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# Load and Delivery Management

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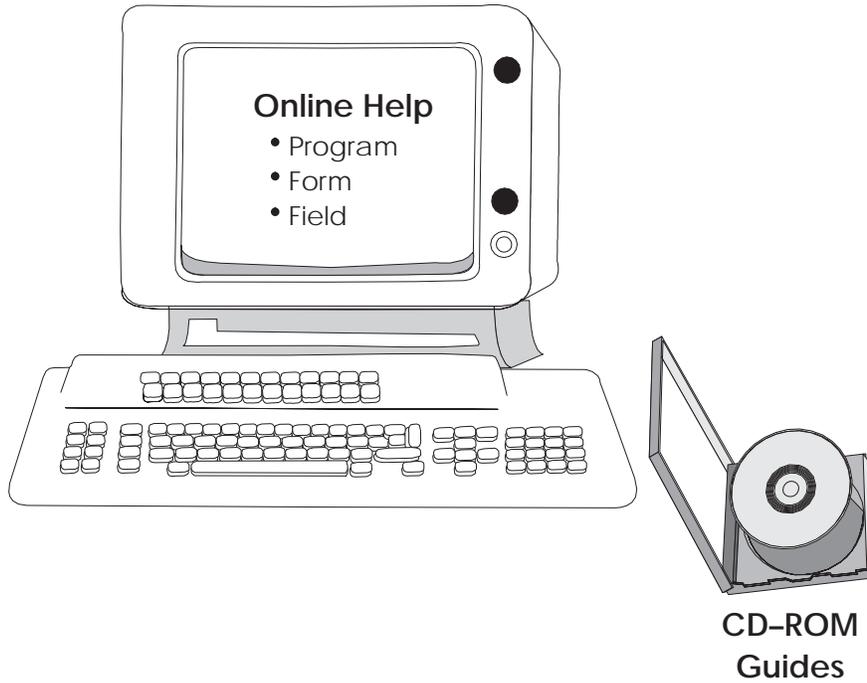
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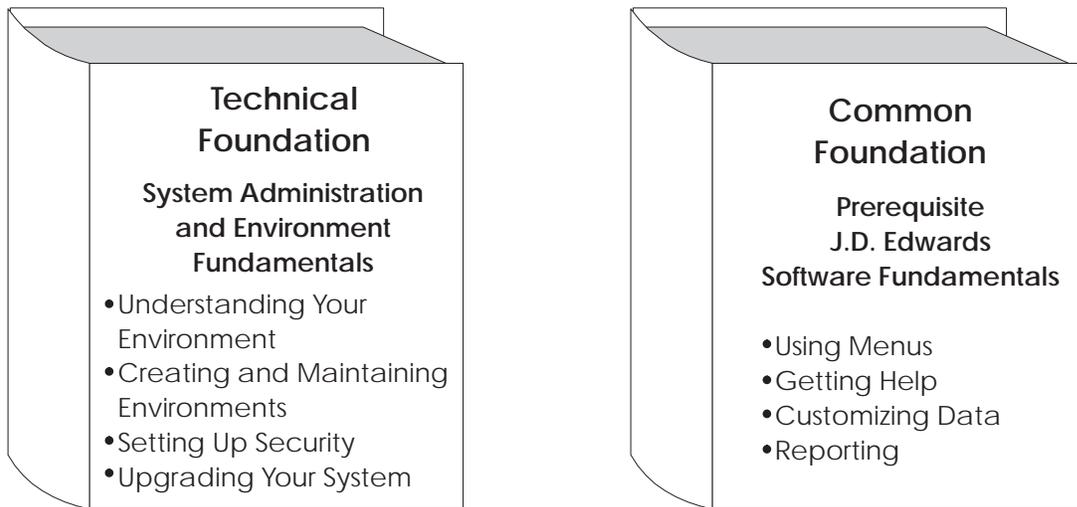
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## Where Do I Look?



## Guides





## **Important Note for Students in Training Classes**

This guide is a source book for online helps, training classes, and user reference. Training classes may not cover all the topics contained here.



# Welcome

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## About this Guide

This guide provides overviews, illustrations, procedures, and examples for the current release of J.D. Edwards software. Forms (screens and windows) shown are only examples. If your company operates at a different software level, you might find discrepancies between what is shown in this guide and what you see on your screen.

This guide includes examples to help you understand how to use the system. You can access all of the information about a task using either the guide or the online help.

Before using this guide, you should have a fundamental understanding of the system, user defined codes, and category codes. You should also know how to:

- Use the menus
- Enter information in fields
- Add, change, and delete information
- Create and run report versions
- Access online documentation

## Audience

This guide is intended primarily for the following audiences:

- Users
- Classroom instructors
- Client Services personnel
- Consultants and implementation team members

## Organization

This guide is divided into sections for each major function. Sections contain chapters for each task or group of related tasks. Each chapter contains the information you need to accomplish the task, run the program, or print the

report. Chapters normally include an overview, form or report samples, and procedures.



When it is appropriate, chapters also might explain automatic accounting instructions, processing options, and warnings or error situations. Some chapters include self-tests for your use outside the classroom.

This guide has a detailed table of contents and an index to help you locate information quickly.

## Conventions Used in this Guide

The following terms have specific meanings when used in this guide:

- *Form* refers to a screen or a window.
- *Table* generally means “file.”

We assume an “implied completion” at the end of a series of steps. That is, to complete the procedure described in the series of steps, either press Enter or click OK, except where noted.

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## Glossary

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# Overview of Load and Delivery Management

Load and delivery management is critical to distribution companies for two reasons:

- It saves time and money by automating and enhancing the dispatch and tracking of deliveries
- It heightens perceived customer service by integrating transportation with sales order entry

The Load and Delivery Management system allows the dispatcher to manage a depot's resources by building trips, assigning resources, and tracking resources. In order to manage resources, you must keep accurate and complete resource records. To facilitate this process, the system records and allows changes to a variety of resource information, such as vehicles and compartments, staff and drivers, and invoices and loading documents.

The integration of the Load and Delivery Management system with the Sales Order Management system allows order takers to begin the trip-building process, if necessary.

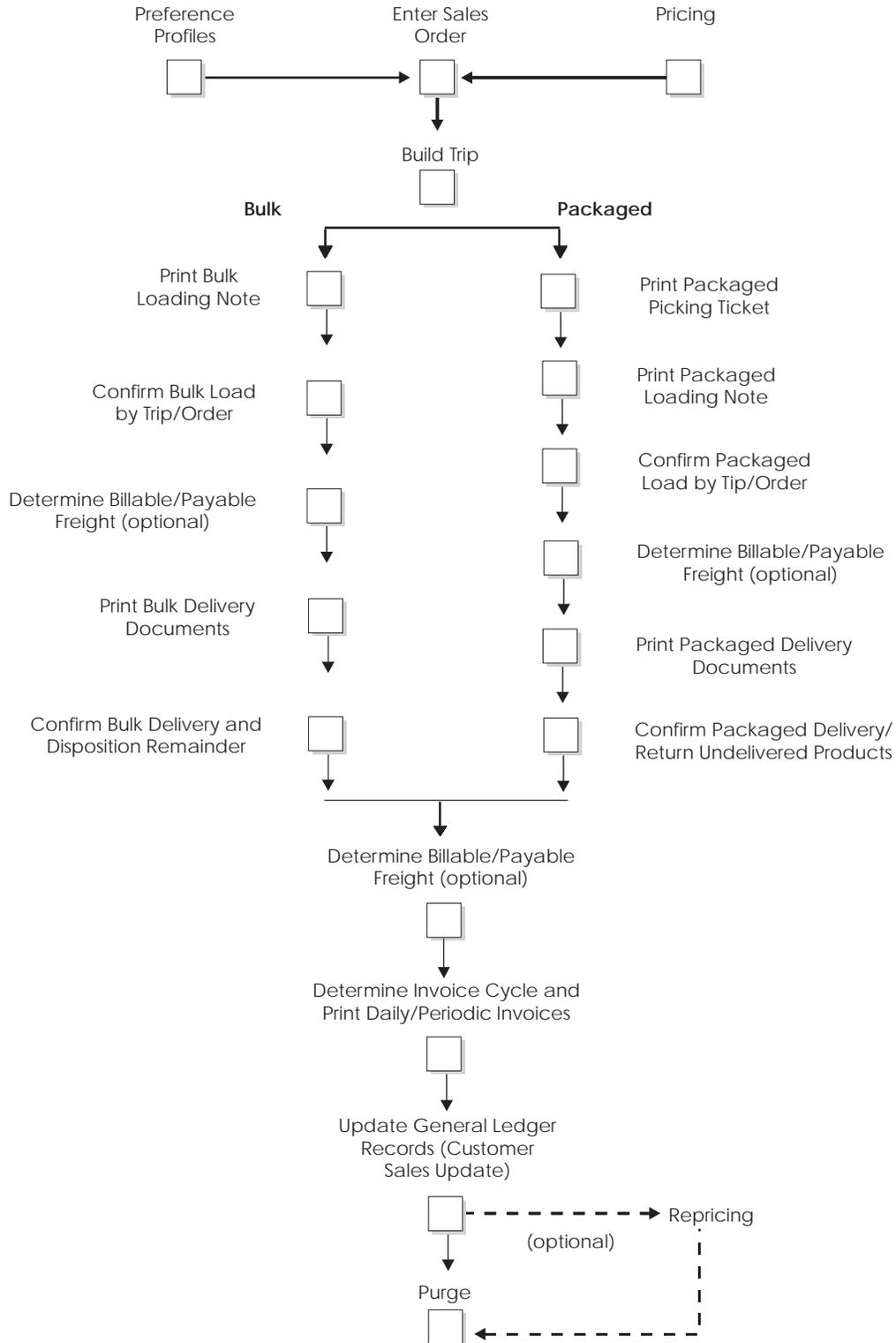
The Load and Delivery Management system provides the following functionality:

- Vehicle definition, including compartments, staff, and license and registration
- Dispatcher's work area for reviewing orders assigned to trips, as well as orders not assigned to trips
- Trip inquiry that provides a "big picture" of the activity planned at a specific depot for a specific day
- Loading notes for trips and for orders not assigned to trips
- Ability to record the actual quantities loaded on a vehicle
- Delivery document setup that helps automate printing invoices and delivery tickets
- Flexible freight calculation



# Load and Delivery Management

The following graphic illustrates the load and delivery management process in the system.



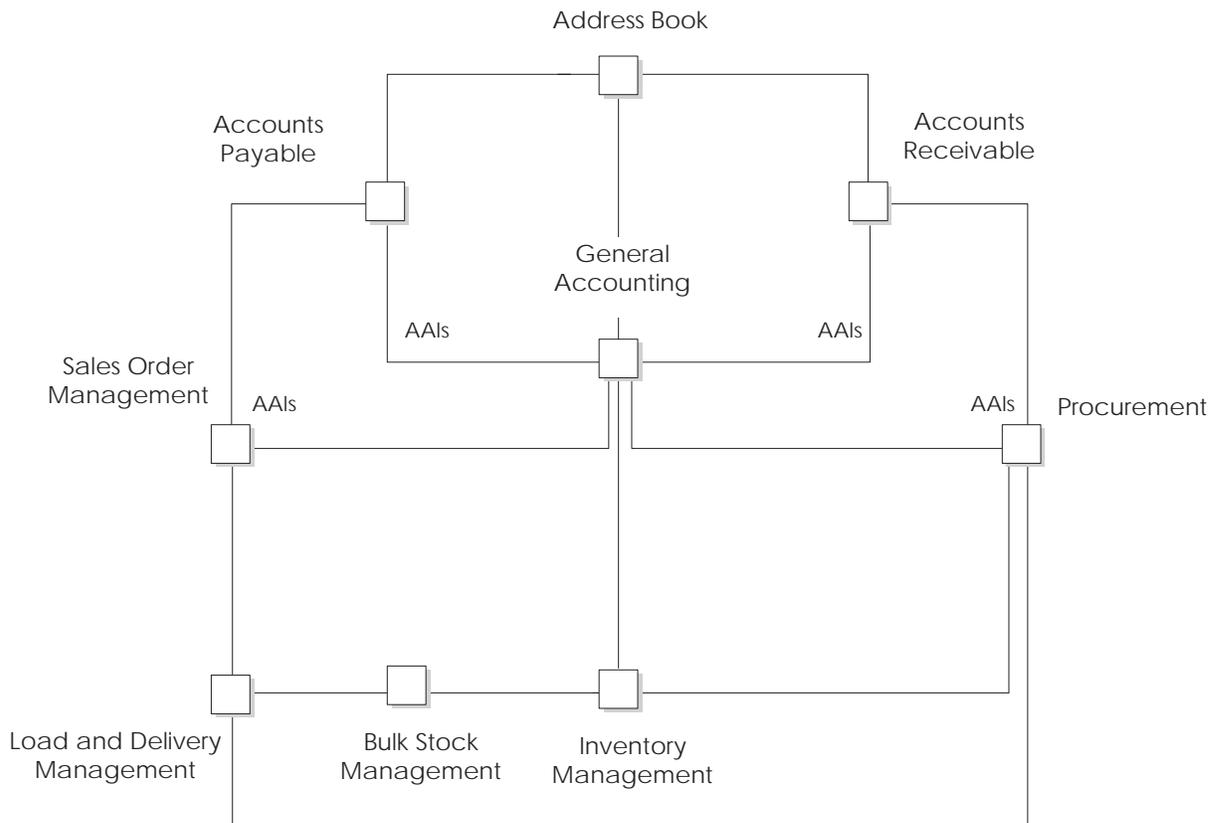
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## System Integration

J.D. Edwards Load and Delivery Management system works hand-in-hand with the Sales Order Management system and other distribution/logistics and manufacturing systems to ensure that customer demand is met. 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.

### Integration with Accounting and Distribution Systems

The following illustrates and describes how the Load and Delivery Management system integrates with Sales Order Management, general accounting, and other distribution systems:



### Sales Order Management

The system retrieves item prices and costs from the Inventory Management system for sales orders.

The system updates the general ledger and creates accounts receivable entries for invoices and records inventory, cost of goods sold, revenue, and tax transactions for use in cash receipts processing.

### Load and Delivery Management

At load and delivery confirmation, the system retrieves cost information and relieves inventory from the Inventory Management system. This retrieval information is based on any sales orders that are load and delivery confirmed as reported by the Sales Order Management system.

In addition, the system updates the general ledger based on the following scenarios:

**Load confirm only with an invoice date in the future**

- System creates in-transit entries
- Cycle Billing creates deferred COGS, revenue, and accounts receivable entries

**Load confirm only without a future invoice date**

- System creates in-transit entries

**Load and delivery confirm with an invoice date in the future**

- Cycle Billing creates inventory, deferred COGS, and Accounts Receivable entries

### General Accounting

The hub of the integration circle is J.D. Edwards' General Accounting system. Here you keep track of sales order accounting.

### Address Book

The Sales Order Management system works with the Address Book system to retrieve up-to-date customer billing and warehouse address information.

### Inventory Management

The Inventory Management system stores item information for the Sales Order Management, Procurement, and Manufacturing systems. It also stores sales and purchasing costs and quantities available by location and tracks holds for locations that should not be sold from. Any change in inventory valuation, count variances, or movement updates the general ledger.

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## Procurement

The Procurement system supports direct ship order and transfer order processing. You can use the system to release receipts to backordered items.

## Advanced Pricing

Optionally, you can use the Advanced Pricing system in conjunction with the Sales Order Management system. This system integrates with many of the price-related programs in the Sales Order Management system and provides additional pricing, preference, reporting, and setup functionality.

## Advanced Warehouse Management

Optionally, you can use the Advanced Warehouse Management system in conjunction with the Sales Order Management system. This system integrates with many of the programs related to items and provides additional reporting, picking, and setup functionality.

# Features of Load and Delivery Management

## Trip Building

The objective of trip building is to make the best use of vehicles and drivers. By building a trip, you can:

- Assemble the day's sales orders for load and delivery
- Assign a vehicle and driver
- Assign the product quantities to compartments
- Schedule the delivery sequence of the sales orders on a trip

The system provides the functionality to search for available vehicles and unassigned sales orders and assign them to trips. You can build trips for bulk and for packaged products.

Additionally, the trip building process provides you with an efficient means of downloading sales order and loading information if you are using an automated gantry system.

## Gantry Loading

A gantry, also known as a loading rack, is a device that automates the loading of bulk products onto vehicles for delivery. A vehicle pulls up to a gantry station and an arm from a tank is attached to the vehicle for loading. A gantry interface controls the communication of loading information from the system to the gantry and of load status information from the gantry to the system. By automating the

loading of bulk products you are essentially replacing the functions of the bulk load confirmation and bulk loading note.

### Preload Documents

The Load and Delivery Management system provides several preload documents, such as picking tickets and loading notes, to help smooth your depot's loading process. These documents provide such information as the picking locations and product quantities that staff use to pick or load products for delivery. The vehicle operator uses another preload document, the trip worksheet, to record information while on a trip.

### Load and Delivery

Accurate and timely load confirmation is key to successful product transportation. You perform load confirmation to verify the quantities of product loaded, according to the specifications of the sales order or trip. The Load and Delivery Management system enables the load confirmation of bulk and packaged products.

The delivery of a product is the moment when ownership is transferred to your customer. You perform delivery confirmation to verify the quantities of product delivered, according to the specifications of the load confirmation. Delivery confirmation can be completed for all types of deliveries, such as for bulk products, packaged products, and milk run trips. You can confirm the delivery of one trip or one order at a time, or you can confirm multiple deliveries at the same time.

The system improves inventory accuracy by:

- Making the necessary inventory adjustments for bulk products to account for temperature and density readings taken during the loading process
- Allowing you to record valid test results of a bulk product before you can successfully load confirm
- Changing the status of a bulk or packaged product order to be eligible for batch document production or automatically triggering the printing of delivery documents
- Creating historical records of each transaction and preventing load confirmation of bulk products if predefined requirements are not met
- Allowing you to perform a batch delivery confirmation when the bulk or packaged product quantity delivered equals the quantity loaded
- Allowing you to record the disposition of remaining bulk quantities during delivery confirmation
- Making the necessary journal entries to the system for bulk and packaged products

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The Load and Delivery Management system uses its gantry subsystem to communicate with the gantry custom software system and the gantry hardware. This communication enables you to use the gantry hardware to automatically load actual quantities during load confirmation.

The Load and Delivery Management system also supports the aviation and marine industry. When you confirm load and delivery, the programs allow you to enter additional sales order information for aviation and marine orders.

## Delivery Documents

Delivery documents, invoices, and delivery tickets generally provide the delivery instructions for an order or trip and specify the products and quantities to deliver. They serve to transfer ownership of the products to the customer. Some types might also specify the product price and additional charges.

Delivery documents must be predefined in the system by your company. Then, you can preprint delivery documents prior to load confirmation or print them during load confirmation. Additionally, you can set up these delivery documents so that they are numerically controlled.

## Freight Calculation

As part of your load and delivery management operations, you can calculate freight charges to customers and calculate freight charges to pay your suppliers. The system allows you to specify a fee based on a fixed freight rate, on a geographical zone, on distance traveled, or any combination of these.

## Reports and Inquiries

The Load and Delivery Management system provides several inquiries and reports that you can use to review load and delivery transaction information for trips, vehicles, or orders.

You can:

- Review the trips that a specific order is on by using the Load and Delivery Order Inquiry
- Review the transaction records that have been created during the processing completed on a given day by using the Load and Delivery Ledger Inquiry
- Track in-transit inventory and review product left on board a vehicle by using the In-Transit Balance by Vehicle Inquiry
- Track in-transit inventory for a specific item and review product left on board a vehicle by using the In-Transit Balance by Item Inquiry

- Print the In-Transit Inventory Report to review the inventory currently in-transit, that is, the product on a vehicle between load confirmation and delivery confirmation

### Technical Operations

Technical operations consists of purging obsolete trip records from the system, locating or changing a trip status, and purging gantry records. These procedures are necessary to keep your system and operations running smoothly and efficiently.

### Load and Delivery Constants Setup

You set up load and delivery constants for each depot and mode of transport. The system uses this constant information to provide default information on forms throughout the Load and Delivery Management system.

