimum Charge
    - Maximum Charge
    - Minimum Per Package Charge
    - Minimum Package Charge Weight
    - Minimum Oversize Charge
    - Minimum Oversize Charge Weight
    - Weight Unit of Measure
    - Length
    - Width
    - Height
    - Girth

- Length plus Girth
- Unit of Measure

3. Click OK.

Field	Explanation
Carrier Number	The carrier assigned to complete a shipment or part of a shipment. This could represent a common carrier or a private fleet.
Rate Name	The name of the rate that the system uses to define and calculate a freight charge.
Base Charge	The base charge for a rate. This amount will be added to the calculated charge.
Discount Percent	The percentage by which a rate is discounted.
Currency Code	A code that indicates the currency of a customer's or a supplier's transactions.
Effective Date	The date on which a transaction, text message, contract, obligation, or preference becomes effective.
Expired Date	The date on which a transaction, text message, agreement, obligation, or preference has expired or been completed.
Minimum Charge	The minimum charge for a rate. If the calculated charge is less than the minimum charge, the minimum charge will be used.
Maximum Charge	The maximum charge for a rate. If the calculated charge is greater than the maximum charge, the maximum charge will be used.
Minimum Per Package Charge	The minimum charge per package.
Minimum Package Charge Weight	The minimum weight used to determine a package charge. If the actual weight of a package is less than the minimum package charge weight, the minimum package charge weight will be used to determine the charge.
Minimum Oversize Charge	The minimum charge for an oversize shipment, box, or container.
Minimum Oversize Charge Weight	The minimum weight which will be used to determine the charge for an oversize shipment, box, or container. If the actual weight of the oversize shipment, box, or container is less than the minimum oversize charge weight, the minimum oversize charge weight will be used to determine the charge.

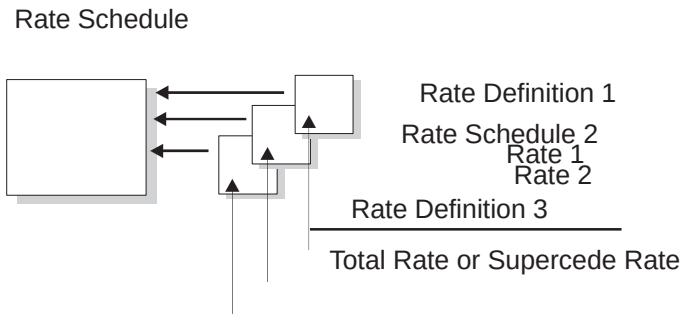
Field	Explanation
Weight Unit of Measure	The unit of measure that indicates the weight of an individual item. Typical weight units of measure are: GM Gram OZ Ounce LB Pound When setting up a user defined code for a weight unit of measure, you must specify W in the special handling code of the user defined code.
Length	The length at which a shipment, box, or container is considered oversize.
Width	The width at which a shipment, box, or container is considered oversize.
Height	The height at which a shipment, box, or container is considered oversize.
Girth	The girth at which a shipment, box, or container is considered oversize.
Length plus Girth	The length plus girth at which a shipment, box, or container is considered oversize.
Unit of Measure	The width, height, or length unit of measure for a vehicle.

Setting Up Rate Schedules

After you set up rates, you can assign rates to a schedule. A rate schedule contains a list of the rate names or definitions that calculate the freight charge. When the freight charge is calculated, the individual rate calculations are evaluated in the sequence set up in the rate schedule.

Rate schedules contain a list of all the rate calculations which must be performed to calculate the correct freight charge. This normally includes the basic transportation charge and all of the accessorial charges. When the system calculates freight charges, the system evaluates the individual rate in the sequence specified in the rate schedule.

A rate name must be unique within a rate schedule. That is, the same rate name cannot be used more than once in a rate schedule. A rate schedule can contain the name of another rate schedule instead of a rate name. When this occurs, the system uses all of the names from the referred to rate schedule as though these rate names were in the schedule being defined. Only one level of reference to another rate schedule is allowed.



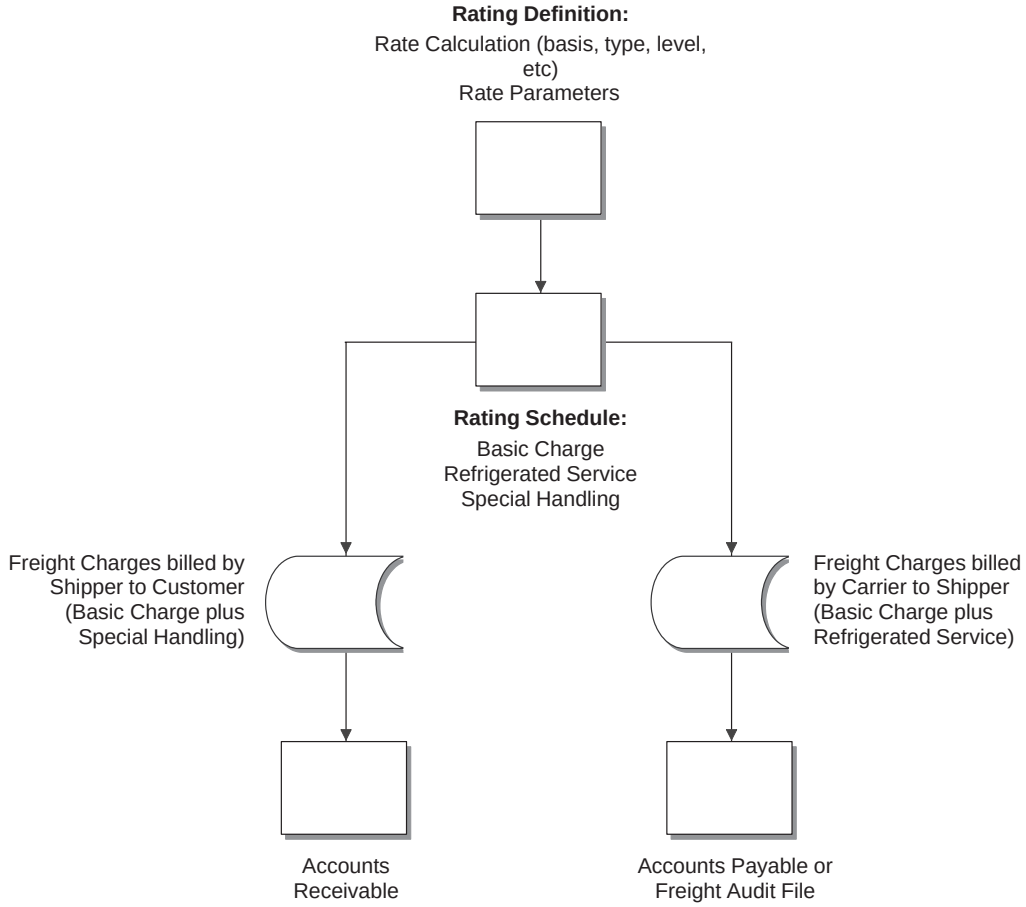
When more than one rate definition is specified on a rate schedule, the total freight charge becomes the sum of the charges that are calculated for each rate definition. An exception to this a supercede rate.

For a supercede rate, the charge codes that you set up are an important calculation that make supersede rates work. A supersede rate establishes a second or alternate rate to be used in the place of the first original rate if the second rate is less than or greater than the original. For example, if you transport a truckload of foam packing material, the original rate based on weight would not account for the entire truck being filled because the foam packing material weighs so little. However, you can set up a supersede rate that would take into account the volume of the shipment if it is greater than the weight. Then the freight would accurately reflect the total cost of shipping a truckload of foam packing material.

After you complete the steps to set up a rate schedule, you assign a rate schedule to a routing entry. Each routing entry contains the name of a rate schedule used to calculate

the payable charges for a shipment or load. Also, the billable charges are calculated using this same schedule unless an alternate rate schedule is specified in the customer freight preference.

The following graphic illustrates how the system calculates freight charges billed by the shipper to the customer, and by the carrier to the shipper, based on the rate definition and rate schedule.



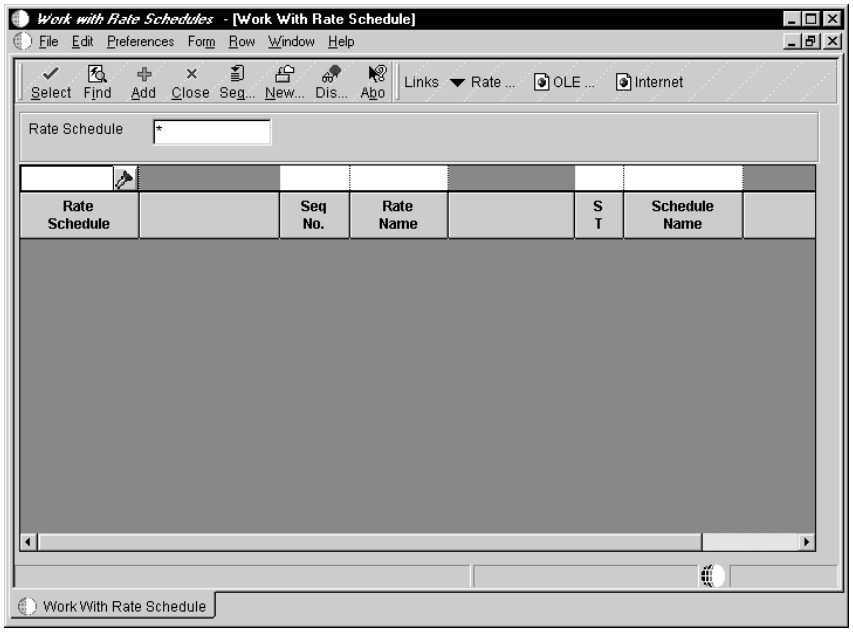
Before You Begin

❑ Set up rates. See *Setting Up Rates and Definitions*.

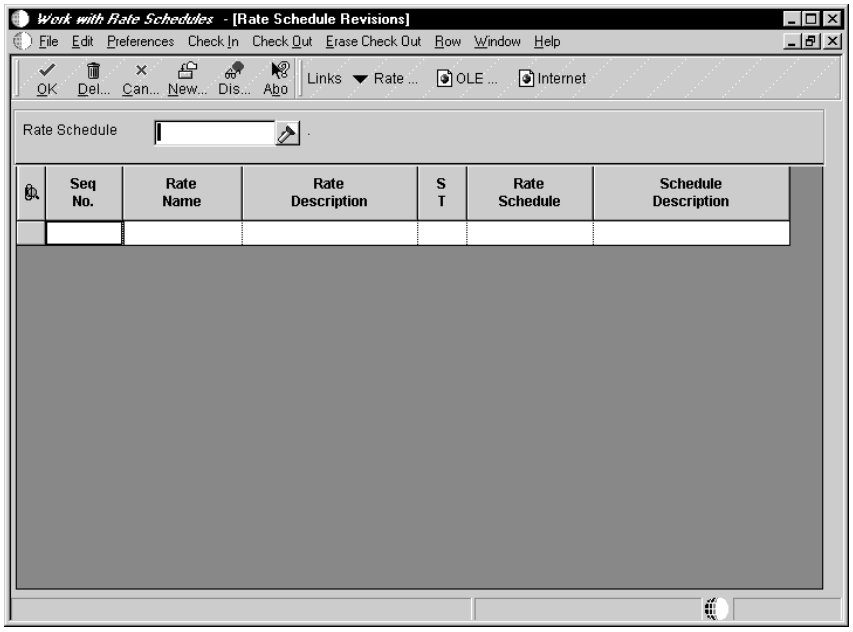
▶ To set up rate schedules

From Transportation Management (G49), choose System Setup. From System Setup (G4941), choose Rate Setup. From Rate Setup (G49412), choose Work with Rate Schedules.

On Work With Rate Schedules



1. Click Add.



2. On Rate Schedule Revisions, complete the following fields:
   - Rate Schedule
   - Seq No.
   - Rate Name

- Description
- Rate Schedule
- Description

3. To set up a supersede rate, complete the following field:
   - S T
4. Click OK.

Field	Explanation
Rate Schedule	The schedule of freight and miscellaneous charges which are applied to a shipment.
Seq No.	For OneWorld, the sequence by which users can set up the order in which their valid environments are displayed. For World, a sequence or sort number that the system uses to process records in a user defined order.
Rate Name	The name of the rate that the system uses to define and calculate a freight charge.
Description	A user defined name or remark.
S T	The value a charge must have in order to supersede another charge. Valid values are: 1 The charge will always have a non-zero value. < The charge will supersede another charge only if it is less than the other charge. > The charge will supersede another charge only if it is greater than the other charge.
Rate Schedule	The schedule of freight and miscellaneous charges that the system applies to a shipment.

Updating Rates

You can change rates for specific definitions or you can change many rates at the same time using the batch program, Batch Rate Update. To change rates in routes, you use the Batch Routing Rate Update program.

Updating rates consists of the following tasks:

- Updating multiple rates
- Updating rates in routes

Updating Multiple Rates

From Transportation Management (G49), choose System Setup. From System Setup (G4941), choose Rate Seup. From Rate Setup (G49412), choose Batch Rate Update in Routes.

You can update multiple rates at the same time you update multiple rates to account for increased costs. You can adjust rates by entering an amount, an override amount, or a percentage.

You can update multiple rates that take effect immediately by specifying an effective date in the processing options. Additionally, the system updates the expiration date for the current rates as the day preceding the effective date of the adjusted rates.

The system only updates rates in the Rate Detail table (F4972). To update rates in routes, use the Batch Routing Rate Update Program (R4950).

Processing Options for Batch Rate Update

Process

1. Enter ’1’ to perform updates to the Rate Detail table (F4972). If this field is left blank, new records for the selected criteria will be added. _____

2. Enter the Rate Adjustment Type: ’$’ – adjust rate by amount ’%’ – adjust rate by percentage ’*’ – adjust rate to an override rate _____

3. Enter the amount used to adjust the rate. For ’$’ (amount) adjustment: Enter 10 to increase the rate by 10 Enter -10 to decrease the rate by 10 For ’%’ (percentage) adjustment: Enter 10 to increase the rate by 10% Enter -10 to decrease the rate by 10% For ’*’ (rate override) adjustment: Enter 10 to change rate to 10 _____

4. Enter the Effective Date for the new Rate Detail records. This date minus one day, will replace the ’Expiration Date’ for the existing records. _____

5. Enter the Expiration Date for the new Rate Detail records. _____

Updating Rates in Routes

From Transportation Management (G49), choose System Setup. From System Setup (G4941), choose Rate Seup. From Rate Setup (G49412), choose Batch Rate Update in Routes.

You can update multiple rates that are assigned to routing entries at the same time to account for increased costs. You can adjust rates by entering an amount, an override amount, or a percentage.

You can update mutliple rates for routing entries that take effect immediately by specifying an effective date in the processing options. Additionally, the system updates the expiration date for the current rates as the day preceding the effective date of the adjusted rates.

Processing Options for Batch Routing Rate Update

Process

1. Enter ’1’ to perform updates to the Routing Entries table. If this field is left blank, new records for the selected criteria will be added. _____

2. Enter the rate adjustment type: ’$’ – adjust rate by amount ’%’ – adjust rate by percentage ’*’ – adjust rate to an override rate _____

3. Enter the amount used to adjust the rate. For ’$’ (amount) adjusment: Enter 10 to increase the rate by 10 Enter -10 to decrease the rate by 10 For ’%’ (percentage) adjustment: Enter 10 to increase the rate by 10% Enter -10 to decrease the rate by 10% For ’*’ (rate override) adjustment. Enter 10 to change the rate to 10 _____

4. Enter the Effective Date for the creation of new Routing Entries records. This date minus one day, will replace the ’Expiration Date’ for the existing records. _____

5. Enter the Expiration Date for the creation of new Routing Entries records. _____

Routes Setup

Routing is essential to the Transportation Management system. A routing entry represents the path that your shipment takes to the customer. You can define the cost of shipping for your shipment based on particular route. To do this, you assign a rate to your routing entry. Every shipment and load has a routing entry and a rate assigned to it. The Transportation Management system gives you flexibility in setting up your routing entries and rates. You must set up both routing entries and rates during system setup, but you can change them periodically. Routing entries and rates are set up for common carriers or private fleets. You can select a routing entry and a rate during order entry, or you can let the system automatically select a routing entry.

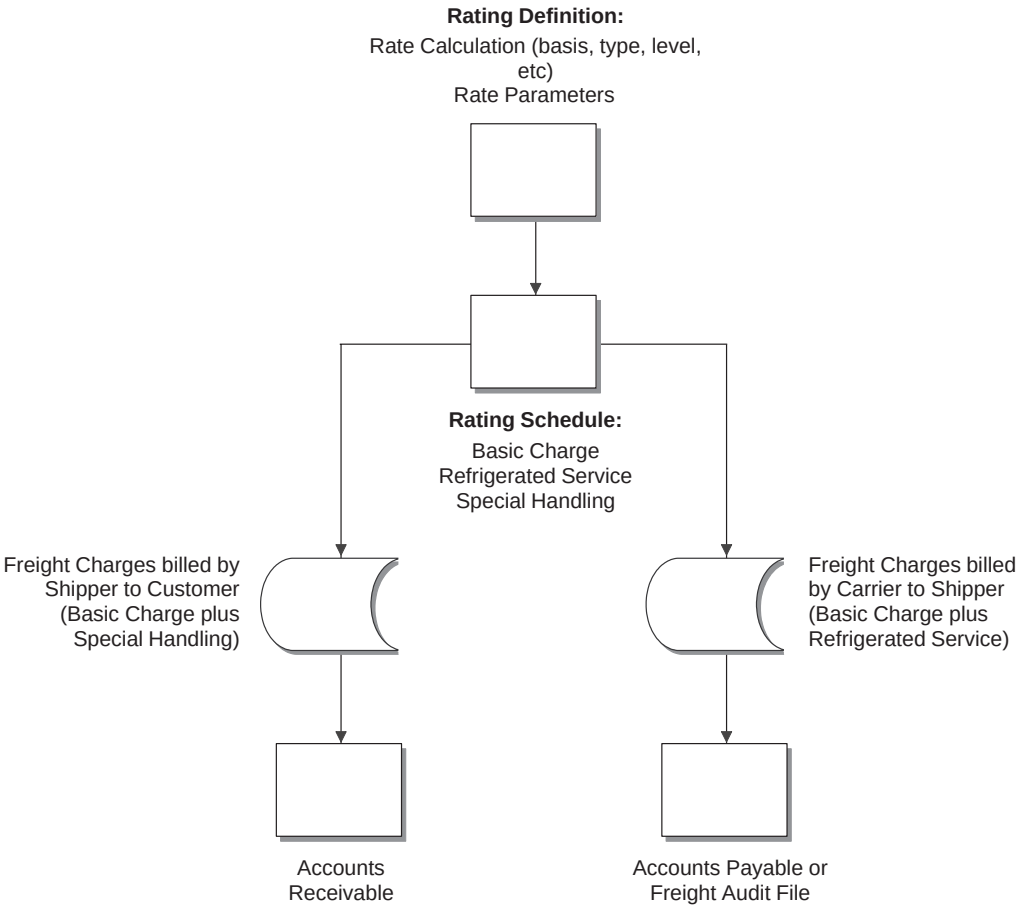
What is Routing?

Routing selects a carrier, mode of transport, and a rate for a shipment or load. You create a specific routing entry to define an origin and destination served by a carrier or private fleet. When the system selects a routing entry, the system searches for a routing entry that meets the needs of the shipment or load. The system uses the following sequences to search for a routing entry:

Routing hierarchy	The routing hierarchy determines how the system searches for destination information in the Routing Entry table (F4950).
Routing restrictions	Routing restrictions are limitations that are placed on a routing entry.
Options & equipment Rules	Options and equipment rules list the options and/or equipment that are or are not supported by a routing entry, mode of transport, or carrier.
Preferences	If a mode of transport or carrier preference is setup, the route must match the mode and/or carriers specified in the preference.
Delivery date requirements	A route is then selected based on delivery date. The system calculates the delivery date by adding the number of transit days to the ship date.

Each of these search levels serves to further eliminate routing entries that may not fit your shipment or load. After a route passes these search levels, the selected entries are based on the customer preference for route selection type. Customer preferences include least cost, best delivery time, and best performance.

After the system selects and assigns a routing entry to a shipment, the payable and billable freight charges are calculated based on the rate information from the routing entry.



Setting Up Routes

For outbound transactions, a route is the path that your shipment takes to the customer. In a route, you define origins and destinations, available modes of transport, and available carriers. You can define the cost of shipping for your shipment based on particular route.

A routing entry defines an origin and a destination that are served by a common carrier or private fleet. In addition, a routing entry specifies the carrier number and mode of transport used for a given combination of origin and destination. It also specifies the information used by the rating system to calculate the freight charges whenever that routing entry is used.

Setting up routes consists of the following tasks:

- ❑ Setting up the routing hierarchy
- ❑ Setting up routing entries
- ❑ Setting up routing restrictions
- ❑ Setting up carrier zones
- ❑ Setting up options and equipment rules

Before You Begin

- ❑ Set up carriers in the Carrier Master table and in the Address Book.
- ❑ Set up rate definitions and schedules.

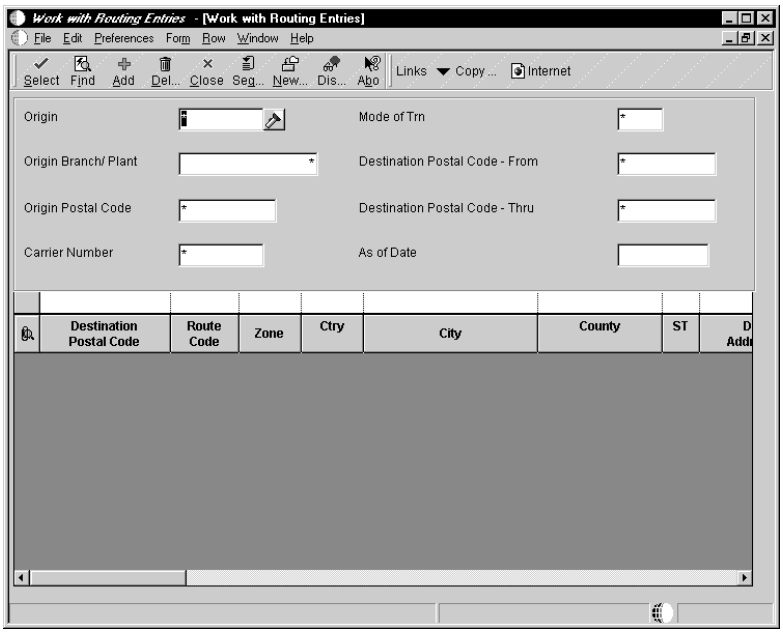
Setting Up the Routing Hierarchy

The routing hierarchy determines how the system searches for destination information in the Routing Entry table (F4950). The system finds routing entries for each shipment or load according to the information found on this table.

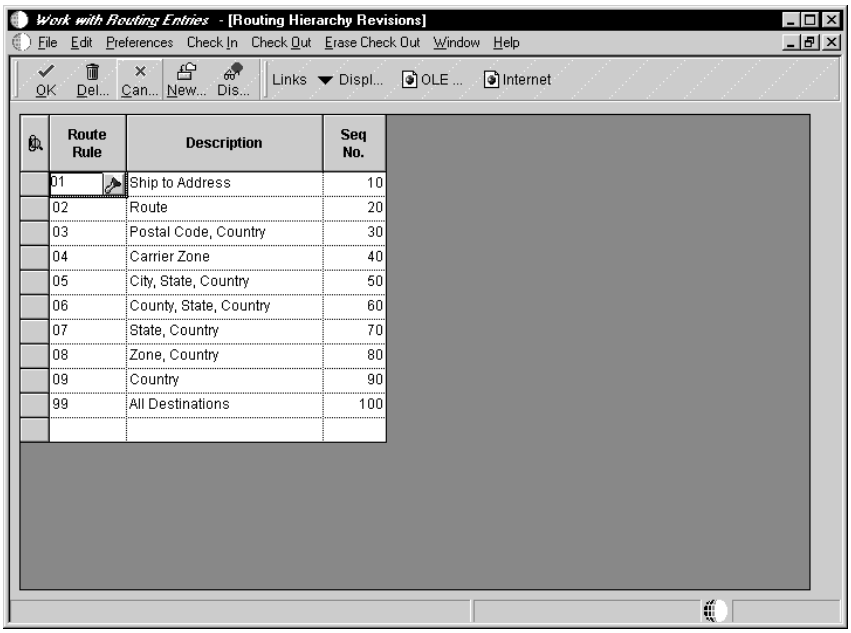
To set up the routing hierarchy

From Transportation Management (G49), choose System Setup. From System Setup (G4941), choose Route Setup. From Route Setup (G49411), choose Work with Routing Entries.

On Work with Routing Entries



1. From the Form menu, choose Routing Hierarchy.



2. On Routing Hierarchy Revisions, review the information in the detail area and click OK.

Setting Up Routing Entries

You set up the routing entries for each of your carriers and modes of transport, or your private fleet, that the system can use to route and rate shipments and loads. Routing entries are stored in the Routing Entries table (F4950) and must contain the following information:

- Origin
- Destination
- Carrier
- Mode of Transport
- Rate Schedule

When you define the origin for your routing entries, you can choose origin, origin branch/plant, or origin postal code. If you define more than one of these in a single routing entry, the system displays an error message. The Business Unit Master (F0006) must contain the address book number for the origin depot. Otherwise, shipments and any routing entries that are set up by origin or origin postal code do not work. If you use a country code in the routing entry, Ship To addresses should have country codes in the address book record.

The system does not select more than one routing entry for the same combination of carrier and mode. For example, if you have two entries for the same mode, both of which service the origin and destination, the system uses the most specific entry based on your routing hierarchy. The routing hierarchy determines how the system searches for routing entries, based on their destination information. You define destinations in a number of ways, including address book number, route, zone, city, state, and country.

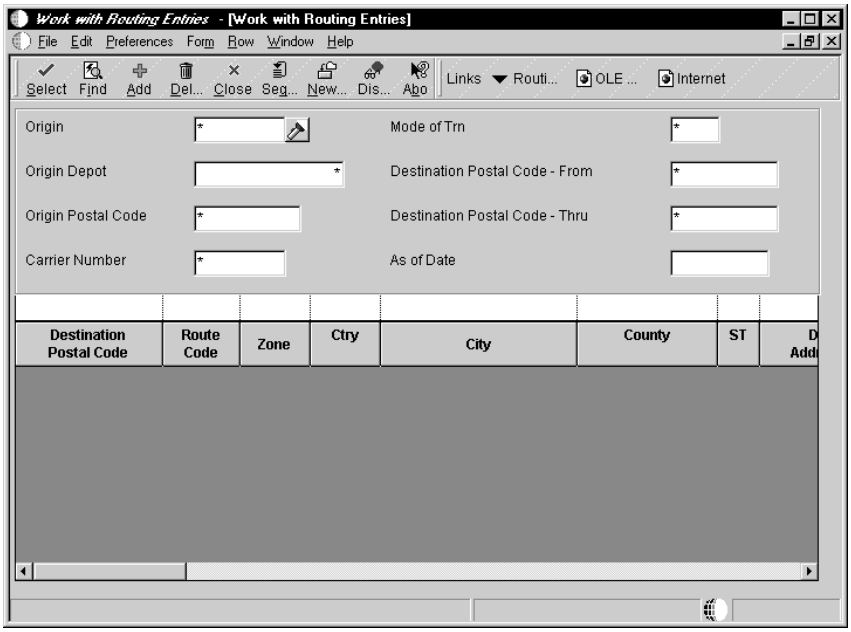
When the system selects a routing entry, the rate schedule passes to the rating engine and calculates the billable and payable charges.

Use a business function when a user defined program is required to calculate a promised delivery date, or to determine whether a specific carrier is eligible for a shipment.

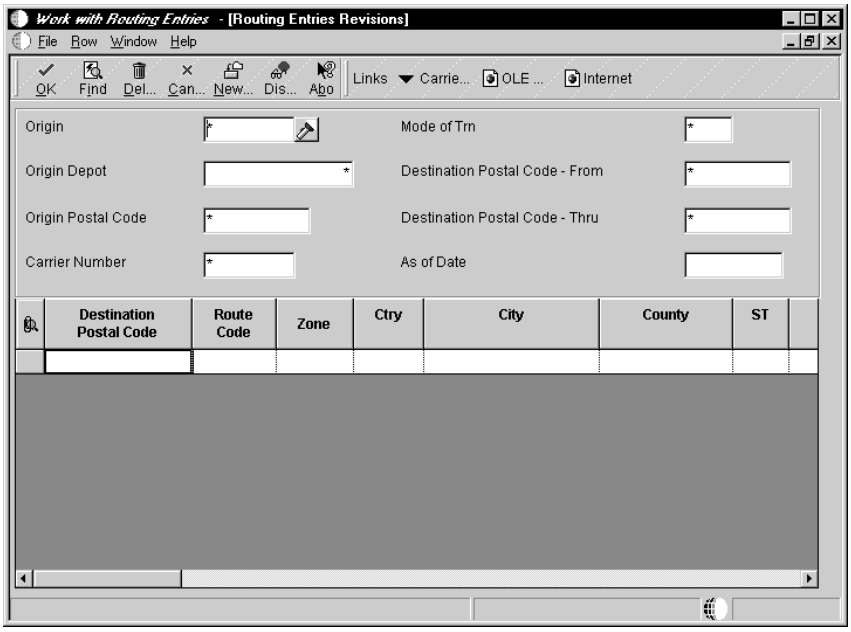
▶ To set up routing entries

From Transportation Management (G49), choose System Setup. From System Setup (G4941), choose Route Setup. From Route Setup (G49411), choose Work with Routing Entries.

On Work with Routing Entries



1. Click Add.



2. On Routing Entries Revisions, complete the following fields in the detail area:
   - Destination Postal Code
   - Route Code
   - Zone

- Ctry
- City
- County
- ST
- Destination Address Number
- Carrier Zone
- Rate Schedule
- Carrier Number
- Description
- SCAC
- Mod Trn
- Description
- Effective Date
- Expired Date
- Rt Sl
- R T
- Rt Bs
- Rt UM
- Freight Chg Rate
- Cur Cod
- Distance
- UM
- Business Unit
- Lead Days
- Transit Days
- Pfm Rtg
- Function Name
- Descriptive Text
- Origin
- Origin Depot
- Origin Postal Code
- Route Number

3. Click OK.

Field	Explanation
Destination Postal Code	The United States ZIP code or the postal code attached to the address for delivery in other countries. This code is used as the low end value when doing Postal Code Transaction range processing.
Route Code	The route field is a user defined code (system 42, type RT) that represents the delivery route on which the customer resides. This field is one of several factors used by the freight summary facility to calculate potential freight charges for an order. For picking, use the route code with the stop and zone codes to group all of the items that are to be loaded onto a delivery vehicle for a specific route. You set up a default for each of these fields on the Customer Billing Instruction form.
Zone	The zone field is a user defined code (system 40, type ZN) that represents the delivery area in which the customer resides. This field is one of several factors used by freight summary facility to calculate potential freight charges for an order. For picking you can use the zone code with the route and stop codes to group all item that are to be loaded onto a delivery vehicle for a specific route. You set up the default for each of these fields on the Customer Billing Instructions form.
Ctry	A user defined code (00/CN) that identifies a country. The country code has no effect on currency conversion. The Address Book system uses the country code for data selection and address formatting.
County	The name of a county, parish, or other political district that is necessary for the address or for tax purposes.
ST	A user defined code (system 00, type S) for the state or province. This code is usually a postal service abbreviation.
Destination Address Number	The address number of the location to which you want to ship this order. The address book provides default values for customer address, including street, city, state, zip code, and country.
Carrier Zone	The identifier used by a carrier to identify a specific zone. For example, ZONE-21 might refer to a zone used by a parcel carrier to determine the freight charge for deliveries to specific zip codes.
Rate Schedule	The schedule of freight and miscellaneous charges which are applied to a shipment.
Carrier Number	The carrier assigned to complete a shipment or part of a shipment. This could represent a common carrier or a private fleet.