### Vehicle Setup

You must define vehicle information to the Load and Delivery Management system to be used for the trip creation and delivery processes. The system utilizes vehicle information to effectively track and manage resources.

You can set up physically connected vehicles as a single logical entity, called a connected vehicle. The connected vehicle might be rail cars joined temporarily to form a train, or trucks and trailers attached to one another. You connect vehicles to streamline the trip building and load confirmation process.

For bulk products, you define prohibited product load sequences and prohibited product mix to specify which products cannot be safely loaded next onto a vehicle without flushing the compartment or which products cannot safely be loaded together on a vehicle.

### Staff Setup

Setting up staff allows you to assign a staff member, such as a driver, to a vehicle or to a depot, depending upon the job that the individual performs. If you do not want staff permanently assigned to a specific vehicle, you can assign them to a depot. You also set up staff license information by staff number.

### Depot Throughput Capacity Setup

Setting up throughput capacity for each depot requires that you record the depot's capacity to deliver product on a given day. The values you provide as input for depot throughput capacity are estimates derived from experience. They are not calculated by the system based on actual inventory or resource availability. The dispatcher accesses the Resource Load Inquiry program to

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determine if the depot capacity is sufficient to meet the planned product loading by trips and sales orders.

## Delivery Document Printing Setup

You must complete the setup for delivery documents before you can successfully print documents. The setup functions automate your process for printing delivery documents.

Delivery document printing setup includes defining delivery document preferences for customizing the way documents are printed. Optionally, you can define the print subsystem for printing delivery documents that are produced during load confirmation and do not require print control.

## Freight Calculation Setup

Freight calculation setup consists of creating freight tables to enable the system to bill freight charges to customers and pay freight charges to suppliers. You use separate freight tables to define freight fees. The system uses the values you define in freight tables to calculate freight rates based on:

- Geographic delivery zones
- Delivery distances, quantities, or distances and quantities
- Fixed fees

You create Freight (ECS) preferences to link a sales order detail line to a freight table. The system uses freight tables to determine freight charges based on distance, zone, or fixed fee. The system also uses freight tables to determine whether the freight is billable, payable, or both. Use the Freight (ECS) preference to specify a freight table for a customer/customer group and item/dispatch group.

## Load and Delivery Transaction Server Setup

Setting up the Load and Delivery Transaction Server for the Load and Delivery Management system consists of completing processing options in a Load and Delivery Transaction Server Report Writer version. You set these processing options to define:

- Next trip status
- Program versions for milk run, general ledger server, order line adjustments, and download queue interface programs
- Document type for all transactions except sales orders created during milk run processing and those charged to an organization during disposition

- General options, such as the G/L date for journal entries, adjustment or fully rebilling orders that are not loaded or delivered as ordered, and G/L journal entries
- Order and line types for sales orders created during disposition for charges to an organization
- Status and line number increments for sales orders created during disposition for charges to an organization and for milk run orders
- Options for commingled stock not owned by a depot
- Gantry default values for automatically downloading trip changes

### Gantry (Load Rack) Setup

Gantry (Load Rack) setup is required to load bulk products on a bulk vehicle using an automated gantry or loading rack. By automating the loading of bulk products, you are essentially replacing the functions of the bulk load confirmation and bulk loading note.

Gantry setup consists of:

- Defining the gantry subsystem that enables communication between the gantry load rack and other software components of the Load and Delivery Management system
- Setting up interface constants to establish communications parameters between the gantry subsystem and the Load and Delivery Management system
- Setting up report writer programs to define a set of programs that control the processing between the Load and Delivery Management system and the gantry

### System Setup

Before you use the Load and Delivery Management system, you need to define certain information that the system will use during processing. This information is used to customize the system for your business needs. For example, you might want to have the system use a different default branch/plant for individual users or terminals.

System setup includes the following:

- Setting up the work day calendar in which you record the days that a depot is closed, such as weekends, holidays, or planned shutdowns
- Setting up default information for each user, such as branch/plant and printer output queue
- Setting up order activity rules to establish the sequence of allowable steps that an order takes from beginning to end

- 
- Working with user defined codes to establish and maintain a table that defines and describes valid codes for various types of information
  - Understanding the automatic accounting instructions (AAIs) and determining how the G/L entries that the system generates are distributed
  - Reviewing and revising AAIs as appropriate for your business needs

### Menu Overview

The commonly used menus for the J.D. Edwards Load and Delivery Management system are listed below.

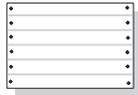
#### Menu Overview – Load and Delivery Management

Load and Delivery Management G49



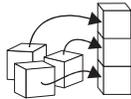
##### Daily Processes

- Dispatcher Activities G4911
- Picking and Loading Operations G4912
- Delivery Operations G4913



##### Reports and Inquiries

- Load and Delivery Management Inquiries G4914



##### Setup Processes

- Load and Delivery System Setup G4941



##### Advanced and Technical Processes

- Load and Delivery Advanced and Technical Operations G4931
- Load and Delivery Freight Information G4932
- Gantry/Load Rack Interface Inquiry G4939
- Technical Operations G493

**Daily**





# Trip Building

## Objectives

- To create a new trip in order to assemble the day's sales orders for loading and delivery
- To search for and assign vehicles and staff to a trip
- To search for and assemble sales orders for a trip
- To assign bulk products to vehicle compartments for a bulk trip
- To assign packaged products to a vehicle compartment for a packaged trip
- To approve a trip for loading
- To assign the delivery sequence for the sales orders on a trip
- To assign the trip sequence for a vehicle
- To download loading information for selected trips to the gantry

## About Trip Building

The success of your day-to-day depot operations depends on building efficient trips. You build trips to assign sales orders in a logical manner to transport resources, such as trucks and drivers, in order to manage the day's deliveries. The system allows you to search for available vehicles and unassigned sales orders and assign them to trips for bulk or packaged products. Also, you can assign the specific quantities of bulk products to be loaded into vehicle compartments and the specific quantities of packaged products to be loaded on a vehicle.

You must build a trip if you are using an automated gantry system in order to download the sales order and loading information. You can specify in a processing option to download loading information to the gantry upon approving a trip.

Complete the following tasks to build a trip:

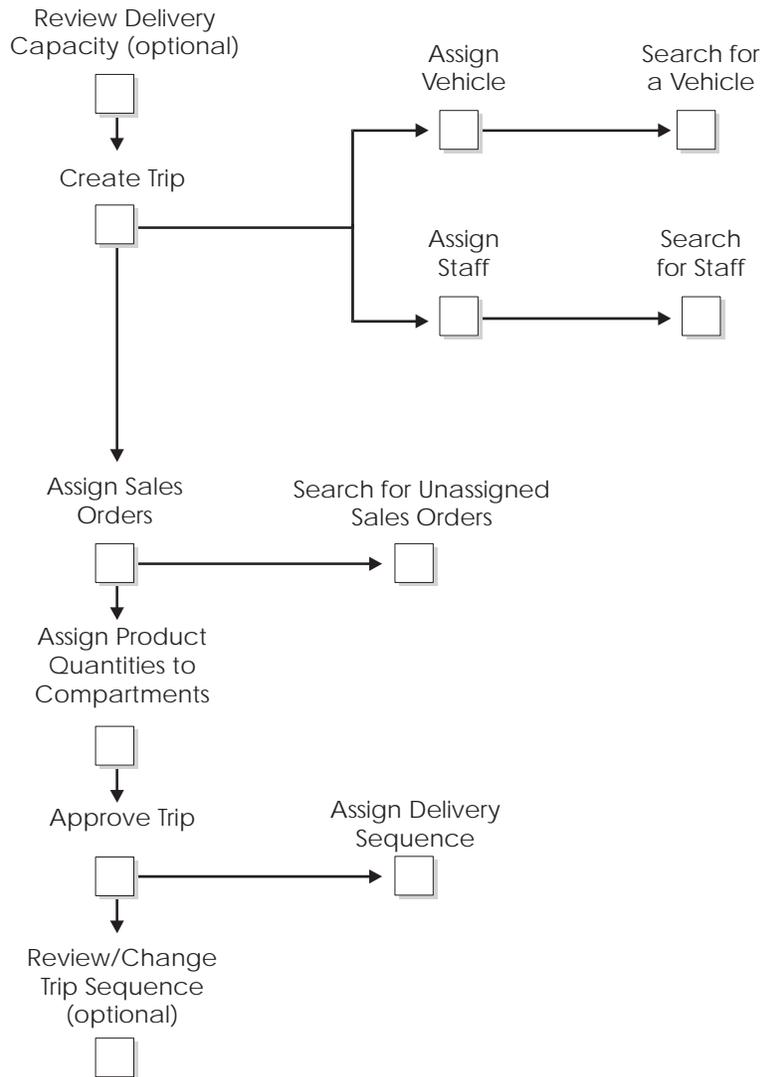
- Review delivery capacity (optional)
- Create a trip
- Work with the trip sequence (optional)



Download selected trips to the gantry

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The following graphic illustrates the process for building a trip.



## See Also

- *About Gantry Loading*



# Review Delivery Capacity

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From Load and Delivery Management (G49), choose Dispatcher Activities

From Dispatcher Activities (G4911), choose Resource Load Inquiry

## Reviewing Delivery Capacity

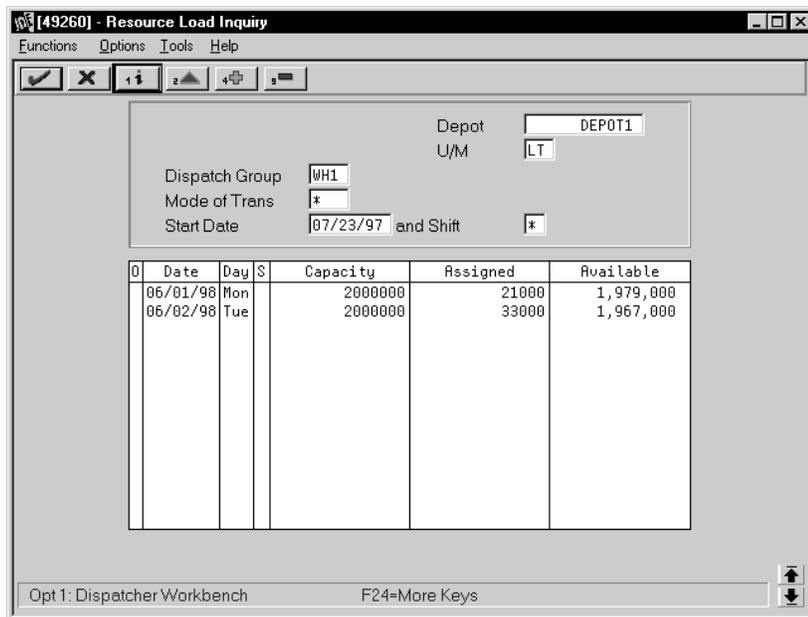
Before building a trip, you might want to review your depot's ability to deliver product for a given day or shift. The Resource Load Inquiry program provides a summary of the gross throughput capacity, the total volume commitments already made against the capacity, and the resulting net delivery capacity remaining. This information allows you to determine if the depot can handle the planned load quantities for your trips. You can review resource load capacity for bulk or packaged products.

The system derives this information from the setup entries made to the Throughput Capacity by Period program, which records a depot's capacity.

When a trip is entered and approved, the system updates the assigned quantity in the Resource Load Inquiry information.

► **To review delivery capacity**

On Resource Load Inquiry



1. Complete the following fields:
  - Depot
  - Dispatch Group
  - Mode of Transport
  - Zone Number
  - Start Date
2. Accept the entries to display the capacity information.
3. Review the information in the following fields for the corresponding day or shift:
  - Capacity
  - Assigned
  - Available

Field	Explanation
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
Dispatch Group	<p>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.</p> <p>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.</p>
Mode of Trans	<p>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.</p>
Zone Number	<p>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.</p> <p>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.</p> <p>You set up the default for each of these fields on the Customer Billing Instructions form.</p>
Start Date	<p>You can enter a date with or without slashes (/) or dashes (-) as separators. If you leave a date entry field blank, the system supplies the current date.</p> <p>..... <i>Form-specific information</i> .....</p> <p>The Day of Week field is for the day of the week abbreviation. This field corresponds with the estimated capacity, the actual throughput capacity load, and the available capacity for each day.</p>
Capacity	<p>The throughput capacity of your resources for each day.</p>
Assigned	<p>The actual throughput capacity assigned to approved trips for this day.</p>
Available	<p>The throughput capacity units minus the number of actual throughput capacity load.</p>

## What You Should Know About

### Accessing Dispatcher Workbench

To review unassigned sales orders recorded in the system, choose the Dispatcher Workbench option. Dispatcher Workbench allows you to specify a variety of search criteria to locate orders.

### See Also

- *Setting Up Depot Throughput Capacity (P49060)*

### Processing Options for Resource Load Inquiry

Enter the value to be defaulted into the following fields:

1. Unit of measure: \_\_\_\_\_

2. Version of Dispatcher Work Bench to execute. \_\_\_\_\_  
(If blank, ZJDE0001 will be used)

# Create a Trip

---



From Load and Delivery Management (G49), choose Dispatcher Activities

From Dispatcher Activities (G4911), choose Trip Creation/Maintenance

## Creating a Trip

To create a trip, you assign the vehicle and staff, then assign the sales orders and the product quantities per compartment. Trip Creation/Maintenance provides a work area for dispatchers to create trips and optimize the day's deliveries. It allows you to assemble approved orders into manageable, economic, and timely product deliveries.

When you create a new trip, you assign a vehicle based on the dispatch group of the product. The system verifies that the vehicle is appropriate for the dispatch group and that a prohibited product mix conflict does not exist.

If you require product testing at load confirm, you can specify in a processing option of Trip Creation/Maintenance whether to require test results to be entered for each different customer or item or for every item in every compartment.

The Trip Creation/Maintenance program provides the functionality to make any necessary changes to the trips you have created. However, if you have changes to an approved trip, you must first unapprove it.

The program also allows you to use linear volume to weight conversions, rather than default tank temperature and density. This allows you to load product specifying both ambient and standard quantities without using temperatures and standard conversion routines.

You must create a trip if you are using an automated gantry, in order to download the sales order and loading information. You can specify in a processing option to download loading information to the gantry upon approving a trip.

You can create three types of trips:

- |                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|----------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Standard trip</b> | Scheduled delivery of the products and quantities recorded on one or more sales orders to established customers. You record the load and delivery in one or two steps.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| <b>Milk run trip</b> | Delivery of products to customers along an established route. The driver records the amount of each delivery and creates manual invoices. The amount sold to the customer is not known until the driver returns with the manual invoices. Initially, you create a planning (dummy) sales order in the system, create a trip, then confirm the load. When the driver returns, you record the actual deliveries, and the system cancels the dummy sales order. Milk run trips are typically done for bulk products loaded on metered trucks or barges. A milk run trip should have “M” as the first character of the special handling code, indicating that it is a milk run trip.                                                                                                            |
| <b>Actuals trip</b>  | Delivery of products on one or more sales orders to established customers, with the actual quantities recorded at load confirmation. For example, a customer orders 1,000 liters of a bulk product. Due to circumstances, such as temperature changes or faulty meters, 1,010 liters is actually loaded onto the vehicle. The customer accepts the 1,010 liters upon delivery. When you load confirm, you record the actual quantities loaded. When the driver returns to the depot, you record during delivery confirmation the actual quantities sold and to which customer. Additionally, you have the option of updating the sales order with the actual quantity.<br><br>The second position of the special handling code for Trip Type must indicate to confirm by actual quantities. |

Complete the following tasks to create a trip:

- Add a trip
- Assign sales orders
- Assign product quantities for a trip
- Approve a trip
- Assign the delivery sequence
- Change approved trips (optional)

Order Number	Product	Quantity	Remainin
6000		4000	5000
		5000	3000
		7000	

## Before You Begin

- Verify that you have sales orders entered in the system.
- Set up vehicles. See *Setting Up the Vehicle Master (P49010)*.
- Set up depot staff. See *Assigning Vehicle Staff (P49040)*.
- Define the prohibited product mix for your depot. See *Defining Prohibited Products (49075)*.

## See Also

- *Setting Up Special Handling Codes for Gantry (00051)*
- *About Quality Testing*

## Adding a Trip

To add a trip, you specify trip details, such as the trip type and load date, and assign the vehicle and staff for the trip.

The vehicle you assign determines whether a trip is for bulk or packaged products. If the vehicle has been set up in the Vehicle Master table (F49010) for bulk products, then the trip is designated as a bulk trip and you can assign product quantities by volume or weight to vehicle compartments. If the vehicle has been set up for packaged products, you can only assign packaged products, measured by weight.

If you use an automated gantry system, you can set a processing option to allow the download of approved and unapproved trips to the system. Trips are downloaded to the gantry unapproved so that necessary changes can be made at the gantry, such as changing the trip status or deleting a trip.

### ► To add a trip

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#### On Trip Creation/Maintenance

Complete the following fields or accept the default values:

- Next Branch/Plant
- Source Branch/Plant
- Trip Type
- Load Date
- Volume Unit of Measure
- Weight Unit of Measure
- Vehicle ID
- Shift Code
- Sequence
- Load Line
- Weight/Volume
- Disposition Code
- Load Rack

Field	Explanation
Next Br/Plant	This business unit represents the depot that is the next destination for this vehicle.
Depot – Trip	Indicates the depot from which a trip originates. The Trip Depot and the Trip Number fields identify the unique combination of vehicle, registration number, load date, and shift.  ..... <i>Form-specific information</i> .....
	Indicates the depot where the trip originated. The system automatically uses this field as the default if the user profile for Default Location and Printers is defined.
Trip Type	Denotes the nature of this trip. You can choose to create trip type codes that represent the length of a trip, or that describe other aspects of the trip.

Field	Explanation
Scheduled Load Date	The date that the product from an order line is loaded onto a vehicle for delivery.
Volume U/M	<p>Identifies the unit of measure for the cubic space occupied by an inventory item. Typical volume units of measure are:</p> <p style="margin-left: 40px;">ML    Milliliter PT    Pint LT    Liter</p> <p>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.</p>
Weight U/M	<p>The unit of measure that indicates the weight of an individual item. Typical weight units of measure are:</p> <p style="margin-left: 40px;">GM    Gram OZ    Ounce LB    Pound</p> <p>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.</p>
Vehicle Id	A unique identification number for a vehicle. This number serves as a primary identifier for a vehicle.
Shift Code	<p>A user defined code (07/SH) that identifies daily work shifts. In payroll systems, you can use a shift code to add a percent or amount to the hourly rate on a timecard.</p> <p>For payroll and time entry:</p> <p>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.</p> <p>If an employee occasionally works a different shift, you enter the shift code on each applicable timecard to override the default.</p>
Seq	A number that is used to indicate the sequence of the trips for a vehicle.
Load Line	<p>This is the number of load lines in a vehicle compartment.</p> <p style="text-align: center;">..... <i>Form-specific information</i> .....</p> <p>You can specify which load line to use for a specific trip. The available quantity per compartment will be calculated based on the load line specified.</p>

<b>Field</b>	<b>Explanation</b>
Weight/Vol	<p>Indicates whether this vehicle uses a weight or a volume device to control and measure the loading of product to its compartments.</p> <p>..... <i>Form-specific information</i> .....</p> <p>Valid values are:</p> <ul style="list-style-type: none"><li>V Indicates that the measurement method is by volume.</li><li>W Indicates that the measurement method is by weight.</li></ul> <p>A bulk vehicle can have a V or W dispatch type. A packed vehicle can only have a W dispatch type.</p>
Disp Code	<p>Indicates the action to be taken on the quantity remaining on an order. Valid options are:</p> <ul style="list-style-type: none"><li>B Backorder</li><li>C Cancel</li><li>S Leave amount shippable</li><li>K Cancel the entire remaining, including backorders</li></ul>
Load Rack	<p>Indicates whether a gantry (loading rack) is used. Valid values are:</p> <ul style="list-style-type: none"><li>Y or 1 – Yes</li><li>N or 0 – No</li></ul> <p>If you leave this field blank, the system uses N (No).</p>

### What You Should Know About

**Searching for a vehicle ID** If you do not know the vehicle ID, you can open a search window from the Vehicle ID field. The search window allows you to list all the vehicles that match the search criteria you specify.