Field	Explanation
Description	A user defined name or remark.
SCAC	A unique four-character code assigned to the carrier.
Mod Trn	A user defined code (system 00, type TM) describing the nature of the carrier being used to transport goods to the customer, for example, by rail, by road, and so on.
Effective Date	The date on which a transaction, text message, contract, obligation, or preference becomes effective.
Expired Date	The date on which a transaction, text message, agreement, obligation, or preference has expired or been completed.
Rt Sl	A flag that specifies whether the system selects a route when automatically routing a shipment. Valid values are: 1 This route can be selected automatically 0 This route cannot be selected automatically
R T	The type of rate specified in a table. This could be a fixed amount or percentage, for example.
Rt Bs	The basis used to calculate the charge.
Rt UM	The unit of measure to which the rate applies. For example, if the rate unit of measure is tons, the amount is obtained by multiplying the weight in tons times the rate.
Freight Chg Rate	The unit or flat amount of a freight charge.
Cur Cod	A code that indicates the currency of a customer's or a supplier's transactions.
Distance	Either the total amount of distanced traveled, or the total amount of time spent idle.
Lead Days	Minimum number of days following order entry before loading is scheduled.
Transit Days	The number of days goods will be in transit. When a value is entered in this field, the Sales Order Processing system will subtract this value from the promised delivery date to calculate a pick release date.
Pfm Rtg	A number that you assign to rank carrier performance. When performance is the basis for route selection, the system selects carriers with a low number before carriers with a higher number.
Function Name	The name of a valid business function for OneWorld systems.
Origin	This is the address book number of the origin of a shipment. This could be the address number for the branch/plant, the address number of a supplier, or the address number of a hub or de-consolidation center.

Field	Explanation
Origin Depot	This identifies the origin depot for a shipment or a load.

Setting Up Routing Restrictions

Routing entries must support the specific need of shipments or loads. You set up restrictions to define the needs of a shipment or load. Routing restrictions are set up in one of four ways:

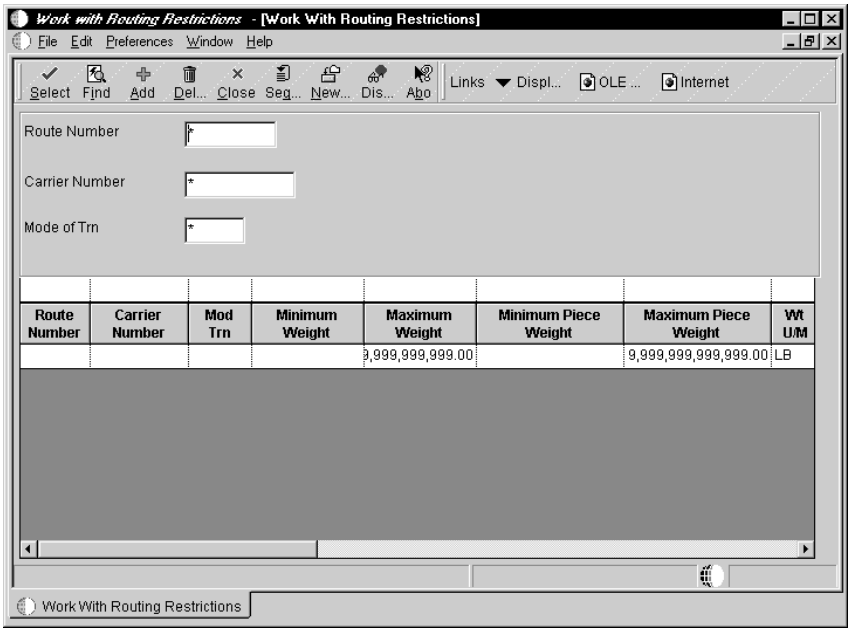
- Route
- Mode of transport and carrier
- Carrier
- Mode of transport

For example, if the road to a destination has a bridge with a maximum weight limit, you must define a maximum weight for the vehicle going to that destination, so that the system selects a route that does not violate the restriction.

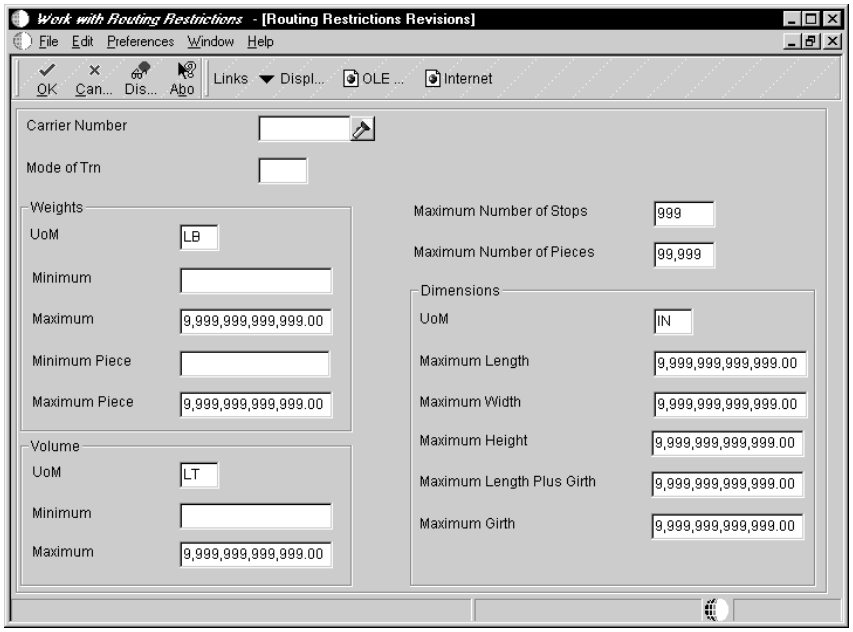
▶ To set up route restrictions

From Transportation Management (G49), choose System Setup. From System Setup (G4941), choose Route Setup. From Route Setup (G49411), choose Work with Routing Restrictions.

On Work With Routing Restrictions



1. Click Add.



2. On Routing Restrictions Revisions, complete the following fields:
    - Carrier Number
    - Mode of Trn
    - Weight Unit of Measure
    - Minimum
    - Maximum
    - Minimum Piece
    - Maximum Piece
    - Volume Unit of Measure
    - Minimum
    - Maximum
    - Maximum Number of Stops
    - Maximum Number of Pieces
    - Unit of Measure – Dimension
    - Maximum Length
    - Maximum Width
    - Maximum Height
    - Maximum Length Plus Girth
    - Maximum Girth

3. Click OK.

Field	Explanation
Carrier Number	The carrier assigned to complete a shipment or part of a shipment. This could represent a common carrier or a private fleet.
Mode of Trn	A user defined code (system 00, type TM) describing the nature of the carrier being used to transport goods to the customer, for example, by rail, by road, and so on.
Weight Unit of Measure	The unit of measure that indicates the weight of an individual item. Typical weight units of measure are: GM Gram OZ Ounce LB Pound When setting up a user defined code for a weight unit of measure, you must specify W in the special handling code of the user defined code.
Minimum	The minimum weight of a shipment.
Maximum	The maximum weight of a shipment.
Minimum Piece	The minimum weight of a shipment piece.
Maximum Piece	The maximum weight of a shipment piece.
Volume Unit of Measure	The unit of measure for the cubic space occupied by an inventory item. Typical volume units of measure are: ML Milliliter PT Pint LT Liter When setting up a volume unit of measure user defined code, you must specify a V in the special handling code of the user defined code.
Minimum	The minimum cubes of a shipment.
Maximum	The maximum cubes of a shipment.
Maximum Number of Stops	The maximum number of stops which can be made on a delivery.
Maximum Number of Pieces	The maximum number of pieces for a shipment.
Unit of Measure – Dimension	The width, height, or length unit of measure for a vehicle.
Maximum Length	The maximum length of a shipment.
Maximum Width	The maximum width of a shipment.
Maximum Height	The maximum height of a shipment.
Maximum Length Plus Girth	The maximum girth plus length of a shipment.

Field	Explanation
Maximum Girth	The maximum girth of a shipment.

Setting Up Carrier Zones

You set up carrier zones to maintain destination information for your routing entries. You set up the zones by origin. You set up carrier zones to enable the system to do the following:

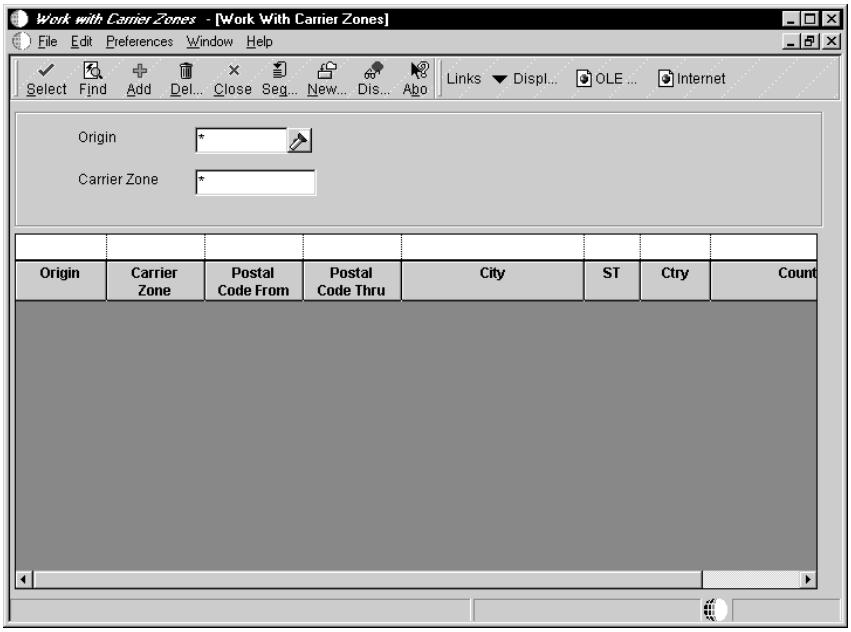
- Integrate with rating lookups to calculate a rate
- Select routing entries based on destination
- Reduce the routing entries needed

By integrating with rating, carrier zones provide a calculated rate for each routing entry. You can use a carrier zone as a destination in routing. You also can use the carrier zone which results from the selection of a routing entry as a parameter in rating. When you set up carrier zones, you can significantly reduce the number of routing entries required when more than one location is served by the same routing entry.

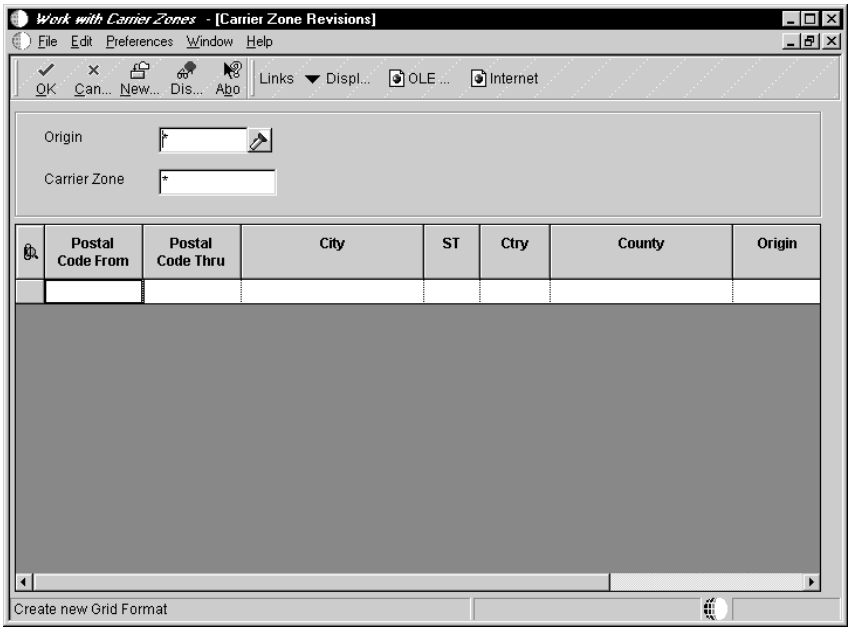
▶ To set up carrier zones

From Transportation Management (G49), choose System Setup. From System Setup (G4941), choose Route Setup. From Route Setup (G49411), choose Work with Carrier Zones.

On Work With Carrier Zones



1. Click Add.



2. On Carrier Zone Revisions, complete the following fields in the detail area:
   - Postal Code From
   - Postal Code Thru
   - City

- ST
- Country
- County
- Origin
- Carrier Zone

3. Click OK.

Field	Explanation
Postal Code From	The beginning postal code in a range of postal codes.
Postal Code Thru	The ending postal code in a range of postal codes.
City	The city associated with the address.
ST	A user defined code (system 00, type S) for the state or province. This code is usually a postal service abbreviation.
Country	A user defined code (00/CN) that identifies a country. The country code has no effect on currency conversion. The Address Book system uses the country code for data selection and address formatting.
County	The name of a county, parish, or other political district that is necessary for the address or for tax purposes.
Origin	This is the address book number of the origin of a shipment. This could be the address number for the branch/plant, the address number of a supplier, or the address number of a hub or de-consolidation center.
Carrier Zone	The identifier used by a carrier to identify a specific zone. For example, ZONE-21 might refer to a zone used by a parcel carrier to determine the freight charge for deliveries to specific zip codes.

Setting Up Options and Equipment Rules

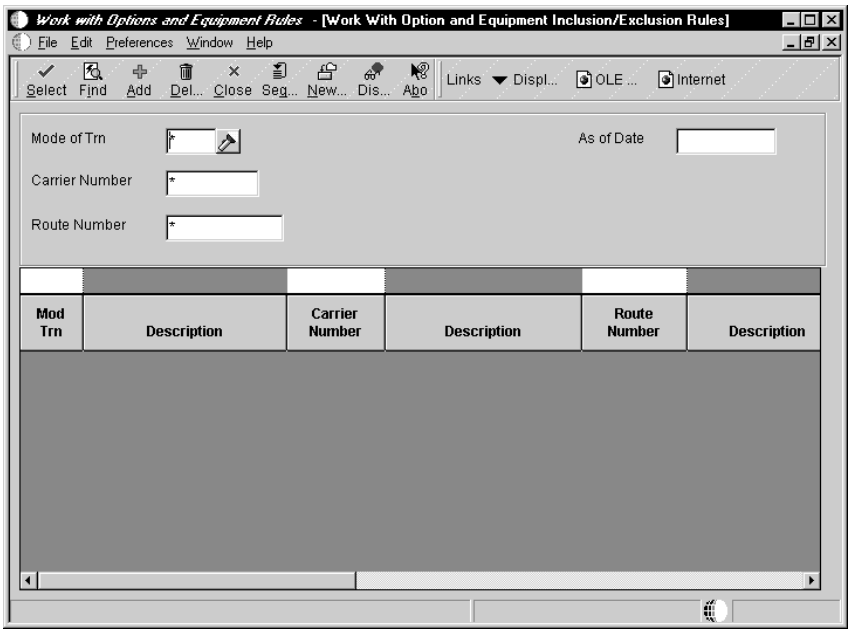
You set up options and equipment rules for a specific route, carrier, or mode of transport to define the options and/or equipment that are supported or not supported by that route, carrier, or mode. When the system selects a routing entry for possible use during shipment or load routing, the system searches for inclusion or exclusion rules for each option or piece of equipment required for that shipment. The system first attempts to find an inclusion or exclusion rule at the route level. If none is found, the system searches for a rule at the carrier level. Again, if none is found, the system searches for a rule at the mode of transport level. If the rule excludes the route, the system cannot select the route. If there are no rules for a required option or equipment, the system cannot select the route.

For example, if a shipment contains certain hazardous materials, an options/equipment rule is set up for a route that does not go through a city. Also, for fragile items, you can set up an options rule to specify only one carrier to handle these items. In addition, if a mode of transport cannot carry hazardous materials, then you can set up an options rule to exclude that mode for shipments containing hazardous materials.

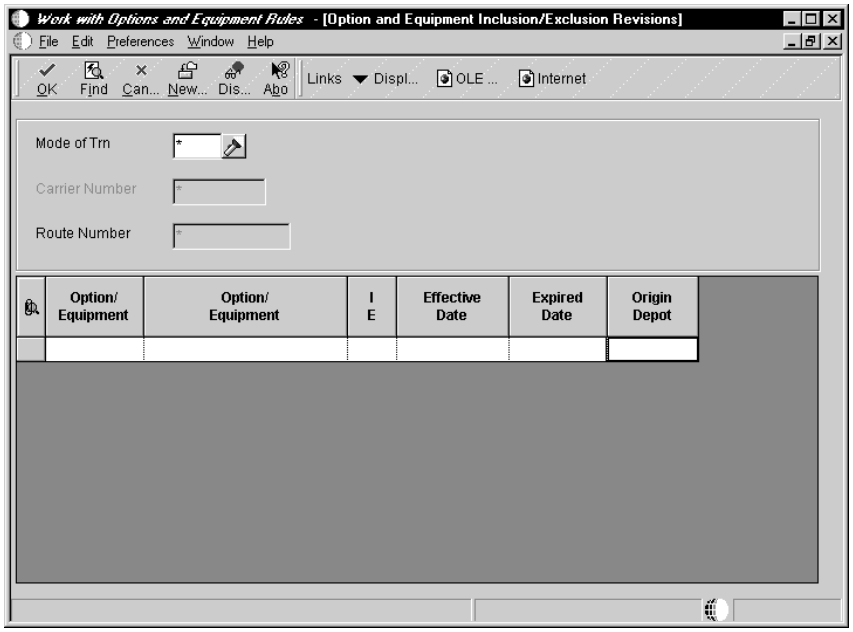
▶ To set up options and equipment rules

From Transportation Management (G49), choose System Setup. From System Setup (G4941), choose Route Setup. From Route Setup (G49411), choose Work with Options and Equipment Rules.

On Work with Option and Equipment Inclusion/Exclusion Rules



1. Click Add.



2. On Option and Equipment Inclusion/Exclusion Revisions, complete the following fields:
    - Option/ Equipment
    - I E
    - Effective Date
    - Date – Expired
    - Origin Depot
3. Click OK.

Field	Explanation
Option/ Equipment	A user defined option or piece of equipment which is associated with a shipment or which is required in order to make a shipment.
I E	Include/Exclude flag. Valid values are: Y or 1 – include N or 0 – exclude
Effective Date	The date on which a transaction, text message, contract, obligation, or preference becomes effective.
Date – Expired	The date on which a transaction, text message, agreement, obligation, or preference has expired or been completed.
Origin Depot	This identifies the origin depot for a shipment or a load.

Delivery Document Setup

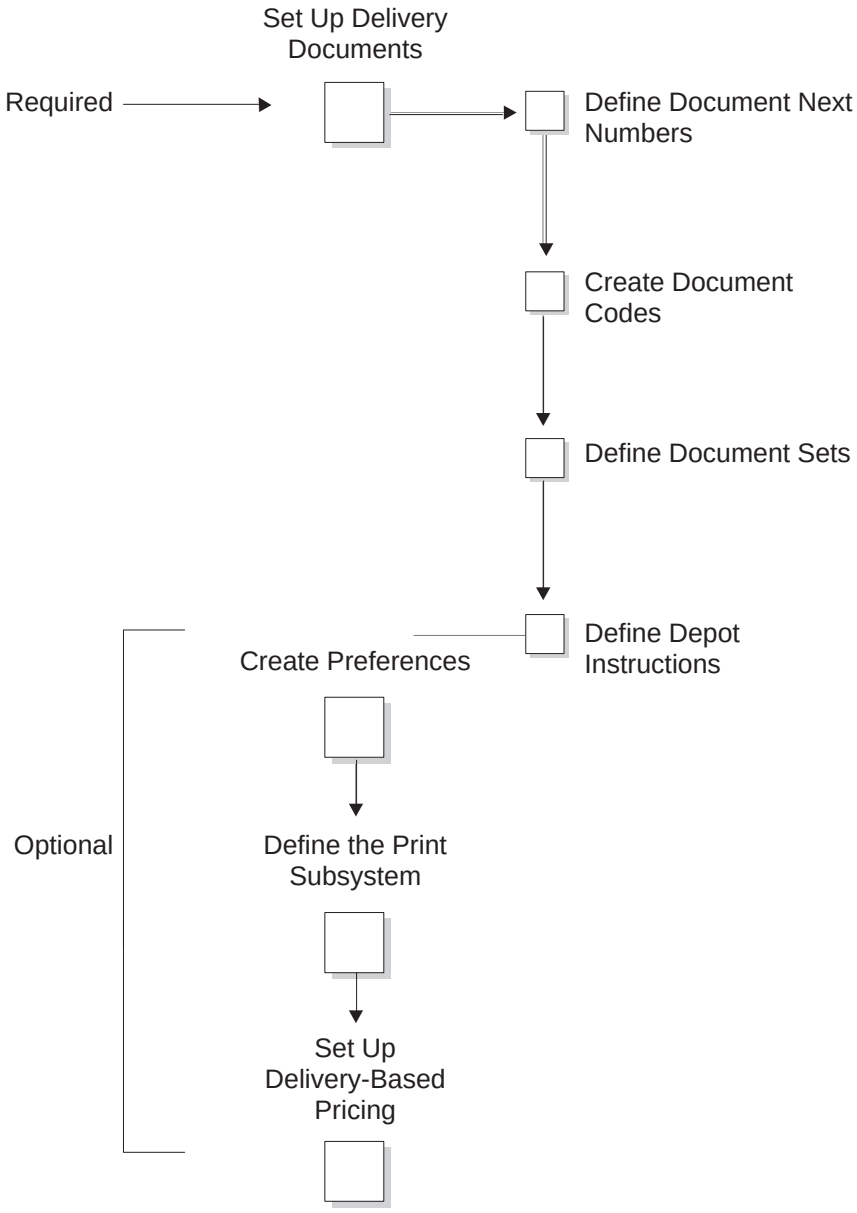
Delivery documents provide delivery instructions for a shipment or load. They record the transfer of ownership of the products to the customer. Some delivery documents might also specify the product price and additional charges.

In the Transportation Management system, you can define the documents that are printed throughout the shipping process. This includes defining the print application used to print the document, how the document number is determined, the printer that the document is sent to, and whether prenumbered forms are used.

To print documents in the system, you must first define the documents. Optionally, you can set up delivery set preferences for specific customers or items.

The following graphic illustrates the process flow of documents through the transportation system.

Process Flow for the Setup of Delivery Documents



Setting Up Documents

You must set up delivery documents before you can print them. This setup includes the following processes:

Document next numbers	Document next numbers provide a numbering system for your shipping documents. Next numbers can be used for prenumbered forms or plain forms that are not prenumbered.
Document codes	Defining document codes references a different print program and also a different version for your documents. This lets you create specific documents for your shipping needs.
Document sets	Document sets allow you to group your documents for enhanced processing.
Document depot information	When you define depot (business unit) level attributes for the document, you can define multiple depots for your documents. The system turns on the print control to ensure that your documents print correctly.

Setting up document consists of the following tasks:

- ❑ Setting up document next numbers
- ❑ Setting up document codes
- ❑ Setting up document sets
- ❑ Setting up document depot information

Setting Up Document Next Numbers

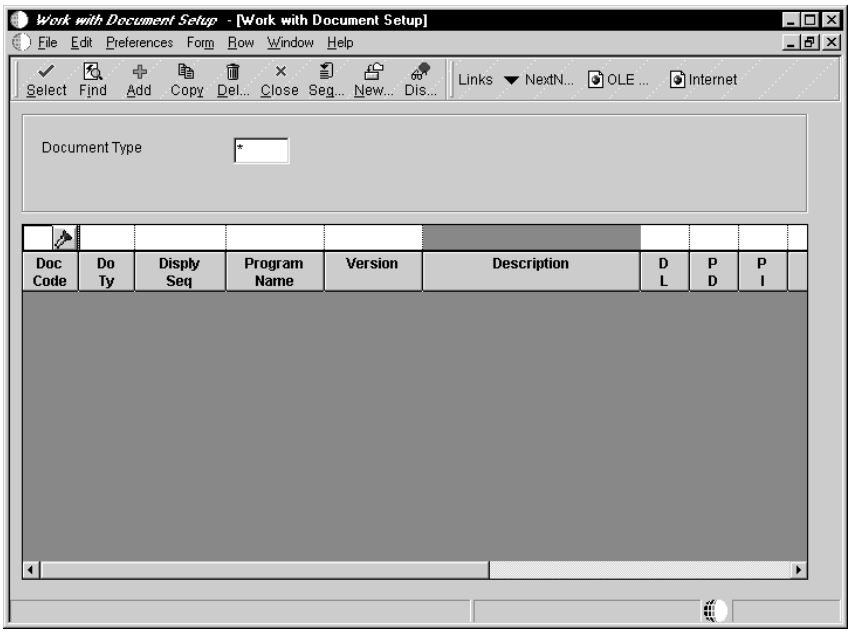
You must define a range of document next numbers that the system uses when automatically assigning numbers to the various delivery documents. You must specify the range and format for each document next number. You can specify document next numbers at the company, sales region, or depot level.

If you use forms that are not prenumbered, you must specify the number that the system uses to identify the next form. If you use prenumbered forms for printing documents, you must define document next numbers to synchronize the system with your current form numbers.

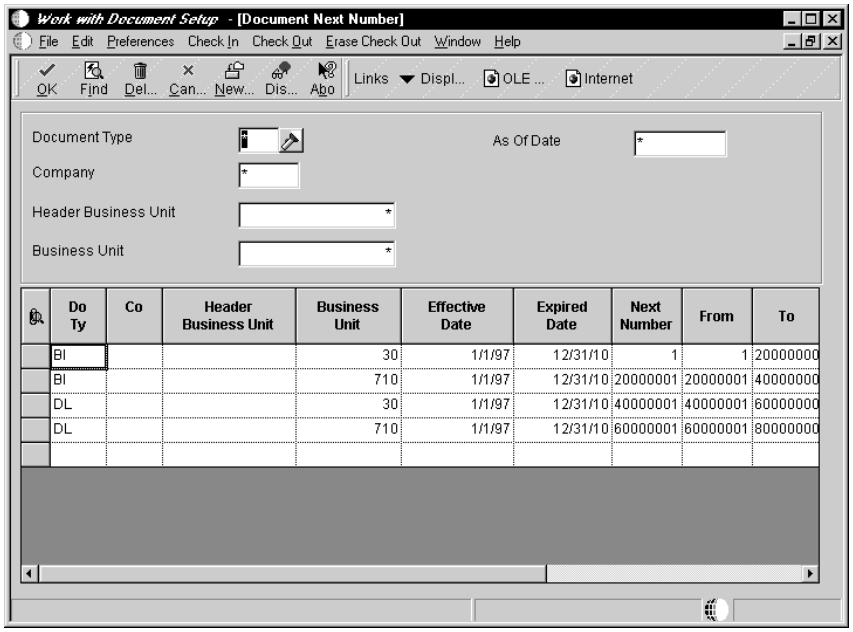
▶ To set up document next numbers

From Transportation Management (G49), choose System Setup. From System Setup (G4941), choose Work with Document Setup.

On Work with Document Setup



1. Choose Next Number from the Form menu.



2. On Document Next Number, complete the following fields:
   - Do Ty
   - Co
   - Header Business Unit
   - Business Unit
   - Effective Date
   - Expired Date
   - Next Number
   - From
   - To
   - I Y
   - I M
   - Doc Co
3. Click OK.

Field	Explanation
Do Ty	A user defined code (00/DT) that identifies the origin and purpose of the transaction. J.D. Edwards reserves several prefixes for document types, such as vouchers, invoices, receipts, and time sheets. . . . . . *Form-specific information* . . . . . . This is the document type to which the system applies the range, next number, and format.
Co	A code that identifies a specific organization, fund, entry, and so on. The company code must already exist in the Company Constants table (F0010). . . . . . *Form-specific information* . . . . . . In Document Next Number Maintenance, the user can define next numbers by Company (Co), Sales Region (Header BU), or Branch/Plant. One of these fields must be selected as the key field when defining a next number range.
Header Business Unit	A business unit is an accounting entity required for management reporting. It can be a profit center, department, warehouse location, job, project, work center, branch/plant, and so forth. This business unit is from the business unit entered on the header of a sales/purchase order for reporting purposes. This data is always right justified on entry (for example, CO123 would appear as _____CO123). A security mechanism has been provided to inhibit users from entering or locating business units outside the scope of their authority. . . . . . *Form-specific information* . . . . . . In Document Next Number Maintenance, the user can define next numbers by Company (Co), Sales Region (Header BU), or Branch/Plant. One of these fields must be selected as the key field when defining a next number range.
Business Unit	A code that identifies a separate entity within a business for which you want to track items and costs. This entity might be a warehouse location, job, project, work center, or branch/plant. The Branch/Plant field is alphanumeric. . . . . . *Form-specific information* . . . . . . In Document Next Number Maintenance, the user can define next numbers by Company (Co), Sales Region (Header BU), or Branch/Plant. One of these fields must be selected as the key field when defining a next number range.
Effective Date	The date on which a transaction, text message, contract, obligation, or preference becomes effective. . . . . . *Form-specific information* . . . . . . This is the effective date of the number range being defined.

Field	Explanation
Expired Date	The date on which a transaction, text message, agreement, obligation, or preference has expired or been completed. . . . . . *Form-specific information* . . . . . . This is the expiration date of the number range being defined.
Next Number	The number that the system uses for the next number that it assigns. The system can use next numbers for voucher numbers, invoice numbers, journal entry numbers, employee numbers, address numbers, contract numbers, and sequential W-2s. You must use the next number types already established, unless you provide custom programming. . . . . . *Form-specific information* . . . . . . Type the number you want the system to use the next time a document of the specified type is produced. This number must fall within the range designated in the Assigned From and To fields.
From	The beginning number of the assigned range of numbers. Use this value when you are printing documents on prenumbered forms. You must assign this value to a depot or sales office. . . . . . *Form-specific information* . . . . . . Defines the range of sequence numbers between which the document numbers should fall.
To	The ending number of the assigned range of numbers. Use this value when you are printing documents on prenumbered forms. You must assign this value to a depot or sales office. . . . . . *Form-specific information* . . . . . . Defines the range of sequence numbers between which the document numbers should fall.
I Y	Insert digits in the document number to represent the fiscal year. Valid values are: Y or 1 – Imbed the year. The last two digits of the fiscal year (94 from 1994) will be imbedded in the first and second position of the resulting document number. For example, 94123456 would represent 1994 and 00123456 would be the sequential portion of the number. S or 9 – Imbed the year. The last digit of the fiscal year (4 from 1994) will be imbedded in the first position of the resulting document number. For example, 41234567 would represent 1994 and 01234567 would be the sequential portion of the number. N or 0 – Do not imbed a digit in the document number.

Field	Explanation
I M	Imbed digits in the document number to represent the month. Valid values are: Y or 1 – Imbed two digits. The digits representing the month (03 for March) will be imbedded in the third and fourth positions of the resulting document number. For example, 03001234 would represent the 03 from March and 00001234 would be the sequential portion of the number. If the year will also be imbedded, 94031234 would represent 94 from 1994 and 03 from March. N or 0 – Do not imbed a digit in the document number.
Doc Co	A number that, with the document number, document type and G/L date, uniquely identifies an original document, such as invoice, voucher, or journal entry. If you use the Next Numbers by Company/Fiscal Year feature, the Automatic Next Numbers program (X0010) uses the document company to retrieve the correct next number for that company. If two or more original documents have the same document number and document type, you can use the document company to locate the desired document. . . . . . *Form-specific information* . . . . . . This display only field shows the key company associated with a document number retrieved using this record.

Setting Up Document Codes

You set up documents to specify the program and version that you want the system to use when printing delivery documents. You also use document setup to define the document code and whether the documents and invoices are primary or nonprimary.

For example, you can print a packing list that lists the contents of shipping containers. You can create a version of Bill of Lading to accompany orders within a shipment to its destination.

Example: Creating Document Codes

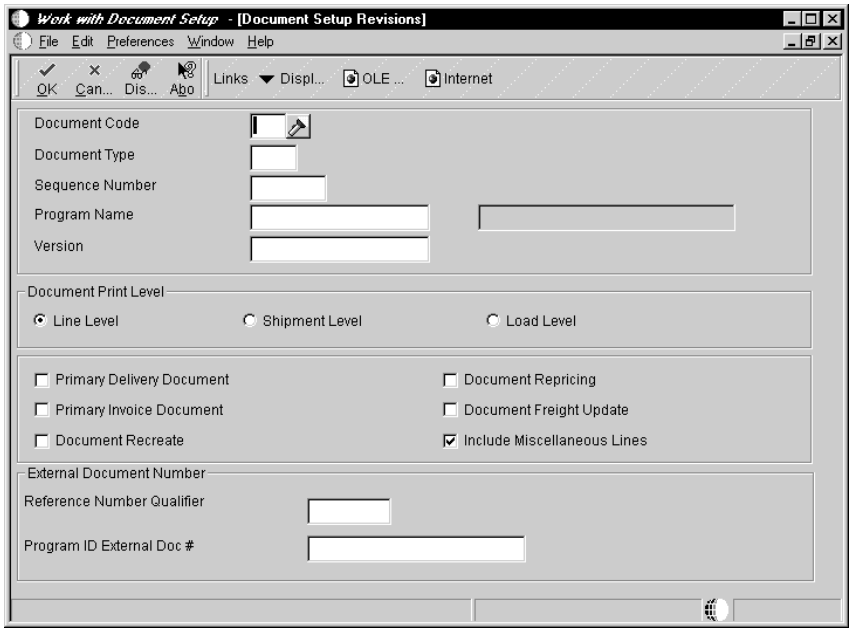
Document Code	Document	Program Name	Version
BOL	Bill of Lading	R49110	ZJDE0001
MBL	Master Bill of Lading	R49130	ZJDE0002
INV1	Print Invoice	R42565	ZJDE0001
MAN1	Shipment Manifest	R49130	ZJDE0001
PKL	Packing List	R41941P	ZJDE0001

To set up document codes

From Transportation Management (G49), choose System Setup. From System Setup (G4941), choose Work with Document Setup.

On Work with Document Setup

1. Click Add.



2. On Document Setup Revisions, complete the following fields:
    - Document Code
    - Document Type
    - Sequence Number
    - Program Name
    - Version
    - Reference Number Qualifier
    - Program ID External Doc #
3. Click any of the following fields:
    - Line Level
    - Shipment Level
    - Load Level
    - Primary Delivery Document

- Primary Invoice Document
- Document Recreate
- Document Freight Update
- Include Miscellaneous Lines

4. Click OK.

Field	Explanation
Document Code	Identifies the document code the system will use when printing this document. . . . . . *Form-specific information* . . . . . . You use this field to enter a user defined value that identifies the document. For example, you can define and use the value BDEL for bulk delivery ticket.
Document Type	A user defined code (00/DT) that identifies the origin and purpose of the transaction. J.D. Edwards reserves several prefixes for document types, such as vouchers, invoices, receipts, and time sheets. . . . . . *Form-specific information* . . . . . . This is the document type to which the system applies the range, next number, and format.
Sequence Number	A number that is used to indicate the sequence of the trips for a vehicle. . . . . . *Form-specific information* . . . . . . When you are producing multiple documents, use this field to indicate the document sequence.
Program Name	The name of an executable program. For OneWorld: This name is the system name of a form that is associated with an application. To determine the system name of a form, open the form and choose About OneWorld from the Help menu. . . . . . *Form-specific information* . . . . . . This is the name of the UBE to be called when a document code is referenced.

Field	Explanation
Version	A version is a user-defined set of specifications. These specifications control how applications and reports run. You use versions to group and save a set of user-defined processing option values and data selection and sequencing options. Interactive versions are associated with applications (usually as a menu selection). Batch versions are associated with batch jobs or reports. To run a batch process, you must choose a version. . . . . . *Form-specific information* . . . . . . This is the version of the UBE to be called.
Reference Number Qualifier	A code qualifying the Reference Number. Must conform to one of the accepted values for EDI X12 data element 128. . . . . . *Form-specific information* . . . . . . A code qualifying the Reference Number.
Program ID External Doc #	Enter the Form Name (Program ID) of the business function used to derive the external document number.
Line Level	A flag that indicates whether this is an order level, shipment level, or load level document.
Shipment Level	A flag that indicates whether this is an order level, shipment level, or load level document.
Load Level	A flag that indicates whether this is an order level, shipment level, or load level document.
Primary Delivery Document	Identifies whether this document is the primary delivery document for a specific order line. Valid values are: Y or 1 – Yes, this is the primary delivery document. N or 0 – No, this is not the primary delivery document.
Primary Invoice Document	Identifies whether this document is the primary invoice document for a specific order line. Valid values are: Y or 1 – Yes, this document is the primary invoice document. N or 0 – No, this document is not the primary invoice document.
Document Recreate	Indicates whether a delivery document can be recreated. For example, it may desirable to recreate a Bill of Lading after it has been created if another shipment is added to the load.
Document Freight Update	A flag that indicates whether the system performs a freight update when printing delivery documents.
Include Miscellaneous Lines	A flag that indicates whether the system includes miscellaneous lines on a delivery document.

Setting Up Document Sets

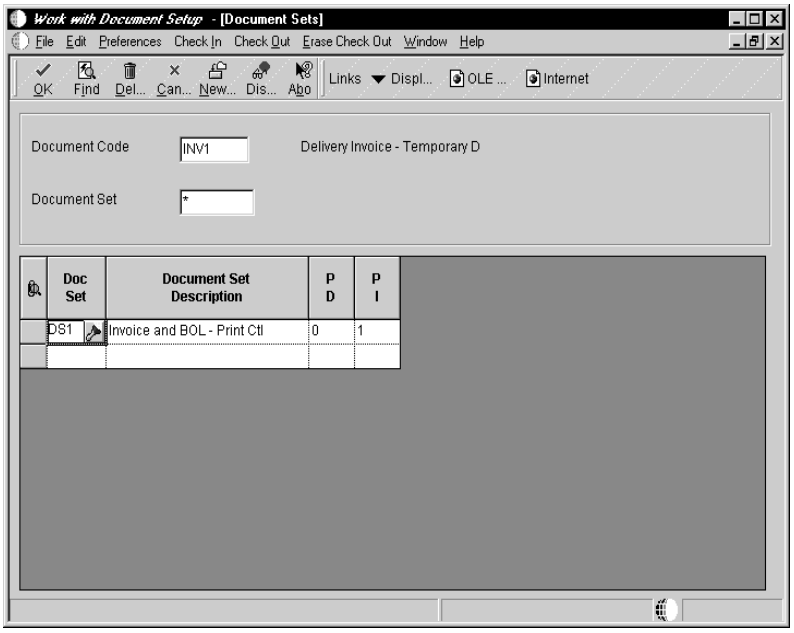
A document set allows you to logically group delivery documents for the system to use for document processing. The document sets that you set up work directly with the Document Set preferences to match the documents with a customer and item number.

▶ To set up document sets

From Transportation Management (G49), choose System Setup. From System Setup (G4941), choose Work with Document Setup.

On Work with Document Setup

1. Click Find.
2. Choose a document type for which you want to create a document sets.
3. Choose Document Set from the Row menu.



4. On Document Sets, complete the following fields:
   - Doc Set
   - Description
   - P D
   - P I
5. Click OK.

Field	Explanation
Doc Set	A code that identifies a group of documents that the system will preprint or print during shipment or load confirm. The system uses the Document Set preference to select a document set. For One World: A code that identifies a group of documents that the system will print during shipment or load processing or during batch document processing. The system uses the Document Set preference to select a document set.

Setting Up Document Depot Information

For each depot, you can define printing instructions that apply for:

- Optional printers
- The type of the forms used
- The use of prenumbered forms

You can define up to five printer names for each depot. You can specify that the printer must be loaded with standard paper or special forms for the original and subsequent copies.

If you use prenumbered forms, you define document print control to produce prenumbered documents. You must define the source of the document next number for a specific document type in a specific depot. You can also define how many pages you want to use during the paper alignment process.

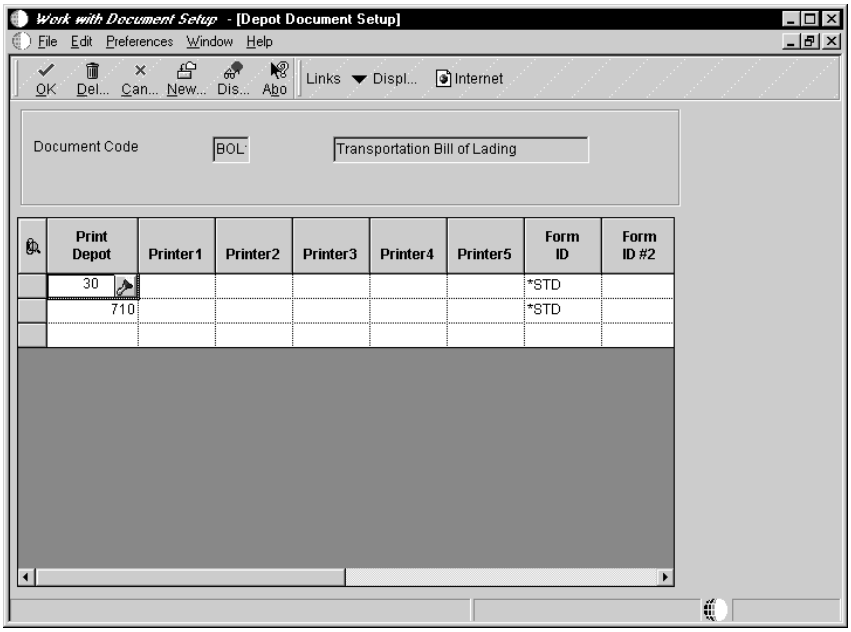
This is the only place in the setup process where you indicate that you want to use prenumbered forms. This task is optional. If you do not enter a record, your documents print at your default printer.

▶ To set up document depot information

From Transportation Management (G49), choose System Setup. From System Setup (G4941), choose Work with Document Setup.

On Work with Document Setup

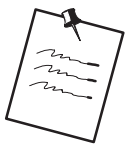
1. Click Find.
2. Choose the document type that you want to set up document printing information.
3. Choose Depot Setup from the Row menu.



4. On Depot Document Setup, complete the following fields:
   - Print Depot
   - Printer1
   - Printer2
   - Printer3
   - Printer4
   - Printer5
   - Form ID
   - Form ID #2
   - P R
   - Al Pg
   - N S
   - Co
   - Header Business Unit
   - Business Unit
5. Click OK.

Field	Explanation
Print Depot	Indicates the depot at which the documents will be printed.

Field	Explanation
Printer1	Indicates a valid printer at the print depot. User Defined Code 49/DO
Form ID	Identifies the ID of the form used to print this document.
Form ID #2	Second Forms ID. Used as the forms type for Document Distribution.
P R	Identifies whether prenumbered forms are used for this document. Valid values are: 1 or Y – Yes, document print control is required because prenumbered forms are used. 0 or N – No, document print control is not required.
Al Pg	The number of pages needed to align the document on the printer. When documents are printed, the next form number is automatically incremented so that the system's internal print numbering is synchronized with the form number of the first "real" form.
N S	Determines the source of the document next number. Valid values are: C Company D Depot S Sales Region
Co	A code that identifies a specific organization, fund, entry, and so on. The company code must already exist in the Company Constants table (F0010).
Header Business Unit	A business unit is an accounting entity required for management reporting. It can be a profit center, department, warehouse location, job, project, work center, branch/plant, and so forth. This business unit is from the business unit entered on the header of a sales/purchase order for reporting purposes. This data is always right justified on entry (for example, CO123 would appear as _____CO123). A security mechanism has been provided to inhibit users from entering or locating business units outside the scope of their authority.
Business Unit	A code that identifies a separate entity within a business for which you want to track items and costs. This entity might be a warehouse location, job, project, work center, or branch/plant. The Branch/Plant field is alphanumeric.



To set up your documents in the system, you must choose processing options for those documents. The processing options are found on the Batch Versions form. The report numbers for the following processing options are R49110, R49115, R49130, R49135, R49137.

Processing Options for Transportation Bill of Lading Build

Run Options

Enter the Override Shipment Status _____
Enter the name of the print UBE to be executed. _____
Enter the version of the print UBE to be executed _____

Processing Options for Transportation Bill of Lading Print

Print Options

Enter the Unit of Measure in which to print weight totals. _____
Enter a '1' to print Delivery Instructions. _____
Enter a '1' to print Options and Equipment information. _____
Enter the Global Message to print on each document. _____

Processing Options for Shipment Document Workfile Build

Run Options

1. Enter the name of the Print UBE to be executed. _____
2. Enter the version of the Print UBE to be executed. _____

Processing Options for Shipment Manifest

Run Options

Enter '1' to consolidate information for a Ship To Address. _____
Enter the Global Message to print on each document. _____

Processing Options for Master BIll of Lading

Run Options

Enter '1' to Consolidate by Ship To Address. _____
Enter the Global Print Message to print on each document. _____

Transportation Preferences

You can use preferences to customize the way that shipments are processed. J.D. Edwards provides standard preferences. You can use the standard preferences or you can create variations of each preference to meet your specific business requirements.

Typically, you create preferences when you have consistent business requirements that differ from the default values for the Transportation Management system. For example, you can create preferences to suit the needs of the following:

- Your customers' specific requirements
- Your company's policies
- Regulatory agencies' rules
- Item specific requirements

Before you use preferences, you must perform some setup tasks to customize preferences for your specific business requirements. As your business requirements change, you perform the same setup tasks to further customize preferences.

Transportation preferences consists of the following tasks:

- ❑ Working with preference master and hierarchy
- ❑ Assigning customers and items to groups
- ❑ Setting up preferences

Setup and use of each preference requires careful planning. For example, consider your business purpose for using preferences in conjunction with the efficient use of the system's processing time. Do not use preferences for occasional variances. In those instances, manually enter exception information in the applicable fields of the customer or item information.

What Is a Preference?

A preference is a piece of information that you define for a customer, an item, or any combination of customer (Sold To, Ship To, or parent addresses), customer group, item, and item group. The system uses preferences to override normal customer and item setup information when you enter orders and shipments.

How Does the System Use Preferences?

Each preference contains standard header lines. You can use the fields on these lines to define a preference for:

- A customer
- A customer group
- An item
- An item group
- Any combination of customers (or customer groups) and items (or item groups)

For shipment entry, the system uses this information to complete the shipment. The system uses a hierarchy that you define to find the appropriate customer and item preference.

The system runs a set of programs for each preference that you create. When you enter an order, a shipment is created using preferences. The system uses the hierarchy that you set up to search preference profiles for information that affects the customer and item combination for each order line. The system uses the preference information to complete parts of the shipment.

The Transportation Management system resolves preferences at two levels. By resolving preferences at two levels, the system allows you to have multiple preferences for customers and items. The system first resolves a preference at the customer/customer group and the item/item group level. After all lines have been placed on the shipment, the system then resolves the preference at the all items or summary level. In the Transportation Management system, item/item group preferences are always chosen before “all” preferences regardless of the hierarchy. For shipments not created from sales orders, only the Options and Equipment preference is resolved at the item/item group preference level. All other preferences are resolved at the all items level.

The Transportation Management system also allows you to define multiple preferences for the same customer or item. These additional preferences are the options and equipment preference, the document set preference, and the document distribution preference.

Some preferences override default information, while others add more information to the stages of the shipment processing cycle. As a result, some preference information might not be immediately displayed in the shipment information.

Example: Applying a Preference

One of the preferences used for a shipment is carrier preference. For example, when a customer has shipments that weigh less than 1000 pounds, they always use carrier A. When this same customer has shipments that weigh more than a 1000 pounds, they always use carrier B. You can set up a carrier preference for that customer to use carrier

A when shipments are less than 1000 pounds and another carrier preference to use carrier B when their shipments weigh more than 1000 pounds.

These preferences override the normal carriers set up for a particular route and either assign a route with carrier A if the shipment is less than 1000 pounds or assign a route with carrier B if the shipment is more than 1000 pounds.

What Are the Preference Types?

Preferences fields are generally categorized as:

- Key fields
- Driver fields
- Definition fields

Key fields are shared by all preferences. Use key fields to enter standard preference information. Key fields are optional. You can use key fields as search criteria to have the system match preferences to shipments. These fields are found in the header area of the Preference Profiles Revisions form.

The key fields Customer and Customer Group are mutually exclusive. Likewise, the key fields Item and Item Group are mutually exclusive. You cannot simultaneously use a preference with a customer and a customer group, or with an item and an item group. The system always uses the Customer (or Customer Group) and/or the Item (or Item Group) fields to match preferences to shipments.

Similar to key fields, driver fields are shared by all preferences and they are optional. You use driver fields to further define the search criteria used by the transportation preferences. Driver fields are located in the detail area of the Preference Profile Revisions form.

Preference definition fields are the fields that the system uses to resolve the preferences. Each preference has one or more definition fields unique to its requirements. These fields are located in the detail area of each Preference Profiles Revisions form. Definition fields are required, although in some cases blank is a valid value. Typically, the system uses the values that you enter in these fields to override or add information to a shipment.

The system uses preference information to override default information, such as freight terms, or to provide additional information, such as options and equipment.

The following table provides a brief overview of each preference:

- The purpose of the preference
- The information that the preference overrides
- How and when the system applies the preference during the shipping process and where you can view related information

Preference	Purpose	Overrides	When Applied and Where to View
Mode of Transport	Selects a specific mode based on destination	None	Applied to shipments during shipment creation. View the mode of transport preference in the Work with Shipments form.
Document Set	Defines the group of delivery documents to print. You can also assign document sets by depot.	None	Applied during either Load Confirm or Preprint Delivery Documents. You view the selected document set on the Document Selection form.
Carrier	Selects a specific carrier, or excludes one or more carriers from a list of three preferred carriers	None	Applied to shipments during shipment creation. View the carrier preference in the Miscellaneous Shipment Information form from the Work with Shipments form.
Options and Equipment	Specifies options and equipment required for shipment	None	Applied to shipments during shipment creation. View the options and equipment preference in the Miscellaneous Shipment Information form from the Work with Shipments form.
Customer Freight	Specifies values which affect the calculation of billable freight, how billable charges are added to an order, how a route is selected, and specifies the freight terms for the shipment	None	Applied to shipments during shipment creation. View the customer freight preference in the Work with Shipments form.

Working with the Preference Master and Hierarchy

If you have a consistent business requirement that differs from the system default values for the transportation process, you can set up preferences to accommodate those requirements.

The system displays all preferences in logical groups on the Preference Profiles form. You use the Preference Master form to specify where a preference classification displays on the form and whether effective dates and quantities are part of the preference.

For each preference, you must define a hierarchy to indicate the order in which you want the system to apply preferences to shipments.

Working with the preference master consists of the following tasks:

- ❑ Setting up preference master information
- ❑ Arranging the preference hierarchy

Before you Begin

- ❑ Analyze your business requirements and the selection criteria for creating a preference.

Setting Up Preference Master Information

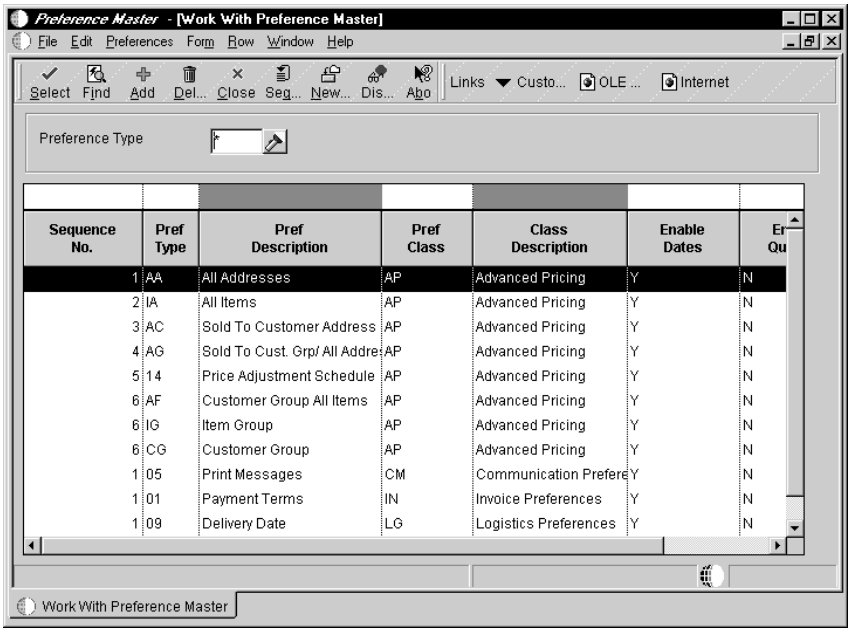
You use the Preference Master Revision form to specify the sequence in which the system processes a preference, the preference classification, and whether effective dates and quantities are part of the preference. If effective quantities are part of the preference, you must define specific quantities. The system does not perform unit of measure conversions. The system searches only for a preference with the same unit of measure as the unit of measure entered on the order. For example, if you set up a preference with the unit of measure as LT (liters) and enter a sales order in gallons, the system does not select the preference because it does not convert gallons to liters.

If you need the effective quantity fields active for a particular preference, you must create separate preferences for each unit of measure to use as the sales order transaction unit of measure.

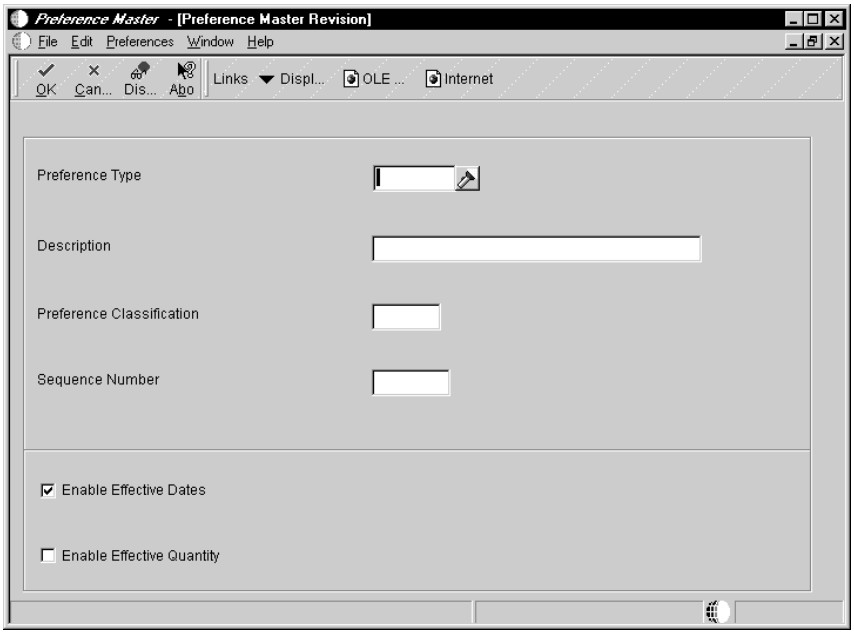
To set up preference master information

From Transportation Management (G49), choose System Setup. From System Setup (G4941), choose Preference Master.

On Work with Preference Master



1. Click Add.



2. On Preference Master Revision, complete the following fields:
   - Preference Type
   - Description
   - Preference Classification
   - Sequence Number
3. Click any of the following fields:
   - Enable Effective Dates
   - Enable Effective Quantity
4. Click OK.

Field	Explanation
Preference Type	A user defined code (40/PR) that identifies a preference type or a price adjustment hierarchy. In the user defined code table 40/PR, a 1 in the Special Handling Code field identifies a preference that J.D. Edwards supports. This field is hard coded for each preference. For Agreement Penalty Schedules, first set up a user defined code of PN (for penalty). Then enter it in this field.
Description	A user defined name or remark.
Preference Classification	A classification or title that the system uses to group preferences on the Preference Profile form (P4007).
Sequence Number	For OneWorld, the sequence by which users can set up the order in which their valid environments are displayed. For World, a sequence or sort number that the system uses to process records in a user defined order.
Enable Effective Dates	A flag that indicates if you want to identify effective date ranges for a preference. Valid values are: Y Display Effective From and Effective Thru date fields on the Preference Profile Revisions forms (P40300 and P40300EC) for this preference. N Do not enable or display effective dates for this preference. Effective date fields are optional fields that you can set to N prior to setting up any preference records, but not after you have created preferences. You can assign effective dates without assigning effective quantity. However, if you assign effective quantity, you must assign effective dates.

Field	Explanation
Enable Effective Quantity	A code that indicates if you want to use quantity ranges for this preference. Valid values are: Y Yes, display the Quantity From and Quantity Thru fields on the Preference Profile Revisions forms (P40300 and P40300EC) for this preference. N No, do not enable or display the quantity range fields. Effective quantity fields are optional fields that you can disable prior to setting up any preference records, but not after you have created preference records. If you assign effective quantity, you must assign effective dates.

Arranging the Preference Hierarchy

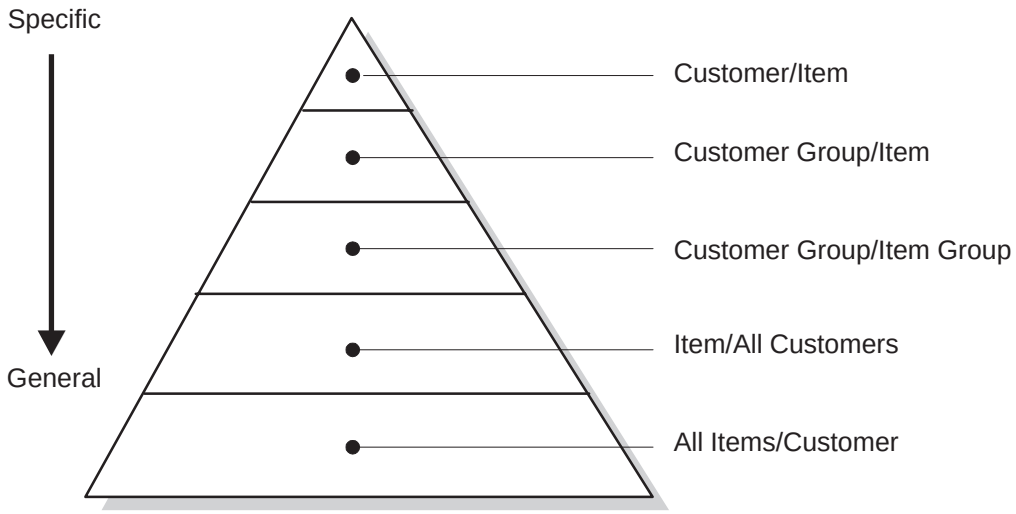
For each preference type, you must define a hierarchy to indicate the order in which you want the system to apply preferences to shipments.

The Preference Hierarchy form contains rows that identify customers and customer groups and columns that identify items and item groups. You use the intersections of the rows and columns to enter your hierarchy sequence.

When the system searches for preference information, it uses the hierarchy to determine the order in which to search preference information. The system begins with the intersection in which you entered 1 and searches for records that are defined for that customer and item combination. If no preference for that intersection is found, the system identifies the intersection in which you entered 2, and so forth.