**Assigning staff** To assign staff, choose the Trip Staff option to access the Trip Staff Assignment window. If you do not know the staff number, you can open a search window from the Staff Number field on Trip Staff Assignment. The search window allows you to list all the staff that match the search criteria you specify.

<b>Recording vehicle registration</b>	If the vehicle you assign is set up in the Vehicle Master table as a dummy vehicle, you can access the Vehicle Registration Entry window, which allows you to record the vehicle license and registration information. A dummy vehicle is used during trip creation in place of an actual vehicle. You can choose to update all other trip records for this vehicle with the license and registration information.
<b>Returning to the last trip</b>	To return to the last trip you worked with, choose the Return Last Trip Added or Changed option.
<b>Saving a trip as pending</b>	To save your trip information before you've approved it, yet continue to work with other trips, you can choose the Pending Trip Assignment option.
<b>Indicating the trip source depot</b>	<p>If you do not know the source depot, you can access the Business Unit Name Search window from the Source Branch/Plant field. Complete the header fields to specify your search criteria.</p> <p>To change the source depot, you can choose the Change Source Depot option for the trip. The Change Source Depot window appears, allowing you to complete the new source depot. Stock is automatically taken out of commitment from the original depot and soft committed to the primary location at the new depot. This option changes the source depot of the sales orders to that of the new trip source depot. Preferencing or pricing is not reapplied at this time.</p>
<b>Changing the source depot by order</b>	To change the source depot for a particular order on a trip, choose the Change Source Depot option for the order line. The order's depot must not match the source depot for the trip or the system will not open the Change Source Depot window. This is because the program automatically changes the source depot of the order line to that of the trip's source depot.
<b>Assigning the trip number</b>	The trip number is assigned automatically by the system. To review, add, or delete the next trip number for a specific depot, access the Trip Next Number program.

## Processing Options for Trip Creation/Maintenance

### SCREEN DEFAULTS:

1. Enter the value to be used for action code upon entry to the program. (Default is 'I'.)
-

## Load and Delivery Management

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2. Enter a 'Y' or 'N' to allow display of the driver field in the video header. (Default is 'Y'.) \_\_\_\_\_

### VIDEO HEADER FIELD DEFAULTS:

Enter the default screen values for adding a trip:

3. Volume unit of measure \_\_\_\_\_  
4. Weight unit of measure \_\_\_\_\_  
5. Load date: \_\_\_\_\_  
    Enter the number of workdays to add to the current date to obtain the default load date. \_\_\_\_\_

OR

    Enter a default load date. \_\_\_\_\_  
    If both are blank, the default load date will be the current date.

6. Disposition Code \_\_\_\_\_  
7. Next Depot \_\_\_\_\_  
8. Trip Type \_\_\_\_\_

### TRIP STATUS DEFAULTS:

Enter the trip status defaults.

9. Initial trip status \_\_\_\_\_  
10. Pending trip status \_\_\_\_\_  
11. Approved trip status \_\_\_\_\_  
12. Protected trip status \_\_\_\_\_

### SALES ORDER STATUS DEFAULTS:

13. Enter the override next status for lines approved on a bulk trip. \_\_\_\_\_  
14. Enter the override next status for lines approved on a packed trip. \_\_\_\_\_  
15. Enter the range of valid status codes for adding sales order detail lines to a trip. \_\_\_\_\_  
    Begin \_\_\_\_\_  
    End \_\_\_\_\_  
16. Enter the value to fill the next status in the sales orders when a trip is unapproved. \_\_\_\_\_

### DEFAULT DREAM WRITER VERSIONS:

Enter the DREAM Writer version for each program. If left blank, the system uses ZJDE0001.

17. Connected Vehicles (P49025) \_\_\_\_\_  
18. Dispatcher's Workbench (P49300) \_\_\_\_\_  
19. Quality Preference (P40400) \_\_\_\_\_  
20. Vehicle Registration Window (P49310W) \_\_\_\_\_  
21. Order Line Adjustments (XT4999) \_\_\_\_\_

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22. Download Data Queue Interface  
(P49570)

GANTRY DEFAULTS:

23. If you are using an automated gantry, enter '1' to automatically download approved and unapproved trips. If left blank, the system will not automatically download trips.

SINGLE ORDERS PER COMPARTMENT FLAG:

24. Enter '1' to assign order quantities that exactly match the capacity of the compartments on vehicles that do not allow multiple orders per compartment. Blank is the default which will assign order quantities whether or not they exactly match the capacity of the compartments.

DEFAULT TANK TEMPERATURE/DENSITY FLAG:

25. Enter '1' to use a linear conversion of volume and weight. ' ' is the default, and will use default tank temperature and density to convert volume and weight.

REVIEW DEPOT RESOURCE CAPACITY:

26. Enter '1' to generate a warning error msg if trip will exceed the capacity. Enter '2' to generate a 'hard' error. Default is ' ' and does not check depot resource capacity.

COMPARTMENT FIELD SIZE:

27. Enter '1' to use expanded field size for compartment quantities. Default is ' ' and will use a 5 digit, no decimal condensed size.

QUALITY MANAGEMENT:

28. Enter '1' to test based on vehicle compartment. If left blank, testing will be for each different customer or item.

## Assigning Sales Orders

After you add a trip, you assemble unassigned sales orders for a trip. You also assign the quantities to be loaded into vehicle compartments and establish the product quantities to deliver to the customer.

You can assign orders with different line types to a trip, such as stocking type, direct ship, and transfer order line types. The inventory relief flag for all lines in a compartment must be the same.

You can assign sales orders in one of the following ways, depending on whether you know the sales order numbers:

- Assign sales orders for a trip
- Search for and assign sales orders for a trip

If you are assigning orders to the trip from tanks containing commingled stock, the owner must be the same for all the order lines in a compartment.

### See Also

- *Adding a Trip (49350)* for the processing options for this program

### ► To assign sales orders for a trip

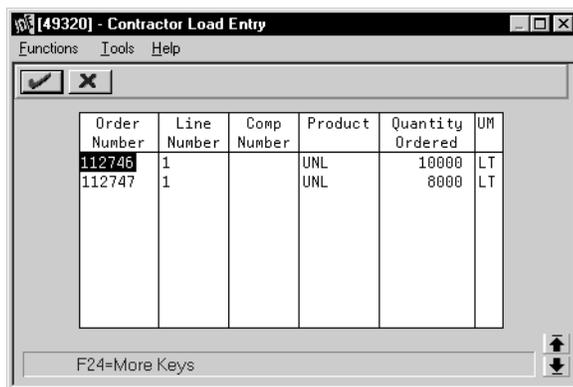
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If you know the sales order numbers, you can assign sales orders to your trip using the Contractor Load Entry window. This method is used, typically, when the trip products are being loaded onto a contractor's vehicle. The driver of the vehicle provides a list of sales order numbers to the dispatcher, who assigns them to the trip.

When you assign sales orders, you indicate which order lines to load on the vehicle. The system verifies that a prohibited product mix conflict does not exist. If the system detects a prohibited product mix conflict, you must remove the sales order for the conflicting product before you can approve the trip.

On Trip Creation/Maintenance

1. Access the Contractor Load Entry window.



2. On Contractor Load Entry, complete the following fields:
  - Order Number

- Line Number
3. Accept the entries.

The system displays the product information.

Field	Explanation
Order Number	The 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.
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.  ..... <i>Form-specific information</i> .....  Use "*" to indicate all lines on an order.

**► To search for and assign sales orders for a trip**

If you don't know the sales order numbers, you can search for unassigned sales orders using the Dispatcher Workbench program. You can then assign them to trips.

A processing option controls whether the program displays the order or trip information when you access the form. You can toggle between the two modes on the form. You view sales order information to search for unassigned sales orders.

A number of features assist you in locating and identifying specific sales orders in Sales Order Criteria mode. While entering your selection criteria, you can display all records before or after a specific load date, as well as search by status, dispatch group, and many other criteria. You can access the detail area to review customer information, such as the customer name, street address, and city, state, and ZIP code. Additionally, you can review associated text messages that might have been assigned during sales order entry. The Option field next to the order will be highlighted if associated text messages exist. You can only return sales orders with positive quantity shipped values to Trip Creation/Maintenance.

If an order is assigned to a trip before the promised load date, the order information will indicate that the order has already been assigned to a trip and is scheduled to be delivered. Any backordered quantity is indicated for the sales order, and the quantity is displayed in the detail area.

## On Trip Creation/Maintenance

1. Access Dispatcher Workbench.

Branch/Plant DEPOT1  
 Trip Status 20 Thru 40  
 Mode of Trm \*  
 Volume U/M LT Weight U/M KG  
 Load Date \* and Shift \* Before After  
 Dispatch Group WH1 White Group 1  
 Vehicle Id \*  
 Carrier No \*

0	Trip	St	Vehicle	Dsp Grp	Rem Vl	Load Date	S	Sq	Source Depot	Next Depot
	3 40	T11		WH1	29000	01/01/98		00	DEPOT1	DEPOT1
	5 40	T11		WH1	20000	05/02/98		00	DEPOT1	DEPOT1
	6 20	T11		WH1	30000	06/02/98		00	DEPOT1	DEPOT1
	7 40	T12		WH1	7000	06/02/98		00	DEPOT1	DEPOT1
	17 40	T31		WH1	19999	06/01/98		00	DEPOT1	DEPOT1

Opt 4=Retrieve into Trip Maint F2=Toggle Mode F24=More

2. On Dispatcher Workbench, complete the following fields or accept the default values:
  - Branch/Plant
  - Status Code – Next
  - Status Code – Thru
  - Mode of Transport
  - Volume Unit of Measure
  - Weight Unit of Measure
3. Type over the information in one or more of the following fields to narrow your search or accept the default value of “\*”:
  - Load Date
  - Dispatch Group
  - Zone Number
  - Item Number
  - Ship To
  - Carrier Number
  - Route/Stop Code

- Accept the entries.

The system displays the sales order information.

- Access the detail area to view details of each sales order (optional).

The screenshot shows the 'Dispatcher Workbench' window with the following fields and values:

- Branch/Plant: DEPOT1
- Trip Status: 20 Thru 40
- Mode of Trn: \*
- Volume U/M: LT Weight U/M: KG
- Load Date: \* and Shift: \* Before [ ] After [ ]
- Dispatch Group: WH1 White Group 1
- Vehicle Id: \*
- Carrier No: \*

0	Trip	St	Vehicle	Dsp Grp	Rem V1	Load Date	S	Sq	Source Depot	Next Depot
	3 40 T11			WH1	29000	01/01/98		00	DEPOT1	DEPOT1
	Multiple Lines Y Trip Type ST Carrier Number 00000249									
	5 40 T11			WH1	20000	06/02/98		00	DEPOT1	DEPOT1
	Multiple Lines Y Trip Type ST Carrier Number 00000249									
	6 20 T11			WH1	30000	06/02/98		00	DEPOT1	DEPOT1
	Multiple Lines Y Trip Type ST Carrier Number 00000249									
	7 40 T12			WH1	7000	06/02/98		00	DEPOT1	DEPOT1
	Multiple Lines Y Trip Type ST Carrier Number 00000249									

Opt: 4=Retrieve into Trip Maint F2=Toggle Mode F24=More

- Choose each sales order you want to assign to the trip.
- Accept the entries to return to Trip/Creation Maintenance.

The system completes the following fields with the sales order information:

- Order Number
- Product
- Quantity

Field	Explanation
Status Code – Next	A user defined code (40/AT) that indicates the next step in the order process.
Status Code – Thru	A user defined code (system 40/type AT) for the through status code. The system retrieves this code from the processing options or you can enter a code in this field. Orders displayed on this form have a status equal to or less than this status.

<b>Field</b>	<b>Explanation</b>
Promised Load Date	The promised shipment date for a sales order. This date represents the day that the item can be shipped from the warehouse.
Ship To	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 Number	The address number for the preferred carrier of the item. The customer or your organization might prefer a certain carrier due to route or special handling requirements.
Route/Stop Code	<p>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.</p> <p>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.</p> <p>You set up a default for each of these fields on the Customer Billing Instruction form.</p>
Quantity Shipped	<p>The number of units committed for shipment in Sales Order Entry, using either the entered or the primary unit of measure defined for this item.</p> <p>In the Manufacturing system and Work Order Time Entry, this field can indicate completed or scrapped quantities. The quantity type is determined by the type code entered.</p>
Item Number	A number that the system assigns to an item. It can be in short, long, or 3rd item number format.

### Assigning Product Quantities for a Trip

After you create a trip and assign the sales orders, you assign product quantities for a trip to specify the following:

- Which quantities of bulk product to load into which compartments
- Which quantities of packaged product to load onto a vehicle

Vehicles might be set up to not allow multiple orders per compartment. You can specify in a processing option whether to assign order quantities that exactly match the capacity of the compartments for these vehicles. Otherwise, on the

Trip Creation/Maintenance form, you can choose to assign products to compartments from left to right as they are listed on the form.

► **To assign product quantities for a trip**

On Trip Creation/Maintenance

The screenshot shows a software window titled "[49350] - Trip Creation/Maintenance". It contains several input fields for trip details:

- Prior Trip No: 6
- Next Br/Plant: DEPOT1
- Source Br/Plant: DEPOT1
- Scheduled Load D: 06/02/98
- Trip Number: 6
- Type: ST
- Trip Status: 20 Initial Trip Setup
- Volume U/M: LT
- Weight U/M: KG
- Vehicle Id: T11
- Dispatch Grp: WH1
- Shift Code: Seq
- Seq: 2
- Registration: 10101
- Mult Lines: Y
- Load Line: 1
- Weight/Vol: 1
- Con Vehicle: N
- Driver: [blank]
- Disp Code: S
- Load Rack: [blank]
- Cum Weight/Vol: 13409 / 18000

Below the fields is a table for product distribution:

Order Number	Product	Quantity	Remainin	1	2	3	4	5	6
112746	UNL	18000		6000	4000	5000	5000	3000	7000
112747	UNL	8000		6000	4000	5000	3000 + 2000	3000 +	7000 +
	AVAIL								

At the bottom of the window, there is a keyboard shortcut legend: Opt: 3=Undo 9=Del F5=Assign F6=Approve F19=Lt F20=Rt F24=More Keys

Do one of the following:

- Complete the following field for each sales order and compartment to assign specific quantities manually:
  - Units – On Board
- Choose the selection to distribute quantities among compartments.

Field	Explanation
Units – On Board	The number of units that are on board in the vehicle compartment.

**See Also**

- *Adding a Trip (P49350)* for the processing options for this program

## Approving a Trip

You approve a trip to store all the trip creation information, such as vehicle and staff, sales orders, and product quantities. The system updates the trip status to approved, indicating that the loading process for the trip can begin.

You can set a processing option to automatically download approved trips to the gantry.

### ► To approve a trip

On Trip Creation/Maintenance

The screenshot shows the 'Trip Creation/Maintenance' window with the following fields and values:

- Prior Trip No: 6
- Next Br/Plant: DEPOT1
- Source Br/Plant: DEPOT1
- Scheduled Load D: 06/02/98
- Trip Number: 6
- Type: ST
- Trip Status: 40 Approved
- Volume U/M: LT
- Weight U/M: KG
- Vehicle Id: T11
- Dispatch Grp: WH1
- Shift Code: Seq
- Registration: 10101
- Mult Lines: Y
- Load Line: 1
- Weight/Vol: 2
- Can Vehicle: N
- Driver: Driver
- Disp Code: S
- Load Rack: S
- Cum Weight/Vol: 13409 / 18000

Order Number	Product	Quantity	Remainin	1	2	3	4	5	6
01	112746 UNL	10000		6000	4000				
01	112747 UNL	8000				5000	3000	3000	7000
	AVRIL						2000	3000	7000

Opt: 3=Undo 9=Del F5=Assign F6=Approve F19=Lft F20=Rt F24=More Keys

Choose the Approve option.

## What You Should Know About

**Changing an approved trip** You cannot make changes to an approved trip.

See *Changing Approved Trips (P49350)*.

## See Also

- *Adding a Trip (P49350)* for the processing options for this program

## Assigning the Delivery Sequence

When you have multiple Ship To addresses for sales orders on a trip, you must assign the delivery sequence of the ship to addresses on the trip. An example of multiple Ship To addresses is a trip with more than one sales order and each sales order has a different Ship To address.

When you approve a trip with more than one Ship To address on Trip/Creation Maintenance, the Delivery Sequence Entry window automatically appears. The window lists a system-generated delivery sequence. You can accept the system-generated delivery sequence or change it.

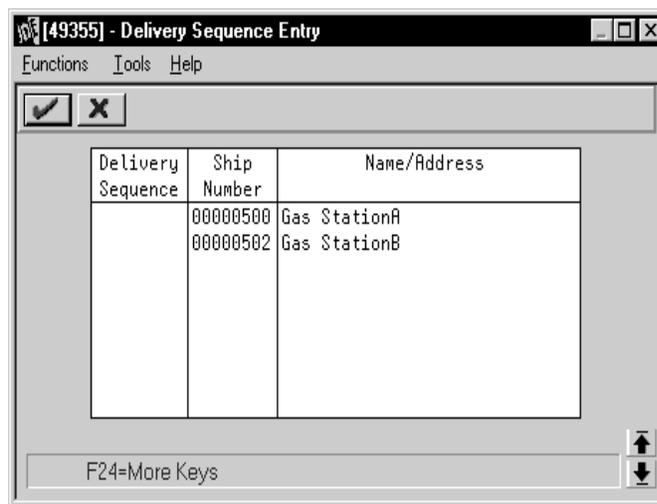
### ► To assign the delivery sequence

On Trip Creation/Maintenance

1. Approve a trip with more than one Ship To address.

See *Approving a Trip (P49350)*.

The Delivery Sequence Entry window appears.



2. On Delivery Sequence Entry, complete the following field for each Ship To address or accept the system-generated delivery sequence:
  - Delivery Sequence

Field	Explanation
Delivery	The sequence in which the product will be delivered.

### What You Should Know About

**Accessing the Delivery Sequence Entry window** You can access the Delivery Sequence Entry window from the Trip Creation/Maintenance form.

### See Also

- *Adding a Trip (P49350)* for the processing options for this program

## Changing Approved Trips

To accommodate your depot operations, you might need to make changes to the trips you have created, such as changing the driver or source depot. If the trip has been approved, you must first unapprove it before you can make changes. Otherwise, you can make changes as necessary. Unapproving a trip puts the trip in a pending status, allowing you to make changes. Then, you can approve the trip again.

### **To change approved trips**

---

On Trip Creation/Maintenance

1. Locate a trip.
2. Choose the Unapprove Trip Product Assignments option.

The trip status changes from Approved to Pending Trip.

3. Change the information as needed.

### See Also

- *Adding a Trip (P49350)* for the processing options for this program

# Work with the Trip Sequence

---

## Working with the Trip Sequence

The trip sequence is the order of trips scheduled for a vehicle for a particular load date and shift. You assign the trip sequence when you create a trip for a vehicle.

To manage your depot operations, you can review or make changes to the trip sequence for vehicles, as necessary. You can also add a new trip to the sequence of trips.

Complete the following tasks:

- Review trip sequence information
- Change trip sequence information
- Add a new trip to sequence

### Before You Begin

- Create a trip and specify the trip sequence. See *Creating a Trip (P49350)*.

## Reviewing Trip Sequence Information



From Load and Delivery Management (G49), choose Dispatcher Activities

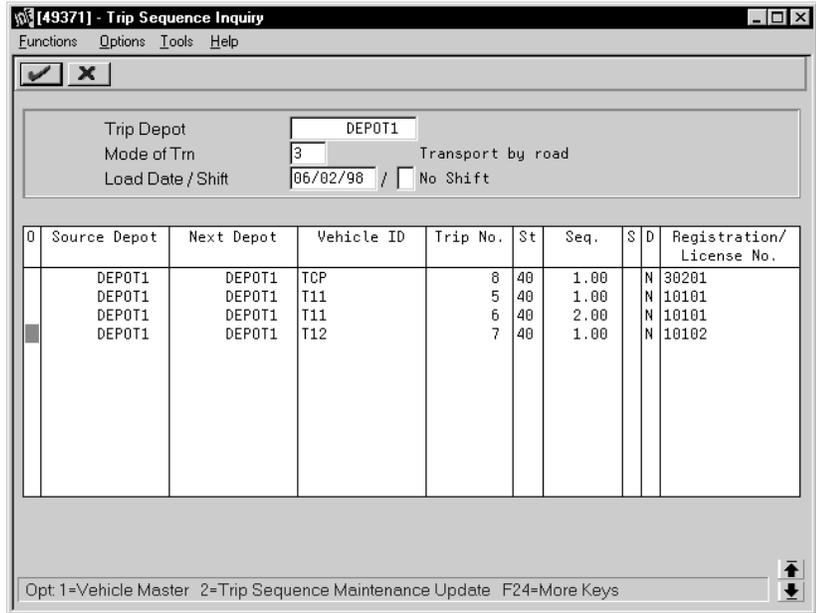
From Dispatcher Activities (G4911), choose Trip Sequence Inquiry

As part of your routine depot operations, you might want to review the trip sequence of vehicles assigned to a depot for a specific load date and shift. Alternatively, you can review trip information for all depots and shifts.