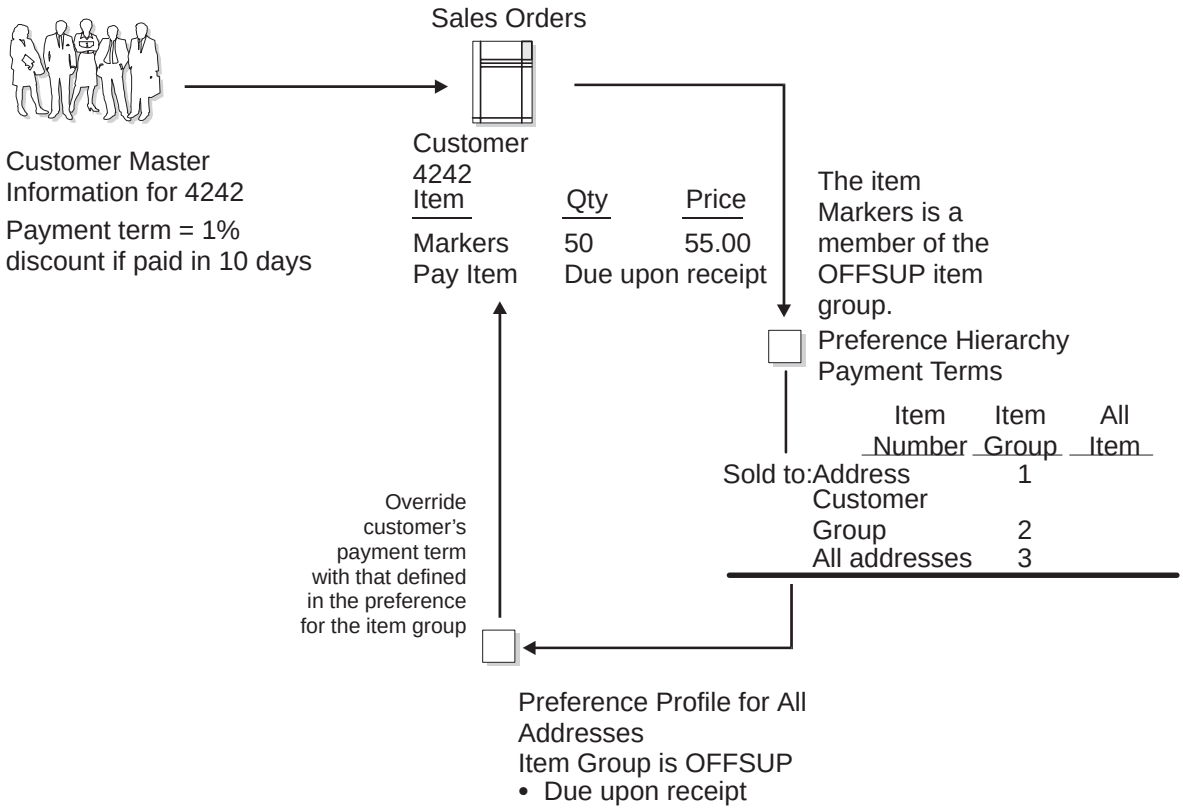
The Transportation Management system searches first at the item/item group level, and then at the all items level. The Preference Hierarchy remaining search sequences include all of the same levels as the Sales Order Management system, but it also includes an extra level of Customer/All Items.

J.D. Edwards recommends that you start with the most general groups, begin with item only and customer only, and then define the more specific groups.



Example: Preference Hierarchy for Payment Terms

When you enter an order, the system determines from the hierarchy whether it should search first for information for a single Sold To address/item group combination, and then for a group of Sold To addresses/item group combinations. In this case, the system overrides the normal payment term for orders to that customer for items from the group with the payment term specified in the preference.

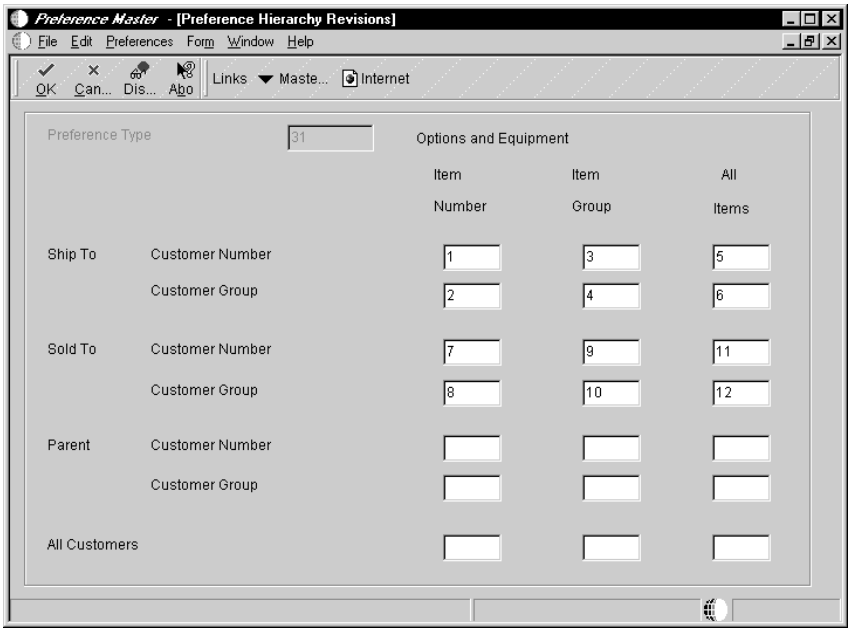


To arrange the preference hierarchy

From Transportation Management (G49), choose System Setup. From System Setup (G4941), choose Preference Master.

On Work With Preference Master

1. Choose the preference for which you want to add a preference hierarchy.
2. Choose Hierarchy from the Row menu.



3. On Preference Hierarchy Revisions, type consecutive numbers at the intersections of rows and columns to define the hierarchy for the preference and click OK.

Assigning Customers and Items to Groups

J.D. Edwards provides predefined preferences. Before you use preferences, you must perform some setup tasks to customize preferences for your specific business requirements. As your business requirements change, you can further customize preferences.

To save time while defining preferences, you can assign a customer or an item to a group. You can then define preferences once for a group rather than many times for several customers or items. For example, you can group all customers with the same payment terms. Then, when you create a payment terms preference, you can define one preference for the group.

Assigning customers and items to groups consists of the following tasks:

- ❑ Assigning a customer to a group
- ❑ Assigning an item to a group

Before You Begin

- ❑ Verify that user defined codes for customer groups and item groups are set up. See *Understanding User Defined Codes* in the *OneWorld Foundation Guide* for information about user defined code tables for preference groups.
- ❑ Set up customers and items in the Address Book system.

Assigning a Customer to a Group

You can assign a customer to a customer group for any preference. For example, you can identify some customers as seasonal customers and create specific payment terms for them. The setup is as follows:

- Set up a SEASON customer group user defined code
- Assign all seasonal customers to this group
- Create one Payment Terms preference for the seasonal customer group

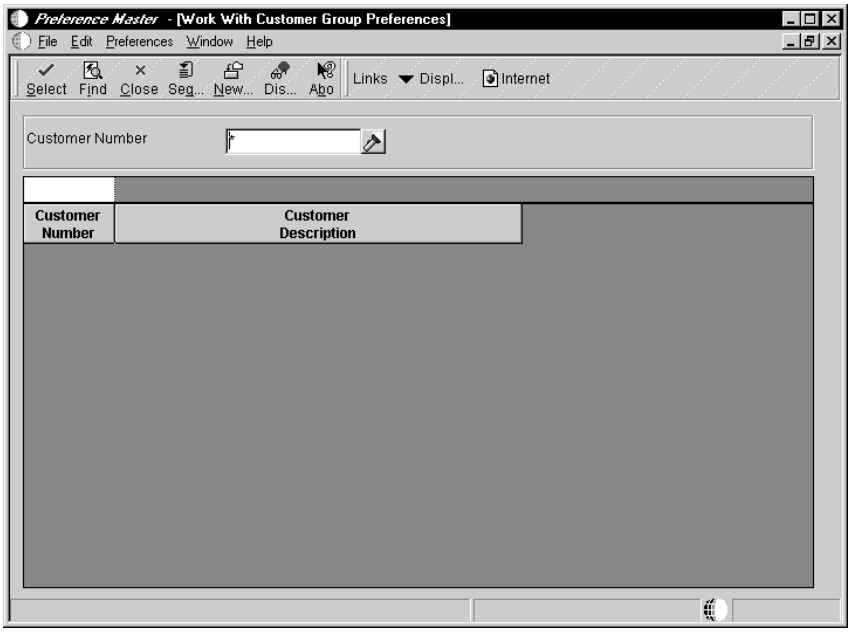
You can assign any new seasonal customers to the seasonal customer group. The system automatically applies the Payment Terms preference to all of the new customers' sales orders.

To assign a customer to a group

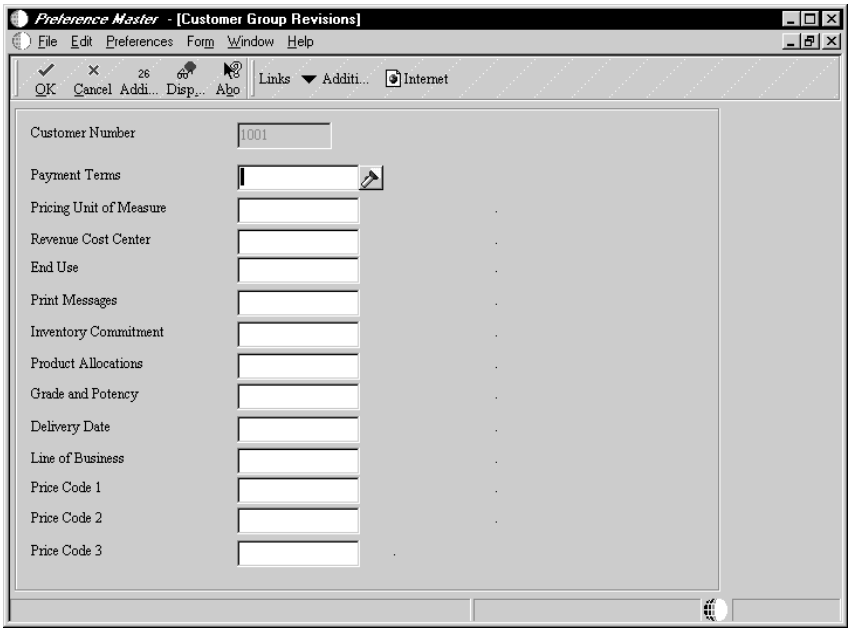
From Transportation Management (G49), choose System Setup. From System Setup (G4941), choose Preference Master.

On Work With Preference Master

1. Choose Customer Groups from the Form menu.



2. On Work With Customer Group Preferences, enter the Customer Number or click Find to select a customer.



3. On Customer Group Revisions, complete the any of the following fields:
    - Payment Terms
    - Pricing Unit of Measure
    - Revenue Cost Center
    - End Use
    - Print Messages
    - Inventory Commitment
    - Product Allocations
    - Grade and Potency
    - Delivery Date
    - Line of Business
    - Price Code 1
    - Price Code 2
    - Price Code 3
4. Choose Additional Groups from the Form menu and complete any of the following fields:
    - Document Distribution
    - Document Set
    - Options and Equipment
    - Customer Freight

- Carrier
- Mode of Transport
- Price Adjustment Schedule
- Invoice Cycle
- Order Preparation Days
- Next Order Status
- Sales Commission
- Customer Currency
- Quality Management

5. Choose Additional Customer from the Form menu and complete any of the following fields:
   - Customer Group – Payment Terms (ECS)
   - Customer Group – Product Alloc (ECS)
   - Customer Group – Pricing U/M (ECS)
   - Customer Group – Revenue Cost Ctr (ECS)
6. Click OK.

Field	Explanation
Payment Terms	A user defined code (40/01) that identifies a group to which you can assign customers for the Payment Terms preference. Assign customers to a group when the customers share similar characteristics. A customer group allows you to define preferences quickly and easily. Enter the code that identifies the customer group for which you want to define a preference. You can define the preference for this group alone or for a combination of customer group and item or item group.
Pricing Unit of Measure	A user defined code (40/02) that identifies a group to which you can assign customers for the Pricing Unit of Measure preference. Assign customers to a group when the customers share similar characteristics. Customer groups allow you to define preferences quickly and easily. Enter the code that identifies the customer group for which you want to define a preference. You can define the preference for this group alone or for a combination of customer group and item or item group.

Field	Explanation
Revenue Cost Center	A user defined code (40/03) that identifies a group to which you can assign customers for the Revenue Cost Center preference. Assign customers to a group when the customers share similar characteristics. A customer group allows you to define preferences quickly and easily. Enter the code that identifies the customer group for which you want to define a preference. You can define the preference for this group alone or for a combination of customer group and item or item group.
End Use	A user defined code (40/04) that identifies a group to which you can assign customers for the End Use preference. Assign customers to a group when the customers share similar characteristics. A customer group allows you to define preferences quickly and easily. Enter the code that identifies the customer group for which you want to define a preference. You can define the preference for this group alone or for a combination of customer group and item or item group.
Print Messages	A user defined code (40/05) that identifies a group to which you can assign customers for the Print Messages preference. Assign customers to a group when the customers share similar characteristics. A customer group allows you to define preferences quickly and easily. Enter the code that identifies the customer group for which you want to define a preference. You can define the preference for this group alone or for a combination of customer group and item or item group.
Inventory Commitment	A user defined code (40/06) that identifies a group to which you can assign customers for the Inventory Commitment preference. Assign customers to a group when the customers share similar characteristics. A customer group allows you to define preferences quickly and easily. Enter the code that identifies the customer group for which you want to define a preference. You can define the preference for this group alone or for a combination of customer group and item or item group.
Product Allocations	A user defined code (40/07) that identifies a group to which you can assign customers for the Product Allocations preference. Assign customers to a group when the customers share similar characteristics. A customer group allows you to define preferences quickly and easily. Enter the code that identifies the customer group for which you want to define a preference. You can define the preference for this group alone or for a combination of customer group and item or item group.

Field	Explanation
Grade and Potency	A user defined code (40/08) that identifies a group to which you can assign customers for the Grade and Potency preference. Assign customers to a group when the customers share similar characteristics. A customer group allows you to define preferences quickly and easily. Enter the code that identifies the customer group for which you want to define a preference. You can define the preference for this group alone or for a combination of customer group and item or item group.
Delivery Date	A user defined code (40/09) that identifies a group to which you can assign customers for the Delivery Date preference. Assign customers to a group when the customers share similar characteristics. A customer group allows you to define preferences quickly and easily. Enter the code that identifies the customer group for which you want to define a preference. You can define the preference for this group alone or for a combination of customer group and item or item group.
Line of Business	A user defined code (40/10) that identifies a group to which you can assign customers for the Line of Business preference. Assign customers to a group when the customers share similar characteristics. A customer group allows you to define preferences quickly and easily. Enter the code that identifies the customer group for which you want to define a preference. You can define the preference for this group alone or for a combination of customer group and item or item group.
Price Code 1	A user defined code (40/11) that identifies a group to which you can assign customers for the User Defined Price Code 1 preference. Assign customers to a group when the customers share similar characteristics. A customer group allows you to define preferences quickly and easily. Enter the code that identifies the customer group for which you want to define a preference. You can define the preference for this group alone or for a combination of customer group and item or item group.

Field	Explanation
Price Code 2	User defined code (system 40, type 12) identifying a group to which you can assign customers for the User Defined Price Code 2 preference. Do this when the customers are similar and you want to group them together to define preferences quickly and easily. Enter the code that identifies the customer group for which you want to define a preference. You can define the preference for this group alone or for a combination of customer group and item or item group. If you leave both the Customer Number and the Customer Group fields blank, the system applies the preference to all customers.
Price Code 3	User defined code (system 40, type 13) identifying a group to which you can assign customers for the User Defined Price Code 3 preference. Do this when the customers are similar and you want to group them together to define preferences quickly and easily. Enter the code that identifies the customer group for which you want to define a preference. You can define the preference for this group alone or for a combination of customer group and item or item group. If you leave both the Customer Number and the Customer Group fields blank, the system applies the preference to all customers.
Document Distribution	User defined code (system 40, type 29) identifying a group to which you can assign customers for the Document Distribution preference. Do this when the customers are similar and you want to group them together to define preferences quickly and easily. Enter the code that identifies the customer group for which you want to define a preference. You can define the preference for this group alone or for a combination of customer group and item or item group. If you leave both the Customer Number and the Customer Group fields blank, the system applies the preference to all customers.

Field	Explanation
Document Set	User defined code (system 40, type 30) identifying a group to which you can assign customers for the Document Set preference. Do this when the customers are similar and you want to group them together to define preferences quickly and easily. Enter the code that identifies the customer group for which you want to define a preference. You can define the preference for this group alone or for a combination of customer group and item or item group. If you leave both the Customer Number and the Customer Group fields blank, the system applies the preference to all customers.
Options and Equipment	User defined code (system 40, type 31) identifying a group to which you can assign customers for the Options and Equipment preference. Do this when the customers are similar and you want to group them together to define preferences quickly and easily. Enter the code that identifies the customer group for which you want to define a preference. You can define the preference for this group alone or for a combination of customer group and item or item group. If you leave both the Customer Number and the Customer Group fields blank, the system applies the preference to all customers.
Customer Freight	User defined code (system 40, type 32) identifying a group to which you can assign customers for the Customer Freight preference. Do this when the customers are similar and you want to group them together to define preferences quickly and easily. Enter the code that identifies the customer group for which you want to define a preference. You can define the preference for this group alone or for a combination of customer group and item or item group. If you leave both the Customer Number and the Customer Group fields blank, the system applies the preference to all customers.

Field	Explanation
Carrier	User defined code (system 40, type 33) identifying a group to which you can assign customers for the Carrier preference. Do this when the customers are similar and you want to group them together to define preferences quickly and easily. Enter the code that identifies the customer group for which you want to define a preference. You can define the preference for this group alone or for a combination of customer group and item or item group. If you leave both the Customer Number and the Customer Group fields blank, the system applies the preference to all customers.
Mode of Transport	User defined code (system 40, type 34) identifying a group to which you can assign customers for the Mode of Transport preference. Do this when the customers are similar and you want to group them together to define preferences quickly and easily. Enter the code that identifies the customer group for which you want to define a preference. You can define the preference for this group alone or for a combination of customer group and item or item group. If you leave both the Customer Number and the Customer Group fields blank, the system applies the preference to all customers.
Price Adjustment Schedule	User defined code (system 40, type 14) identifying a group to which you can assign customers for the Price Adjustment Schedule preference. Do this when the customers are similar and you want to group them together to define preferences quickly and easily. Enter the code that identifies the customer group for which you want to define a preference. You can define the preference for this group alone or for a combination of customer group and item or item group. If you leave both the Customer Number and the Customer Group fields blank, the system applies the preference to all customers. For Agreement Penalty Schedules You can set up Partner Groups to use for penalty schedule preferences.

Field	Explanation
Invoice Cycle	User defined code (system 40, type 15) identifying a group to which you can assign customers for the Invoice Cycle preference. Do this when the customers are similar and you want to group them togetehr to define preferences quickly and easily. Enter the code that identifies the customer group for which you want to define a preference. You can define the preference for this group alone or for a combination of customer group and item or item group. If you leave both the Customer Number and the Customer Group fields blank, the system applies the preference to all customers.
Order Preparation Days	User defined code (system 40, type 16) identifying a group to which you can assign customers for the Order Preparation Days preference. Do this when the customers are similar and you want to group them together to define preferences quickly and easily. Enter the code that identifies the customer group for which you want to define a preference. You can define the preference for this group alone or for a combination of customer group and item or item group. If you leave both the Customer Number and the Customer Group fields blank, the system applies the preference to all customers.
Next Order Status	User defined code (system 40, type 41) identifying a group to which you can assign customers for the Next Order Status (ECS) preference. Do this when the customers are similar and you want to group them together to define preferences quickly and easily. Enter the code that identifies the customer group for which you want to define a preference. You can define the preference for this group alone or for a combination of customer group and item or item group. If you leave both the Customer Number and the Customer Group fields blank, the system applies the preference to all customers.

Field	Explanation
Sales Commission	User defined code (system 40, type 44) identifying a group to which you can assign customers for the Sales Commission (ECS) preference. Do this when the customers are similar and you want to group them together to define preferences quickly and easily. Enter the code that identifies the customer group for which you want to define a preference. You can define the preference for this group alone or for a combination of customer group and item or item group. If you leave both the Customer Number and the Customer Group fields blank, the system applies the preference to all customers.
Customer Currency	User defined code (system 40, type 45) identifying a group to which you can assign customers for the Customer Currency (ECS) preference. Do this when the customers are similar and you want to group them together to define preferences quickly and easily. Enter the code that identifies the customer group for which you want to define a preference. You can define the preference for this group alone or for a combination of customer group and item or item group. If you leave both the Customer Number and the Customer Group fields blank, the system applies the preference to all customers.
Quality Management	User defined code (system 40, type 18) identifying a group to which you can assign customers for the Item/Test Specifications. Do this when the customers are similar and you want to group them together to define preferences quickly and easily. Enter the code that identifies the customer group for which you want to define a preference. You can define the preference for this group alone or for a combination of customer group and item or item group. If you leave both the Customer Number and the Customer Group fields blank, the system applies the preference to all customers.

Field	Explanation
Customer Group – Payment Terms (ECS)	User defined code (system 40, type 38) identifying a group to which you can assign customers for the Payment Terms (ECS) preference. Do this when the customers are similar and you want to group them together to define preferences quickly and easily. Enter the code that identifies the customer group for which you want to define a preference. You can define the preference for this group alone or for a combination of customer group and item or item group. If you leave both the Customer Number and the Customer Group fields blank, the system applies the preference to all customers.
Customer Group – Product Alloc (ECS)	User defined code (system 40, type 39) identifying a group to which you can assign customers for the Product Allocations (ECS) preference. Do this when the customers are similar and you want to group them together to define preferences quickly and easily. Enter the code that identifies the customer group for which you want to define a preference. You can define the preference for this group alone or for a combination of customer group and item or item group. If you leave both the Customer Number and the Customer Group fields blank, the system applies the preference to all customers.
Customer Group – Pricing U/M (ECS)	User defined code (system 40, type 47) identifying a group to which you can assign customers for the Pricing Unit of Measure (ECS) preference. Do this when the customers are similar and you want to group them together to define preferences quickly and easily. Enter the code that identifies the customer group for which you want to define a preference. You can define the preference for this group alone or for a combination of customer group and item or item group. If you leave both the Customer Number and the Customer Group fields blank, the system applies the preference to all customers.

Field	Explanation
Customer Group – Revenue Cost Ctr (ECS)	User defined code (system 40, type 49) identifying a group to which you can assign customers for the Revenue Cost Center (ECS) preference. Do this when the customers are similar and you want to group them together to define preferences quickly and easily. Enter the code that identifies the customer group for which you want to define a preference. You can define the preference for this group alone or for a combination of customer group and item or item group. If you leave both the Customer Number and the Customer Group fields blank, the system applies the preference to all customers.

Assigning an Item to a Group

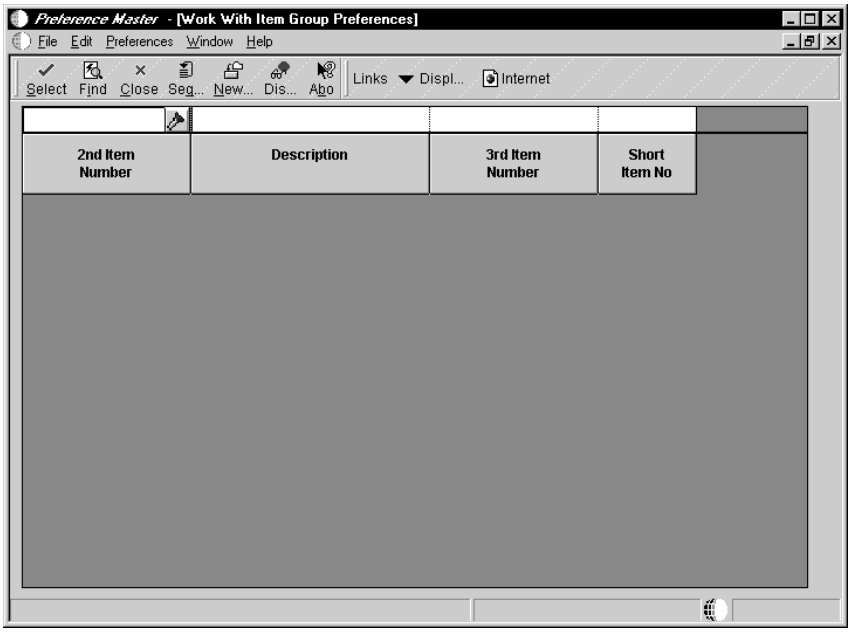
You can assign items to preference groups and define a preference for the entire group with user defined codes.

▶ To assign an item to a group

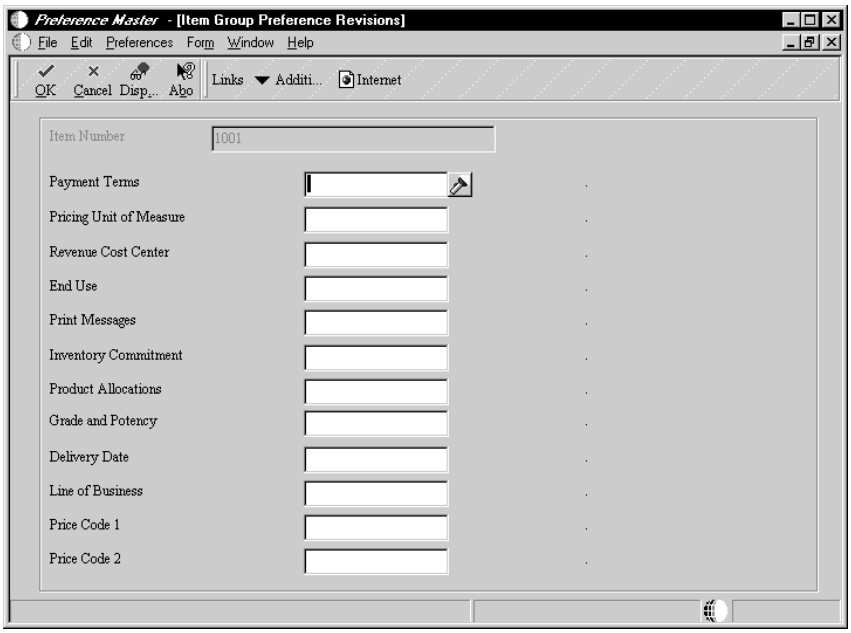
From Transportation Management (G49), choose System Setup. From System Setup (G4941), choose Preference Master.

On Work With Preference Master

1. Choose Item Groups from the Form menu.



2. On Work With Item Group Preferences, enter the Item Number or click Find, and then choose an item.



3. On Item Group Preference Revisions, complete any of the following fields:
   - Payment Terms
   - Pricing Unit of Measure
   - Revenue Cost Center
   - End Use

- Print Messages
- Inventory Commitment
- Product Allocations
- Grade and Potency
- Delivery Date
- Line of Business
- Price Code 1
- Price Code 2

4. Choose Additional Groups from the Form menu and complete any of the following fields:
    - Price Code 3
    - Document Distribution
    - Document Set
    - Options and Equipment
    - Customer Freight
    - Carrier
    - Mode of Transport
    - Price Adjustment Schedule
    - Invoice Cycle
    - Order Preparation Days
    - Next Order Status
    - Sales Commission
    - Quality Management
5. Choose Additional Item from the Form menu and complete any of the following fields:
    - Item Group – Payment Terms (ECS)
    - Item Group – Product Allocations (ECS)
    - Item Group – Pricing U/M (ECS)
    - Item Group – Revenue Cost Center (ECS)
6. Click OK.

Setting Up Preferences

All preferences share standard preference information that applies to all of the preference types in a category. You enter this information for each preference in the header area on the Preference Revisions form. You enter information unique to each preference in the detail area.

If you set up multiple preferences for a customer and item combination, you can specify a sequence number that the system uses to search the preferences to process the order.

Setting up preferences consists of the following tasks:

- ❑ Entering standard preference information
- ❑ Entering custom preference information

All preferences share common fields, called key fields, where you enter standard preference information. You must enter this information for each preference in the header portion of the Preference Profiles Revisions form.

Depending on the preference type, you enter custom preference information in the detail portion of the Preference Profiles Revisions form. Each preference has one or more definition fields unique to its requirements. For example, the definition fields for Carrier preferences are different from those for Mode of Transport preferences.

Entering Standard Preference Information

All preferences share common fields, called key fields, where you enter standard preference information. You must enter this information for each preference in the header area of the Preference Profiles Revisions form.

When you enter standard preference information, you can also specify a sequence number that the system uses to search for preference records in a hierarchy. For example, to set up a preference for a customer and item combination and vary the preference by an additional field, you need to sequence your preference records. If you set the sequence for a preference for Branch/Plant A at 1, the sequence for Branch/Plant B at 2, and all other branch/plants at 999, you can ensure that the system searches for the preferences for Branch/Plant A and B before using the preference that applies to all other branch/plants.

Consequently, you need to use care when sequencing preference records. If the preference that applies to all branch/plants has a hierarchy number of 1, the system will

not find the more specific preferences for Branch/Plants A and B, because the system first finds the preference that applies to all branch/plants. If you set up sequences in increments, you can insert new preferences at a later date. Hierarchy values should always be sequential.

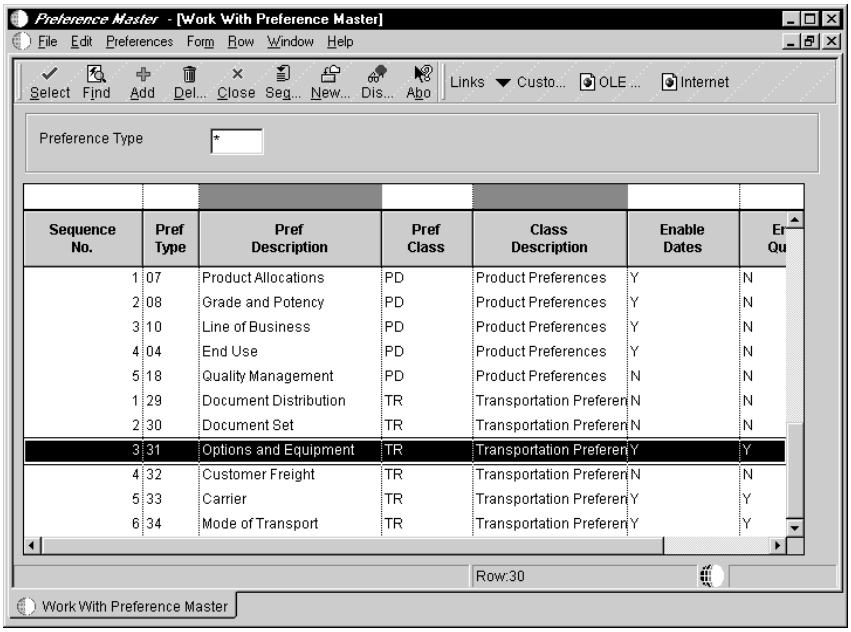
Although functionally identical, the system assigns unique codes for the Customer Group and Item Group fields for each preference. Use these fields to specify a group to which you can assign customers/items for a specific preference.

▶ To enter preference information

From Transportation Management (G49), choose System Setup. From System Setup (G4941), choose Preference Master.

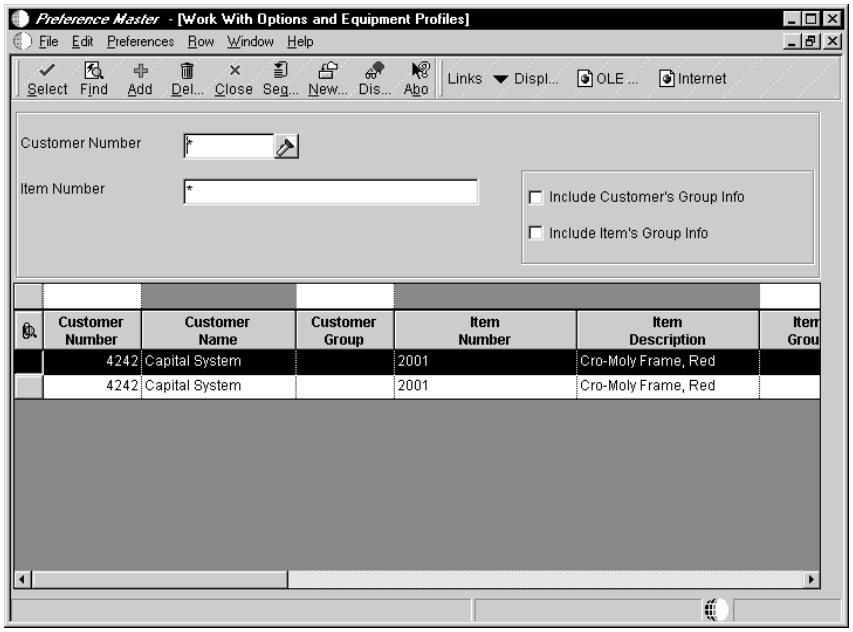
After you set up the preference master and hierarchy information, you can enter the standard preference information.

On Work With Preference Master



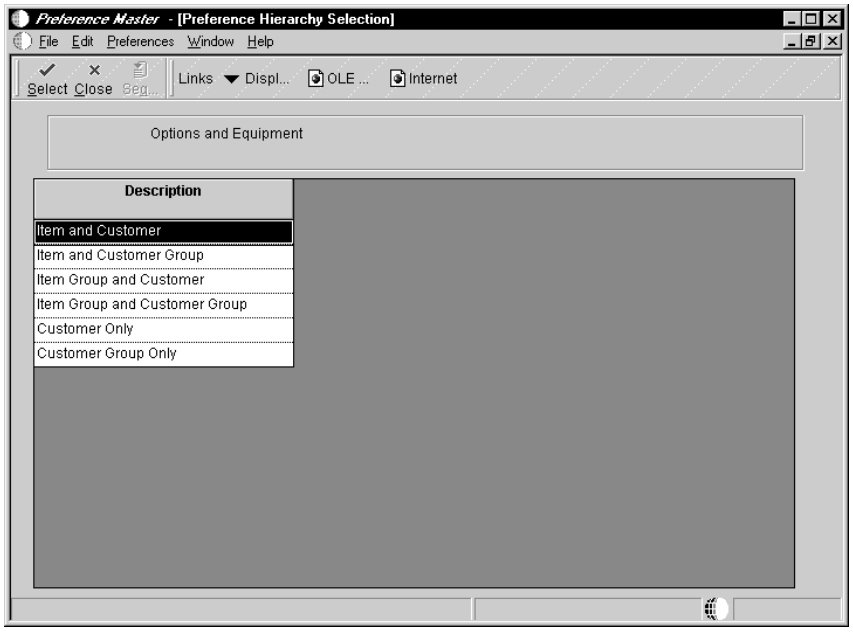
Sequence No.	Pref Type	Pref Description	Pref Class	Class Description	Enable Dates	Qu
1	07	Product Allocations	PD	Product Preferences	Y	N
2	08	Grade and Potency	PD	Product Preferences	Y	N
3	10	Line of Business	PD	Product Preferences	Y	N
4	04	End Use	PD	Product Preferences	Y	N
5	18	Quality Management	PD	Product Preferences	N	N
1	29	Document Distribution	TR	Transportation Preferen	N	N
2	30	Document Set	TR	Transportation Preferen	N	N
3	31	Options and Equipment	TR	Transportation Preferen	Y	Y
4	32	Customer Freight	TR	Transportation Preferen	N	N
5	33	Carrier	TR	Transportation Preferen	Y	Y
6	34	Mode of Transport	TR	Transportation Preferen	Y	Y

1. Choose a preference and click Select.



2. On Work With Options and Equipment Profile, click Add.

The form that appears corresponds to the preference type that you choose. The examples that follow correspond to the Options and Equipment profile preference.



3. On Preference Hierarchy Selection, choose the appropriate combination and click Select.
4. On the Work With Options and Equipment Profiles, enter any custom preference information required.

See *Entering Custom Preference Information.*

5. Click OK.
6. From the Preference Hierarchy Selection, choose a hierarchy to add a preference for another combination or click Close.
7. On Work with Profiles, complete the following fields to review preference information.
   - Customer Number
   - Item Number
   - Customer Group
   - Item Group
8. Click OK.

Entering Custom Preference Information

The system uses preference definition fields to resolve the preferences. Each preference has one or more definition fields unique to its requirements. These fields are found in the detail area of each preference's Preference Profiles Revisions form. Definition fields are required, although in some cases a valid value can be blank. Typically, the system uses the values that you enter in these fields to override or add information on a shipment.

The following topics describe each preference in greater detail.

See Also

- *Setting Up Preferences* in the *Sales Order Management Guide*

Carrier Preference

You can use the Carrier preference to select or exclude a specific carrier for a customer or item. You can also use it to select a carrier from a list of preferred carriers. You can use carrier preference to exclude one or more carriers in a list. For example, if a customer always prefers to use a specific carrier for shipments of fragile items, set it up as a carrier preference.

The system uses the carrier preference to evaluate routes. A route with an excluded carrier is not selected during automatic route selection. The system shows routes for excluded carriers with a warning message in routing options for a shipment.

Customer Freight Preference

The Customer Freight preference specifies values which affect how billable charges are added to an order, how a routing entry is selected, and specifies the freight terms for a

shipment. For example, if there are multiple freight charges on an order, you can use this preference to determine if the charges should be added together on one summarized freight charge line or if the individual charges should be listed on their own lines.

The Customer Freight preference also determines the factors that drive automatic route selection. The system evaluates cost, performance, and delivery time based on the customer frieght and then selected for the route.

Document Set Preference

Use the Document Set preference to identify the set of delivery documents for a particular customer and item combination. The Document Set name is linked to the Document Set Assignment form where the individual document sets are assigned.

You define the preference depending on types of products, such as bulk or lubes, or whether your customer is foreign or domestic. You can also vary the preference by branch/plant.

The system applies Document Set preferences when documents print during the following stages:

- Shipment Confirmation
- Bulk/Packaged Load Confirm
- Preprint Delivery Documents

At the end of each stage, you can view or change the document set information on the Document Selection form.

Example: Document Set Preference

Generally, companies create separate Document Set preferences for bulk and packaged products. This example summarizes an efficient method to set up two Document Set preferences so that the appropriate document sets are shipped with each product.

1. Create an item group.
2. Assign a Document Set preference to the item group.
3. Set up another Document Set preference for all items and all customers by leaving the Customer, Customer Group, Item, and Item Group fields blank.
4. Set up the preference hierarchy for the Document Set preference so that:
    - Item Group/All Addresses is first in the hierarchy.
    - All Items/All Addresses is second in the hierarchy.

When the system processes the Document Set preference during Load Confirm, the preference hierarchy causes the system to first search for an Item Group preference. If the item in the sales order line is a bulk item and you have assigned it to the item group, the system uses the document set for bulk products. Otherwise, the system uses the

default values and issues the document set for all items and all customers. In this case, the system uses the document set for packaged products because you have not assigned packaged products to the bulk product item group.

When you set up a Document Set preference, verify that it does not conflict with an Invoice Cycle preference for the customer and item combination. Cycle billing (deferred invoicing) and delivery document invoicing are mutually exclusive.

- To generate the invoice with the delivery documents, choose a document set that includes a primary invoice.
- To generate the invoice on a cyclical basis (such as weekly or monthly), run the Cycle Billing and Periodic Invoice programs.

Mode of Transport Preference

The system uses the Mode of Transport preference to select a specific transportation method based on destination. For example, if a customer prefers that all shipments to a specific destination are always shipped by a parcel carrier using second day air, you would set up second day air as a mode of transport preference.

When you enter transportation information for an inbound transaction, such as a purchase order or customer return, you can set up the Mode of Transport preference based on the customer, item, and receiving warehouse. For purchase orders the system uses the supplier/item/warehouse combination as default information on the purchase order.

Options and Equipment Preference

The Options and Equipment preference specifies the options and/or equipment required for a shipment. This preference is resolved at all possible grid points, so multiple options and equipment requirements are added to a shipment. In addition, each specific preference can contain a list. For example, a shipment of perishable items requires a refrigerated trailer. You set up an option preference for these items on a refrigerated trailer. This option applies to any shipment that contains perishable items. When the system routes the shipment, the system selects only from those carriers, modes of transport, or routing entries that provide refrigerated trailers.

System Setup

Before you can use the Transportation Management system, you need to define certain information that the system uses during processing. This information allows you to customize the system for your business needs. For example, you might want to set up your work day calendar to simplify the shipment process and avoid repetition.

System setup consists of the following tasks:

- ❑ Activating Transportation Management
- ❑ Setting up hubs
- ❑ Setting up automatic accounting instructions
- ❑ Setting up the work day calendar
- ❑ Setting up user defined codes

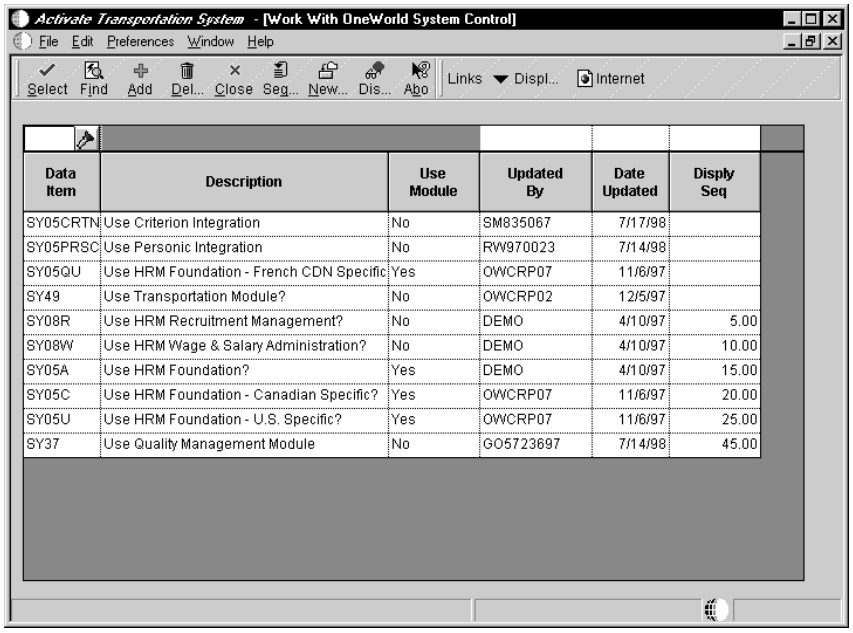
Activating Transportation Management

Before you can use the Transportation Management system you must activate it within OneWorld. When you activate Transportation Management, the system creates the link needed between the Sales Order Management system and the Transportation Management system. Specifically when sales orders are created, the system can then create shipments.

▶ To activate Transportation Management

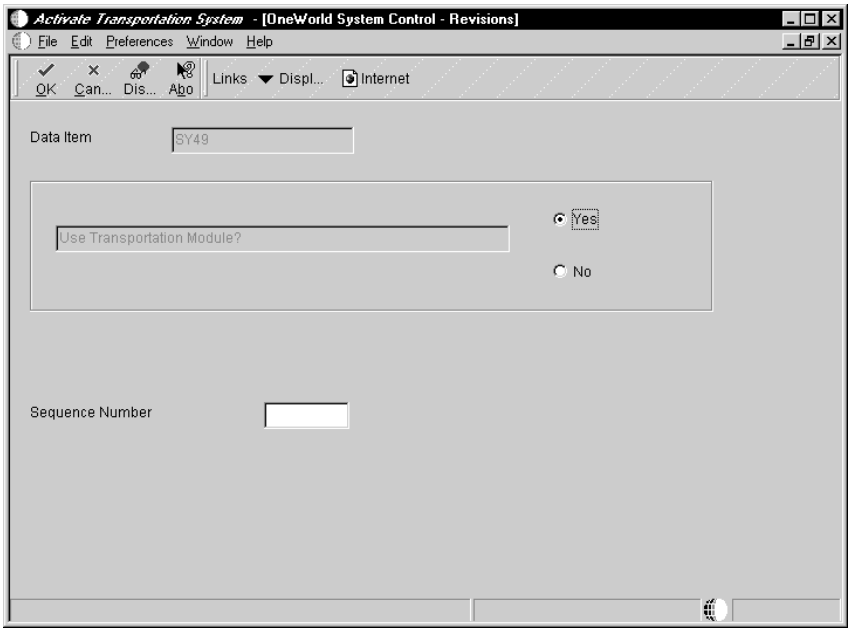
From Transportation Management (G49), choose System Setup. From System Setup (G4941), choose Activate Transportation System.

On Work With OneWorld System Control



Data Item	Description	Use Module	Updated By	Date Updated	Disply Seq
SY05CRTN	Use Criterion Integration	No	SM835067	7/17/98	
SY05PRSC	Use Personic Integration	No	RW970023	7/14/98	
SY05QU	Use HRM Foundation - French CDN Specific	Yes	OWCRP07	11/6/97	
SY49	Use Transportation Module?	No	OWCRP02	12/5/97	
SY08R	Use HRM Recruitment Management?	No	DEMO	4/10/97	5.00
SY08W	Use HRM Wage & Salary Administration?	No	DEMO	4/10/97	10.00
SY05A	Use HRM Foundation?	Yes	DEMO	4/10/97	15.00
SY05C	Use HRM Foundation - Canadian Specific?	Yes	OWCRP07	11/6/97	20.00
SY05U	Use HRM Foundation - U.S. Specific?	Yes	OWCRP07	11/6/97	25.00
SY37	Use Quality Management Module	No	GO5723697	7/14/98	45.00

1. Choose the row containing data item SY49 and click Select.



2. On OneWorld System Control - Revisions, click the Yes option and then click OK.

Setting Up Hubs

From Transportation Management (G49), choose System Setup. From System Setup (G4941), choose Hub Setup.

Hubs are central locations used by carriers to distribute shipments to a regional area. The system uses these hubs or distribution centers for pooled shipments. In the system you set up hubs as address book numbers. The system then uses this address book number as the origin for a routing entry.

The system stores hub information in the address book table. You can add a search type value for hubs. The system can use the parent address of a hub to indicate the hub owner although this information is not used directly by the system. You can also use category codes for special hub values, but this information is not used directly in the Transportation Management system.

See Also

- To set up hubs, see *Entering Basic Address Book Information* in the *Address Book Guide*

Setting Up Automatic Accounting Instructions

Automatic accounting instructions (AAIs) are the links between your day-to-day functions, the chart of accounts, and financial reports. The system uses AAIs to determine how to distribute G/L entries that the system generates. For example, in the Transportation Management system, AAIs indicate how to record a freight charge after a shipment is confirmed.

For distribution systems, you must create AAIs for each unique combination of company, transaction, document type, and G/L class that you anticipate using. Each AAI is associated with a specific G/L account that consists of a business unit, an object, and optionally a subsidiary.

If you are required to collect taxes on customer invoices, you must distribute the tax amounts to the correct G/L accounts. When you set up AAIs for a specific type of tax, such as VAT or use tax, you designate the accounts that you want to debit and credit for an invoice tax amount.

The system stores distribution AAIs in the Distribution/Manufacturing - AAI Values table (F4095).

AAIs for the Transportation Management System

The Transportation Management system uses distribution AAIs for processing. The system uses the following two AAIs:

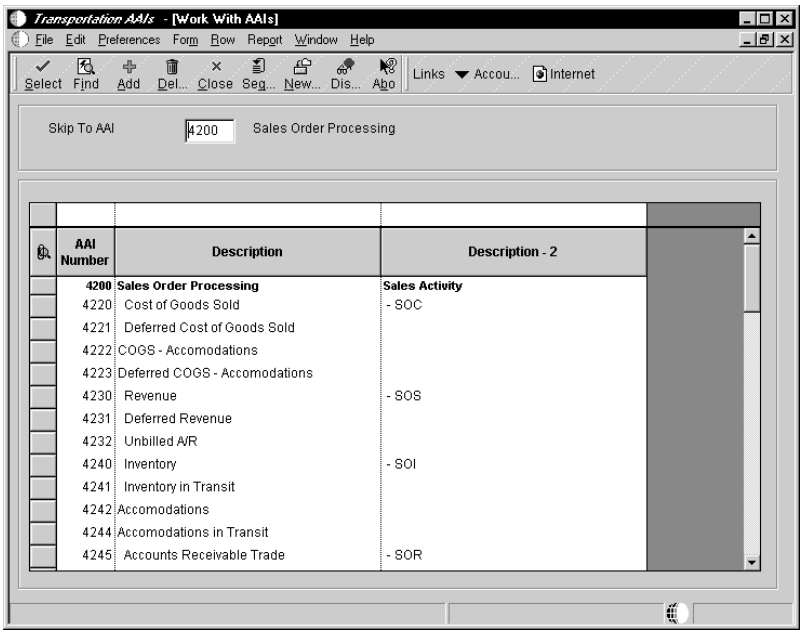
Freight Payable (4920)	Provides the G/L account information for freight costs.
Accrued Freight (4921)	Provides the G/L account information for accrued freight.

The Distribution Automatic Account form shows each predefined AAI item and information about the document type, G/L class, and accounts that are affected by transactions.

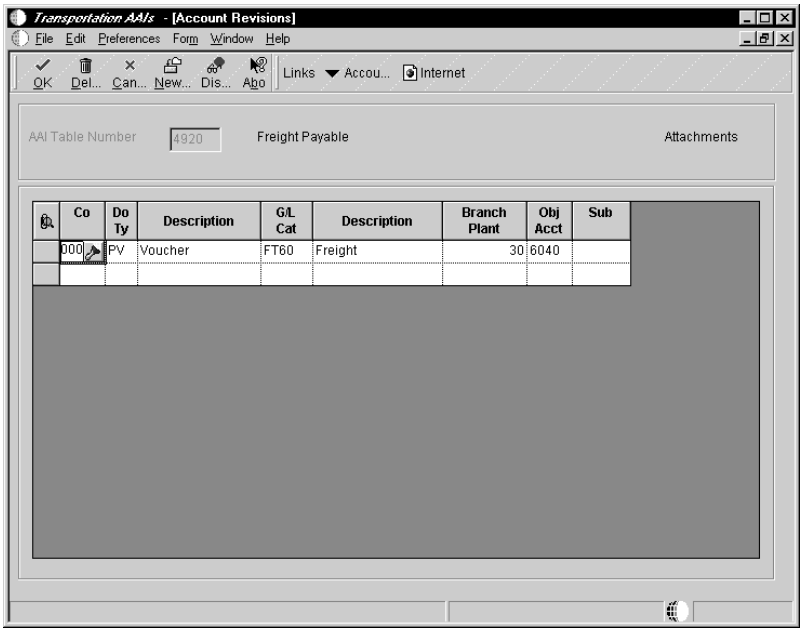
▶ To set up automatic accounting instructions

From Transportation Management (G49), choose System Setup. From System Setup (G4941), choose Transportation AAIs.

On Work With AAIs



1. Choose the row which contains the AAI table that you want to set up.
2. Choose Details from the Row menu.



3. On Account Revisions, scroll down to the bottom of the form, complete the following fields and click OK.
   - Co
   - Do Ty

- G/L Cat
- Branch Plant
- Obj Acct
- Sub

Field	Explanation
Co	A code that identifies a specific organization, fund, entry, and so on. The company code must already exist in the Company Constants table (F0010).
Do Ty	A user defined code (00/DT) that identifies the origin and purpose of the transaction. J.D. Edwards reserves several prefixes for document types, such as vouchers, invoices, receipts, and time sheets.
G/L Cat	A user defined code (41/9) that identifies the G/L offset that system uses when it searches for the account to which it posts the transaction. If you do not want to specify a class code, you can enter **** (four asterisks) in this field. You can use automatic accounting instructions (AAIs) to predefine classes of automatic offset accounts for the Inventory, Procurement, and Sales Order Management systems. You might assign G/L class codes as follows: IN20 Direct Ship Orders IN60 Transfer Orders IN80 Stock Sales The system can generate accounting entries based upon a single transaction. For example, a single sale of a stock item can trigger the generation of accounting entries similar to the following: Sales–Stock (Debit) xxxxx.xx A/R Stock Sales (Credit) xxxxx.xx Posting Category: IN80 Stock Inventory (Debit) xxxxx.xx Stock COGS (Credit) xxxxx.xx The system uses the class code and the document type to find the AAI.
Branch Plant	A code that identifies a separate entity within a business for which you want to track items and costs. This entity might be a warehouse location, job, project, work center, or branch/plant. The Branch/Plant field is alphanumeric. . . . . . *Form-specific information* . . . . . . If you leave this field blank, the system uses the business unit that you entered on the work order, in the Charge to Cost Center field.

Field	Explanation
Obj Acct	The object account portion of a general ledger account. The term “object account” refers to the division of the Cost Code (for example, labor, materials, and equipment) into subcategories (for example, dividing labor into regular time, premium time, and burden). If you are using a flexible chart of accounts and the object account is set to 6 digits, J.D. Edwards recommends that you use all 6 digits. For example, entering 000456 is not the same as entering 456, because if you enter 456, the system will enter three blank spaces to fill a 6-digit object.
Sub	A subdivision of an object account. Subsidiary accounts include more detailed records of the accounting activity for an object account. . . . . . *Form-specific information* . . . . . . If you leave this field blank, the system uses the value you entered on the work order in the Cost Code field.

Processing Options for Distribution AAIs

```
Defaults

      AAI Table Number                                _____________
      Enter a '1' if the cost type field              _____________
      should be available to
      Distribution AAI tables listed
      below:  4122, 4124, 4220, 4240 and
      4310.
```

Setting Up the Work Day Calendar

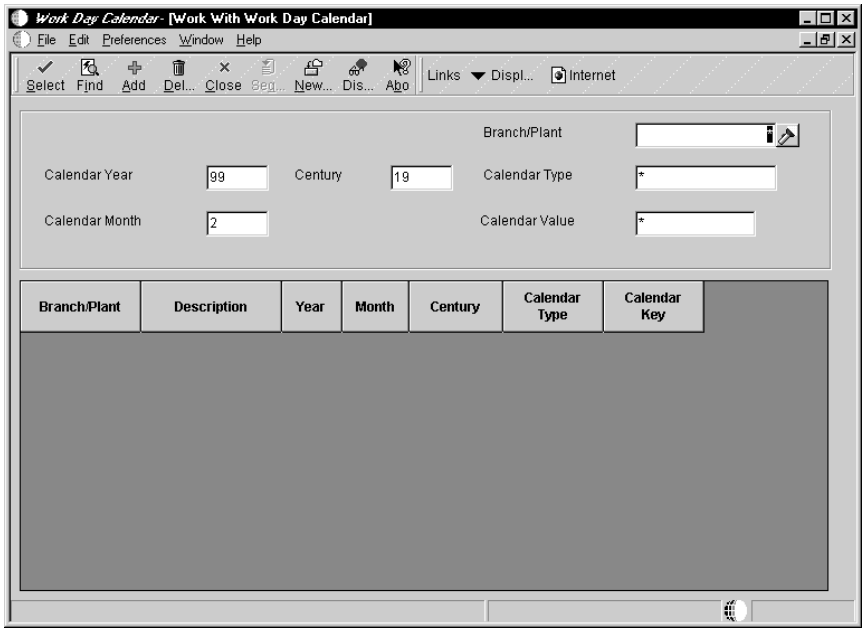
You set up and maintain work day calendars by calendar type. For example, you might set up a calendar specifically for a depot, in which you record the days that the depot is closed, such as weekends, holidays, or planned shutdowns. When the dispatcher builds shipments and loads, the system uses the information that you set up in the work day calendar to track valid work days. If a delivery is scheduled to arrive on a weekend, the system updates the date to the next work day.

Before You Begin

- ❑ Set up user defined codes for the workday calendar type and type of day.

▶ To set up the work day calendar

From Transportation Management (G49), choose System Setup. From System Setup (G4941), choose Work Day Calendar.

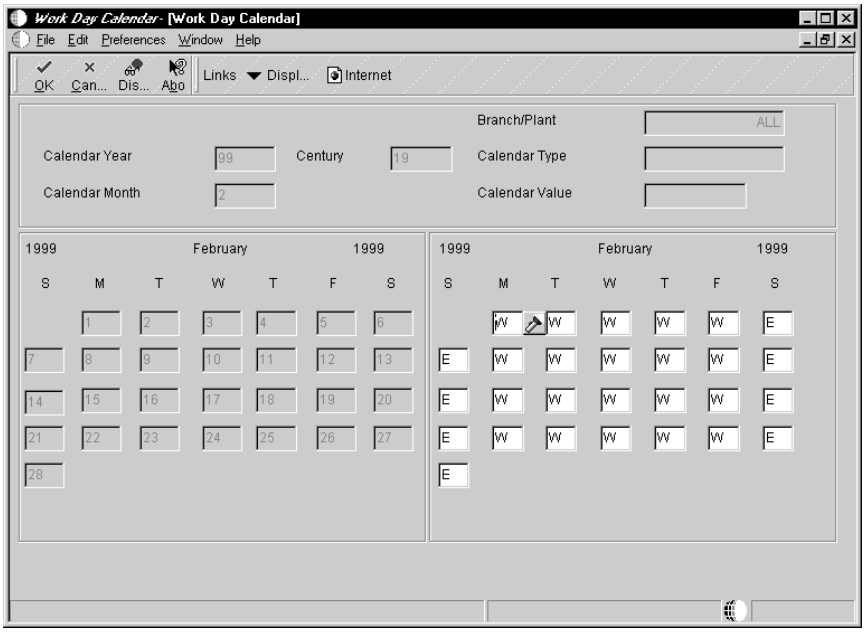


1. On Work With Work Day Calendar, complete the following fields:
   - Branch/Plant
   - Calendar Year

- Calendar Month
- Century

2. Complete the following optional fields:
   - Calendar Type
   - Calendar Value
3. Click Add.

   The system displays the calendar.



4. On Work Day Calendar, complete the fields for each day of the month:
   - S
   - M
   - T
   - W
   - T
   - F
   - S
5. Click OK to add the record.

Setting Up User Defined Codes

Before you can use the features of the Transportation Management system, you need to define the critical information that the system uses for processing. Such information is called user defined information.

Many fields throughout the Transportation Management system require user defined codes. You can customize fields in your system by setting up user defined codes to meet the needs of your organization.

User defined codes allow you to establish and maintain a table that defines valid codes for various types of information. Codes are categorized by system and code type. You might need to review or revise codes for the Transportation Management system.

In addition, you need to define the user defined codes for the various document types used by the system.

The Transportation Management system uses the following user defined codes:

Shipment Status (41/SS)	Defines the different statuses that a shipment goes through as it is processed by the Transportation Management system.
Shipping Document Type (49/SD)	Defines the document types from other systems, such as Sales Order Processing, that result in the creation of shipments.
Freight Classification (49/BE)	Classifies the various types of freight as established by the NMFC.
Freight Commodity Code (49/BF)	Classifies the attributes of an item or commodity as specified in the NMFC commodity codes.
Option/Equipment (49/BG)	Defines all of the options and equipment used for shipments and loads.
Shipment Status Codes (49/BH)	Defines the tracking requirements of a shipment. Specifically, this code records what happens to a shipment as it is in transit.
Shipment Status Reason (49/BJ)	Defines the reason behind the status code of a shipment.

Rate Schedule (49/BK)	Defines the freight rate schedules used in routing and linking to specific rates.
Freight Charge Code (49/BL)	Lists the charge codes used for determining freight costs for carriers or private fleets.
Shipment Tracking Type (49/BS)	Defines the type of tracking a shipment uses for a specific carrier or private fleet. This code does not affect any fields in the system. It is informational only.
Preference Criteria (49/BU)	Defines international shipping information specific to imports and exports. This code is informational only.
Producer of Goods (49/BV)	Defines international shipping information for non-hazardous goods specific to imports and exports. This code is informational only.
Domestic/Foreign Commodity (49/BW)	Defines a commodity as either domestic or foreign.
Hazard Class or Division (49/BX)	Defines the various hazardous classes used in transporting items.
Packaging Group (49/BY)	Defines whether the items being packaged are dangerous.
Subsidiary Risk (49/BZ)	Defines the risks associated with hazardous materials, such as liquids or other corrosives for a shipment or load, that need to be stated.
Packaging Instructions (49/CB)	Defines the packaging instructions for hazardous liquids or corrosives.
Hazard Label (49/CC)	Lists the color labels used for transporting hazardous materials.

See Also

- *Working with User Defined Codes* in the *OneWorld Foundation Guide*

Glossary

Glossary

A/R. Acronym for Accounts Receivable.

AAI. See automatic accounting instruction.

absorption. The physical assimilation of one or more components of a gaseous or vapor phase into a second phase (liquid or solid). The distribution of absorbed material inabsorbent tending toward homogeneity, as contrasted to the surface phenomena of adsorption.

account site. In the invoice process, the address where an invoice is mailed. Invoices may go to a different location or account site, than the statement.

active truck. Truck that is available for assignment scheduling.

actual demand. Actual customer orders and allocations of items/ingredients/raw materials to production or distribution.

actual volume. Actual output expressed as a volume of capacity. Used to calculate variances when compared to demonstrated capacity (practical capacity) or budgeted capacity.

added value. Amount of increased worth of inventory to the corporation through manufacturing, processing, or packaging.

addition agents. See additives.

additives. Chemicals that are added in minor proportion to a parent substance to create, enhance, or suppress a certain property or properties in the parent material. Examples include antiknock compounds, antioxidants, detergents, cetane number improvers, pour point depressants, and viscosity index improvers.

adsorption. The adhesion of molecules of gases or liquids to the surface of other bodies, usually solids, resulting in a relatively high concentration of the gas or solution at the point of contact. Silica gel and activated carbon, for example, can adsorb relatively large amounts of other gases or liquids and are used for the selective removal of impurities from petroleum products during refining.

AFRA. See average freight rate assessment.

aggregate planning. The sum of all forecasted demand (customer, distribution, manufacturing) for all items in a family for purposes of planning gross requirements.

aggregate reporting. Reporting of process hours in general, allowing the system to assign the actual hours to specific products run during the period based upon standards.

allocation. The amount or proportion of a product allotted to a customer or customer group over a specific period of time. It sets a maximum ceiling on the amount of a product the customer can order. The opposite of allocation is sales targeting.

alphanumeric character. A combination of letters, numbers, and symbols used to represent data. Contrast with numeric character and special character.

alternate feedstock. A backup supply of an item to act either as a substitute or to be used with alternate equipment. See also feedstock.

ambient. A term usually referring to surrounding conditions. Ambient temperature, for example, as used with storage tanks, is the temperature ouside the tank.

ambient temperature. The temperature of the environment a product is in. For example, the temperature of product within a tank, or a compartment in a vehicle such as a barge, truck, or rail van.

ambient volume. The volume of a product measured at the ambient (surrounding) temperature. The volume of a product changes with temperature, so while volumes are measured at ambient temperatures, the volume sold is based on a standard temperature. See also standard temperature.