### ▶ **To review trip sequence information**

---

On Trip Sequence Inquiry



1. Complete the following fields:
  - Trip Depot
  - Mode of Transport
  - Load Date
2. Complete the following optional field:
  - Shift Code
3. Review the information displayed.

Field	Explanation
Trip Depot	Indicates the depot from which a trip originates. The Trip Depot and the Trip Number fields identify the unique combination of vehicle, registration number, load date, and shift.

Processing Options for Trip Sequence Inquiry

1. Enter a DREAM Writer Version for Trip Sequence Maintenance. (ZJDE0001 is the default.)

## Changing Trip Sequence Information



From Load and Delivery Management (G49), choose Dispatcher Activities

From Dispatcher Activities (G4911), choose Trip Sequence Maintenance

As part of your daily operations, you might need to change the trip sequence. For example, a customer might need a delivery earlier in the day than expected or you might need to accommodate changes in driving conditions. You can also change the shift or vehicle for a particular trip. For example a truck might require maintenance and you must schedule a different truck.

You can change the sequence of all the trips scheduled for a vehicle at the same time, as well as change the vehicle or shift.

If you use an automated gantry system, you can set a processing option to automatically re-send loading information for trips that have previously been downloaded, but since changed.

### ► To change trip sequence information

#### On Trip Sequence Maintenance

Source Depot	Next Depot	Trip No	Seq	FROM Vehicle ID	Seq	TO Vehicle ID	Seq
DEPOT1	DEPOT1	5	1.00	T11			
DEPOT1	DEPOT1	6	2.00	T11			

- Complete the following fields to locate a trip sequence for a vehicle:
  - From Vehicle
  - To Vehicle

- Load Date
2. Complete the following optional field:
    - Shift
  3. Complete one or more of the following fields, as necessary, to change the trip sequence information:
    - Sequence
    - Vehicle ID
    - Shift Code

---

<b>Field</b>	<b>Explanation</b>
Seq	A number that is used to sequence the trips for a vehicle on a load date and shift.

---

### What You Should Know About

**Changing trip sequences individually** You can change the sequence for the trips on a vehicle one at a time from Trip Creation/Maintenance.

See *Changing Approved Trips*.

**Accessing Trip Sequence Maintenance** You can also access Trip Sequence Maintenance from the Trip Sequence Inquiry form. After reviewing the trip sequence, you can choose the Trip Sequence Maintenance Update to make changes to the trip sequence.

## Processing Options for Trip Sequence Maintenance

### DEFAULT VALUES

1. Enter default volume UOM. \_\_\_\_\_

### PROCESSING VALUES

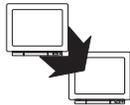
2. Enter the range of allowed trip statuses for processing.  
     From Status \_\_\_\_\_  
     Thru Status \_\_\_\_\_

3. Enter '1' to automatically assign staff for trips assigned to a new vehicle and/or shift. '0' is the default and will not change the staff. \_\_\_\_\_

### GANTRY/ LOADING RACK DEFAULTS:

4. If you are using an automated gantry, enter '1' to automatically re-send changed trips. Blank is the default and will not automatically re-send trips. \_\_\_\_\_
5. Enter a DREAM Writer version for the Download Data Queue Interface (P49570).  
     (ZJDE0001 is the default.) \_\_\_\_\_
6. Enter the download trip status to be recognized when a change in sequence is sent to the gantry or loading rack. \_\_\_\_\_

## Adding a New Trip to the Sequence



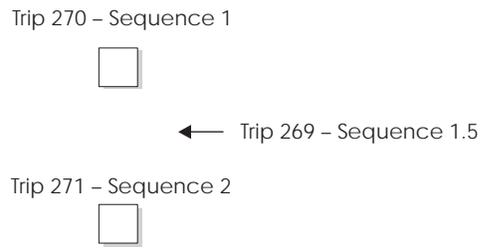
From Load and Delivery Management (G49), choose Dispatcher Activities

From Dispatcher Activities (G4911), choose Trip Sequence Maintenance

You might need to insert a new trip between two existing trips.

For example, you want to insert Trip 269 between Trip 270 and Trip 271. To do so, you change the trip sequence number of Trip 269 to a sequence number that is between 1 and 2, such as 1.5.

The following illustrates inserting a trip.



### ▶ **To add a new trip to the sequence**

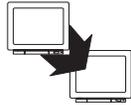
---

On Trip Sequence Maintenance

1. Locate the trip sequence for the vehicle.
2. Complete the following field for the trip you want to insert:
  - Sequence
3. Accept the changes.

The program incorporates the new information in the From fields and reorders the display according to the new sequence.

# Download Selected Trips to the Gantry



From Load and Delivery Management (G49), choose Dispatcher Activities

From Dispatcher Activities (G4911), choose Dispatcher Workbench

## Downloading Selected Trips to the Gantry

One method of downloading trip information to the gantry system is to select specific trips from the Dispatcher Workbench. Dispatcher Workbench allows you to search for trips at a specific status, such as “approve.”

### ► To download selected trips to the gantry

On Dispatcher Workbench

0	Trip	St	Vehicle	Dsp Grp	Rem Vl	Load Date	S	Sq	Source Depot	Next Depot
	5 40	T11	WH1	20000	06/02/98	00			DEPOT1	DEPOT1
	6 40	T11	WH1	12000	06/02/98	00			DEPOT1	DEPOT1
	7 40	T12	WH1	7000	06/02/98	00			DEPOT1	DEPOT1
	8 40	TCP	PLB		06/02/98	00			DEPOT1	DEPOT1

1. Complete the following fields based on your search criteria or accept the default values to locate trips:
  - Branch/Plant
  - Trip Status

- Mode of Transport
  - Load Date
  - Shift
  - Dispatch Group
  - Vehicle ID
  - Carrier Number
2. Choose the Gantry/Loading Rack Download option for the trips you select.

### What You Should Know About

#### **Downloading unapproved trips**

You can only download approved trips to the gantry. If a trip you want to download has not been approved you must first approve the trip.

See *Approving a Trip (P49350)*.

#### **Accessing Trip Maintenance**

If the trip you want to download to the gantry has not been approved, you can choose the Exit into Trip Maintenance option for the selected trip. On Trip Creation/Maintenance, you can approve the trip and return to Dispatcher Workbench to proceed with the download.

#### **Downloading a trip again**

If a trip has previously been downloaded, but was not received by the gantry system, you can choose the Gantry/Loading Rack Re-Download option to download it again.

## Processing Options for Dispatcher Workbench

DEFAULT VALUES:

- 1. Mode of Transport \_\_\_\_\_
- 2. Volume Unit of Measure \_\_\_\_\_
- 3. Weight Unit of Measure \_\_\_\_\_

PROCESS CONTROL:

- 4. Enter the desired initial search mode: 'T' for Trip mode, 'O' for Order mode. \_\_\_\_\_
- 5. Enter the Version of S.O. Entry to execute. (ZJDE0001 is the default) \_\_\_\_\_
- 6. Enter the Version of Trip Creation/Maintenance to execute. (ZJDE0001 is the default) \_\_\_\_\_
- 7. Enter default values for:
  - From: Trip Status \_\_\_\_\_
  - Thru: Trip Status \_\_\_\_\_
  - From: Order Status Code \_\_\_\_\_
  - Thru: Order Status Code \_\_\_\_\_

\*Note: Blanks are the default for all of the above.
- 8. If you are using an automated gantry, enter '1' to allow download of approved trips. If blank (default) the system does not download trips. \_\_\_\_\_
- 9. Enter a DREAM Writer version for the Download Data Queue Interface (P49570). (ZJDED0001 is the default.) \_\_\_\_\_





# Preload Documents

## Objectives

- To understand the types of preload documents for both bulk and packaged products and for trips or sales orders
- To print picking tickets
- To print the trip worksheet
- To print loading notes

## About Preload Documents

Use preload documents to pick or load products for delivery. Preload documents provide information, such as picking locations and product quantities, prior to loading. The vehicle operator uses the trip worksheet to record information while on a trip.





# Print Preload Documents

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## Printing Preload Documents

Preload documents, such as picking tickets and loading notes, provide information that staff use to pick or load products for delivery. You print these documents to specify the picking locations and product quantities to be loaded for trips or sales orders. The vehicle operator uses the trip worksheet to record arrival and departure information while on a trip.

Complete the following tasks:

- Print picking tickets (optional)
- Print the Trip Worksheet (optional)
- Print loading notes (optional)

### Before You Begin

- Verify that you have a sales order entered in the system
- Verify that you have assigned sales orders to a trip, if applicable

### See Also

- *Printing Delivery Documents* for information on printing the delivery documents prior to load confirm

## Printing Picking Tickets

A picking ticket identifies the following:

- The specific stocking locations from which staff should pick packaged products
- The staging area, if applicable, that should receive the products in preparation for loading

You print a picking ticket after a packaged goods order has been entered and assigned to a trip. In the processing options, you can specify whether to hard commit inventory upon printing the picking ticket.

Complete the following tasks:

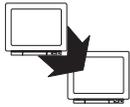
- Print the packaged picking ticket by trip
- Print the packaged picking ticket by order

### See Also

- *Working With Picking Documents (P42520)* in the *Sales Order Management Guide*

### ► **To print the packaged picking ticket by trip**

---



From Load and Delivery Management (G49), choose Picking/Loading Operations

From Picking and Loading Operations (G4912), choose Packaged Picking Ticket

Packaged Picking Ticket is a trip-based program. In the processing options of this report writer program, you must select the range of status codes representing the sales orders you want to include. Also, you can select the range of status codes for trips.

Order Numbers: 11442 S3

J.D. Edwards & Company  
Picking Ticket - Packaged

Page : 1  
 Depot : DEPOT1  
 Next Depot : DEPOT1  
 Print Date : 6/05/96  
 Load Date : 06/05/96  
 Delivery Date: 06/05/96  
 Pick Loc : DEPOT1  
 Time Loaded : \_\_\_\_\_

Trip Number : 1303 Vehicle ID : TMS4 Shift Nbr : Driver Id :  
 Trip Seq : 1.00 Vehicle Reg: TMS-4

Picking Location	Sub-Location	Staging Location	Sales Units	UM	Quantity to Pick	UM	Actual Pick Qty	UM	Product Number	Lot/Branch No.
301			600	CN	600	CN			301	
Product Name: 10W30-1LT Can										

			Picking Signature	Staging Signature
Weight Total:	1,290	UM KG	_____	_____
Volume Total:	120,000	UM LT	_____	_____
Package Total				
-----				
Total:	600	UM CN	_____	_____

## Processing Options for Packaged Picking Ticket

Processing Options:

1. Load Date Default Value \_\_\_\_\_  
(If blank, today's date will default)
  
2. Status Codes for Sales Orders:
  1. Enter the Range of Status Codes to be selected for processing.  
Next Status Code From (Required) \_\_\_\_\_  
Next Status Code Thru (Required) \_\_\_\_\_
  2. Override Next Status (Optional) \_\_\_\_\_
  3. Enter a '1' to prevent updating the Next Status Code from Order Activity Rules. If left blank the Next Status Code will update. \_\_\_\_\_
  
3. Status Codes for Trips:
  1. Enter the Minimum Trip Status to be selected for processing. \_\_\_\_\_
  2. Enter the Next Status Code for the trip. \_\_\_\_\_
  3. Enter the Protected Status Code for the trip to be bypassed for processing. \_\_\_\_\_
  
4. Default value for Weight UOM. \_\_\_\_\_  
(If the option is left blank, will default UOM from the F4901 record)
  
5. Default value for Volume UOM. \_\_\_\_\_  
(If the option is left blank, will default UOM from the F4901 record)
  
6. Enter a '1' to suppress the print of Driver ID. \_\_\_\_\_
  
7. Inventory Processing:
  1. Enter a '1' to Hard Commit Inventory. If left blank the inventory commitment from Order Entry will not change. \_\_\_\_\_
  
8. Enter the Global Print Message to print on each pick slip. \_\_\_\_\_
  
9. Enter '1' to print Sales Order Associated Text. \_\_\_\_\_
  
10. Enter a '1' to print Kit Component Lines. \_\_\_\_\_

► **To print the packaged picking ticket by order**

---



From Sales Order Management (G42), choose Sales Order Processing

From Sales Order Processing (G4211), choose Print Pick Slips

In the processing options of this report writer program, you must select the range of status codes representing the sales orders you want to include.

Pick Slip #. . . 13927	J.D. Edwards & Company P I C K S L I P	Page - 1 Date - 6/05/96 Customer No - 540 Ship To No - 540 Order Number - 11491-000 SO Related P.O. - Brn/Plt - DEPOT1
Sold To: Al Motor Garage 523 Repair Street Bakersfield CA 92626	Ship To: Al Motor Garage 523 Repair Street Bakersfield CA 92626	

Ord Date	Promised	Customer P.O.	F.O.B.	Ship Inst				
06/05/96	06/05/96							
Description	Item Number/Location, Lot	Line	Shipp	Backorder	UM	Price	Extended Amount	
10W40-1LT Can	401 401	1.000	1000		CN Per CN	1.2000	1,200.00	

### Processing Options for Pick Slips Print

STATUS CODES:

1. Enter the Range of Status Codes to be selected for processing. cycle sheets will be printed. Next Status Code Thru (Required)
2. Override Next Status (Optional)
3. Enter a '1' to prevent updating the Next Status Code from Order Activity Rules. If left blank the Next Status Code will update.

\_\_\_\_\_

\_\_\_\_\_

REPORT DISPLAY:

4. Enter the Global Print Message to print on each pick slip.
5. Enter a '1' to print Sales Order Header & Detail associated text. Enter a '2' to print only Header associated text. Enter a '3' to print only Detail associated text.

\_\_\_\_\_

\_\_\_\_\_

LINE DISPLAY:

6. Enter a '1' to print Kit Component Lines.
7. Enter a '1' to print Future Committed Inventory Lines.
8. Enter a '1' to print Sales Order Detail Text Lines.

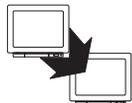
\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

9. Enter a '1' to print lines with zero Quantities Shipped. \_\_\_\_\_
- ITEM NUMBER DISPLAY:
10. Enter a '1' to print only our item number. Enter a '2' to print both our item number and the customer item number. If left blank, only our item number will print. \_\_\_\_\_
11. If you wish to print the customer item number, enter the type of cross reference to retrieve. \_\_\_\_\_
- INVENTORY PROCESSING:
12. Enter a '1' to Hard Commit Inventory. If left blank the inventory commitment from Order Entry will not change. \_\_\_\_\_
13. Enter a '1' to use the Inventory Commitment Preference to source from multiple branches. If left blank, the branch from the Sales Order detail will be used. \_\_\_\_\_
- CURRENCY PROCESSING:
14. Enter a '1' to print amounts in Foreign Currency. Enter a '2' to print amounts in both Foreign and Domestic Currency. If left blank only Domestic Currency amounts will print. \_\_\_\_\_
- TM PROCESSING:
15. Enter the version of the TM shipment server (PSMR9100) to call. \_\_\_\_\_
- BARCODE OPTIONS:
16. Enter which barcode symbology to print. \_\_\_\_\_  
'1' = Code 39 (3 of 9)  
'2' = Code 128  
If left blank, bar codes will not print.

## Printing the Trip Worksheet



From Load and Delivery Management (G49), choose Delivery Operations

From Delivery Operations (G4913), choose Trip Worksheet

Print the trip worksheet for the vehicle operator to record data while on a trip, such as arrival and departure times for each delivery address and stop times for maintenance. You can use this information to evaluate vehicle and driver efficiency. You can also use it to calculate freight charges, based on the actual



### Printing Loading Notes

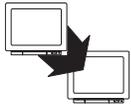
A loading note provides the loading instructions for a trip or sales order. You print a loading note to specify the products and quantities to load onto a vehicle for delivery or onto a loading dock for pickup.

Complete the following tasks to print loading notes:

- Print a bulk loading note by trip
- Print a bulk loading note by sales order
- Print a packaged loading note by trip
- Print a packaged loading note by sales order

A loading note for a trip provides information about assigned deliveries on a trip. A loading note for a sales order provides information by Sold To and Ship To address.

#### Printing Bulk Loading Note by Trip



From Load and Delivery Management (G49), choose Picking/Loading Operations

From Picking and Loading Operations (G4912), choose Bulk Loading Note – Trip

Use Bulk Loading Note – Trip to specify the bulk products and quantities to load onto a vehicle for a trip. This loading note provides additional information, such as temperature and density information, for the products. The loading note also serves to transfer responsibility for the products to the vehicle operator.

49400 J.D. Edwards & Company Page . . . . . : 3  
 Order Number Ship To Customer Bulk Loading Note Trip Depot . . . : DEPOT1  
 11427 S3 City Fuels Limited Next Depot . . . : DEPOT1  
 11428 S3 City Fuels Limited Print Date . . . : 6/05/96  
 Load Date . . . : 06/05/96  
 Time Loaded . . . : \_\_\_\_\_

Trip Number: 1301 Vehicle Id : T13 Driver : Shift number :  
 Trip Seq: 1.00 Reg. No. : 10101 Contractor: Model Energy & Chemical C

Quantity To Load	UM	Quantity Preloaded	UM	Actual Load Qty	UM	Product Number	Plan Comp	Act Comp	Tank/ Prod Loc	Current Temp	T	Current Density	T	Obs. Temp	T	Obs. Density	T
5000	KG					REG	1		TKREG1	25.00	C	700.0	A				
Scheduled Qty:		5000	KG			Product Name :											
Scheduled Qty:						Product Name : Leaded Fuel											
2000	KG					REG	2		TKREG1	25.00	C	700.0	A				
Scheduled Qty:		2000	KG			Product Name :											
Scheduled Qty:						Product Name : Leaded Fuel											
4000	KG					UNL	3		TKUNL1	15.00	C	745.0	A				
Scheduled Qty:		4000	KG			Product Name :											
Scheduled Qty:						Product Name : Unleaded Fuel											
4000	KG					UNL	4		TKUNL1	15.00	C	745.0	A				
Scheduled Qty:		4000	KG			Product Name :											
Scheduled Qty:						Product Name : Unleaded Fuel											
2500	KG					UNL	5		TKUNL1	15.00	C	745.0	A				
Scheduled Qty:		2500	KG			Product Name :											
Scheduled Qty:						Product Name : Unleaded Fuel											
KG							6		TKUNL1	15.00	C	745.0	A				
Scheduled Qty:			KG			Product Name :											
Scheduled Qty:						Product Name :											

Checker Signatures: \_\_\_\_\_ Driver Signatures: \_\_\_\_\_

Weight Total . . . 17,500 U/M KG \_\_\_\_\_  
 Volume Total . . . 21,999 U/M LT \_\_\_\_\_

### Processing Options for Bulk Loading Note – Trip

DEFAULT OPTIONS:

1. Enter the minimum Trip Status. \_\_\_\_\_
2. Enter the protected Trip Status. \_\_\_\_\_
3. Enter the Next Trip Status(required) \_\_\_\_\_
4. Override Next Order Status (opt) \_\_\_\_\_
5. Enter '1' to prevent updating the Next Status Code from Order Activity Rules. If left blank both the trip and order status will update. \_\_\_\_\_

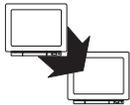
## REPORT OPTIONS:

- 6. Enter '1' to print the Driver's Name. \_\_\_\_\_
- 7. Enter '1' to print Tank/Temperature information. \_\_\_\_\_
- 8. Enter the appropriate selection for handling pre-load quantities. \_\_\_\_\_
  - 1 = Print pre-load quantities or print message if the pre-load product does not match the product being loaded.
  - 2 = Issue an error message if the pre-load product does not match the product being loaded.
  - ' ' = Do not print pre-load quantities or check if pre-load product matches the product being loaded. ' ' is the default.