American Petroleum Institute Gravity. Specific gravity measured in degrees on the American Petroleum Institute scale. The specific gravity of oil is normally specified not as a fraction in relation to water taken at the figure “1”, but in terms of API degrees. On the API scale, oil with the least specific gravity has the highest API gravity. Other things being equal, the higher the API gravity, the greater the value of the oil.

American Tanker Rate Schedule. An index used in lieu of the U.S.M.C. (US Maritime Commission)

index. This is due to the U.S.M.C. being unsatisfactory because it covers large areas under the same rate and includes the canal tolls as part of the basic rate.

antioxidants. Detergents, cetane number improvers, pour point depresants, and viscosity index improvers.

API. American Petroluem Institute.

application. In the computer industry, the same as an executable file. In OneWorld, an interactive or batch application is a DLL that contains programming for a set of related forms that can be run from a menu to perform a business task such as Accounts Payable and Sales Order Processing. Also known as system.

assays. Report of physical and chemical properties of sample tested by QA. Tied by time period to a portion of production. See also specifications; composition.

assignment scheduling. Planning loads and assigning orders to active vehicles. Orders cannot be split and product must fit in to available compartments. If an order is on hold for credit reasons, a vehicle cannot be assigned.

associated product. Product is stored at one grade, and then an additive is added to bring the product to another level at sales time.

ASTM. See American Society for Testing and Materials.

ASTM distillation. A distillation test made on such products as gasoline and kerosene to determine their initial and final boiling points and the boiling range.

atmosphere. The mass of air surrounding the earth. The pressure of the air at sea level is used as a unit of pressure.

atmospheric pressure. The pressure of air exerted equally in all directions. The standard pressure is that at sea level under which a mercury barometer stands at 760 mm.

ATRS. See American Tanker Rate Schedule.

audit trail. The detailed, verifiable history of a processed transaction. The history consists of the original documents, transaction entries, and posting of records, and usually concludes with a report.

automatic accounting instruction (AAI). A code that refers to an account in the chart of accounts. AAIs define rules for programs that automatically generate journal entries, including interfaces between Accounts Payable, Accounts Receivable, Financial Reporting, and General Accounting systems. Each system that interfaces with the General Accounting system has AAIs. For example, AAIs can direct the General Ledger Post program to post a debit to a specific expense account and a credit to a specific accounts payable account.

availability. For packaged product, the system checks availability. For bulk product, you can assume it is in stock and available for sale.

average cost. A calculated cost of all receipts at actual cost for the period averaged with last period's average cost. Primarily used for setting the value of raw materials.

average freight rate assessment (AFRA). Shows the average cost of a ton of oil delivered. Published monthly, it is not a current index, but a mixture of current and historic costs, intended to show at any time the cost of oil in transit. AFRA is published monthly on the first business day of the month by an independent body, the London Tanker Brokers' Panel. Its AFRA rates reflect on the panel's assessment of the weighted average cost of all commercially chartered ocean-going tonnage employed for international petroleum shipment during a given period-the calculation period. These calculation periods run from the 16th of one month to the 15th of the following month. For example, the AFRA published on October 1,1992 covers cost of vessels fixed during the period of August 16 to September 15, 1992.

average samples. A sample taken so as to contain parts from all sections of a container or pipe, in proportion to the volume of each part.

avoirdupois weight. A British and American system of weights based on a pound of 16 ounces.

B/L. bill of lading.

back calculated consumption. Deductions made upon receipt of parent. The determination of usage of raw materials by multiplying receipt quantity of the parent times standard quanitity per a recipe, recogonizing standard yield factors.

back haul. The practice of loading an ocean-going tanker with cargo at or near the port of reloading of the previous cargo in order to maximize the vessel's profitable use.

back order. A sales order whose shipment date is uncertain due to lack of available product.

back–to–back ship. direct shop orders.

backflushing. Deductions of inventory required at standard and made upon receipt of the end item. See also calculated merge; indirect usage.

balanced loading. Scheduling the production lines to accommodate the limiting rate of one piece of equipment, where line balancing is not possible or feasible. Must accommodate both previous and subsequent work stations or lines.

bareboat charter. This type of agreement provides for the delivery of a "bare" vessel to the company that charters the vessel. This company assumes responsibility for providing crew, provisions, supplies, fuel, and whatever else is needed. See also charter, consecutive–voyage charter.

barrel. For statistical purposes, the petroleum industry uses a barrel containing 42 US standard gallons as a volumetric unit of measure for crude oil and petroleum products. The barrel is equivalent to 34.97 UK gallons, to 0.159 cubic meters, and to 5.61 cubic feet.

base discounts. Discounts that apply to the quantity ordered, not the quantity shipped.

base inventory level. A minimum inventory level typically set by top management.

base price. Company's beginning price, used as the foundation or base from which the actual price is derived. The base price is determined by components, like the cost of the goods, freight, tax, and so forth. A base price can change when the components change. Depending on the situation, these components may need to be shown on an invoice as separate line items, or rolled into one price.

base stock. A raw material supply for multiple end items.

basket discount. A reduction in price that applies to a group or "basket" of products within a sales order.

batch bills. A recipe or a formula whose statement of quantity per for all resources relates to the standard batch quantity (SBQ) of the parent.

batch header. The information that identifies and controls a batch of transactions or records.

batch job. A task or group of tasks you submit for processing that the system treats as a single unit during processing, for example, printing reports and purging files. The computer system performs a batch job with little or no user interaction.

batch processing. A method by which the system selects jobs from the job queue, processes them, and sends output to the outqueue. Contrast with interactive processing.

batch quantity. See standard batch quantity (SBQ).

batch sensitivity factor. A multiplier that is used for the rounding rules in determining the number of batches required to produce a given amount of product.

batch sheet. A list that combines the product and process definition by combining a statement of required materials as well as required manufacturing procedures. See also pick list; material list; routing.

batch size. See standard batch size.

batch type. A code assigned to a batch job that designates to which J.D. Edwards system the associated transactions pertain, thus controlling which records are selected for processing. For example, the Post General Journal program selects for posting only unposted transaction batches with a batch type of O.

batch/lot tracing. Starting with an end item lot number and determining all lot numbers of ingredients/materials consumed to produce the end item lot number. See also batch/lot tracking.

batch/lot tracking. Starting with the lot number of an ingredient and determining all lots into which this lot number went.

batch/mix. A manufacturing process that primarily schedules short production runs of products. See also process/flow.

Baume gravity (Be). Specific gravity expressed on the Baume scale for liquids lighter or heavier than water. However, the API scale is now used for liquids by the petroleum industry instead of the Baume scale. Both scales are identical for liquids as dense as water, but for very light oils, there is a difference.

beginning inventory. Used in period costing for calculating material usage. A statement of the inventory count at the end of last period, most properly based upon a physical count.

bench scale. Testing of materials or methods on a small scale where the work can be carried out on a laboratory work table.

BFOE. Barrels of fuel oil equivalent based on a net heating value (LHV) of 6,050,000 Btu per BFOE.

bill of lading (B/L). A legal document issued by a shipping company, owner, or agent of either, to a shipper stating that certain goods received for shipment are promised to be delivered at a specified destination, either to the carrier's agent or to a particular consignee or customer. Usually three or four copies are signed, one each being kept by carrier and shipper, and a third forwarded to the consignee. Customarily abbreviated B/L. The legal importance of this document lies in its being a receipt for goods, a contract for carriage, and a title to property. As such, it is a legally negotiable instrument.

bills of labor. A statement of required labor to complete a process. Stated by labor rate or craft and hours. Used in determining manpower needs. It can also state all or critical resources.

black products. Products derived from the low or heavy end of the distillation process. For example, diesel oils and fuel oils. See also white products.

blanket order. An order that commits the purchaser to take delivery of specified products in agreed quantities over a finite period of time. See also blanket releases; contract reporting.

blanket releases. Authorization to ship (purchase order) or produce (schedule) against a blanket agreement or contract. The blanket agreement or contract covers multiple releases over a period of time.

bleeding. The tendency of a liquid component to separate from a liquid-solid or semisolid product, as oil from lubricating grease in storage.

blend. See blending.

blend note. Document that authorizes a blending activity and describes both the ingredients for the blend and the blending steps that are to occur.

blend off. Reworking off-spec material by introducing a small percentage back into another run of the same product.

blending. The process of mixing two or more oils having different properties to obtain a product of intermediate properties. Lubricating oil stocks are blended to a desired viscosity, while naphthas and gasolines are blended to meet volatility and octane requirements.

blending tank. A tank that is designated to hold more than one product at a time.

block order. See blanket order.

blocked operations. A group of operations indentified separately for instructions and documentation but reported only when all are complete.

body. Trade term for describing the consistency or viscosity of a lubricating oil. See also viscosity.

boiling point. The temperature at which the vapor pressure of a liquid is equal to the pressure of the atmosphere. The temperature varies with the atmospheric pressure.

boiling range. The spread of temperatures over which an oil starts to boil or distill vapors and proceeds to complete evaporation. Boiling range is determined by test procedures for specific petroleum products.

BOL. See bill of lading.

BOM. See bill of materials.

bomb. Steel cylinder with screwed-on head used as testing device for conducting oil tests under high pressure. Used for test methods such as Reid Vapor Pressure and gum in gasoline.

book inventory. Inventory as it is shown in the computer. This shows inventory on hand, not necessarily available inventory. See also reconciliation; physical inventory.

Boolean Logic Operand. In J.D. Edwards reporting programs, the parameter of the Relationship field. The Boolean logic operand instructs the system to compare certain records or parameters. Available options are:

EQ	Equal To.
LT	Less Than.
LE	Less Than or Equal To.
GT	Greater Than.
GE	Greater Than or Equal To.
NE	Not Equal To.
NL	Not Less Than.
NG	Not Greater Than.

borrow. See loan/borrow agreement.

bottleneck operation. The point of constraint in a process, either because of rate or capacity limits.

bottom sediment and water (BS&W). A test made on fuel oils, crude oils, and used crankcase oils to show the approximate amount of sediment and water.

bottoms. In a distilling operation, that portion of the charge remaining in the still or flask at the end of the

run. In a pipe stilling or distillation process, the portion that does not vaporize.

british thermal unit (BTU). A unit of heat commonly used in heat engineering. It is the amount of heat necessary to raise the temperature of one pound of water by one degree Fahrenheit.

BS&W. See bottom sediment and water.

BTU. See British thermal unit.

BTX. Acronym for benzene, toluene, and xylenes. These are the main aromatic compounds used as feedstocks when manufacturing petrochemicals.

budget. A plan, often in financial terms, but also used synonymously with production plan. A statement of planned volumes by product family for a specific period.

budgeted capacity. The volume/mix of throughput upon which financial budgets were set and overhead/burden absorption rates established.

budgeted volume. A statement of planned volumes (capacity utilization) upon which budgets for the period have been set.

build cycles. Products run between major set up and major clean up. Cyclical scheduling of similar product with minor changes from one product/model to another. See also cycle length; cyclical scheduling.

bulk issue. An issue of non-packaged product from a controlled stockroom for use on multiple schedules as needed. The product is issued in quantities more closely aligned to packaging or storage quantities than the planned required quantity for any or all schedules.

bulk order. An order that is comprised entirely of bulk (non-packaged) products.

bulk products. A mass quantity of liquid, non-packaged product, usually in excess of 100 gallons or 100 liters.

bunker. A compartment or tank usually situated in the vicinity of a ship's boilers or machinery space, and specially constructed for stowage of fuel, such as coal or petroleum. A bunker is usually designated according to location (such as side, wing, reserve, cross, or thwartship).

bunkering. A rate per ton or sum of money charged for placing fuel on board; also the operation itself.

burning point. The lowest temperature at which a volatile oil in an open vessel will continue to burn when ignited by a flame held close to its surface. It indicates the degree of safety with which kerosene and illuminating oils can be used.

butterworth head. A mechanical hose head with revolving nozzles used to wash down tanks.

buy–back crude. In foreign producing countries, that portion of the host government's share of "participation crude" which it permits the company holding a concession to "buy back".

C&F. See cost and freight.

C.Degrees centigrade. On the centigrade thermometer, the interval between the freezing point and the boiling point of water is divided into 100 parts. 0C corresponds to 32F, and 100C to 212F.

calculated usage. The determination of usage of components or ingredients by multiplying receipt quantity of the parent times the quantity per of each component/ingredient in the bill/recipe, accommodating standard yields. See also backflushing.

calibration. The act of fixing, correcting or verifying the graduations of the measurement instruments used to record product volumes within a storage container.

capacity. 1)The amount of space, by weight and volume, that can be filled. Relates to bulk vehicle compartments and bulk depot tanks. 2) The ability to add value through machine or man hours.

capacity analysis. Review of the load of schedules against available capacity to determine over and under utilization by work center and by period.

capital intensive. A facility or facilities which, in order to process product, must invest so heavily in plant and equipment that the fixed costs are greater than the variable costs.

capital investment. The purchase of assets other than inventory. In most corporations, such investments require a capital expenditure authorization.

capitve manufacturer. A small, independent manufacturing company that manufactures products only for one company. In J.D. Edwards' system, this would be considered a branch, plant or depot.

captive tanker fleets. Fleets of tankers chartered to oil companies for most or all of their useful lives on a cost-of-service basis.

carrying costs. The cost of holding, storing, insuring, controlling and handling raw, intermediate or finished inventory. Often expressed as a percentage of standard unit cost per year.

catalyst. A substance used to accelerate or retard a chemical reaction without itself undergoing significant chemical change or changing in volume during the process.

category code. In user defined codes, a temporary title for an undefined category. For example, if you are adding a code that designates different sales regions, you could change category code 4 to Sales Region, and define E (East), W (West), N (North), and S (South) as the valid codes. Sometimes referred to as reporting codes.

certificate input. See direct input.

change over. The refitting of equipment to neutralize the effects of the just completed production, to further prepare the equipment for production of the next scheduled product, or both. See also set up time; clean up; wash down.

charter. A written agreement covering the assigment of an oceangoing tanker to transport petroleum, to which the ship owner and charterer are parties. It contains clauses that cover all details of the transaction, such as: the nature of charter (single voyage or time charter); loading/unloading ranges, with any exceptions within given ranges clearly indicated; dates; and total cost of fixture, usually stated as a percentage of worldscale. Other standard clauses in a typical charter are laytime, demurrage, force majeur See also bareboat charter; consecutive-voyage charter.

CIF. See cost, insurance, freight.

classifications. A sub-grouping of inventory to reflect its state of availability (for example, in-transit, in quarantine, awaiting rework).

clean cargo. Term that refers to cargos of gasoline and other refined products. See also dirty cargo.

clean up. The neutralizing effects of production just completed. May involve cleaning of residues, sanitation, and equipment re-fixturing. See also change over; set up time; wash down.

clerk. See customer service representative; order taker.

co–product. An end item produced as the result of a process. There are usually two or more co-products. See also end item and by-product.

COA. See certificate of analysis.

COGS. See cost of goods sold.

cold test. The temperature at which an oil becomes solid. Generally considered to be 5F lower than the pour point.

color. Color is measured for undyed commercial petroleum products ranging from colorless to opaque. It is determined by matching the transmitted light from the oil sample with specified standards. The color of an oil gives some indication of its degree of refinement.

combustible. The general term describing any material that will burn. However, in the case of petroleum products, only those that give off flammable vapors above 80F are classed as combustible.

commingled stock. Stock of a product that is held in a single storage area and owned by several parties.

commodity price. A published price for commodity products. For example, Platt's price plus some additional pricing factor.

commonality. A condition wherein raw materials or ingredients are used in multiple formulas or parent bills of materials.

compartment. Container attached to a vehicle designed to transport bulk products. Also the term for individual compartments within a vehicle or for a separate tank. See also logical compartment.

compatibility. Indication of whether two products can be safely shipped together.

competitive thrust. The manufacturing strategy selected by a corporation by which they will gain market share. For example, lowest unit cost and customized engineering are two strategies.

composite sample. A sample that is a mixture of samples taken from the upper, middle, and lower thirds of a container.

composition. The make-up of an intermediate ingredient or finished item, typically expressing chemical rather than physical properties. See also specifications; assays.

compound. A distinct chemical substance formed by the combination of two or more elements in definite proportions by weight and possessing physical and chemical properties different from those of the combining elements. In lubricants, the

term connotes the product formed by adding fatty oils and materials foreign to petroleum lubricants to impart special properties.

compulsory stock. Stock level required to be held by agreement or governmental regulations.

conflict. The condition of being unable to run two products at the same time because of contamination or because they compete for the finite capacity of a single piece or series of equipment.

connected vehicle. One or more vehicles joined together to form a single entity. Rail cars joined temporarily to form a train, or trucks and trailers attached to one another are examples of connected vehicles.

consecutive–voyage charter. A written agreement covering ocean-going tanker transport. It is similar to a single-voyage charter, but covers either an extended number of consecutive trips or an extended time period. See also charter; bareboat charter.

consigned stock. Product stock that is held by a third party but is owned by the parent company (the stock is normally intended for distribution and consumption by the third party).

consignment agreement. A retailer acts as an agent for the company. The product sold from the retail site is owned by the company. The agent does not pay for the product upon delivery, but only upon the sale of the product (at an agreed upon price).

constants. Parameters or codes that you set and the system uses to standardize information processing by associated programs. Some examples of constants are: validating bills of material online and including fixed labor overhead in costing.

consumed in operations. Using inventory for your own purposes. For example, using fuel in delivery trucks.

consumed resource. A raw material, ingredient, utility, or capacity used during a manufacturing process. Anything required for production that is placed into the process (as opposed to taken out of the process).

contamination. The addition to a petroleum product of some material not normally present, such as dirt, rust, water, or another petroleum product.

continuous process run. A campaign of extended duration. The production is done on dedicated equipment that can produce one product (or product line of slightly varying specifications) without change over to other products also in demand. See also process/flow.

contract balance. A running balance of transactions that affect a distribution contract.

contract name. A user defined code entered on the Distribution Contract Master to describe a contract with a business partner in the Distribution Contract system.

contract of affreightment. An agreement providing for the ocean-going transportation of a given amount of petroleum products between two ports over an extended period of time but on such vessels and at such time as the owners find advantageous. A provision in the agreement may define “min/max” limits of monthly flows. These contracts, that are not very common, are used to alleviate frictional unemployment and utilize ballasted capacity.

contract price. A product’s price is governed by a contractual agreement existing for a period of time between a buyer and seller. Contract prices protect buyers during a period of rising prices by limiting the price increases over the period of the contract.

contract reporting. Reporting of each instance and the accumulation to date of finished production against both the individual schedule and a customer’s blanket commitments to purchase a stated quantity. See also blanket order; blanket releases.

contract status. A value to indicate the current status of a contract in the Distribution Contracts system.

contract type. A user defined code used to indicate the general type of contract used in the Distribution Contracts system.

contractor. Third party supplier of transportation resources (for hire).

contribution to profit. Selling price of an item minus its variable costs.

control number. Typically the manufacturing order of schedule number used to identify a specific instance or period of production.

control technique. A method of managing material movement and assigning usage and costs to product/process or production.

controllable loss. Unfavorable usage or yield variance directly attributed to human or process errors, and that, once identified, can be prevented in the future.

controlled issue. A specific transaction of a resource in a schedule or manufacturing order of an exact quantity. For example, to indicate usage of materials to a specific production run or reporting of labor/machine hours. See also direct usage; planned issue.

conversion. The ratio of the quantity of feedstock converted to other products in any process.

conversion costs. The costs of transforming raw materials (ingredients) into salable product. See also added value.

conversion factor. The value used to convert one value to another.

core. The central and foundation systems of J.D. Edwards software, including General Accounting, Accounts Payable, Accounts Receivable, Address Book, Financial Reporting, Financial Modeling and Allocations, and Back Office.

cost accounting. The management discipline responsible for ascertaining product/process costs.

cost and freight (C & F). Similar to cost, insurance, freight (CIF), but under this transaction, the buyer gets his own insurance. See also cost, insurance, freight.

cost of goods sold (COGS). The cost of products sold during an accounting period including material, labor, and factory overhead expenses.

cost, insurance, freight (CIF). Term that refers to a sale in which the buyer agrees to pay a unit price that includes the free on board (FOB) value at the port of origin plus all costs of insurance and transportation. This type of transaction differs from a “delivered” agreement in that it is generally without duty, and the buyer accepts the quantity and quality at the loading port (as certified by the Bill of Lading and Quality Assurance Report), rather than pay on quality/quantity as determined at the unloading port. Risk and title are transferred from the seller to the buyer at the loading port, although the seller is obliged to provide insurance in a transferable policy at the time of loading.

costing elements. The individual classes of added value or conversion costs – typically material (raw, packaging) labor/machine costs, overhead (fixed, variable). Each corporation will define the necessary detail of product costs by defining and tracking cost categories and subcategories.

count. The quantity of finished product. May have multiple units of measure over many product lines or may be standardized across all products.

cracking. The process by which an organic compound is split into two or more compounds of lower molecular weight. The cracking process has become increasingly important in the petroleum industry as a means for breaking down the heavier components of petroleum into gas, naphthas and distillates, thereby increasing the yield of gasoline and distillate fuels that can be obtained from crude oils. The cracking process may be carried out with heat and pressure (thermal cracking) or in the presence of a catalyst (catalytic cracking).

credit checking. The process of reviewing the credit worthiness of the organization. Typically entails a review of the organization’s Accounts Receivable balance, including its size and its relative age, as well as the net equivalent balance of any loan or borrow arrangements. May include a method of checking credit limits of the parent company (the company a product is sold to, that might be different from the company a product is shipped to).

credit memo. See credit order; return order adjustment.

credit notice. The physical document used to communicate the circumstances and value of a credit order.

credit order. A credit order is used to reflect products or equipment that is received or returned, so it may be viewed as a sales order with negative amounts. Credit orders usually add the product back into inventory. This process is linked with delivery confirmation.

crude oil assay. A procedure for determining the distillation curve and quality characteristics of a crude oil. See also assays.

crude oil quality. There are two main aspects of crude oil quality that influence the price: the distillate content and the sulfur content. Additionally the price of crude oil varies with its location, the price differential naturally reflecting transportation costs.

crude oil, crude petroleum. A naturally occurring mixture, consisting predominately of hydrocarbons and organic compounds containing sulfur, nitrogen, oxygen and traces of metallic constituents, that is capable of being removed from the earth in a liquid state. Crude petroleum is commonly accompanied by varying quantities of extraneous substances such

as water, inorganic matter, and gas. Basic types of crudes are asphaltic, naphthenic or paraffinic, depending on the relative proportion of these types of hydrocarbons present.

CUM. Acronym for cubic meter. One of many acronyms and abbreviations commonly used.

cummulative price. Price determined by some combination of these prices: internal list price, base price, contract price and promotional price.

current cost. The cost associated with an item at the time a parts list and routing are attached to a work order or rate. Current cost is based on the latest bill of material and routing for the item.

current tank. The tank currently being used for product sales. Only one tank per product can be designated as the current tank at one time.

customer business line. Describes the nature of the customer's business and controls the relationship with that customer, including such things as product pricing.

customer's usuals list. A list of the products and quantities normally ordered by a customer.

cut. A cut is a fraction of the charge stock separated by distillation. For example, kerosene is a cut of crude oil.

cycle billing. Describes a practice of invoicing a customer on a specific date for all sales within a specified date range. For example, a customer may request that all sales between the first and the 15th of the month be invoiced on the 25th. Invoicing is not done per delivery, but per sales period. When an invoice is not sent with the delivery, a delivery ticket is sent instead. Delivery tickets don't show prices or due dates. Also called periodic invoicing, invoice cycles. See also delivery ticket.

cycle count tag. Document numbering system used for packaged lubricants. This number is used through the entire product transportation and invoicing process.

cycle length. The time between major setups. The time between the start of one production run of similar items/models and the start of a run of the next.

cyclical scheduling. A method of scheduling product/manufacturing families. A technique to determine run times and quantities of each item within the family to produce enough of each individual product to satisfy demand until the family can be scheduled again. See also build cycles; product sequencing.

database. A continuously updated collection of all information a system uses and stores. Databases make it possible to create, store, index, and cross-reference information online.

date code. The labeling of products with the date of production. This is often the lot number.

de–blend. Where blend off will not result in a product accepted by customers. The further processing of product to adjust specific physical and chemical properties to within specification ranges. See also blend-off.

deadweight. Total weight a vessel carries when immersed to her authorized load draft, including cargo, mail, fuel, water, stores, crew, passengers, baggage, and personal effects.

decant. Activity that serves to empty product from its existing package and return it to a larger container.

default. A code, number, or parameter value that is assumed when none is specified.

delayed billing. The invoicing process is delayed until the end of some designated period (for example, accumulated volume discounts, Platt's published rates at month end).

delivered. The buyer pays on the basis of delivered quality/quantity. Risk and title are borne by the seller until such time as the product passes to the buyer's installation. The seller is responsible for clearance through customs and payment of all duties. Any in-transit contamination or loss of cargo is the liability of the seller. In delivered transactions, the buyer pays only for the quantity of product actually received in storage, not on the bill of lading figures that reflect the amount loaded.

delivery confirmation. The delivery confirmation process verifies that the goods on an order or trip were delivered to their destination. Part of the confirmation may include defining the disposition of product not delivered, for example, return to tank or left on board. See also return confirmation.

delivery date. The date the customer receives the product.

delivery invoice. Provides the delivery instructions for a specific order or trip, specifying the products and quantities that should be delivered. Shows the product price, value added tax (VAT), and any other

additional charges associated with a delivery to the customer.

delivery ticket. An itemized list of goods shipped that is sent with the product to the ship-to customer location. It is like an invoice except it has no prices or due date listed. Invoices may go to a different address than the product. Delivery tickets are used when the customer does not want prices shown, when the customer wants to pay against a periodic invoice, or when the product quantity is not known until after delivery. Several delivery tickets can roll up into a single invoice, with either separate line items or aggregate amounts shown. See also priced delivery ticket.

demand. A need for a particular product or component. The demand could come from any number of sources, such as customer order, forecast, an interplant requirement, or a request from a branch warehouse for a service item.

demand rate. A statement of requirements in terms of quantity per time (hours, day, week, month).

demonstrated capacity. Actual average capacity utilization level expressed as a rate. Excludes downtime, planned, or unplanned. See also proven capacity; budgeted capacity.

demurrage. A term widely used in the shipping industry to quantify the amount of (and liability for) any additional costs incurred by loading/unloading vessel arising from delays and lost time. In international tanker trade, the charter parties specify (and thereby strictly limits) the amount of time granted to load/unload cargo. Time spent in excess of this limit is demurrage.

density. The mass of a substance per unit volume. Its numerical expression varies with the units selected, most often in grams per cubic centimeter or in pounds per cubic foot or gallon. Density is usually related to a Celsius situation, whereas gravity is usually related to Fahrenheit situation. See also gravity.

depot. Location from which stock is picked up, delivered, handled or stored. Handling may include blending and packing operations. Also called branch, plant, branch/plant, terminal, or warehouse.

derv. See user defined code.

detail. The specific pieces of information and data that make up a record or transaction. Contrast with summary.

deterioration. Any undesirable chemical or physical change that takes place in petroleum products while in storage or use.

deutsche industrie norm (DIN). Deutsche Industrie Norm. The German industry standard. The equivalent of the US ASTM and the UK BSI.

dew point. The temperature at which vaporized materials start to condense into liquid form.

diesel fuel. A general term convering light fuel oil derived from gas oil and used in diesel engines. Diesel fuel used in road diesel engines is called Derv (Diesel Engine Road Vehicle).

DIN. Deutsche Industire Norm.

dip. Any one of a series of methods of product measurement that uses a device to determine the relative level of product contained in a storage container.

dip reading. See gauge reading.

direct input. The system calculates the net units when you enter gross volume, temperature, and gravity or density. This data is generally entered during product receiving from the certificate prepared by an independent inspector.

direct ship orders. A purchase order to a third-party supplier that designates the destination as the customer. Direct ship orders occur when a product is not available from a company-owned or operated source, so the system creates an order to ship the product from a third-party source directly to the customer. Such transactions can result from loan/borrow or exchange agreements.

direct usage. Consumption of resources attributable to specific production runs because it was directly issued to the schedule/order. See also controlled issue; planned issue.

dirty cargo. Term that refers to crude oil cargos or other non-refined petroleum cargos. See also clean cargo.

discharge. The physical movement that effectively transfers custody and/or ownership of the product.

dispatch group. A group products grouped by the physical characteristics that are important when storing and transporting these products.

dispatch planning. Efficient planning and scheduling of product deliveries. Considerations include dispatch groups, scheduled delivery date and time, preferred delivery date and time, average

delivery time for that geographical location, available resources, and special equipment requirements at the product's source or destination.

disposition. The indication of what should be done with bulk product left on board a vehicle after delivery.

dissimilar exchange transactions. See exchange transactions.

distillate. That portion of oil that is removed as a vapor and condensed during a distillation process. Also known as the overhead fraction as distinguished from the non-vaporizing residual components left in the still.

distillation. The general process of vaporizing liquids, crude oil, or one of its fractions in a closed vessel, collecting and condensing the vapors into liquids, thereby effecting a separation between those fractions that vaporize and those that remain in the bottom.

distribution contracts. A system to enter into and track contracts with business partners. These may be formal or informal contractual agreements. Examples include: exchange agreements, loan and borrow agreements, tonne per tonne agreements, throughput agreements, consignment agreements, storage contracts, purchase contracts, and sales contracts.

document–export. Documents required to accompany a shipment of product across national boundaries.

document–safety. Documents required to accompany a product shipment that describe the product's properties and include handling, transport and emergency instructions.

dopes. Industry parlance for substances other than petroleum added to motor fuels, diesel fuels, heating oils, and lubricating oils to improve their performance characteristics. See also additives.

downgrade profile. A statement of the hierarchy of allowable downgrades. Substitutions of items meeting tighter specifications for those with wider or overlapping specification ranges.

downgrading. Assigning a petroleum product for use where a lower grade of product would normally be employed, provided it meets the requirements for the lower grade. May also occur after analysis of the actual specifications achieved during production reveals that the product does not fall within prime product specification ranges.

downstream operation. General description of all operations that occur following the exploration and production of petroleum and natural gas. This usually includes the refining, transportation and marketing of the product and by-products of the refining processes.

downtime. The period of time when a plant or certain equipment is idle. May be due to breakdown (unplanned) or for preventative maintenance and/or changeover (planned).

drawdown. The act of reducing quantities authorized, previously committed or generally available. Typically occurs through the use of sales order or as a release against a blanket or block order. Also called a release.

drop ship. See direct ship.

dry ticket. A tank inspection record form signed by shore and ship inspectors before loading and after discharging cargo.

dummy vehicle. A vehicle record that is created to use temporarily in place of an actual vehicle record for trip assignment.

dutiable. Necessitating payment of a duty or tax, as imported goods.

duty. A payment due to the government, especially a tax imposed on imports, exports or manufactured goods. Duty can be based on a product's end use and is subject to other taxes and discounts. Unlike taxes, that tend to be based on percentages, duties tend to be fixed amounts. The same ship-to customer may have two different customer ID numbers (duty-free and requires duty) to designate the duty attached to a sale. Depending upon the country, duty may be displayed as a line item on an invoice, or be built into an item's price.

duty–free. No payment of a duty or tax is required. The records for the customer reveiving the product (ship-to customer) indicate duty-free sales. The same ship-to customer may have two different customer ID numbers (duty-free and requires duty) to designate the duty attached to a sale. Product item codes or the Duty Status assigned on the End Use preference determine if a product is duty-free.

earned volume. A statement of capacity reflecting the standard hours for actual production reported during the period.

easel. A software product known as interactive Easel. This software product provides a bridge between AS/400 video terminals and PCs. It

enhances graphics processing and provides some programmer tools. Easel is sometimes thought of as a programmer's tool that simplifies the use of OS/2's presentation manager.

economy of scale. A phenomenon whereby larger volumes of production reduce unit cost by distributing fixed costs over a larger quantity. Variable costs are constant, but fixed costs per unit are reduced, thereby reducing total unit cost.