## DEFAULT PRINT MESSAGES:

- 9. Enter a print message for clean and flush compartment instructions. \_\_\_\_\_
- 10. If preload product left on board is different than loading product, enter the print warning message.  
\*NOTE: Processing Option 8 must be a 1 or 2 for warning message to print. \_\_\_\_\_
- 11. Enter a print message for quality requested. \_\_\_\_\_
- 12. Enter a print message for quality required. \_\_\_\_\_
- 13. Enter the message queue that will receive an error message when the left on board preload product does not match the loading product. \_\_\_\_\_
- 14. Enter '1' to print kit component lines. If left blank, no kit component lines will print. \_\_\_\_\_

## Printing Bulk Loading Note by Sales Order



From Load and Delivery Management (G49), choose Picking/Loading Operations

From Picking and Loading Operations (G4912), choose Bulk Loading Note - Order

Use Bulk Loading Note - Order to specify the bulk products and quantities to load onto a vehicle for a sales order not assigned to a trip. This loading note provides additional information, such as temperature and density information,

for the products. The loading note also serves to transfer responsibility for the products to the purchaser.

49410  
 Order Number  
 11433 S3  
 Ship To Customer  
 Al Motor Garage  
 523 Repair Street  
 Bakersfield CA 92626

J.D. Edwards & Company  
 Bulk Loading Note  
 For Orders

Page . . . . . : 2  
 Branch/Plant . . . . . : DEPOT1  
 Print Date . . . . . : 6/05/96  
 Load Date. . . . . : 06/05/96  
 Time Loaded. . . . . : \_\_\_\_\_

Quantity To Load	UM	Actual Loaded Quantity	UM	Product Number	Tank/ Prod Loc	Current Temp	T y	Current Density	T y	Observed Temp	T y	Observed Density	T y
20000	LT			UNL	TKUNL1	15.00	C	745.0	A				
				Product Name :									
				Product Name :	Unleaded Fuel								

Checker Signatures:

Driver Signatures:

Weight Total . . . . . 14,900 U/M KG

Volume Total . . . . . 20,000 U/M LT

49410  
 Order Number  
 Ship To Customer

J.D. Edwards & Company  
 Bulk Loading Note  
 For Orders

Page . . . . . : 3  
 Branch/Plant . . . . . : DEPOT1  
 Print Date . . . . . : 6/05/96  
 Load Date. . . . . :  
 Time Loaded. . . . . : \_\_\_\_\_

Quantity To Load	UM	Actual Loaded Quantity	UM	Product Number	Tank/ Prod Loc	Current Temp	T y	Current Density	T y	Observed Temp	T y	Observed Density	T y
***** TOTALS *****													
Weight Total . . . . .		14,900	U/M KG										
Volume Total . . . . .		20,000	U/M LT										

Checker Signatures:

Driver Signatures:



Order Numbers: 11442 S3

J.D. Edwards & Company  
Packaged Loading Note - Trip

Page : 1  
 Depot : DEPOT1  
 Next Depot : DEPOT1  
 Print Date : 6/05/96  
 Load Date : 06/05/96  
 Delivery Date From: 06/05/96  
 Time Loaded : \_\_\_\_\_

Trip Number : 1303 Vehicle Id : TMS4 Shift Nbr : Driver Id :  
 Trip Seq : 1.00 Veh Reg No : TMS-4

Delivery Seq:  
 Ship To : 540 Al Motor Garage

Sales Units	UM	Quantity To Load	UM	Actual Load Qty	UM	Product Number	Lot/Batch Nbr	Location	Sub-Location
600	CN	600	CN	_____	___	301 10W30-1LT Can		301	

Checker Signature \_\_\_\_\_ Driver Signature \_\_\_\_\_

Weight Total: 1,290 UM KG \_\_\_\_\_

Volume Total: 120,000 UM LT \_\_\_\_\_

Package Total:  
 -----

Total 600 UM CN \_\_\_\_\_

### Processing Options for Packaged Loading Note – Trip

Processing Options:

- 1. Load Date Default Value \_\_\_\_\_  
(If blank, today's date will default)
  
- 2. Status Codes for Sales Orders:
  - 1. Enter the Range of Status Codes to be selected for processing.  
Next Status Code From (Required) \_\_\_\_\_  
Next Status Code Thru (Required) \_\_\_\_\_
  - 2. Override Next Status (Optional) \_\_\_\_\_
  - 3. Enter a '1' to prevent updating the Next Status Code from Order Activity Rules. If left blank the Next Status Code will update. \_\_\_\_\_
  
- 3. Status Codes for Trips:
  - 1. Enter the Minimum Trip Status to be selected for processing. \_\_\_\_\_
  - 2. Enter the Next Status Code for the trip. \_\_\_\_\_
  - 3. Enter the Protected Status Code for the trip to be bypassed for processing. \_\_\_\_\_
  
- 4. Default value for Weight UOM. \_\_\_\_\_  
(If the option is left blank, will default UOM from the F4901 record)
  
- 5. Default value for Volume UOM. \_\_\_\_\_  
(If the option is left blank, will default UOM from the F4901 record)
  
- 6. Enter a '1' to suppress the print of Driver ID. \_\_\_\_\_
  
- 7. Inventory Processing:
  - 1. Enter a '1' to Hard Commit Inventory. If left blank the inventory commitment from Order Entry will not change. \_\_\_\_\_
  
- 8. Enter the Global Print Message to print on each note. \_\_\_\_\_
  
- 9. Enter '1' to print Sales Order Associated Text. \_\_\_\_\_
  
- 10. Enter '1' to print Kit Component Lines. \_\_\_\_\_

### Printing Packaged Loading Note by Sales Order



From Load and Delivery Management (G49), choose Picking/Loading Operations

From Picking and Loading Operations (G4912), choose Packaged Loading Note – Order

Use the Packaged Loading Note – Order for sales orders that are not on a trip. The note specifies which packaged products and quantities to load onto a loading dock or vehicle. The loading note also specifies the loading order of the products. Typically, packaged goods are loaded in a specific order to facilitate the delivery schedule. The loading note also serves to transfer responsibility for the products to the purchaser.

Order Number: 11439 S3	J.D. Edwards & Company Packaged Loading Note - Order	Page : 1 Depot : DEPOT1 Print Date : 6/05/96 Delivery Date From: 06/05/96 Customer Number : 510 Ship To Number : 510
Sold To: City Fuels Limited 8243 Gasoline Avenue Winchester KY 53092	Ship To: City Fuels Limited 8243 Gasoline Avenue Winchester KY 53092	

Sales Units	UM	Quantity To Load	UM	Actual Load Qty	UM	Product Number	Lot/Batch Nbr	Location	Sub- Location
400	CN	400	CN	_____	401	_____	_____	401	_____
Product Name: 10W40-1LT Can									

	Checker Signature	Driver Signature
Weight Total: 500 UM KG	_____	_____
Volume Total: 400 UM LT	_____	_____
Package Total: -----		
Total 400 UM CN	_____	_____

## Processing Options for Packaged Loading Note – Order

STATUS CODES:

- 1. Enter the Range of Status Codes to be selected for processing.  
Next Status Code From (Required) \_\_\_\_\_  
Next Status Code Thru (Required) \_\_\_\_\_
- 2. Override Next Status (Optional) \_\_\_\_\_
- 3. Enter a '1' to prevent updating the Next Status Code from Order Activity Rules. If left blank the Next Status Code will update. \_\_\_\_\_

DATA SELECTION:

- 4. Enter Load Date to be used for data selection. If not entered, system date will default. More.. \_\_\_\_\_

REPORT DISPLAY:

- 5. Enter the Global Print Message to print on each pick slip. \_\_\_\_\_
- 6. Enter a '1' to print Sales Order Associated Text. \_\_\_\_\_

LINE DISPLAY:

- 7. Enter a '1' to print Kit Component Lines. \_\_\_\_\_
- 8. Enter a '1' to print Future Committed Inventory Lines. \_\_\_\_\_
- 9. Enter a '1' to print Sales Order Detail Text Lines. \_\_\_\_\_

LINE DISPLAY (CONTINUED):

- 10. Enter a '1' to print lines with zero Quantities Shipped. \_\_\_\_\_

INVENTORY PROCESSING:

- 11. Enter a '1' to Hard Commit Inventory. If left blank, the inventory commitment from Order Entry will not change. \_\_\_\_\_
- 12. Enter a '1' to use the Inventory Commitment Preference to source from multiple branches. If left blank, the branch from the Sales Order detail will be used. \_\_\_\_\_

UNITS OF MEASURE:

- 13. Default value for Weight UOM. (If the option is left blank, will default the UOM from file-F49211) \_\_\_\_\_
- 14. Default value for Volume UOM. (If the option is left blank, will default the UOM from file-F49211) \_\_\_\_\_



# Load and Delivery Confirm

## Objectives

- To confirm a load to indicate to the system which products and in what quantities have been successfully loaded onto a vehicle
- To record test results of a bulk product before you begin load confirmation
- To confirm the load and the delivery of products in one step
- To confirm delivery of product to verify to the system the quantities delivered versus the quantities loaded
- To record the disposition of remaining product during delivery confirmation
- To perform a batch delivery confirmation when the quantity delivered equals the quantity loaded
- To record additional sales order information for aviation and marine orders during load or delivery confirmation
- To record additional charges to a sales order during load or delivery confirmation
- To download trip and loading information to the gantry system

## About Load and Delivery Confirm

Accurate and timely load confirmation is key to successful product transportation. You perform load confirmation to verify the quantities of product loaded, according to the specifications of the sales order or trip. The Load and Delivery Management system enables the rapid load confirmation of bulk and packaged products. The system improves inventory accuracy by:

- Making the necessary inventory adjustments to account for temperature and density readings taken during the loading process
- Changing the status of an order to be eligible for batch document production or automatically triggering the printing of delivery documents
- Creating historical records of each transaction in the item ledger and preventing load confirmation if predefined requirements are not met
- Making the necessary journal entries to the system



If you are using an automated gantry, the system automatically loads actual quantities during load confirmation of trips for bulk products. If you require product testing, you can enter results at this time.

The delivery of a product is the moment when ownership is transferred to your customer. You perform delivery confirmation to verify the quantities of product delivered, according to the specifications of the load confirmation. Delivery confirmation can be completed for all types of deliveries, such as for bulk products, packaged products, and milk run trips. You can confirm the delivery of one trip or one order at a time, or you can confirm multiple deliveries at the same time.

The Load and Delivery Management system also supports the aviation and marine industry. When you confirm load and delivery, the programs allow you to enter additional sales order information for aviation and marine orders.

Complete the following tasks:

- Understand quality testing
- Confirm a load by trip
- Confirm load and delivery
- Confirm delivery
- Enter aviation and marine information (optional)
- Enter additional charges (optional)
- Download gantry information (optional)

### Before You Begin

- Verify that you have sales orders entered in the system. See *Entering Sales Orders (P4211)* in the *Sales Order Management Guide*.
- Verify that you have built trips. See *Creating a Trip (P49350)*.

### See Also

- *About Gantry Loading*

# Understand Quality Testing

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## About Quality Testing

The Load and Delivery Management system interfaces with the Quality Management system to allow you to record testing results at load confirm. You must have installed Quality Management, system 37, to use this feature. To activate, you must turn on the Quality Management flag in the Branch/Plant Constants program.

Features of quality management consist of:

- Setting up tests and defining samples and effective date ranges for specific tests.
- Grouping tests that should be performed together with a test specification.
- Setting up preference profiles for item, item group, customer, and customer group combinations.
- Entering testing results. This is done at load confirm in the Load and Delivery Management system.
- Reviewing tests and specifications by item or depot.
- Printing a Certificate of Analysis for customers or printing results on delivery documents.

In Quality Management, you use an item test specification preference to customize tests and specifications for customer and item combinations. The system uses this information to determine how Quality Management interfaces with programs in other systems, such as the Confirm Bulk Load and Confirm Packaged Load programs.

To require testing results at load confirm, you specify so on the Test Definition form in the Quality Management system. This can be overridden at the preference level. At load confirm, if testing is required, you can record results on a trip-based version of the Test Results Revisions form.

Because the Confirm Bulk Load program does not have the sales order information necessary to apply preferencing, the resulting records are created during trip creation. You specify in the processing options for Trip Creation/Maintenance whether to require test results to be entered for each different customer or item or for every item in every compartment. The system retrieves the different combinations of item, item group, customer, and customer

group for each item on a sales order or for each item within a compartment. The system then accesses the Item Test Specification records and creates the appropriate test results records. During load confirm, the system retrieves the records on the Test Results Revisions form, allowing you to enter the test results.

The system checks every order line on a trip for testing requirements. The processing option can be set to require test results for every compartment on the order line or to require test results only for the first compartment of the order line.

If you choose to require test results for every item, every compartment and will have more than one order for a vehicle compartment, you must set up preferences based on customer group so that all customers' testing requirements are included in the set of tests. If you set up preferences based on the vehicle compartment, you must confirm the load by trip, rather than by order.

### See Also

- The *Quality Management Guide* for setting up testing specifications, setting up the quality preference, and interfacing with the Quality Management system
- *Confirming a Load by Trip (P49510, P49530)* for entering test results using the trip-based Test Results Revisions form
- *Setting Up Depot Constants for Bulk Products (P41001)* in the *Bulk Stock Management Guide*

# Confirm a Load by Trip

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## Confirming a Load by Trip

To confirm a load by trip, you indicate to the system which products and in what quantities have been successfully loaded onto a vehicle. You record what was actually loaded versus what was scheduled to be loaded for the trip. You cannot confirm the loading of a second trip for a vehicle until you complete the first trip by loading, delivering, and dispositioning any remaining product.

You can record both ambient or standard quantities. The system uses the standard quantity to relieve inventory, re-extend cost, and write ledger records. If you enter ambient, the system converts the ambient quantity to standard. The system checks to verify that the calculated volume correction factor (VCF) is within the range specified in the bulk item master.

When you confirm a load by trip, the system records CT document numbers to the item ledger. The system creates a separate record for each compartment. Once the trip is delivery confirmed, you can see these order numbers from the CT document in the item ledger. If you deliver less than was ordered, and you enter the difference as back to stock, you will see a record in the item ledger for the quantity (negative number) and the CT number from that record.

Due to the nature of some products, specific customer requests, or both, it is often necessary to sample, test, and record test results before you can confirm a load. You can record test results for bulk or packaged products.

Complete the following tasks:

- Confirm a bulk load by trip
- Confirm a packaged load by trip
- Enter test results by trip (optional)

### Before You Begin

- Generate the Bulk Loading Note – Trip or the Packaged Loading Note – Trip (optional). See *Printing Loading Notes*.

### See Also

- *Entering Aviation and Marine Information (P49510B, P49510C)* for information on entering additional information for aviation and marine orders during load confirmation
- *About Quality Testing* for more information on testing and the *Quality Management Guide* for setting up and using the quality testing interface

## Confirming a Bulk Load by Trip

After you print the Bulk Loading Note – Trip, you indicate to the system what was actually loaded onto a vehicle, as opposed to what was scheduled to be loaded for the trip. You can record temperature and density information for bulk products and calculate standard quantities.

Confirming a load updates the following tables:

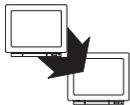
- Item Ledger table (F4111)
- Account Ledger table (F0911) (in-transit product)
- Item Location table (F41021)
- Load and Delivery Ledger table (F49511)
- Load and Delivery Location – Vehicle table (F4902)
- Load and Delivery Item Balance table (F49021)
- Bulk Product Transaction table (F41511) (bulk products only)

Complete the following tasks:

- Confirm a bulk load
- Confirm load of a bulk trip by batch

### ► **To confirm a bulk load**

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From Load and Delivery Management (G49), choose Picking/Loading Operations

From Picking and Loading Operations (G4912), choose Confirm Bulk Load – Trip

You confirm a bulk load to record what was actually loaded onto a vehicle versus what was scheduled to be loaded for the trip. You record load information, such as load date and load time, and record temperature and density information for a bulk product in order to calculate standard quantities. Alternatively, if you do not enter temperature and density information, the system uses the default tank information.

If you want to confirm the loading from a tank containing commingled stock, you must specify the owner to indicate to the system for which owner of stock in the tank to adjust inventory. Enter the owner's address book number for each order line. If the stock is not your own, processing option settings in the Load and Delivery Transaction Server prevent the system from creating general ledger entries.

You can specify in the Confirm Bulk Load processing options the owner to use as the default value for tanks containing stock commingled for duty, when duty is paid, or when duty is not paid.

If you are using an automated gantry system, you can specify a processing option that enables the download, upon successful load confirmation, of loading information for subsequent trips to the system.

If you are confirming the loading of a trip from a gantry, the program also displays the gantry status of the trip and gantry errors, if detected.

If you are loading splash blended products for an actuals trip, you can change the mixture of the blend product to account for situations where the actual mixture doesn't match the formula set up in the bill of materials. At load confirm, you can change both the kit parent item quantity and the kit component item load quantities of an actuals trip. The program recalculates the load quantity for the parent item, based on the load quantities of the kit items. Once changed, the default formula from the bill of materials is no longer in effect.

On Confirm Bulk Load – Trip

Item Number	Quantity Loaded	Tank ID	Owner	Temp	T	Capt Num
UNL	6000	TKUNL1				1
UNL	4000	TKUNL1				2
UNL	5000	TKUNL1				3
UNL	3000	TKUNL1				4

1. Complete the following fields:

- Depot
- Trip Number
- Load Date
- Load Time
- Delivery Date

2. Accept the entries.

The system displays the load information by compartment for the product specified for the trip.

3. Accept the information in the following fields or make corrections, if necessary:

- Quantity Loaded
- Tank ID
- Owner
- Temperature
- Compartment Number

The type of trip determines whether the information in these fields might need to be corrected. For example, for an actuals trip, you can enter the actual quantity loaded at this time.

See *Creating a Trip (P49350)* for more information about actuals trips.

For actuals trips, the quantity shown on the form becomes the actual quantity. Although not required, you can change the quantity to the value that was actually loaded on the vehicle.

4. Choose the Load Trip option.

Additional windows or forms might display, prompting you to confirm additional information, depending on the particular trip and the processing option settings.

---

<b>Field</b>	<b>Explanation</b>
Depot	Indicates the depot from which a trip originates. The Trip Depot and the Trip Number fields identify the unique combination of vehicle, registration number, load date, and shift.
Trip Number	The number assigned to a trip during direct assignment or trip building. The Trip Depot and the Trip Number fields identify the unique combination of vehicle, registration number, load date, and shift.

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Field	Explanation
Quantity Loaded	The number of units that are on board in the vehicle compartment based on the unit of measure classification field on the form.
Tank ID	An 8-character field identifying the tank as defined on the Branch/Plant Constants form.  ..... <i>Form-specific information</i> .....  This field identifies the current tank at the depot. You can override this value with the tank ID of another active tank.
Owner	A number that identifies an entry in the Address Book system. Use this number to identify employees, applicants, participants, customers, suppliers, tenants, and any other Address Book members.  ..... <i>Form-specific information</i> .....  The address book number of the owner of commingled stock.
Temp	The temperature of the product.
Cmpt Num	The compartment number in a connected vehicle.  A connected vehicle is a number of vehicles with compartments. The logical compartment number represents the compartments as if the connected vehicle were one vehicle.  Example: Three vehicles are connected. The first is the power unit, the second has 4 compartments and the third has 3 compartments. The first 4 logical compartment numbers equal the compartment numbers on the second vehicle. The 5th, 6th, and 7th logical compartments represent the compartments in the third vehicle.

## What You Should Know About

**Performing a four-point analysis** You can access Four-Point Analysis Maintenance from Confirm Bulk Load – Trip to calculate gain or loss for a bulk product on a trip.

See *Calculating Gain or Loss for Received Products (P415109)* in the *Bulk Stock Management Guide*.

**Recording dip readings** You can access the Dip Volume Calculator from Confirm Bulk Load – Trip to record dip readings and calculate standard volume for a bulk product.

See *Calculating Volume from Dip Readings (P415102)* in the *Bulk Stock Management Guide*.

### **Entering registration for a planning (dummy) vehicle**

If the trip is set up with a planning (dummy) vehicle, the Vehicle Registration Entry window displays automatically from Confirm Bulk Load – Trip. You must enter the registration number to confirm the load. You can also specify to update other trips for this vehicle, load date, and shift, and to update the Connected Vehicle table.

See *Defining a Vehicle (P49010)* and *Defining a Connected Vehicle (P49025)*.

### **Entering agreement numbers**

You can access the Agreement Entry Window from Confirm Bulk Load – Trip to enter the agreement number and supplement number for a sales order. In many cases, you don't know the agreement number or supplement number until the truck arrives to be loaded. The agreement management information must be set up prior to entering this information here.

If the order source is from a foreign depot, then you must enter a borrow agreement number.

See *Defining Agreement Relationships (P38010)* in the *Agreement Management Guide*.

### **Assigning documents to print**

You can access the Document Selection Window from Confirm Bulk Load – Trip or it displays automatically if you have set the appropriate processing option. The window displays the documents that will be printed upon successful load confirmation and gives you an option to override the assigned documents by order detail line.

See *Printing Delivery Documents During Load Confirm*.

### **Recording weighbridge information**

You can access the Weighbridge Information form from Confirm Bulk Load – Trip to record weighbridge readings and calculate standard volume or weight for a bulk product.

See *Calculating Volume from Weighbridge Information (P415104)* in the *Bulk Stock Management Guide*.

### **Entering actual quantities**

You can access the Bulk Load Confirmation window to enter actual loaded quantities by compartment. You might need to record actual quantities, for example, if the flow meter doesn't stop at the ordered quantity and the quantity loaded exceeds the quantity ordered. This allows you to confirm the actual quantities loaded versus the quantities ordered. The window appears automatically when you confirm a load for a trip with more than one order in a particular compartment.

**Entering seal numbers** If you attempt to confirm a load for a vehicle which requires seal numbers, the Seal Numbers Window displays from Confirm Bulk Load – Trip. The Vehicle Master record must be set up with a value greater than zero in the Number of Seals field to require the entry of seal numbers during load confirmation.

See *Defining a Vehicle (P49010)*.

**Entering an external document number** If you need to create a manual document for customers, you can access the Document Number Entry window to enter an external document number for a particular order. Entering this number updates the Sales Order Detail table. Also, delivery documents will not be printed.

**Reviewing gantry details** If the trip was loaded by an automated gantry, you can choose the Gantry Load Detail Status Inquiry option to review the load details for the trip. To review actual load quantities for a trip, choose the Retrieve Gantry Actuals option from Gantry Load Detail Status Inquiry form, which accesses the Gantry Actual Load Detail Inquiry form.

See *Reviewing Gantry Information (P49575)*.

**Reviewing left-on-board information** If you attempt to load product into a vehicle compartment for which you have different product left on board the compartment from the previous trip, you will receive an error message. You can access the detail area to review the item, item number, quantity left on board, and the owner, if one was assigned.

If the item left on board differs from the scheduled product, the default value for Quantity Loaded will be the same as the scheduled quantity. If the products are the same, then the default value will be the scheduled amount minus the quantity left on board.

**Confirming by lot** While confirming a bulk load you can commit inventory by lot number for each confirmed item. If the item is lot controlled, the current lot number will be the default value. Access the detail area to enter the lot number.

## See Also

- *Setting Up Transaction Server Report Writers (P98300)*
- *About Commingled Stock* in the *Bulk Stock Management Guide*
- *Creating a Trip* for information on an actuals trip.

### ► **To confirm load of a bulk trip by batch**

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From Load and Delivery Management (G49), choose Picking/Loading Operations

From Picking and Loading Operations (G4912), choose Batch Bulk Load – Trip

To speed the load confirm process for bulk trips, you can confirm a group of trips by batch. The Batch Bulk Load Confirm report writer program allows you to enter the trip numbers and additional selection criteria for the trips you want to confirm. You can run Batch Bulk Load Confirm in proof or final mode. Both modes generate a report of trips successfully load confirmed. Final mode updates tables for the trips that successfully load confirm. Proof mode generates a report, but updates no tables.

## Confirming a Packaged Load by Trip



From Load and Delivery Management (G49), choose Picking/Loading Operations

From Picking and Loading Operations (G4912), choose Confirm Packaged Load – Trip

To confirm a packaged load by trip, you record what was actually loaded onto a vehicle versus what was scheduled to be loaded for the trip. You record the actual load quantities and the location and lot from which the product was loaded.

Confirming a load updates the following tables:

- Item Ledger table (F4111)
- Account Ledger table (F0911) (in-transit products)
- Item Location table (F41021)
- Load and Delivery Ledger table (F49511)
- Load and Delivery Location – Vehicle table (F4902)
- Load and Delivery Item Balance table (F49021)
- Bulk Product Transaction table (F41511) (bulk products only)

### Before You Begin

- Generate the packaged picking ticket or the packaged loading note for the trip (optional). See *Printing Picking Tickets (P49430)* and *Printing Packaged Loading Note by Trip (P49440)*.

## ► To confirm a packaged load by trip

On Confirm Packaged Load – Trip

0	Product No	Loaded Quantity On	UM	D	Location	Order Number	Ty	Line No
	301	100	CN	S	.	112746	S3	2.000
	401	200	CN	S	.	112746	S3	3.000
	301	300	CN	S	.	112747	S3	3.000
	401	200	CN	S	.	112747	S3	4.000

Opt 9=Rmv fr Trip 4=Mlt Loc F6=Load Cnfrm F5=Load & Dlv Cfrm F24=More

1. Complete the following fields:

- Depot
- Trip Number
- Load Date
- Load Time
- Delivery Date

2. Accept the entries.

The system displays the load information for the product specified for the trip.

3. Accept the information in the following fields or make corrections, if necessary:

- Loaded – Quantity on Board
- Location
- Lot

4. Choose the Load Confirm option.

Additional windows or forms might display, prompting you to confirm additional information, depending on the particular trip and the processing option settings.

Field	Explanation
Loaded Quantity On Board	The number of units that are on board in the vehicle compartment based on the unit of measure classification field on the form.
Lot Serial Number	A number that identifies a lot or a serial number. A lot is a group of items with similar characteristics.
Location	A code that identifies inventory locations in a branch/plant. You define the format of the location identifier by branch/plant.

## What You Should Know About

**Choosing from multiple locations** You might encounter circumstances where you picked product from different locations than those indicated on the pick slip. To indicate the correct locations, you can choose the option to access the Select Multiple Locations window for the order line you want to load.

**Entering registration for a dummy vehicle** If the trip is set up with a dummy vehicle, the Vehicle Registration Entry window displays automatically from Confirm Packaged Load – Trip. You must enter the registration number to confirm the load. You can also specify to update other trips for this vehicle, load date, and shift, and to update the Connected Vehicle table.

See *Defining a Vehicle (P49010)* and *Defining a Connected Vehicle (P49025)*.

**Entering agreement numbers** You can access the Agreement Entry Window from Confirm Packaged Load – Trip to enter the agreement number and supplement number for a sales order. In many cases, you don't know the agreement number or supplement number until the truck arrives to be loaded. The agreement management information must be set up prior to entering this information here.

If the order source is from a foreign depot, then you must enter a borrow agreement number.

See *Defining Agreement Relationships (P38010)* in the *Agreement Management Guide*.

### **Assigning documents to print**

You can access the Document Selection Window from Confirm Packaged Load – Trip or it displays automatically if you have set the appropriate processing option. The window displays the documents that will be printed upon successful load confirmation and gives you an option to override the assigned documents by order detail line.

*See Printing Delivery Documents During Load Confirm.*

### **Entering an external document number**

If you need to create a manual document for customers, you can access the Document Number Entry window to enter an external document number for a particular order. Entering this number updates the Sales Order Detail table. Also, delivery documents will not be printed.

## Entering Test Results by Trip



From Load and Delivery Management (G49), choose Picking/Loading Operations

From Picking and Loading Operations (G4912), choose Confirm Bulk Load – Trip or Confirm Packaged Load – Trip

### **▶ To enter test results by trip**

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For some products, testing for certain specifications might be required. In these cases, passing results must be entered into the system before the load can be confirmed. Testing equipment could be available on the vehicle for the driver to sample and test the product, or samples could be sent to a lab for analysis.

When you set up testing, you can specify that testing be optional, required, or guaranteed. If testing is optional, you will receive a warning message to enter test results when you confirm a load. If testing is required or guaranteed, you will receive an error message when you confirm a load, requiring you to enter test results. In most cases, you must enter passing results before you can confirm the load.

You set up testing information using preferences in the Quality Management system. If testing is required, you must access Test Results Revisions to record valid test results before you can continue to successfully load confirm the trip. Confirm Bulk Load – Trip and Confirm Packaged Load – Trip use a trip-based version of Test Results Revisions.

## Before You Begin

- Specify the version to use for Test Results Revisions in the processing options of Confirm Bulk Load – Trip or Confirm Packaged Load – Trip.

On Confirm Bulk Load – Trip or Confirm Packaged Load – Trip

1. Locate a trip to load confirm.

See *Confirming a Bulk Load (P49510)* or *Confirming a Packaged Load (P49530)*.

2. Access Test Results Revisions.

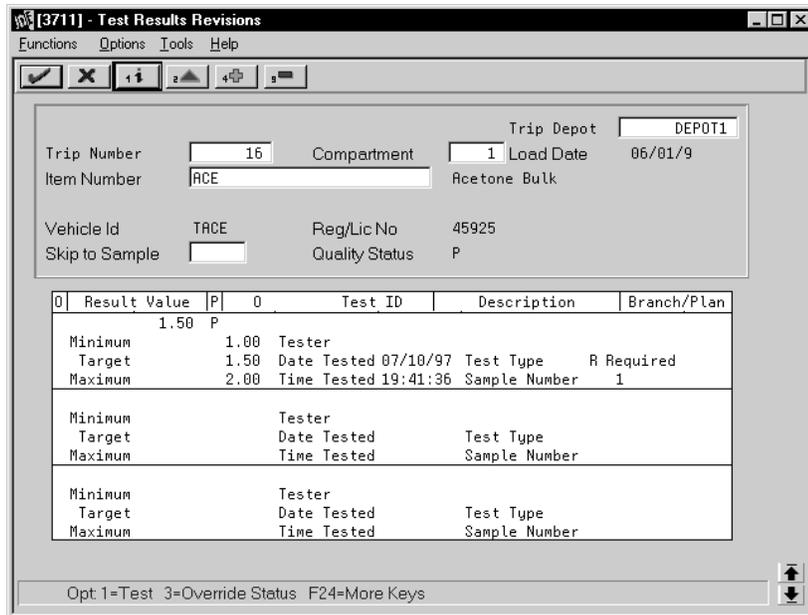
The screenshot shows a software window titled "[3711] - Test Results Revisions". It contains several input fields and a table. The fields are: Trip Number (16), Compartment (1), Trip Depot (DEPOT1), Load Date (06/01/9), Item Number (ACE), Acetone Bulk, Vehicle Id (TACE), Reg/Lic No (45925), Skip to Sample, and Quality Status (P). Below these fields is a table with the following data:

0	Result Value	P	0	Test ID	Description	Branch/Plan
	1.50	P				

At the bottom of the window, there is a status bar with the text: "Opt: 1=Test 3=Override Status F24=More Keys".

The system displays the testing criteria for the trip.

3. On Test Results Revisions, complete the following fields for each compartment:
  - Result Value
  - Branch/Plant
4. Access the detail area.



5. Complete the following field:
  - Tester
6. Accept the entries.
7. The program completes the following field:
  - Pass/Fail (P/F)
8. Return to Confirm Bulk Load – Trip or Confirm Packaged Load – Trip to complete load confirmation.

Field	Explanation
Result Value	The result of the performed test.
Pass/Fail (P/F)	The value which identifies whether the test passed (P) or failed (F).

## What You Should Know About

**Overriding test results** If a test fails, you can override the test results if necessary. Choose the override test status option to access the Test Status Revision Window and complete the form.

**Reviewing testing information** While entering test results, you can choose an option to access the Test Revisions form to review information on a specific test.

**Printing a Certificate of Analysis**

If you want to have the system automatically print a Certificate of Analysis after load confirmation, you set a processing option in Confirm Bulk Load – Trip or Confirm Bulk Load – Order.

The Certificate of Analysis is not supported by the delivery document process. When printing delivery documents, you need to print the Certificate of Analysis separately.

**Processing Options for Test Result Revisions**

**DISPLAY CONTROL:**

- 1. Enter the Screen Format: \_\_\_\_\_
  - 1 - Preference format
  - 2 - Order Number format
  - 3 - ECS formatIf left blank, the Preference format will be used.

**ADDRESS BOOK DEFAULT VALUES:**

- 2. Enter the default Address Book Number for Tester. \_\_\_\_\_  
If left blank, Tester must be entered manually.

**LOT STATUS:**

- 3. Enter the status for a failed lot. \_\_\_\_\_  
If left blank, lot status will not be updated for failed lots.
- 4. Enter the status for a passing lot. \_\_\_\_\_  
If left blank, lot status will not be updated for passing lots.

**NON-CONFORMING MATERIAL:**

- 5. Enter '1' to write failed tests to the Non-Conforming Material file (F3703). \_\_\_\_\_

**CERTIFICATE OF ANALYSIS:**

- 6. Enter the version of the Certificate of Analysis Extract (P37900) to call. If left blank, 'ZJDE0001' will be used. \_\_\_\_\_



# Confirm Load and Delivery

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## Confirming Load and Delivery

The process of confirming load and delivery is similar to that of confirming a load. You begin by reviewing the quantity loaded, then you confirm the load *and* the delivery of the product. Typically, you confirm load and delivery when you have customers picking up product at the depot. You might also confirm load and delivery if the product is changing ownership when it is loaded for a trip.

You can record both ambient or standard quantities. The system uses the standard quantity to relieve inventory, re-extend cost, and write ledger records. If you enter ambient, the system converts the ambient quantity to standard. The system checks to verify that the calculated volume correction factor (VCF) is within the range specified in the bulk item master.

Due to the nature of some products, specific customer requests, or both, it is often necessary to sample, test, and record test results of a product before you can confirm a load. You can record test results by order during load confirmation.

Confirming a load and delivery updates the following tables:

- Item Ledger table (F4111)
- Bulk Product Transaction table (F41511) (bulk products only)

Complete the following tasks:

- Confirm load and delivery by trip
- Confirm load and delivery by sales order
- Confirm a credit order

Before you can complete load confirmation, you can enter sampling or test results, depending on the setup of the specific product.

For some products, testing for certain specifications might be required, in which case, you should enter passing results into the system before confirming the load. Testing equipment could be available on the vehicle for the driver to sample and test the product, or samples could be sent to a lab for analysis. You set up the preference by item/customer to display a warning message during

load confirmation if testing is required. Depending on your preference setup, you can specify to the system to require passing results before confirming a load.

### See Also

- *Entering Aviation and Marine Information (P49510B, P49510C)* for information on entering additional information for aviation and marine orders during load and delivery confirmation
- *About Quality Testing* for more information on testing and the *Quality Management Guide* for setting up and using the quality testing interface.

## Confirming Load and Delivery by Trip

You confirm load and delivery by trip when the product being loaded is changing ownership, for example, if the product is being loaded onto a customer's vehicle.

When you confirm the load and delivery of a trip, the system records CT document numbers to the item ledger. The system creates a separate record for each compartment. If you deliver less than was ordered, and you record the difference back to stock, you will see a record in the item ledger for the quantity (negative number) and the CT number from that record.

You can perform two types of load and delivery by trip:

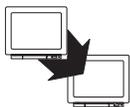
- Confirm load and delivery of a bulk trip
- Confirm load and delivery of a packaged trip

### See Also

- *Entering Test Results by Trip (P3711)* to enter test results for a bulk or packaged product while confirming load and delivery by trip.

#### ► **To confirm load and delivery of a bulk trip**

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From Load and Delivery Management (G49), choose Picking/Loading Operations

From Picking and Loading Operations (G4912), choose Confirm Bulk Load – Trip

If you want to confirm the loading from a tank containing commingled stock, you must specify the owner to indicate to the system for which owner of stock in the tank to adjust inventory. Enter the owner's address book number for each order line. If the stock is not your own, processing option settings in the Load

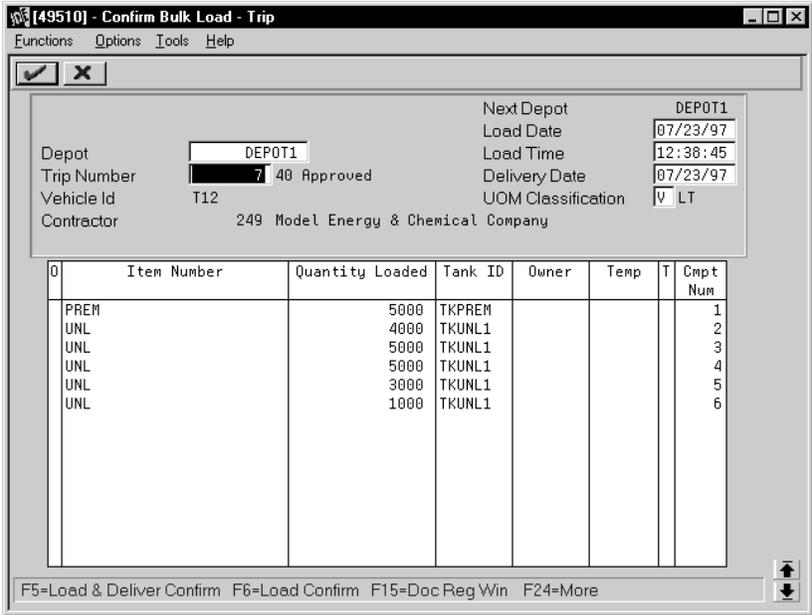
and Delivery Transaction Server prevent the system from creating general ledger entries.

You can specify in the Confirm Bulk Load processing options the owner to use as the default value for tanks containing stock commingled for duty, when duty is paid, or when duty is not paid.

If you are using an automated gantry system, you can specify a processing option that enables the download, upon successful load confirmation, of loading information for subsequent trips to the system.

If you are confirming the loading of a trip from a gantry, the program also displays the gantry status of the trip and gantry errors, if detected.

On Confirm Bulk Load – Trip



1. Complete the following fields.
  - Depot
  - Trip Number
  - Load Date
  - Load Time
  - Delivery Date

2. Accept the entries.

The system displays the load information by compartment for the product specified for the trip.

3. Accept the information in the following fields or make corrections, if necessary:
  - Quantity Loaded
  - Tank ID
  - Owner
  - Temperature
  - Logical Compartment Number

Field	Explanation
Delivery Date	<p>The promised shipment date for either a sales order or purchase order. The supply and demand programs use this date to calculate available to promise (ATP) information. This value can be automatically calculated during sales order entry. This date represents the day that the item can be shipped from the warehouse.</p> <p>..... <i>Form-specific information</i> .....</p> <p>The Delivery Date field in conjunction with the Load Time and Date fields are used to obtain correct temperatures and densities for tanks.</p>

4. Choose the Load and Deliver Trip option.

Additional windows or forms might display, prompting you to confirm additional information, depending on the particular trip and the processing option settings.

## What You Should Know About

### **Entering agreement numbers**

You can access the Agreement Entry Window from Confirm Bulk Load – Trip to enter the agreement number and supplement number for a sales order. In many cases, you don't know the agreement number or supplement number until the truck arrives to be loaded. The agreement management information must be set up prior to entering this information here.

If the order source is from a foreign depot, then you must enter a borrow agreement number.

See *Defining Agreement Relationships (P38010)* in the *Agreement Management Guide*.