EDA. Acronym for Estimated Date Available.

EDI. See Electronic Data Interchange.

Electric Data Interchange. The transmission, in a standard syntax, of a given business document from computer to computer.

ending inventory. A statement of on-hand quantities at the end of a period often terminated by a verification of physical inventory.

EOM. Acronym for End of Month.

equivalent fuel. A barrel of equivalent fuel supplies six million BTU of heat. Fuel gas quantities are usually calculated as equivalent fuel barrels in economic calculations for refinery operations.

evaporation loss. The loss of petroleum products, particularly gasoline, through the evaporation of the most volatile fractions.

excess issues. Removal from stockroom and assignment to a schedule of a quantity higher than the quantity per times the schedule quantity. Indicative of an unfavorable usage variance.

exchange agreement. An exchange agreement allows products to be traded between companies. The partners often agree to exchange specific quantities of product for a given time period. Exchanges involve different products or multiple products and often include a differential that one partner pays per unit of product exchange. The agreement may cover multiple locations (depots). Partners generally expect exchanges of physical product to remain roughly in balance; however, imbalances do occur and are usually monitored monthly. An annual rebalance is common and often repaid in product.

exchange transactions. Transactions that involve an exchange of products between two companies having an exchange agreement. An exchange transaction usually involves different products and different exchange differentials. Also called dissimilar exchanges.

exit. 1) To interrupt or leave a computer program by pressing a specific key or a sequence of keys. 2) An option or function key displayed on a form that allows you to access another form.

expense distribution. Assignment to product cost of those expenses that are neither material nor labor. Method of assignment has traditionally been a burden rate applied based upon labor dollars or machine dollars.

export invoice. Any one of several specially formatted invoices required for customs or commercial purposes and that contain mandated information in addition to that required by the customer.

F. Degrees Fahrenheit. On the Fahrenheit thermometer, the boiling point of water is 212F and the freezing point is 32F above the zero of the scale.

facilities. The physical plant and equipment. See also production facilities.

facility. 1) A separate entity within a business for which you want to track costs. For example, a facility might be a warehouse location, job, project, work center, or branch/plant. Sometimes referred to as a business unit.

feeder work stations. A manufacturing area whose prodcuts are planned to be available for use in a primary work area, often for final assembly of filling and packaging. Primary work area planning drives the plan for the feeder work station. This plan may be stated as a rate.

feedstock. An intermediate product produced during the refining process. Feedstock requires additional processing to make an end product. Material suppy for multiple end items. For example, Base Grey Paint is the primary ingredient (feed stock) of all colors. See also feedstream.

FIFO. See first in, first out.

File. 1) In AS/400 environments, a collection of related data records organized for a specific use and electronically stored by the computer. Also known as file. 2) In database environments, a two-dimensional entity made up of rows and columns. All physical data in a database are stored in tables.

fill. The act of putting a blended product into a container. Alternatively, the percent of a stock that is distilled at a given temperature is referred to as the fill at that temperature.

fill note. Document that authorizes a filling activity and describes the ingredients, materials required, and the filling steps that are to occur.

filling line. Equipment used to receive the bulk product that is needed to fill product containers.

finished goods reporting. A statement of products produced in terms of end item and grade. See also production reporting.

finished materials. See finished goods.

finite loading. To schedule up to the stated finite availability of a resource. Traditionally used to plan capacity where machine hours are loaded in day one to the stated limit and additional requirements are pushed into subsequent periods.

fire point. The lowest temperature at which, under specified test conditions, a petroleum product vaporizes rapidly enough to form above its surface an air-vapor mixture that burns continuously when ignited by a small flame. See also flash point.

fixture. Another term for a charter. See also charter.

flag of convenience/necessity vessel. A vessel registered in a nation with laws and regulations that are less restrivtive than most maritime nations. The two most important flag of convenience/necessity nations are Liberia and Panama. Typically, vessel owners registered in these nations have limited liability, pay no taxes, and have the freedom to change the nationality of crews at will.

flammable. Term describing any combustible material that can be easily ignited and that will burn rapidly. Petroleum products that have a flash point of 80F or lower are classed as flammable.

flammable liquids. Those liquids that give off combutible vapors.

flash point. The lowest temperature at which, under specified test conditions, a petroleum product vaporizes rapidly enough to form above its surface an air-vapor mixture that gives a flash or slight explosion when ignited by a small flame. The flash point of an oil is an indication of the risk of fire or explosion associated with its use or storage. Flash point limits are included in the specifications of most products above the gasoline boiling range, but the test does not have any economic significance as long as the value recorded is inside the specification limit. See also fire point.

floating roof. A type of tank roof that actually floats on the surface of the oil or other liquid stored in the tank. It rides up and down inside the tank as the fluid level changes. A sealing system is used to close off the space between the roof and the inside wall. There are various designs of floating roofs in use.

floating terminal. Describes an operations wherein a water craft – often a barge – receives a load of product and delivers that product to a series of customers.

floating terminals.Boats that have an instrument or apparatus for measuring and recording the quantity of a product being unloaded. These boats are used in the Bahamas in much the same way as metered trucks are used elsewhere. See also metered trucks.

flush. The process of removing the last vestiges of product from a storage compartment, tank or vehicle. Clean a vehicle or tank.

FOB. See free on board.

formula. A statement of ingredient requirements, although a formula may also include processing instructions and ingredient sequencing directions.

four–point analysis. The process that captures measured quantities at four separate points in the product movement cycle and reconciles any resulting gains or losses.

fraction. A separate, identifiable part of crude oil that is a product of a refining or distillation process. A portion of distillate (having a particular boiling range) separated from other portions in the fractional distillation of petroleum products.

free on board (FOB or F.O.B.). A transaction in which the seller provides a product or crude oil at an agreed unit price, at a specified loading location within a specified period. It's the buyer's responsibility to arrange for the transportation and insurance, and lift the material within the specified loading/unloading time (laytime).

freestock. The quantity of product that can be promised for sale or transfer at a particular time, taking into consideration current on-hand quantities, replenishments in process and anticipated demand.

freight (charge). Costs incurred for the transportation of product between two points, as well any charges for related services.

fuel oil. The heavy oils from the refining process that are used as fuel for power stations, industry, ships, and so forth. See also petroleum fuels.

full payout charter. Charter with a charter period that extends as long as the underlying debt that

financed the acquisition of the vessel. At the end of the charter period, the vessel is free of all debt.

gain. 1) An increase in value of product attributed to an increase in its measured quantity. 2) An increase in profit attributable to the reduction of a transaction's quantity. 3) An increase in inventory when an actual measurement of the physical inventory is greater than the book inventory shown on the computer. As this is an unidentified gain, research might be done to determine if the gain is associated with temperature, over shipment, or for other reasons.

gallon (Imperial). Unit of volume used in the United Kingdom and other Commonwealth countries and defined as the volume of 10 pounds of water at 62F. It is equivalent to 277.418 cubic inches or 1.2009 US gallons or 4.54596 liters.

gallon (US). Unit of liquid measure equal to 231 cubic inches inches or 3.785 liters.

gantry. An automated device operated by a process control system that releases a set quantity of product to a transport vehicle and records the volume loaded electronically as well as in printed form. See also loading rack.

gas oil. The medium oil from the refining process used as fuel in diesel engines, burned in central heating systems and used as feedstock for the chemical industry. Gas oil is the European designation for No. 2 heating oils and diesel fuels.

gasoline. A volatile, flammable liquid hydrocarbon refined from crude oils and used universally as a fuel for internal-combustion, spark-ignition engines.

gate–pass confirmation. See shipping confirmation.

gauge reading. A method used to measure products within a tank or compartment on a vehicle. An extended ruler is inserted into a tank to measure the depth of product within the container.

graded products. An item whose specifications of critical chemical or physical properties will differentiate it from another with the same item number. The specification variation may determine its eventual use, cause alterations in other ingredients in formulas for which it is required, and/or alter its worth in the marketplace, although not necessarily its processing cost. Graded products may be raw ingredients, intermediates, or finished goods.

gravity. The displacement of the product that serves as an index of the weight of a measured volume of the product. Gravity determinations are necessary for the conversion of measured volumes to weight. Gravity is read with a hydrometer. There are two types of gravity: observed and API. Product at observed gravity will be different after it is converted to a standard temperature. Gravity is usually used in Fahrenheit situations.

gross registered tonnage. A vessel's internal volume, figured on the basis of 100 cubic feet (cf) per ton. Abbreviation: grt.

gross volume/gross quantity. The quantity or volume of a product at the ambient temperature. See also ambient temperature and standard temperature.

gross weight. See weight.

head box. A storage container for feedstock. See also hold tanks; surge tank.

header. Information at the beginning of a table or form. This information is used to identify or provide control information for the group of records that follows.

heating oil. Generic term for oils used exclusively for home heating, and widely used as a synonym for No. 2 fuel.

hidden selections. Menu selections you cannot see until you enter HS in a menu's Selection field. Although you cannot see these selections, they are available from any menu. They include such items as Display Submitted Jobs (33), Display User Job Queue (42), and Display User Print Queue (43). The Hidden Selections window displays three categories of selections: user tools, operator tools, and programmer tools.

hold order. Suspend order, back order, or conditional order. If an order is on hold for credit reasons, a vehicle cannot be assigned.

hold tank. See holding tank.

holding costs. A calculation of the cost of money, storage, warehousing, personnel, insurance, and so forth, over the number of days material sits idle. See also carrying costs.

holding tank. A storage container designed to receive a blended product after the blend process is complete and before the fill process begins. Any storage container used temporarily for intermediates, finished goods, raw ingredients, feedstocks, base stocks, and so forth.

idle capacity. Available processing hours not used in producing products. May be budgeted in that demands do not consume the entire capacity or preventative maintenance is scheduled. May be unplanned downtime for emergency repair. This unplanned downtime maybe budgeted by management knowing that they must expect some emergency downtime.

imbalance partner. A business partner who does not meet the terms of a distribution contract.

improvers. See additives.

in–line blending. In the industry, this generally refers to a blending process done with two converging pipelines, usually under pressure. This may occur at the loading rack when a vehicle (barge or truck) is being loaded. It can also occur on a ship transporting the product. When combining products to create another product, each product may have its own unit of measure. Blending may also result in a Bill of Materials containing more than one product. See also splash blending.

in–process rework. Recycling for further processing a semi-processed product that doesn't meet acceptable standards out of a given operation back into the beginning of that operation or a previous operation (for example, unreacted materials). Rework that is detected prior to receipt of finished goods and corrected during the same schedule run. See also return to production.

incubation period. The length of time required to hold a product in order to verify its quality or to allow a chemical/physical change to happen before further processing (for example, fermentation). See also quarantine.

indented bill of material. A multi-level statement of material requirements showing all fabrications and subassemblies required for end-item manufacture. It includes all bills of material for the product and its components.

indented tracing. The following of all lot numbers of intermediates and ingredients consumed in the manufacture of a given lot of product down through all levels of the bill of material, recipe, or formula.

indirect measurement. Determining the quantity on hand by (a) measuring the storage vessels and calculating the content's balance quantity; or (b) theoretically calculating consumption of ingredients and deducting them from the on-hand balance.

indirect usage. Determining what should have been used by multiplying receipt quantity of the parent times the quantity per statement in the formula, recipe, or bill of material. This transaction typically affects both consumption on schedule as well as issue from on-hand balances. See also backflushing; key point.

infinite resource. Anything whose availability can be planned for in any quantity for any one-time period.

ingredient. A required material for the manufacture of its parent; specifically material that is purchased as opposed to a processed intermediate.

innage. Depth of liquid in tank, measured from the surface of the liquid to the tank bottom.

inspector input. See direct input.

inter–depot transfers. Stock transfers between depots.

inter–plant transfer. The movement of goods (raw ingredients, intermediates, or finished goods) from one production facility to another. The facilities are typically within a vertically integrated corporation with the receiving facility further processing the goods.

interactive processing. Processing actions that occur in response to commands you enter directly into the system. During interactive processing, you are in direct communication with the system, and it might prompt you for additional information while processing your request. See also online. Contrast with batch processing.

interface. A link between two or more computer systems that allows these systems to send information to and receive information from one another.

internal list price. Price as given in an internal list or catalog used by a company's employees for reference purposes. See also non-list price; list price.

invoice. An itemized list of goods shipped and/or services rendered, stating quantities, prices, fees, shipping charges, and so forth. In the energy/chemical industry, the invoice format can vary based upon product group. Also, companies often have their invoices mailed to a different address than where they ship products. In such cases, the "bill-to" address differs from the "ship-to" address. Invoices sometimes show dual units of measure (for example, gallons and barrels equivalent in liters). See also delivery ticket.

invoice cycles. See cycle billing.

ISO 9000. A series of standards established by the International Organization for Standardization, designed as a measure of product and service quality.

item. Any unique manufactured or purchased part, material, intermediate, subassembly, or product, based on form, fit, or function.

item master. A record for an item. This record contains descriptive data and control values (leadtimes, lot sizes, and so on), and might contain data on inventory status, requirements, planned orders, and costs. Item records are linked together by product structure records that define the bill of material for an item.

job costing. Determination of actual production cost by tracking material, labor, and overhead costs to each instance of production for that item. The typical control and collection mechanism is the manufacturing order or job order, consequently, the term job costing.

job queue. A group of jobs waiting to be batch processed. See also batch processing.

joint–operated plant. A facility shared and managed in rotation by different companies. This is common at airports, because airports typically minimize the number of tanks and facilities.

kerosene. A medium light oil from the refining process intermediate between gas oil and gasoline; used for lighting, heating, and as a fuel for jet and turbo-prop aircraft engines.

key point backflushing. The theoretical consumption of resources triggered not upon the receipt of the end item but through reporting and intermediate quantity produced and passed forward to the next task. The theoretical consumption will consume only the resources required for this processing task and all previous processing tasks that are defined as non-reporting (not serving as trigger points for key point backflushing). See also indirect usage.

labor cost. The dollar amount of labor performed during manufacturing.

laytime (or layhours). Term that refers to the amount of time allotted to a tanker at berth to complete loading or discharging cargo. This time is usually expressed in running hours and is fixed by prior agreement between the vessel owner and the company chartering the vessel. Laytime is stipulated in the charter that states exactly the total of number of hours granted at both loading and unloading ports, and indicates whether such time is reversible. A statement of “Seventy-Two Hours, Reversible” means that a total of 72 hours is granted overall at both ports, and any time saved at one port can be applied as a credit at the other port. For example, if the vessel uses only 32 hours instead of the 36 hours to load cargo, it can apply an additional four hours to the 36 hours allotted at the dicharge port. Such considerations are important for purposes of computing demurrage.

leading zeros. A series of zeros that certain facilities in J.D. Edwards systems place in front of a value you enter. This normally occurs when you enter a value that is smaller than the specified length of the field. For example, if you enter 4567 in a field that accommodates eight numbers, the facility places four zeros in front of the four numbers you enter. The result appears as: 00004567.

level. The code used for every item or assembly in a product structure to signify the relative level in which that item or assembly is used within the product structure. Normally the end items are assigned to level 0 with the components and subassemblies of the item assigned to level 1 and so forth. The MRP explosion process starts from level 0 and proceeds downward one level at a time.

level of detail. 1) The degree of difficulty of a menu in J.D. Edwards software. The levels of detail for menus are as follows:

A	Major Product Directories
B	Product Groups
1	Basic Operations
2	Intermediate Operations
3	Advanced Operations
4	Computer Operations
5	Programmers
6	Advanced Programmers Also known as menu levels

2) The degree to which account information in the General Accounting system is summarized. The highest level of detail is 1 (least detailed) and the lowest level of detail is 9 (most detailed).

LIFO. See last in, first out.

limited resource. Anything for which requirements above and beyond stated availability must be tagged, so planners may have sufficient time to acquire the resource often through expediting and rescheduling.

line. A specific physical space for the manufacture of a product. In a flow plant, layout is often represented by a straight line. This may be in actuality a series of pieces of equipment connected by piping or conveyor systems.

line of business. Describes a segment of the customer base and the products or product lines they typically purchase. Line of business maybe a factor in pricing products.

liquid fuel. Any liquid used as fuel that can be poured or pumped.

liquid petroleum gas (LPG). A product that consists of propane, butane, or a mixture of the two and which may be wholly or partially liquified under pressure for transport and storage.

list price. Retail price as given in a list or catalog, variously discounted in sales to dealers or industrial customers. The list price is calculated from the base price. See also non-list price; internal list price.

liter. Unit volume in the metric system equal to 61.025 cubic inches or 0.264178 gallons US liquid.

load balancing. Physically arranging components of a load by weight and height to ensure the safety of the trip.

load confirmation. Date the product leaves the plant.

load date. Date the product leaves the plant.

load slip. 1) A statement of required materials to fulfill a customer's order. 2) A statement of required materials to move to processing when manufacturing an end item. 3) A sub-lot control ticket designating precise production time required to bring a specific sample back to specifications.

loading note. Document that tells the delivery driver how much of the product to load and describes how the driver should load the product (unless the order is automated). The note includes trip number, sequence number and loading sequence information. There are both packaged and bulk loading notes. Also called pick list, pick slip, packing slip.

loading rack. The equipment used to load bulk products into a vehicle. An automated loading rack is computerized and can record and update orders and inventory based on computer entries. A non-automated loading rack simply records the information for later data entry.

loan/borrow agreement. An agreement with a business partner usually made in response to a potenial stock shortage. It normally is for the same product and does not involve product or price differentials. In a shared facility, a simple borrow and loan agreement may occur when a partner exhausts its stock of a product. If another partner at the facility has stock available, it may agree to loan the stock against a planned replenishment. In another scenario, a company may pick up product from a partner at another depot and replace the product at a later date. Normally, loans and borrows are informal agreements settled in product. See also loans; borrow; exchange agreement.

loans. Loaning product to another company. Repayment will be made by the borrower in the same product. See also borrow; loan/borrow agreement.

logical compartment. One of two ways identified in the transportation constants to display compartments on vehicles. Logical display numbers the compartments sequentially. For example, if there are two vehicles on a trip and each vehicle has three compartments, the logical display is 1,2,3,4,5,6. See also physical compartments.

logical file. A set of keys or indices used for direct access or ordered access to the records in a physical file. There can be several logical files with different accesses to a physical file.

logical shelf. A logical, not physical location for inventory, used to track inventory transactions in loan/borrow or exchange agreements with other companies. See also logical warehouse.

logical warehouse. Not a physical warehouse containing actual inventory, but a means for storing and tracking information for inventory transactions in loan/borrow or exchange agreements with other companies.

long ton. An avoirdupois weight measure equaling 2,240 pounds or 1.0160 metric tons.

long–term rework. Rework materials that cannot be re-processed and brought up to specification immediately or within a very short period of time.

loss. The decrease in inventory when physical inventory is less than the book inventory shown on the computer. This is an unidentified loss and further research might be done to determine if the loss is associated with temperature, under shipment, or other reasons.

lot. A quantity produced together that shares the same production components. Lots are uniquely identified to allow for traceability.

lot tracking. See also batch/lot tracking.

LRS. Acronym for Loading Rack System. See also loading rack.

lube. See lubricants.

lube oil. See lubricants.

lubricants. A class of petroleum-based products that are typically stored as intermediate products, then blended and packed for delivery. Also known as lube oil.

main fuels. Usually refers to bulk fuel products, but sometimes includes packaged products.

manual invoices. Invoices that are generated after recording manual or "milk run" product deliveries. Recorded after-the-fact into the system.

manufacturing family. See family.

manufacturing request. Work order issued to initiate the manufacturing of product for a specific customer or to replenish stock.

margin. The difference between the cost and the selling price of goods produced and sold.

marginal cost. The cost of making one more than planned or stated volume; in essence, variable cost only, with the pricing strategy relying on originally planned production to absorb all fixed costs.

marketing unit. The unit of measure (UOM) for sales. UOM in which sales price is stated and customer orders are booked. May require conversion from stocking UOM and/or planning UOM.

master schedule. A statement of production, input into the material plan and the driver of requirements.

master table. A database table used to store data and information that is permanent and necessary to the system's operation. Master tables might contain data such as paid tax amounts, supplier names, addresses, employee information, and job information.

material. General description applied to any blending or filling process component that is not petroleum based.

material list. A statement of ingredients (materials) required out of storage to support production. See batch sheet.

material usage variance. The difference between planned or standard requirements for materials to produce the parent and the actual quantity used for a particular manufacturing run. Typically valued at standard dollars (purchase price variance stripped at receipt time) or at calculated average cost whereupon a rate variance is also possible.

menu levels. See level of detail.

menu masking. A security feature of J.D. Edwards systems that lets you prevent individual users from accessing specified menus or menu selections. The system does not display the menus or menu selections to unauthorized users.

metal content. A series of properties of a blended product that help to determine its suitability for a prescribed purpose.

metals management. Term applied to the process of maintaining information about the location and status of durable product containers such as liquid petroleum gas (LPG) cylinders.

meter. There are two types of meters: regular meters that measure the amount of flowing product, and temperature compensating meters that measure the temperature of the flowing product and convert it to standard temperature.

meter readings. The reported number from the meter used to calculate the actual inventory quantity of materials.

metered issue. A quantity of consumption wherein the determination of actual quantity used was not counted by hand, rather by meters.

metered trucks. Trucks having an instrument or apparatus for measuring and recording the quantity of a product being unloaded. Metered trucks are often used for milk runs or topping off, where the truck follows some routes and delivers a product on-site to customers. See also milk run; unmetered trucks; floating terminals.

method of payment. Describes the financial instrument that can be used to retire the debt incurred. This may be cash, check, post-dated check, letter of credit, and so forth.

metric ton. A weight measure equal to 1,000 kilograms, 2,204.62 pounds. (avoir.) and 0.9842 long tons. For approximate conversion purposes, there are about 7.55 barrels of No. 2 distillate fuel in one metric ton, 8.51 barrels of gasoline, and 6.7 barrels of residual fuel.

milk runs. Industry terminology for delivering products to customers along an established route. The product is loaded into the vehicle at a depot, and the driver follows a regular route, topping off tanks for customers. The driver measures the amount of each delivery and creates manual invoices. The amount sold to a customer is not known until the driver returns to the depot with manual invoices. Although metered trucks or barges are most frequently used on milk runs, packaged products may be delivered as well. Also known as unscheduled deliveries. See also manual invoices; metered trucks.

mixing. Blending or stirring.

MMbpd. Abbreviation for Million Barrels Per Day. A measure of crude oil consumption.

mobile inventory. Inventory transferred from a depot to a barge or truck for milk-run deliveries.

MOD. Acronym for Method of Delivery.

mogas. Industry abbreviation for motor gasoline.

multiple stocking locations. Authorized storage locations for the same item number at locations in addition to the primary stocking location.

national flag vessel. A vessel registered in a nation other than a flag of convenience/necessity nation. National flag vessels are under the jurisdiction of the maritime authority of the nation and are bound by its laws and regulations.

net registered tonnage. The internal volume of a vessel's cargo-carrying spaces, measured at 100 cubic feet per ton.

net volume. The volume of a product adjusted to relfect its volume at a standard (defined) temperature. For example, 100 gallons of a product measured at a temperature of 25 C might actually be 80 gallons at 15 C. There are different standard temperatures based on country. For multinational companies, local standards apply. There may be a difference between booked inventory and what is billed. Billing can be based on the customer's standard. See also ambient; ambient volume.

net volume calculator. A program that converts product quantities to standard as the information to reduce inventory is entered. The net volume calculator can also be used to calculate entries for review without affecting inventory. See also standard temperature.

net volume/net quantity. The quantity or volume of a product converted to standard. See also standard temperature.

net weight. See weight.

new buildings. Count of new vessels under construction.

next numbers. A feature you use to control the automatic numbering of such items as new G/L accounts, vouchers, and addresses. It lets you specify a numbering system and provides a method to increment numbers to reduce transposition and typing errors.

non–list price. A price for bulk products that is determined by its own algorithms, such as a rolling average, commodity price plus. See also internal list price; list price.

non–prime product. A manufactured product with a revenue potential less than the product planned for, scheduled, and thought to be produced. See also off-specification; off spec product.

NOR. See notice of readiness.

notice of readiness (NOR). In international maritime practice, the ship captain is obligated to cable the receiver at port that his vessel is "ready, willing, and able" to proceed to berth. In most Charter Parties, the official tendering of the notice of readiness to the receiver determines the commencement of laytime. Usually, laytime commences upon the arrival at berth of the vessel and its connection to receiver's hose connection or at the expiration of six full hours after tendering the notice of readiness, berth or no berth, whichever first occurs.

numeric character. Digits 0 through 9 that are used to represent data. Contrast with alphanumeric characters.

off specification (off spec). Term describing a product that fails to meet requirements of applicable specifications.

off–spec product. A product whose physical or chemical properties fall outside the acceptable ranges.

oil. General term for a water-insoluble viscous liquid.

olefins. A class of unsaturated (hydrogen deficient) paraffinic hydrocardons having one or more double bonds per molecule. Although not normally found in crude petroleum, they are produced by various

cracking processes. The most important olefins are ethylene, propylene, and the diolefins; isoprene and butadiene. All are important petrochemical feedstocks.

online. Computer functions over which the system has continuous control. Users are online with the system when working with J.D. Edwards system provided forms.

operand. See Boolean Logic Operand.

operating efficiency. A ratio of the actual operating level of a piece of equipment, department, or plant as compared to the planned or standard level.

operating expense. The cost to run the facilities, maintain equipment, and carry a staff prepared to manufacture product.

operating point. The rate of output of a piece of equipment, department or plant.

operational reconciliation. The measured physical stock levels are compared with the book inventory values, and any differences can be reconciled, and any operational gains or losses recorded. This is the second reconciliation stage. See also throughput reconciliation.

operational standard. The statement of planned consumed resources and their quantity per relationship (with or without cost) to manufacture a product using the most recently authorized Production Model (BOM/Batch Sheet), versus the Production Model (PM) used to generate financial standards at the beginning of the fiscal year.

optimal quantity. The quantity that meets demand, satisfies inventory and distribution requirements between this production run and the next cycle for this product, and also balances per unit production costs versus carrying costs.

order capture clerk. See order taker.

order consolidation. See trip building.

order splitting. Process by which a single order is split into two or more orders. There may be various reasons for splitting an order, including: terms of trade (payment terms), dispatch group, method of delivery, order size and vehicle capacity. See also trip building.

order taker. Referred to as clerk, order capture clerk, order taker or customer service representative. May be a sales person who negotiates price and trading activity. May not be authorized to change prices.

order–based pricing. Pricing strategy that grants reductions in price to a customer based upon the contents and relative size (volume or value) of the order as a whole.

outage. The difference between the full or rated capacity of a barrel, tank, or other container and the actual contents. With many petroleum products, it is important that some appreciable difference exist between a tank's capacity and its contents to allow the contents to expand with a rise in temperature.

output. Information that the computer transfers from internal storage to an external device, such as a printer or a computer form.

output queue. See print queue.

outturn. Term that refers to the quantity of oil actually received into a buyer's storage tanks when a vessel is unloaded. For various reasons (vaporization, clingage to vessel tank walls, and so forth) the amount of a product pumped into shore tankage at unloading is often less than the quantity originally loaded onto the vessel, as certified by the Bill of Lading. Under a delivered or CIF outturn transaction, the buyer pays only for the barrels actually "turned out" by the vessel into storage. When a buyer is paying CIF Bill of Lading figures, a loss of 0.5% of total cargo volume is considered normal. Losses in excess of 0.5%, however, are either chargeable to the seller, or are covered by specialized insurance that covers partial as well as total loss of the cargo.

overhead. In the distillation process, that portion of the charge that leaves the top of the distillation column as vapor.

overhead distribution, allocation, assign. The apportionment of overhead expenses as a rate or percent of dollar cost of a resource that is directly costed to actual production.

overlap quantity. The amount of product that needs to be run and sent ahead to the following operation before the following "overlap" operation can begin.

pack. Process that fills containers with bulk product, attaches outer labels, and places containers in one or more outer cartons or shipping containers.

package total. The total number of cartons or shipping containers on an order or shipment.

packaged products. Products which by their nature must be delivered to the customer in containers suitable for discrete consumption or resale.

packed products. See packaged products.

pallet. A low, portable platform, usually double-faced, on which materials are stacked for storage or transportation.

pallet ticket. A sub-lot label to track pallet size quantities of end-items produced at a precise time. Used to match the sub-lot with specifications determined by periodic sampling and analysis during production.

parameter. A number, code, or character string you specify in association with a command or program. The computer uses parameters as additional input or to control the actions of the command or program.

payment terms. Terms of trade. These can vary by product, customer, and customer type. Many types of terms can be set up (for example, 30 days, first Friday of the following month, and so forth). Payment terms are specified during order capture.

PC. Personal computer.