- Entering registration for a planning (dummy) vehicle** If the trip is set up with a planning (dummy) vehicle, the Vehicle Registration Entry window displays automatically from Confirm Bulk Load – Trip. You must enter the registration number to confirm the load. You can also specify to update other trips for this vehicle, load date, and shift, and to update the Connected Vehicle table.
- See *Defining a Vehicle (P49010)* and *Defining a Connected Vehicle (P49025)*.
- Recording dip readings** You can access the Dip Volume Calculator from Confirm Bulk Load – Trip to record dip readings and calculate standard volume for a bulk product.
- See *Calculating Volume from Dip Readings (P415102)* in the *Bulk Stock Management Guide*.
- Assigning documents to print** You can access the Document Selection Window from Confirm Bulk Load – Trip or it displays automatically if you have set the appropriate processing option. The window displays the documents that will be printed upon successful load confirmation and gives you an option to override the assigned documents by order detail line.
- See *Printing Delivery Documents During Load Confirm*.
- Recording weighbridge information** You can access the Weighbridge Information form from Confirm Bulk Load – Trip to record weighbridge readings and calculate standard volume or weight for a bulk product.
- See *Calculating Volume from Weighbridge Information (P415104)* in the *Bulk Stock Management Guide*.
- Performing a four-point analysis** You can access Four-Point Analysis Maintenance from Confirm Bulk Load – Trip to calculate gain or loss for a bulk product on a trip.
- See *Calculating Gain or Loss for Received Products (P415109)* in the *Bulk Stock Management Guide*.
- Entering seal numbers** If you attempt to confirm a load for a vehicle which requires seal numbers, the Seal Numbers Window displays from Confirm Bulk Load – Trip. The Vehicle Master record must be set up with a value greater than zero in the Number of Seals field to require the entry of seal numbers during load confirmation.
- See *Defining a Vehicle (P49010)*.

### **Entering an external document number**

If you need to create a manual document for customers, you can access the Document Number Entry window to enter an external document number for a particular order. Entering this number updates the Sales Order Detail table. Also, delivery documents will not be printed.

### **Reviewing gantry details**

If the trip was loaded by an automated gantry, you can choose the Gantry Load Detail Status Inquiry option to review the load details for the trip. To review actual load quantities for a trip, choose the Retrieve Gantry Actuals option from Gantry Load Detail Status Inquiry, which accesses the Gantry Actual Load Detail Inquiry.

See *Reviewing Gantry Information (P49575)*.

### **Reviewing left-on-board information**

If you attempt to load product into a vehicle compartment for which you have a different product left on board the compartment from the previous trip, you will receive an error message. You can access the detail area to review the item, item number, quantity left on board, and the owner, if one was assigned.

If the item left on board differs from the scheduled product, the default value for Quantity Loaded will be the same as the scheduled quantity. If the products are the same, then the default value will be the scheduled amount minus the quantity left on board.

## See Also

- *Setting Up Transaction Server Report Writers (P98300)*
- *About Commingled Stock in the Bulk Stock Management Guide*

### **▶ To confirm load and delivery of a packaged trip**

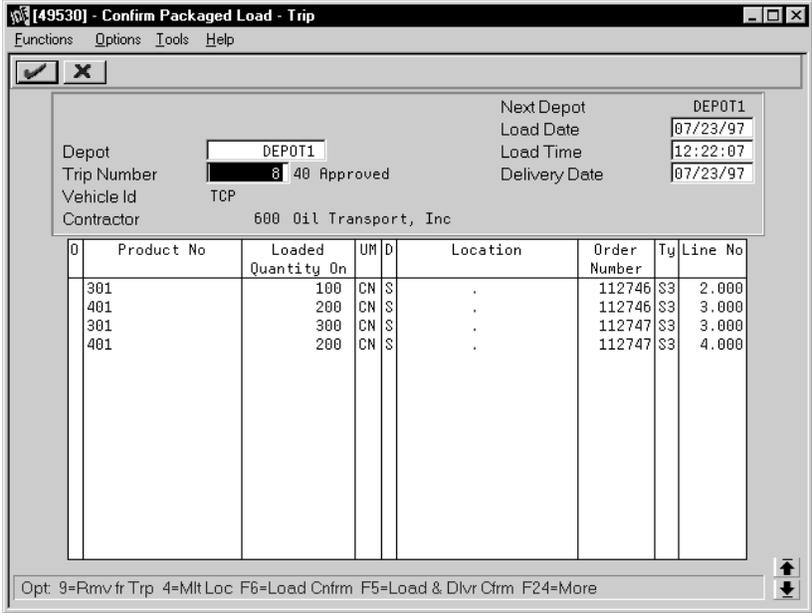
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From Load and Delivery Management (G49), choose Picking/Loading Operations

From Picking and Loading Operations (G4912), choose Confirm Packaged Load – Trip

On Confirm Packaged Load – Trip



1. Complete the following fields:
  - Depot
  - Trip Number
  - Load Date
  - Load Time

2. Accept the entries.

The system displays the load information for the product specified for the trip.

3. Accept the information in the following fields or make corrections, if necessary:
  - Quantity Loaded
  - Location
  - Lot

4. Choose the Load and Deliver option.

Additional windows or forms might display, prompting you to confirm additional information, depending on the particular trip and the processing option settings.

### What You Should Know About

**Choosing from multiple locations** You might encounter circumstances where you picked product from different locations than those indicated on the pick slip. To indicate the correct locations, you can choose the option to access the Select Multiple Locations window for the load line you want to fill.

**Entering agreement numbers** You can access the Agreement Entry Window from Confirm Packaged Load – Trip to enter the agreement number and supplement number for a sales order. In many cases, you don't know the agreement number or supplement number until the truck arrives to be loaded. The agreement management information must be set up prior to entering this information here.

If the order source is from a foreign depot, then you must enter a borrow agreement number.

See *Defining Agreement Relationships (P38010)* in the *Agreement Management Guide*.

**Entering registration for a dummy vehicle** If the trip is set up with a dummy vehicle, the Vehicle Registration Entry window displays automatically from Confirm Packaged Load – Trip. You must enter the registration number to confirm the load. You can also specify to update other trips for this vehicle, load date, and shift, and to update the Connected Vehicle table.

See *Defining a Vehicle (P49010)* and *Defining a Connected Vehicle (P49025)*.

**Assigning documents to print** You can access the Document Selection Window from Confirm Packaged Load – Trip or it displays automatically if you have set the appropriate processing option. The window displays the documents that will be printed upon successful load confirmation and gives you an option to override the assigned documents by order detail line.

See *Printing Delivery Documents During Load Confirm*.

**Entering an external document number** If you need to create a manual document for customers, you can access the Document Number Entry window to enter an external document number for a particular order. Entering this number updates the Sales Order Detail table. Also, delivery documents will not be printed.

## Confirming Load and Delivery by Sales Order

You confirm load and delivery of a sales order, typically, when the product is being picked up by the customer. You review load data by order, rather than by trip, so you can confirm all of the product on an order. Trips are not allowed when confirming by order.

When you confirm a load by order, the system records the order number to the item ledger. The system creates a separate record for each order line confirmed.

You can perform three types of load and delivery by sales order:

- Confirm load and delivery of a bulk order
- Confirm load and delivery of a bulk order by batch
- Confirm load and delivery of a packaged order

You can confirm the load and delivery of bulk orders individually or by batch, to speed the process.

### ► **To confirm load and delivery of a bulk order**

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From Load and Delivery Management (G49), choose Picking/Loading Operations

From Picking and Loading Operations (G4912), choose Confirm Bulk Load – Order

You can confirm the load and delivery of bulk products on an order in one step. For example, you can confirm and deliver bulk products that are being picked up at the depot by the customer.

If you want to confirm the loading from a tank containing commingled stock, you must specify the owner to indicate to the system for which owner of stock in the tank to adjust inventory. Enter the owner's address book number for each order line. If the stock is not your own, processing option settings in the Load and Delivery Transaction Server prevent the system from creating general ledger entries.

You can specify in the Confirm Bulk Load processing options the owner to use as the default value for tanks containing stock commingled for duty, when duty is paid, or when duty is not paid.

### On Confirm Bulk Load – Order

0	Item Number	Quantity Loaded	UM	Tank ID	Owner	Temp	T
1	PREM	5000	LT	TKPREM			

1. Complete the following fields or accept the default values:

- Order Number
- Document Type
- Load Date
- Load Time
- Delivery Date

2. Accept the entries.

The system displays the load information for the product specified for the order.

3. Accept the information in the following fields or make corrections, if necessary:

- Quantity Loaded
- Tank ID
- Owner
- Temperature

4. Accept the information.

The system returns to the Confirm Bulk Load – Order form.

5. Choose the Load and Deliver Order option.

Additional windows or forms might display, prompting you to confirm additional information, depending on the particular trip and the processing option settings.

### What You Should Know About

- Recording dip readings** You can access the Dip Volume Calculator from Confirm Bulk Load – Order to record dip readings and calculate standard volume for a bulk product.
- See *Calculating Volume from Dip Readings (P415102)* in the *Bulk Stock Management Guide*.
- Assigning documents to print** You can access the Document Selection Window from Confirm Bulk Load – Order or it displays automatically if you have set the appropriate processing option. The window displays the documents that will be printed upon successful load confirmation and gives you an option to override the assigned documents by order detail line.
- See *Printing Delivery Documents During Load Confirm*.
- Recording weighbridge information** You can access the Weighbridge Information form from Confirm Bulk Load – Order to record weighbridge readings and calculate standard volume or weight for a bulk product.
- See *Calculating Volume from Weighbridge Information (P415104)* in the *Bulk Stock Management Guide*.
- Specifying a carrier** To specify the carrier to receive the voucher, choose the Additional Parameters option. This accesses the Additional Order Information window, where you can enter the carrier number. In some situations, you might not know the carrier until load confirm. If you do not choose to enter the carrier number, the system uses the default carrier from the billing instructions at order entry.
- Entering test results** While confirming the load and delivery of a bulk order, you can enter valid test results. If testing has been set up for the item/customer combination for the order, but you haven't recorded test results, you will not receive an error message when you choose to confirm. You must know that you need to enter test results. To do so, choose the option for Test Results Revisions.
- See *Entering Test Results (P3711)* in the *Quality Management Guide*.

### See Also

- *Setting Up Transaction Server Report Writers (P38300)*
- *About Commingled Stock in the Bulk Stock Management Guide*

### ▶ **To confirm load and delivery of a bulk order by batch**

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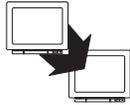


From Load and Delivery Management (G49), choose Picking/Loading Operations

From Picking and Loading Operations (G4912), choose Batch Bulk Load – Order

To speed the load and delivery confirm process for bulk orders, you can confirm a group of orders by batch. The Batch Bulk Load Confirm report writer program allows you to enter the sales order numbers you want to confirm. Running the program load confirms and delivery confirms the orders in one step. You can run Batch Bulk Load Confirm in proof or final mode. Both modes generate a report of orders that successfully load confirm. Final mode updates tables for the orders that successfully load confirm. Proof mode generates a report, but updates no tables.

**► To confirm load and delivery of a packaged order**

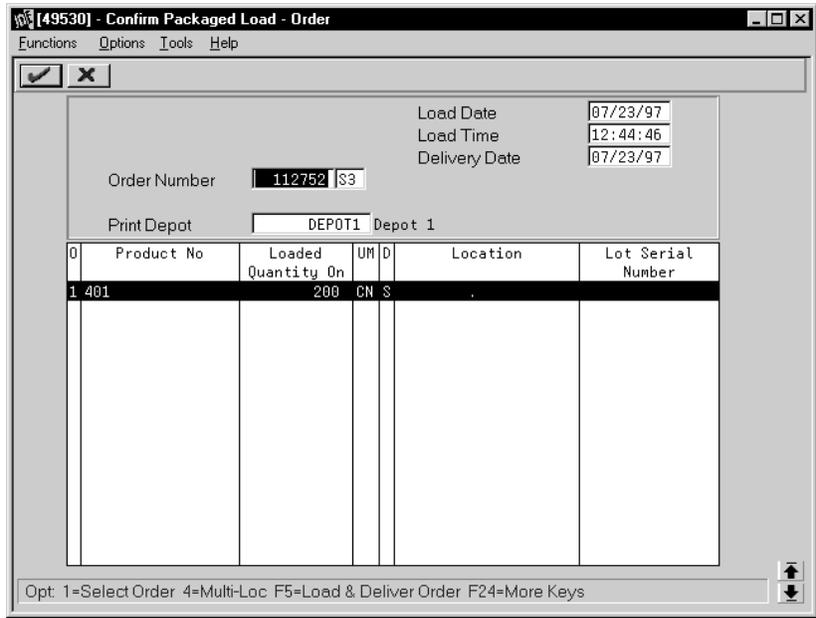


From Load and Delivery Management (G49), choose Picking/Loading Operations

From Picking and Loading Operations (G4912), choose Confirm Packaged Load – Order

You can confirm the load and delivery of packaged products on an order in one step. For example, you can confirm the load and delivery when product is being picked up at the depot by the customer.

On Confirm Packaged Load – Order



1. Complete the following fields or accept the default values:

- Order Number
- Document Type
- Load Date
- Load Time
- Delivery Date

2. Accept the entries.

The system displays the load information for the product specified for the order.

3. Accept the information in the following fields or make corrections, if necessary:

- Quantity Loaded
  - Location
  - Lot
4. Choose the Additional Parameters option.

The Additional Order Information window appears.

5. On Additional Order Information, complete the following field:
  - Carrier Number
6. Accept the information.

The system returns to the Confirm Packaged Load – Order form.

7. Choose the Load and Deliver Order option.

Additional windows or forms might display, prompting you to confirm additional information, depending on the particular trip and the processing option settings.

### What You Should Know About

#### **Entering agreement numbers**

You can access the Agreement Entry Window from Confirm Packaged Load – Order to enter the agreement number and supplement number for a sales order. In many cases, you don't know the agreement number or supplement number until the truck arrives to be loaded. The agreement management information must be set up prior to entering this information here.

If the order source is from a foreign depot, then you must enter a borrow agreement number.

See *Defining Agreement Relationships (P38010)* in the *Agreement Management Guide*.

#### **Assigning documents to print**

You can access the Document Selection Window from Confirm Packaged Load – Order or it displays automatically if you have set the appropriate processing option. The window displays the documents that will be printed upon successful load confirmation and gives you an option to override the assigned documents by order detail line.

See *Printing Delivery Documents During Load Confirm*.

**Entering test results**

While confirming the load and delivery of a packaged order, you might need to enter valid test results. If testing has been set up for the item/customer combination for the order, but you haven't recorded test results, you will not receive an error message when you choose to confirm. You must know that you need to enter test results. To do so, choose the option for Test Results Revisions.

See *Entering Test Results (P3711)* in the *Quality Management Guide*.

**Confirming a Credit Order**



From Load and Delivery Management (G49), choose Picking/Loading Operations

From Picking and Loading Operations (G4912), choose Confirm Bulk Load – Credit Order

You confirm a credit order to reverse accounts receivable entries generated by an invoice printed in error or when product is returned to the depot. Confirming a credit order increases inventory, as opposed to confirming a load by order, which decreases inventory.

**► To confirm a credit order**

On Confirm Bulk Load – Credit Order

0	Item Number	Quantity Loaded	UM	Tank ID Location	Owner	Temp	T
1	UNL	1000	LT	TKUNL1			

1. Complete the following fields:

- Load Date
- Load Time
- Delivery Date
- Order Number
- Print Depot

The system displays the order information.

2. Choose the Load and Deliver Order option.

# Processing Options

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Following are the processing options for Confirm Bulk Load and Confirm Packaged Load. The Confirm Bulk Load processing options apply to trips, orders, credit orders, and milk run trips. The Confirm Packaged Load processing options apply to trips and orders. Also, both programs apply to confirming load only or simultaneously confirming load and delivery.

## Processing Options for Bulk Load Confirmation

### TRIP STATUS OPTIONS:

- 1) Enter the incoming trip status range to process. (Required) From \_\_\_\_\_  
(Required) To \_\_\_\_\_

### ORDER STATUS OPTIONS:

- 2) Enter the incoming next order status range to process. (Required) From \_\_\_\_\_  
(Required) To \_\_\_\_\_

### SCREEN DEFAULTS:

- 3) Enter screen defaults for the following fields:  
. Depot \_\_\_\_\_  
. Delivery date \_\_\_\_\_  
. Load date \_\_\_\_\_  
. Sales order type \_\_\_\_\_

### TANK OWNER OPTIONS:

- 4) Enter the owner number to be used as a default for tanks commingled for duty when the duty status indicates that duty is paid. \_\_\_\_\_
- 5) Enter the owner number to be used as a default for tanks commingled for duty when the duty status indicates that duty is not paid. \_\_\_\_\_

### LOAD CONFIRMATION OPTIONS:

- 6) Enter the tolerance that is allowed for the load quantity variances. The value entered here is treated as a percentage value of the loaded quantity to calculate the upper and lower limits.

Example:

Upper limit of 5 and lower of 5  
Loaded qty = 1000, hence  
Upper = 1000 + (5% of 1000) = 1050  
Lower = 1000 - (5% of 1000) = 950  
Enter 1.5% as 1.5.

+ Upper Limit \_\_\_\_\_

## Load and Delivery Management

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- Lower Limit
- 7) Enter '1' to load confirm by order. Blank will default to confirmation by trip only. \_\_\_\_\_
- 8) Enter '1' to pre-load the selection option for confirmation. Valid only in order confirmation mode. \_\_\_\_\_
- 9) Enter '1' to display the Document Selection Window for delivery documents. \_\_\_\_\_
- 10) Enter '1' to not display the contractor information. \_\_\_\_\_
- 11) Enter '1' to not print delivery documents. Blank will automatically print the documents. \_\_\_\_\_
- 12) Enter '1' to not check for the number of seals required. Blank will display the Seals Window if seals are required. \_\_\_\_\_
- DREAM WRITER VERSIONS:  
Enter the version for each program. If left blank, the system uses ZJDE0001.
- 13) Transportation Trans. Server XT49799 \_\_\_\_\_
- 14) Vehicle Register Window P49310W \_\_\_\_\_
- 15) Document Print Control P49545 \_\_\_\_\_
- 16) Bulk Disposition (Load and Deliver) P49715 \_\_\_\_\_
- 17) Download Data Queue Interface P49570 \_\_\_\_\_
- 18) Additional S/O Info-Aviation/Marine P49510A \_\_\_\_\_
- MANUAL INVOICE CONTROL:
- 20) Enter one of the following: \_\_\_\_\_
- 1 = To allow entry of an invoice number and/or delivery number.
  - 2 = To default the invoice number from the order number.
  - 3 = To default the delivery number from the order number.
  - 4 = To default the invoice number and delivery number from the order number.
  - ' ' = Leave blank if there is not a manual invoice or delivery document to enter.
- 21) Enter the override manual invoice document type. If left blank, the order's document type will be used. \_\_\_\_\_
- AUTOMATED GANTRY:
- 22) If you are using an automated gantry, enter '1'. If blank it means that you are not using an automated gantry. \_\_\_\_\_

- 23) If you are using an automated gantry, leave blank to not download the next trip. A value of '1', '2', or '3' will automatically download the next trip with the following matching criteria of the confirmed trip:
- 1 Vehicle, load date, and shift must match.
  - 2 Vehicle and load date must match.
  - 3 Vehicle must match and the load date must be equal to or greater than the current date.

DISPOSITION DEFAULT:

- 24) Enter a Disposition Code to affect any remaining quantity not loaded. This Processing Option is only used for Load Confirmation of Actuals.
- S Leave as shippable (Default)
  - B Backorder
  - C Cancel
  - K Cancel the entire line

AGREEMENT MANAGEMENT CONTROL:

- 25) If the Agreement Management system is being used and the depot from which the load is being confirmed is defined as a foreign depot in the branch/plant constants, a borrow agreement is required and an Agreement Search will be performed. Specify which destination should be used by the search program. Enter the specific branch/plant to be used as the destination.

OR

- Enter '1' to use \*ANY or enter '2' to use the user's default br/plt.

QUALITY MANAGEMENT:

- 26) Enter the version of Test Results Revisions (P3711) to call. If left blank, version ZJDE0002 will be used when confirming load by order or ZJDE0003 will be used when confirming load by trip.
- 27) Enter '1' to automatically print a Certificate of Analysis following completion of the confirmation.
- 28) Enter the version of the Certificate Analysis Extract (P37900) to call. If left blank, version ZJDE0001 will be used.