PDBA. See individual entries for pay type, deduction, benefit, and accrual.

pegging. A technique used to identify the parent item that generated a specific requirement.

period costing. The costing of product in aggregate determined for a period of time by assigning costs to all production for a specific period.

periodic billing. Billing cycle in which the due date of an invoice is based on the delivery date of the product. See also cycle billing.

petrochemical. A chemical compound or intermediate chemical recovered from petroleum or natural gas or derived, in whole or in part, from petroleum or natural gas hydrocarbons and intended for chemical markets. Examples include ethylene, propylene, xylene, toluene, benzene.

petroleum. A generic name for hydrocarbons, including crude oils, natural gas liquids, and their products. See also crude oil, crude petroleum.

physical compartment. One of two ways identified in the transportation constants to display compartments on vehicles. Physical display numbers the compartments by vehicle. For example, if there are two vehicles on a trip and each vehicle has three compartments, the physical display is 1/1, 1/2, 1/3, 2/1, 2/2, 2/3. See also logical compartments.

physical inventory. Actual inventory in a storage location. See also book inventory; reconciliation.

pick list, pick slip, picking list. List that tells warehouse personnel what inventory to pick up and where it is located. Used for packed (packaged) products to let depot/warehouse personnel know what products to pull from inventory for an order. See also batch sheet; loading note; material list.

pickup order. Customer collects (or picks up) the order at the source, using a customer-owned or third-party vehicle. For pickup orders, shipping confirmation and delivery confirmation are combined into one step.

pipeline delivery. The product is delivered in a pipeline.

plant. A seperate factory or production facility that may be physically seperate or may be used only for planning or accounting purposes.

plant–to–plant transfer. Remove product from one location in a plant to another tank in a different plant (for example, to transfer from a sea port to an airport). Two basic types of transfers have been identified: planned and after-the-fact. Planned transfers work almost like sales/purchase orders, requiring formal documentation to initiate the transfer. Transfer pricing may be needed. After-the-fact transfers are informal transfers entered into the system after a transfer has occured.

plastics. A large and varied group of materials that consists of, or contains as an essential ingredient, an organic substance of large molecular weight and which, while solid in the finished state, at some stage in its manufacture has been or can be formed into various shapes by flow, usually through applications of heat and pressure or both.

post order assignment. A system function that produces suggested vehicle assignments that can be modified or confirmed by the dispatcher.

post–dated check slot. The system logs and tracks post-dated check payments that must be tracked for deposit and credited against a customer’s account. Allows customer to provide post-dated checks for product.

post–deduct. Deduction of inventory required, at standard, made upon the start of production of an end item.

pour point. The lowest temperature at which an oil will pour when chilled without disturbance under specific conditions. It is the temperature at which an oil solidifies plus 5 F. Although widely used to indicate the temperature below which it may not be

possible to use an oil without some heating to maintain flow from storage, the test is relatively imprecise. For residual fuel oils, the viscosity and pumpability are the important parameters, and for gas, oils, and kerosene, it is the cloud point that is important.

PPAT. Acronym for “People, Places and Things”, J.D. Edwards electronic mail system. This E-mail system provides an effective internal communications tool for sending and receiving messages online.

PPM. Acronym for Parts Per Million, usually by weight.

practical capacity. A statement of production rate or available capacity that can reasonably be expected for actual production, excluding all (anticipated) idle and non-productive time. See also proven capacity.

pratique. Permission from health authorities to proceed.

pre–planend order. An order, generated automatically by the system, that specifies either the purchase of material or the manufacture of product to meet anticipated future demand.

prepaid terms. Terms of trade (payment terms) that bypass the standard credit limit because a credit check was done by product line.

price. See base price; commodity price; contract price; cumulative price; internal list price; list price; non-list price; promotional price; standard price.

price adjustment. A discount or surcharge added to the base price. May be based on factors such as contracts, customer line of business, duty status, payment terms, and so forth.

price calculation. The series of calculations required to derive the amount to be charged to a customer for the product that has been delivered.

priced delivery ticket. Provides the delivery instructions for an order or trip, specifying the products and quantities that should be delivered. Shows product price, value added tax (VAT), and any other additional charges associated with the delivery. A priced delivery ticket is also used to record information about what was actually delivered. The prices are for display purposes only, and no generations are made to accounts receivable. See also delivery ticket.

print queue. A list of tables, such as reports, that you have submitted to be written to an output device, such as a printer. The computer spools the tables until it writes them. After the computer writes the table, the system removes the table identifier from the list.

process. The manufacturing procedure. See also process steps.

process controllers. Sophisticated, custom-programmed computers designed to monitor the manufacturing cycle during production. Often with the capability to modify conditions (temperature, flow, pressure, and so forth) to return the production to prescribed ranges.

process hours. The time required for any specific operation or task to process product. A resource usually considered finite and corresponding to traditional statements of capacity requirements. See also run time.

process list. A listing of procedures in the manufacture of product that may or may not also include a statement of material requirements. See also product/process definition; routing; spec sheet.

process sheet. See process list, spec sheet.

process steps. The operations or stages within the manufacturing cycle required to transform raw ingredients into intermediate or finished goods. See also process list; spec sheet.

process stocks. Raw intermediate ingredients available for further processing into marketable products. See also feedstock.

process time. The hours, minutes, and seconds required to perform a specific task or operation.

process/flow. Manufacturing technique with minimal interruptions in any one production run or between production runs of products that exhibit process characteristics such as liquids, fibers, powders, gases. Characterized by the difficulty of planning and controlling quantity and quality yield variances. Process manufacturing differs from discrete manufacturing. See also continuous process run; batch/mix.

processing option. A feature of the J.D. Edwards system that allows you to supply parameters to direct the functions of a program. For example, processing options allow you to specify defaults for certain form displays, control the format in which information prints on reports, change how a form displays information, and enter beginning dates.

product grade. The categorization of different lots of the same end item based upon each lot's specifications and where these lie within the range of acceptable specifications.

product group. See product line.

product line. A group of products whose similarity in manufacturing procedures, marketing characteristics, or specification allow them to be aggregated for planning, marketing, and occasionally costing. See also master planning family.

product mix. The proportion of one end item versus another inside the aggregate production output.

product mix variance. The difference in actual contribution or potential contribution of an actual production mix versus the planned mix of the original aggregated statement of production.

product quality giveaway. Product quality that exceeds specifications and results in higher manufacturing costs. The quality of petroleum products is strictly controlled. They are blended to manufacturing specifications that may cover one or more product or brand specifications. Most specification clauses are readily met without any economic incentive limit. However, there may be a clause on which failure to blend near the limit does incure a cost penalty, examples being the sulfur content of fuel oil and the octane number of gasoline of 99 research octane, a target level of 99.4 may be used to ensure that 99% of blends have octane numbers greater than 99. This product giveaway of 0.4 octane numbers would result in higher manufacturing costs.

product sequencing. A natural progression from one product to another within a family to minimize set-up and clean-up (switch over) costs. See also cyclical scheduling; wash down.

product specification. A statement of acceptable physical and chemical properties or an acceptable range of properties that distinguish one product from another. See also specifications.

product tank file. The program file that describes what product is in inventory, in which tanks it is stored, the gravity for the tank, the temperature of the tank, and when the temperature expires.

product transfer. See plant-to-plant transfer.

product variation. A phenomenon wherein actual finished product may differ in grade.

product/process definition. A combination of bill of material (recipe/formula) and the routing (process list). Organized into tasks with a statement of required consumed resources and produced resources. See also process list.

production model. A product/process definition that is organized into tasks with a statement of required consumed resources and produced resources.

production rate. A statement of output from a facility, department, or piece of equipment by product as a statement of product output per process hour.

production reporting. A statement of production received from the manufacturing floor that may or may not have all quality assurance performed and may or may not be final statement of production in terms of grade or end-item number. See also finished goods reporting.

program temporary fix (PTF). A representation of changes to J.D. Edwards software that your organization receives on magnetic tapes or diskettes.

projected cost. The target expenditure in added value for material, labor and so forth during manufacture. See also standard cost.

promotional price. Special discount pricing during a specific time period done for advertising or promotional purposes. Promotional pricing can affect contract pricing. Althought typically its effect is additive, promotional pricing can also replace contract prices. Products sold during the promotional period must be invoiced at the promotional rate, even thought they may be delivered and invoiced after the promotional period has ended. Promotional pricing is normally handled through price adjustments.

proven capacity. The historical average availability of capacity for production excluding all idle maintenance time. See also demonstrated capacity; budgeted capacity; practical capacity; rated capacity.

PSI. Acronym for Pounds Per Square Inch.

PSIA. Acronym for Pounds Per Square Inch Absolute. Total pressure including that of the atmosphere.

PSIG. Acronym for Pounds Per Square Inch Gauge. Pressure above that of the atmosphere.

pumpability. The property of a fluid, especially any petroleum based product, that allows it to flow under

pressure through the line, nozzel, and fittings of a product-dispensing system.

purchase contract. An agreement with a vendor to purchase specific products. It can govern volume rebates, based upon the amount ordered.

purchase price variance (PPV). The difference between actual invoice price per unit and the standard cost per unit.

purge. The process of removing records or data from a system table.

quad. A quad is one quadrillion BTUs or roughly about 25 million tons of oil.

qualified petroleum products. Products that have successfully passed certain tests required to determine whether or not they conform to all qualification test requirements of applicable specifications.

qualitative test. Laboratory procedure to determine the nature of a compound or mixture or the identity of the constituents, without the regard to the amounts present.

quality assurance (QA). The discipline or function of verifying conformance to specification. May also include the responsibility for standard specification.

quantitative test. Laboratory procedure to determine the amount of the constituents present in a compound or mixture.

quarantine (QC–hold). The setting aside from availability for use or sale of finished product or raw ingredients until all required quality tests have been performed and conformance to specification or regulations certified. See also incubation period.

quotas. The practice of limiting the volume of product that may be delivered to a particular customer site during a specified period of time. See also allocation.

rate variance. The difference between actual output rate of product and planned or standard.

rated capacity. A statement of capacity reasonably expected to be available from a given piece of equipment. More narrowly, the statement of output performance as a rate, either from the manufacturer or from the internal engineering studies. See also proven capacity; demonstrated capacity.

rebate. Refund, calculated after the original pricing, on the stated price of a product or service.

reblend. The process of adding components to the results of a failed blend order in an attempt to produce a conforming blend product.

rebrand. The act of changing the identifier associated with a given lot, batch or container of product for the purpose of selling it as though it were a lesser product.

recipe. A statement of material requirements for the parent item. May include sequencing of ingredients and/or processing instructions. See also formula; bill of materials.

recon crude. Reconstituted crude. A crude oil that has been blended, usually in a producing country, to meet the needs of a refinery in a consuming country. A reconstituted crude often has lower sulfur or higher distillate content than the natural crude oil.

reconciliation. The balancing of physical, actual, on-hand inventory to book inventory. Any difference between the two is written to a variance account for physical inventory adjustments. See also book inventory, operational reconciliation; throughput reconciliation.

reference point. The distance from the reference point to the datum plate or the bottom of the tank. It should be stamped on the fixed benchmark plate or stenciled on the tank roof near the gauging hatch.

reference point. 1) The point at which a tape is lowered and read on a tank, usually at the rim of the hatch, manway, or expansion dome. 2) A point to which all subsequent measurements are related. 3) The point from which the reference height is determined and from which the ullages/innages are taken.

reformulate. The practice of mixing a product with one or more additional products to produce a third product.

regrade. The pratice of mixing a product with one or more additional products to produce a third product. This is normally done when the first product no longer meets specifications.

release. Being able to associate a particular order with a block order. Also called a drawdown.

reletting. The practice of oil companies chartering out owned or chartered-in tonnage to competitors.

remote site. A site that cannot support an AS/400. Electronic interfacing with remote sites is needed. For example, efficient aviation transactions would

allow airports to communicate directly with the head office rather than with an intermediary clearinghouse.

repack. Activity whose purpose is to remove product from one size or type of container and place it in a different size or type.

replacement cost. A method for setting the value of inventories based upon the cost of the next purchase.

reprice. The process of examining unshipped, uninvoiced orders and applying the most current pricing rules. Also includes finding orders that should have different pricing and applying a final price to them. Repricing occurs when the price of a product changes. See also time-based repricing.

resource availability. The act of predicting the availabilty of all the resources needed for an operation and scheduling the operation based on that prediction.

resource commitment. The act of reserving the resources required to accomplish a blending, filling, or delivery procedure.

restricted by–product. A restricted secondary or incidental product produced while making another product. Such by-products cannot be sold because they are restricted from sale by government policies. The company may have to forego making a product if a restricted by-product is produced.

return confirmation. Recording the fact that product loaded on a vehicle and destined for a customer ship-to site was not delivered. See also delivery confirmation.

return order adjustment. Also called credit order, credit memo. See also credit order.

return to production(RTP). The removal of goods from a finished goods status for purposes of rework or recoup to bring the product into specification compliance. See also in-process rework.

revenue cost center. See cost center.

routing. See process steps, process list.

run. To cause the computer system to perform a routine, process a batch of transactions, or carry out computer program instructions.

run out list. A statement of ingredients required to use up an available resource. For example, how much of ingredient “A” is required to consume 300 pounds of ingredient “X”.

run size. See standard batch quantity.

runtime. The length of time equipment is in use producing product. Distinct from set up and clean up. A portion of the total in use time of capacity. See also process hours.

sales contract. A commitment to supply a given product to a customer. The customer normally agrees to take a certain volume of product from a specific location over a specified time period. The contract can guarantee quantities of product, product price, or both. If a product reservation is made, the customer normally pays the agreed upon price at the commencement of the agreement in return for guaranteed product availability during the term of the contract. It is critical to track the delivered quantities against the reserved quantities to ensure they don’t exceed the reservation.

sales targeting. Attempting to sell as much product as possible to a customer. This is the opposite of allocation.

sampling. Removing a portion of material from receiving in process or finished goods for quality assurance analysis.

scheduled downtime. Planned shutdown of equipment plant for maintenance or to adjust to softening demand.

scrap. Produced material outside acceptable range of material and of such characteristics that rework is impossible or impractical. Not waste, which is an anticipated by-product. Must be used in addition to yield loss in determining good output to input. See also waste.

seasonal specifications. Product specifications that are dependent on the season. The most important of these changes in product specifications with the season are those for motor gasoline. Low vapor pressure specifications in the summer permit the use of little or no butanes in the gasoline, whereas winter specifications may permit butanes to be blended. Butanes that cannot be blended into gasoline might otherwise have to be used for fuel at much reduced values.

sediment. Deposits of material that settle to the bottom of a tank or storage container. Several sediment tests are used to indicate the tendency of an oil to deposit sediment during storage. See also bottom sediment and water.

sediment and water. Solids and aqueous solutions that may be present in an oil and that either settle out on standing or may be separated more rapidly by a centrifuge.

selection. Found on J.D. Edwards menus, selections represent functions that you can access from a menu. To make a selection, type the associated number in the Selection field and press Enter.

self–building invoice. A document produced by the cosigner as the official record of freight charges attributable to a trip conducted by a contractor, hauler or common carrier.

sequencing. The prioritizing of products within a family that is scheduled cyclically. Prioritization is intended to minimize lost time due to clean-up/set-up time between products.

setup time. Preparing equipment and tools for the processing of product. For most process companies, this is tracked separately from cleanup time. See also change over; clean up; wash down.

shared facilities. See shared tankage; joint-operated plant.

shared tankage. An operating environment that requires that two or more companies share storage facilities simultaneously, so tracking product in/out movement is important. See also joint-operated plant.

shelf life. The amount of time an item may be held in inventory before it becomes unusable.

shelf life control. A technique of physical FIFO aimed at reducing stock obsolenscence through deterioration over time. Also the tracking of the number of days in storage.

shift. The regular work period of a work group. Minimum time unit of planning for allocating human resources.

ship. Generally, any decked vessel that is used in deep water navigation.

shipment building. See trip building.

shipping confirmation. Confirm and capture actual shipping arrangements. The following information is recorded at shipping confirmation: vehicle ID, trip or voyage, standard/observed load volumes, serial numbers, weight.

short ton. An avoirdupois measure of weight equal to 2,000 pounds.

shrinkage. Component yield loss planning factor applied to the parent's required quantity. Cannot be used where yield loss is parent component specific.

single–level backflushing. Deduction from on hand balance of only those components or ingredients in the immediate recipe or formula. For example, it will not explode sub-assemblies or intermediates to consume their components. May or may not explode phantom intermediates. See also superflush.

single–level tracking. Finding all immediate parents where a specific lot has been used (consumed). Parallel logic to single-level pegging in planning.

single–voyage (spot) charter. An agreement for a single voyage between two ports. The payment is made on the basis of tons of product delivered. The owner of the vessel is responsible for all expenses.

software. The operating system and application programs that tell the computer how and what tasks to perform.

spec sheet. A routing expanded to include ingredients with specific detailed instructions as to their point and method of introduction into the process.

special character. A symbol used to represent data. Some examples are *, &, #, and /. Contrast with alphanumeric character and numeric character.

specific gravity. The ratio of the weight of a given volume of material to the weight of an equal volume of some standard substance. In the case of oil, the standard reference material is distilled water and the temperature of both the oil and water is 60F.

specifications. Statement of acceptable ranges for physical and chemical properties of raw material, intermediate, or finished product. Specifications refer to the properties of a given crude oil or petroleum product that are "specified", because properties often vary widely even within the same grade of product. Guaranteed specifications are part of the normal process of negotiation. The seller guarantees the buyer that a product or crude to be sold will meet certain specified limits certified in writing (certificate of analysis). A seller may also declare typical specifications to the buyer that indicate the typical properties. Since most guarantees are conservative, a product, for example, that is sold as 1.0% sulfur max., may be actually 0.6% sulfur. This latter figure is the product's "typical" sulfur that is well within the contractual limits. For buyers who blend products, typical

specifications are essential in order to compute blend percentages. See also product specification.

splash blending. This gererally refers to a blending process done by pouring products together, for example, manually pouring an additive into a shipping compartment. This may occur at the loading rack when a vehicle (barge or truck) is being loaded, or enroute. Typically, analysis is only done for the splash blending of lubricants.

split order. An order that results from the analysis and segregation of portions of an order as originally submitted by a customer. See also order splitting.

spool. The function by which the system stores generated output to await printing and processing.

spooled table. A holding file for output data waiting to be printed or input data waiting to be processed.

spot charter. See single-voyage charter.

spot hire. The use of other than a contracted resource for the transportation of product.

stability. Property of petroleum product that enables it to retain its physical and chemical properties intact even during extended storage. Gum stability in gasoline means resistance to gum formation while in storage. Oxidation stability in lubricating oils and other products means resistance to oxidation to form sludge or gum in use.

staging. Preparing materials ahead of actual processing. Physically moving to point of use prior to schedule commencing.

standard batch quantity. The quantity of a parent that is used as the basis for specifying the material requirements for production. The quantity per is expressed as the quantity needed to make the standard batch quantity, not to make only one of the parent. It is often used by manufacturers that use some components in very small quantities or by process-related manufacturers. Sometimes referred to as run size.

standard cost. The target cost for a product if purchase price is held and it is manufactured per standard recipe and routing. See also projected cost.

standard price. The current, international price of a product. Used in negotiations.

standard temperature. Ambient volumes are converted to a standard temperature in order to record product volumes at a common base for all inventory calculations. The ambient measurement is converted to the standard temperature. For example, 1000 gallons of gasoline measured at an 80F ambient temperature and converted to a 60 F would equal only 990 gallons of accountable inventory. In the US and many other contries, custody transfer of bulk petroleum products is at a base temperature (for example, 60F and 15C).

standardization. The function of bringing a raw ingredient into the standard (acceptable) specification prior introduction to the main process.

standardized ingredient. A raw ingredient that has been preprocessed to bring all specifications within standard ranges prior to introduction to the main process. Used to minimize variability in recipes. See also standardization.

standing order. See blanket order.

stock transfers. See plant-to-plant transfers.

storage contract. An agreement in which one business partner in a distribution contract provides storage facilities for another, and charges a fee based on the quantity stored (cost per unit volume) and for the time the product is stored or the storage space is reserved.

strapping. Measuring a tank in order to obtain certain of its dimensions, such as the depth of the tank inside and outside, the circumference of each ring on the tank, and the height of the liquid in the tank. Tanks are seldom perfectly round, are generally cone shaped at the bottom to hold water and sediment below the product line, and might have numerous dents. Therefore, circumference strapping points are measured and marked the length of the tank (1/16th inch US). Measurements are taken at every strapping point to account for the variances throughout the tank.

strapping tables. See strapping.

striking point. A spot on the bottom of a storage tank or on the datum plate that is directly below the reference point on the hatch. This location is where the innage bob comes to rest when the tank is gauged and serves as the zero point for all innage measurements.

stripping lines. Small suction lines from the pump room to each tank for removing the last of the cargo from the tank bottom.

subfile. See detail.

submit. See run.

substitution. Act of selling a different product that was ordered or using a different component product

in a formula. In such instances, the substituted product is always of comparable or higher quality or chemical composition than the product originally specified.

substitutions. An ingredient which may be used in a recipe/formula when standard ingredient is unavailable. See also substitution.

sumax tanker. A cargo ship with 50,000 – 60,000 deadweight tonnage.

summary. The presentation of data or information in a cumulative or totaled manner in which most of the details have been removed. Many of the J.D. Edwards systems offer forms and reports that are summaries of the information stored in certain tables. Contrast with detail.

superflush. Theoretical consumption through multiple levels in the recipe or formula. Typically allows for consumption of sub-assemblies from stock in the discrete world, but may be used to explode through intermediates in the process world, therefore, not expecting on-hand balances.

supersession. Specification that an active product is being replaced by a new product at a specified effective date.

supply point. Generic term used to describe all of the various kinds of physical facilities-terminals, depots and warehouses – that may be used to store and distribute product.

supply–point differential. A factor in pricing a product is the location from which the product is supplied. The price differential that is based on a product's source is called the supply-point differential.

swash plates. Vertical dividing plates in cargo tanks. They reduce the amount of movement of the oil when in a seaway and reduce the possibility of bulkhead damage.

switch loading. The mixing of products. As this can be dangerous, controls are put in the system to check for mixing. For example, if you try to receive a product other than what is specified in the Tank Master file, an error message is displayed.

switching cost. The cost of tearing down and setting up from one production cycle to another, or from one product to another.

system. See application.

system code. The code that identifies a J.D. Edwards system. For example, 01 for the Address Book system, and 31 for the Shop Floor Management system.

T–2 equivalent. A rough measure of a vessel's capacity. In the absence of size homogeneity, the industry often uses the T-2 as a measure of capacity. To convert into T-2 equivalents, one has to multiply the deadweight by the speed of a vessel and divide by 16,500 x 14.5.

tailings. Remains or residues of final by-products from refining crude petroleum or its fractions.

tank inventory. Goods stored in tanks or silos. These goods may be raw intermediates or finished. The description of the inventory as tank inventory indicates the necessity of calculating the quantity on hand from the levels within the tanks.

tank master file. The program file that describes the physical make-up of the tank, its dimensions, holding volume, and its shared pipeline volume. Information on the assigned plant and the current product it also included.

tank strapping. See strapping.

tankage capacity. The capacity of a designated group of tanks. It is important to track customer tankage capacity and usage.

tare weight. See weight.

tariff. A scale or list of prices. Also, a system of taxes placed by a government on exports or, more often, imports. Additionally, the tables that describe the charges that will accrue for the transport of specific products over a given distance.

tax. A compulsory payment, usually a percentage, levied on income, property value, sales price, and so forth for the support of a government. Taxes can be displayed on invoices as separate items or can be rolled into the product's price. Each tax has its own unit of measurement. Taxes for rents and loans associated with bulk product sales change daily and are converted by indexes. See also duty.

temperature variance. The difference between gross volume or quantity and net volume quantity due to temperature. For example, if 1000 gallons of product at 80 F is 990 gallons at 60 F and no spillage occurred, this is a temperature variance of ten gallons.

template. A standard, user-defined form used during the order entry process. Templates are defined by type of transaction, such as bulk, packaged, direct shipment, or customer transfers.

terminal. Term used for a large depot. Terminals can normally feed depots, but not vice-versa.

terms of trade. Payment terms. These can vary by product, customer and customer type. Many terms can be set up: for example 30 days, first Friday of the following month. Payment terms are specified during order capture.

theoretical consumption. See indirect usage, key point backflushing.

third–party supply. See direct ship order.

throughput. A volume of product movement based upon computing the difference between the meter reading at the beginning of a period and the reading at the end of that period. This is then modified by additions or withdrawals that were known not to have passed through the meter.

throughput agreement. A service agreement in which a business partner agrees to store and manage product for another business partner for a specified time period. The second partner actually owns the stock stored in the first partner's depot, but the first partner monitors the stock level, suggests replenishments, unloads, stores, and delivers product to the partner or its customers. The first partner charges a fee for storing and managing the product.

throughput reconciliation. Reconcile confirmed sales figures in a given period with the measured throughput based on the meter readings. This process is designed to catch discrepancies due to transactions not being entered, theft, and/or faulty meters. This is the first reconciliation stage. See also operation reconciliation.

time charter. A contract of longer duration than a single voyage. The rent (hire) is paid usually on the basis of deadweight tons per month, and it does not include fuel for propulsion, port charter, or canal tolls.

time–based repricing. Procedure wherein the unit price charged for certain products for certain customers is restated periodically and all invoices previously generated using a null or orignal price are credited and rebilled. In some markets, the price is not known until the end of the month.

tolerance. An allowable variation from a specified limit for a product property.

tonne per tonne agreement. An agreement which involes moving product for a partner. Partner A transports its product, along with Partner B's product, and then unloads, stores, and delivers product to Partner B. Partner B does the same for Partner A at a different location. Imbalances usually are settled with financial transaction, rather than transfers of physical product.

tonnes. Metric tons.

tons. Unless further qualified could be short tons, long tons, or metric tons. When used with tankers, the ton is most likely to be a long ton. A short ton contains 2,000 pounds and a long ton contains 2,240 pounds.

topping–off. Trading activities. Used to access the standard prices for use in negotiations.

transactions. Individual events reported to the computer system (for example, issue, receipts, transfers, adjustments).

trip. A scheduled delivery of one or more orders.

trip building. Process by which two or more orders are consolidated into shipments to optimize deliveries and keep transportation costs down. One order may also be split into two or more shipments, especially if the order contains both bulk and packaged products. See also order splitting.

truck capacity. A product of the cubic capacities of all of the compartments, if any, on the truck.

truck history. Record of what product was last carried in the truck and whether or not the truck has been cleaned. The purpose of maintaining a truck history is to minimize the necessity of cleaning and avoid product contamination.

turnover. See employee turnover.

ullage. The space in a tank not occupied by its contents, measured by the distance of the oil level from the top of the tank. It is used to measure the amount of oil in the tank. Opposite of innage.

unit of measure. The standard quantity by which an item is managed, such as by weight, box, package, case, each, and so forth.

unmetered trucks. Trucks that do not have an apparatus for measuring or "metering" the amount of product that is unloaded. Unmetered trucks can only deliver full compartment loads. See also metered trucks.

unpaid cash sales. Situation that can occur when the terms of trade (payment terms) for a sale are for cash on delivery. An unpaid cash sale occurs when

the product is delivered and no payment is made. For example, the manager went home before the delivery was made, so no cash was collected.

UOM. See unit of measure.

user defined code type. The identifier for a table of codes with a meaning you define for the system, such as ST for the Search Type codes table in Address Book. J.D. Edwards systems provide a number of these tables and allow you to create and define tables of your own. User defined codes were formerly known as descriptive titles.

user defined codes (UDC). Codes within software that users can define, relate to code descriptions, and assign valid values. Sometimes user defined codes are referred to as a generic code table. Examples of such codes are unit-of-measure codes, state names, and employee type codes.

usuals, usuals list record. Indicates what products and quantities a customer normally or usually purchases. This is based on the customer's past order history. See also template.

valid codes. The allowed codes, amounts, or types of data that you can enter in a field. The system verifies the information you enter against the list of valid codes.

valuation. The technique of determining worth, typically of inventory. Valuation of inventories may be expressed in standard dollars, replacement dollars, current average dollars, or last purchased price dollars.

value–added tax. A form of indirect sales tax paid on products and services at each stage of production or distribution, based on the value added at that stage and included in the cost to the ultimate consumer. A VAT charge is not rolled up into the price, but shown on an invoice as a separate line item with both the amount and the rate shown. Customers need the VAT shown separately, so that a portion can be reclaimed.

variance. The difference between planned (standard) and actual performance.

VAT. See value-added tax.

vehicle identification number (VIN). A unique VIN is attached to each vehicle when it is manufactured. Companies can use the VIN to track all vehicles, including third-party vehicles, used to transport products. This becomes critical under certain responsible care situations. For example, in certain countries, the company may be responsible for the safety of the product's transportation, even if the customer provides the vehicle.

very large crude carrier(VLCC). Tanker over 200,000 dead weight and tonnage.

VIN. See vehicle identification number.

viscosity. A critical property that describes a product's relative thickness as well as its ability to adhere to a surface.

viscosity index (VI). An empirical index relation to the change in viscosity of an oil with a change in temperature. The higher the viscosity index, the less the change in viscosity with temperature. Used for evaluation lubrication oils.

vocabulary overrides. A feature you can use to override field, row, or column title text on forms and reports.

volatility. A measure of the tendency for a material to vaporize, that is, the ease with which it changes from a liquid to a gaseous state. The more volatile a component, the easier it is vaporized and the higher its vapor pressure. For petroleum oils, it is determined by volume percentage recovered at a specified temperature in a standard distillation test.

volume discount. A discount based on the monetary amount, weight, or quantity of an item or group of items on an order.

walk–in price. Standard list price of a product. Also known as posted price, scheduled price, and published price.

warehouse. A physical location for storage of materials. A logical grouping of locations of specific materials. May or may not be within a production facility. One or more warehouses may supply one production facility.

wash down. Sometimes more specifically a minor cleanup between similar product runs. Sometimes used in reference to sanitation process of a food plant. See also clean up; change over; set-up time.

waste. A by-product with negative value. Waste whose disposal is controlled, or a by-product of a process or task with unique characteristics requiring special management control has a negative value. Waste production can usually be planned and somewhat controlled. Scrap (off-spec) is typically not planned and may result from the same production run as waste. See also by-product; restricted by-product; scrap; off-spec material.

water level. The level of water found in a tank or other container. Water should be excluded when reading volume. To determine water level, measure product from the top of the water level to the top of the product. Measure from the top of the water level to the top of the container.

weight (gross, net, and tare). Gross weight is the total weight of the product and the vehicle. Tare weight is the weight of the product. Net weight is the difference between gross weight and tare weight and is the weight used for the net reduction of inventory.

weight due date. Invoice due date is based on the amount owed.

weightbridge. A device designed to capture the gross weight of the truck that is parked on it. From this weight is subtracted the weight of the truck itself to derive the weight of the product it is carrying.

where–used tracking. A procedure to determine every instance of use or sale of a specific lot number, including the use and or sale of all parent lot number's. Parallels the logic of where used tracing for ingredients/components on bills of materials.

white products. Products from the high or light end of the distillation process. This includes; gasoline, naphtha, kerosene, and gas oil. See also black products.

window. See form.

WIP. See work-in-process.

withdrawals. Removal of material from stores. A transaction issuing material to a specific location, run, or schedule.

work–in process(WIP). One or more products in various stages of completion throughout the plant, including all material from raw material that has been released for initial processing up to completely processed material awaiting final inspection and acceptance as finished product. Sometimes referred to as in-process inventory.

working petroleum fleet. The working petroleum fleet is equal to the total fleet less government owned (commercial) vessels, special-purpose ships, and vessels idle because of tie-ups or repairs over 30 days.

worldscale. A schedule of tanker shipping rates published by an independent body, covering costs of transportation between any two ports. The basic rate established for any given voyage expressed in dollars per ton, and referred to as WS 100, is subject to negotiation.

zone. A defined geographic area.

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