## Processing Options for Packaged Load Confirmation

TRIP STATUS OPTIONS:

- 1) Enter the incoming trip status range



P49510A

## MANUAL INVOICE CONTROL:

- 15) Enter one of the following:
- 1 Allow entry of an invoice number and/or delivery number.
  - 2 Default the invoice number from the order number.
  - 3 Default the delivery number from the order number.
  - 4 Default the invoice number and the delivery number from the order number.
- ' ' Leave blank if there is not a manual invoice or delivery document to enter.
- 16) Enter the override manual invoice document type. If left blank, the document type will default to the order's document type.

## AGREEMENT MANAGEMENT CONTROL:

- 17) If the Agreement Management system is being used and the depot from which the load is being confirmed is defined as a foreign depot in the branch/plant constants, a borrow agreement is required and an Agreement Search will be performed. Specify which destination should be used by the search program. Enter the specific branch/plant to be used as the destination.
- OR
- Enter '1' to use \*ANY or enter '2' to use the user's default br/plt.

## QUALITY MANAGEMENT:

- 18) Enter the version of Test Results Revisions (P3711) to call. If left blank, version ZJDE0002 will be used when confirming load by order or ZJDE0003 will be used when confirming load by trip.
- 19) Enter '1' to automatically print a Certificate of Analysis following completion of the confirmation.
- 20) Enter the version of the Certificate of Analysis Extract (P37900) to call. If left blank, version ZJDE0001 will be used.



# Confirm Delivery

---

## Confirming Delivery

You confirm delivery of products to indicate to the system the quantities delivered versus the quantities loaded. You can confirm delivery as a separate step, rather than confirming load and delivery simultaneously from a load confirm form. To confirm delivery, you must have assigned the sales order lines to a trip, then performed a load confirm.

If the quantity delivered equals the quantity loaded, you can perform a “mass delivery confirm” for the trip or sales order. If the quantity delivered varies from the quantity loaded, resulting in product left on board the vehicle, you must confirm each delivery and indicate the disposition of the quantity differences.

Complete the following tasks:

- Confirm batch delivery
- Confirm bulk delivery
- Record bulk disposition
- Confirm packaged delivery
- Record packaged disposition
- Record trip worksheet information (optional)

### Before You Begin

- Confirm a load by trip. See *Confirming a Bulk Load by Trip (P49510)* and *Confirming a Packaged Load by Trip (P49530)*.

### See Also

- *Entering Aviation and Marine Information (P49510B, P49510C)* for information on entering additional information for aviation and marine orders during delivery confirmation

### Confirming Batch Delivery

Batch delivery confirmation verifies to the system the delivery of product where the quantity delivered equals the quantity loaded. You can confirm batch delivery for bulk and packaged products.

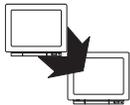
Complete the following tasks to perform batch delivery confirmation:

- Confirm batch delivery by trip
- Confirm batch delivery by sales order
- Review the exception report

Confirming batch delivery submits the selected records to batch processing in the system. If a trip or sales order in the batch does not pass one or more edits in the batch program, it will not be delivery confirmed. You can review these errors on the Batch Confirmation Exception report.

#### ▶ **To confirm batch delivery by trip**

---



From Load and Delivery Management (G49), choose Delivery Operations

From Delivery Operations (G4913), choose Batch Delivery Confirm – Trip

When the quantity of product delivered equals the quantity loaded for a trip, you can confirm batch delivery by trip. This process allows you to confirm all of the trips for a day at the same time.

If you are using an automated gantry system, you can specify a processing option to enable the download, upon successful delivery confirmation, of loading information for subsequent trips to the system.

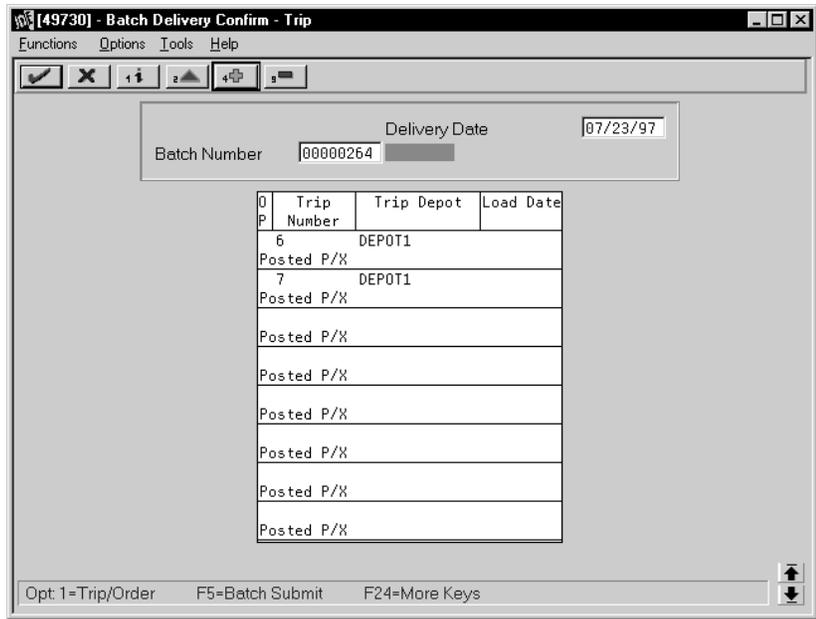
## On Batch Delivery Confirm – Trip

P	Trip Number	Trip Depot	Load Date
6		DEPOT1	
7		DEPOT1	

1. Complete the following field or accept the default value:
  - Delivery Date
2. Complete the following required field for each trip you wish to confirm.
  - Trip Number
3. Choose the add option.

The system displays the load date and depot for each trip you entered and assigns a batch number.

4. Access the detail area.



5. Review the following field to determine the records to process:
  - Posted P/X
6. Choose the trip records to submit to batch processing.
7. To confirm delivery of the selected records, choose the Batch Submit option.

Field	Explanation
Delivery Date	The date that this order line is delivery confirmed. ..... <i>Form-specific information</i> ..... You cannot change the delivery date once you have added records on the Mass Delivery Confirmation form. If you want to change the delivery date, you must delete the sales order or trip records you have added, change the delivery date, and then add the records again.
Posted P/X	The posting status for a particular transaction in the Transportation files. Valid codes are: P      Posted, this transaction cannot be altered. X      Transactions have been processed unsuccessfully at least once and must be reprocessed. Blank Unposted status.

## What You Should Know About

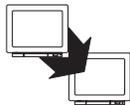
### Searching for a trip

You must enter at least one trip number in order to confirm batch delivery. If you don't know the trip number, you can search for it by accessing the Trip Search window from the Trip Number field.

### Viewing additional trip information

To view additional information about a trip, you can access the Trip Maintenance form from Batch Delivery Confirm – Trip. Then, return to Batch Delivery Confirm – Trip to complete the batch delivery confirmation process.

## ► To confirm batch delivery by sales order



From Load and Delivery Management (G49), choose Delivery Operations

From Delivery Operations (G4913), choose Batch Delivery Confirm – Order

When the quantity of product delivered equals the quantity loaded for a sales order, you can confirm batch delivery by sales order. This process allows you to confirm all of the sales orders for a day at the same time. The sales orders must be assigned to a trip in order to confirm batch delivery.

On Batch Delivery Confirm – Order

	Sales Order Number	Order Type	Ship To	Alpha Name	Trip Number	Trip Depot
0	112794	S3	502	Gas StationB	13	DEP0T1
P	112795	S3	500	Gas StationA	13	DEP0T1
	112796	S3	510	City Fuels Limited	13	DEP0T1

1. Complete the following field or accept the default value:

- Delivery Date
2. Complete the following required field for each trip you wish to confirm.
    - Sales Order
    - Order Type
  3. Choose the add option.

The system displays the ship to location, customer, and trip information, if it exists, for each sales order you entered and assigns a batch number.

4. Access the detail area.

Sales Order Number	Sales Order Type	Ship To	Alpha Name	Trip Number	Trip Depot
112794	S3	502 Gas StationB		13	DEPOT1
Company 00249		Posted P/X P			
112795	S3	500 Gas StationA		13	DEPOT1
Company 00249		Posted P/X P			
112796	S3	510 City Fuels Limited		13	DEPOT1
Company 00249		Posted P/X P			
Company		Posted P/X			
Company		Posted P/X			
Company		Posted P/X			
Company		Posted P/X			
Company		Posted P/X			

5. Review the following field to determine the records to process:
  - Posted P/X
6. Choose the sales order records to submit to batch processing.
7. To confirm delivery of the selected records, choose the Batch Submit option.

### What You Should Know About

#### Viewing additional sales order information

To view additional information about a sales order, you can access the Sales Order form from Batch Delivery Confirm – Order. Then, return to Batch Delivery Confirm – Order to complete the batch delivery confirmation process.

► **To review the exception report**

When you submit trips and orders for batch delivery confirmation, the system creates a batch for processing. If a trip or order in the batch does not pass one or more edits in the batch program, its delivery will not be confirmed. Such trips or orders are printed on the Batch Confirmation Exception Report.

You can review the report to determine the cause of a failed delivery confirm. Then, you can correct the errors and submit the trip for processing again.

49731		J.D. Edwards & Company			Page - . . . 3
		Mass Confirm Exception Report			Date - . . . 5/22/96
Trip Number	Trip Depot	Sales Order		Error Message	
		Number	Type Company		
1122	DEPOT1			(7) Trip has balance to disposition	
1123	DEPOT1			(7) Trip has balance to disposition	
1124	DEPOT1			(7) Trip has balance to disposition	

### Processing Options for Batch Delivery Confirm

1. Status Codes for Trip:  
Enter the range of status codes to be selected for processing.  
Trip Status Code From (Required) \_\_\_\_\_  
Trip Status Code Thru (Required) \_\_\_\_\_
  
2. Status Codes for Sales Order:  
Enter the range of status codes to be selected for processing.  
Next Status Code From (Required) \_\_\_\_\_  
Next Status Code Thru (Required) \_\_\_\_\_
  
3. Default Disposition Code.  
(If the option is left blank, it will default to a C for cancel.)  
S Leave as shippable \_\_\_\_\_  
B Backorder \_\_\_\_\_  
C Cancel \_\_\_\_\_  
K Cancel the entire line \_\_\_\_\_
  
4. Select the default Screen Format:  
' ' Trip Entry \_\_\_\_\_  
1 Sales Order Entry \_\_\_\_\_
  
5. Enter the DREAM Writer version ID to use when calling -  
Trip Maintenance (Default = ZJDE0001) \_\_\_\_\_  
Sales Orders (Default = ZJDE0001) \_\_\_\_\_  
TTS (XT49799) (Default = ZJDE0001) \_\_\_\_\_
  
6. Enter the default depot for trip based confirmation. (If left blank, the user's default location will be used.) \_\_\_\_\_
  
7. If you are using an automated gantry, leave blank to not download the next trip. A value of '1', '2' or '3' will automatically download the next trip with the following matching criteria of the confirmed trip:  
'1' = Vehicle, load date, and shift must match \_\_\_\_\_  
'2' = Vehicle and load date must match \_\_\_\_\_  
'3' = Vehicle must match and the load date must be equal to or greater than the current date \_\_\_\_\_
  
8. Enter a DREAM Writer version for the Download Data Queue Interface. (ZJDE0001 is the default.) \_\_\_\_\_

## Confirming Bulk Delivery



From Load and Delivery Management (G49), choose Delivery Operations

From Delivery Operations (G4913), choose Confirm Bulk Delivery

Delivery confirmation for bulk products can be used to confirm product that was delivered as loaded or to confirm delivery of product where the quantity delivered on a trip differs from the quantity loaded, resulting in product left on board the vehicle. This process allows you to enter the actual delivery quantities for a trip or sales order if necessary. If you have product left over, you must assign the disposition of the remaining product.

A toggle function allows you to confirm delivery by viewing compartment quantities, or the total order quantity. When displaying the total order quantity the temperature and density information comes from the first compartment of the vehicle. When you confirm delivery for a total order quantity, the program begins with the first compartment on the order and releases the other compartment quantities sequentially. This might not accurately reflect the compartments of any quantities left on board. If you have quantity remaining in a compartment, you can change the compartment number during bulk disposition.

You can specify whether you want to display the compartment-centric or order-centric version when you enter the program in the processing option.

Complete the following tasks to confirm bulk delivery:

- Confirm bulk delivery by trip
- Confirm bulk delivery by sales order
- Confirm bulk delivery for a milk run trip (optional)

### See Also

*Recording Bulk Disposition*

### Before You Begin

- If you are confirming bulk delivery for a milk trip run, verify that the Bill To and Ship To addresses have a “P” in the Batch Processing Mode field of Customer Billing Instructions. See *Setting Up Customer Billing Instructions (P4206)* in the *Sales Order Management Guide*.

### Compartment-Centric Confirm Bulk Delivery

**[49710] - Confirm Bulk Delivery**

Functions Tools Help

Confirming Depot: DEP01  
 Delivery Date: 07/23/97  
 UOM Classification: LT  
 75 Load Confirmed

Depot: DEP01  
 Trip Number: 10  
 or Order Number: S3  
 Contractor:

Order Number	Ty	Line Number	Ship To	Product Number	Quantity loaded	UM	Quantity Delivered	D
112761	S3	1.000	510	70666	8000	LT	8000	S
112762	S3	1.000	502	70658	8000	LT	8000	S
112762	S3	2.000	502	70666	5000	LT	5000	S

F6=Dlvr Cnfrm F15=Record Cust. Payments F16=Trip Worksheet Data F24=More

### Order-Centric Confirm Bulk Delivery

**[49710] - Confirm Bulk Delivery**

Functions Tools Help

Confirming Depot: DEP01  
 Delivery Date: 07/23/97  
 UOM Classification: LT  
 75 Load Confirmed

Depot: DEP01  
 Trip Number: 10  
 or Order Number: S3  
 Contractor: 249 Model Energy & Chemical Company

Cmprt Num	Product Number	112761/S3	112762/S3	Order Number/Type		
1	70666	6000				
2	70666	2000				
3	70658		5000			
4	70658		3000			
5	70666		3000			
6	70666		2000			

F6=Dlvr Cnfrm F15=Record Cust. Payments F16=Trip Worksheet Data F24=More

## What You Should Know About

- Recording dip readings** You can access the Dip Volume Calculator from Confirm Bulk Delivery to record dip readings and calculate standard volume for a bulk product.
- See *Calculating Volume from Dip Readings (P415102)* in the *Bulk Stock Management Guide*.
- Recording weighbridge information** You can access the Weighbridge Information form from Confirm Bulk Delivery to record weighbridge readings and calculate standard volume or weight for a bulk product.
- See *Calculating Volume from Weighbridge Information (P415104)* in the *Bulk Stock Management Guide*.
- Performing a four point analysis** You can access Four Point Analysis Maintenance from Confirm Bulk Delivery to calculate gain or loss for a bulk product on a trip.
- See *Calculating Gain or Loss for Received Products (P415109)* in the *Bulk Stock Management Guide*.
- Searching for a trip** You must enter a trip number in order to confirm delivery by trip. If you don't know the trip number, you can search for it by accessing the Trip Search window from the Trip Number field.
- Recording customer payments** You can access the Bank Deposit Entry form to record customer payments received at delivery. You can record receipts manually or via an optical or magnetic reader. The system uses the information you enter to process cash receipts in batch mode.
- See *Entering Batch Receipts (P03121)* in the *Accounts Receivable Guide*.
- Entering an external document number** If you need to create a manual document for customers, you can access the Document Number Entry window to enter an external document number for a particular order. Entering this number updates the Sales Order Detail table. Also, delivery documents will not be printed.

## See Also

- *Recording Bulk Disposition (P49715)*

## ► To confirm bulk delivery by trip

When the quantity of bulk product delivered differs from the quantity loaded for a trip, you must confirm the quantity delivered and assign the disposition of the remaining product.

If you are using an automated gantry system, you can specify a processing option to enable the download, upon successful delivery confirmation, of loading information for subsequent trips to the system.

On Confirm Bulk Delivery

1. Complete the following fields:
  - Delivery Date
  - Depot
  - Trip Number
2. Accept the entries.

The system displays the trip information.

3. Access the detail area.

Order Number	Ty	Line Number	Ship To	Product Number	Quantity loaded	UOM	Quantity Delivered	D	
112761	S3	1.000	510	70666	8000	LT	8000	S	
Ship To City Fuels Limited							Temperature	20.00	C
Product Premium Fuel							Density	759.0	A
							Density Temp	20.00	C
112762	S3	1.000	502	70658	8000	LT	8000	S	
Ship To Gas Station8							Temperature	20.00	C
Product Unleaded Fuel							Density	759.0	A
							Density Temp	20.00	C
112762	S3	2.000	502	70666	5000	LT	5000	S	
Ship To Gas Station8							Temperature	20.00	C
Product Premium Fuel							Density	759.0	A
							Density Temp	20.00	C

4. Complete the following fields or leave blank and accept the entries to allow the system to complete them with the default values from load confirm:
  - Temperature

- Density
- Density Temperature
- Disposition Code
- Quantity Delivered

5. To confirm delivery of the trip, choose the Delivery Confirm option.

Field	Explanation
Density	Identifies your company's standard for density. You can also use this field for pack size and weight information.
Disposition Code	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

### Processing Options for Bulk Delivery Confirmation

- 1) Enter the incoming trip status range to process. (Required) From \_\_\_\_\_  
 (Required) To \_\_\_\_\_
- 2) Enter the incoming next order status range to process. (Required) From \_\_\_\_\_  
 (Required) To \_\_\_\_\_
- 3) Enter screen defaults for the following fields:  
 . Depot \_\_\_\_\_  
 . Delivery date \_\_\_\_\_  
 . Sales order type \_\_\_\_\_
- 4) Enter a disposition code to affect any remaining quantity not delivered.  
 S Leave as shippable (Default)  
 B Backorder  
 C Cancel  
 K Cancel the entire line
- 5) Enter the Default Document Code for milk runs. \_\_\_\_\_
- 6) Enter '1' to not display the contractor information. \_\_\_\_\_
- 7) Enter '1' to prohibit delivery confirmation by order. Blank will allow confirmation by order or trip. \_\_\_\_\_
- 8) Enter the default screen format.  
 ' ' = Compartment Centric (default)  
 '1' = Order Centric \_\_\_\_\_

### DREAM WRITER VERSIONS:

Enter the version for each program.  
If left blank, the system uses version  
ZJDE0001.

- |                                       |         |       |
|---------------------------------------|---------|-------|
| 9) Bulk Disposition                   | P49715  | _____ |
| 10) Transportation Trans. Server      | XT49799 | _____ |
| 11) Cash Receipts Entry               | P03121  | _____ |
| 12) Trip Sheet Entry                  | P49760  | _____ |
| 13) Download Data Queue Interface     | P49570  | _____ |
| 14) Additional Params-Aviation/Marine | P49510A | _____ |

### AUTOMATED GANTRY:

- 15) If you are using an automated gantry, leave blank to not download the next trip. A value of '1', '2', or '3' will automatically download the next trip with the following matching criteria of the confirmed trip.
- '1' = Vehicle, load date, and shift must match
  - '2' = Vehicle and load date must match
  - '3' = Vehicle must match and the load date must be equal to or greater than the current date

### DOCUMENT ENTRY WINDOW:

- 16) Enter '1' to default the invoice number from the order number. ' ' is the default and will not default invoice number from the order number. \_\_\_\_\_
- 17) Enter an invoice document type. If left blank, the order's document type will be used. \_\_\_\_\_



### To confirm bulk delivery by sales order

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When the quantity of bulk product delivered differs from the quantity loaded for a sales order, you must confirm the delivery and assign the disposition of the remaining product.

When you enter an order number, the system checks the order detail lines for multiple trips on the order. If multiple trips exist, a window appears, showing the order detail lines and their associated trip numbers. You must select one trip at a time to return to the Confirm Bulk Delivery program. The trip status is not updated when the order is confirmed, unless the order was the last order on the trip.

## On Confirm Bulk Delivery

1. Complete the following fields:
  - Delivery Date
  - Depot
  - Order Number
  - Order Type
2. Accept the entries.

The system displays the order information.

3. Access the detail area.
4. Complete the following fields or leave blank and accept the entries to allow the system to complete them with the default values from load confirm:
  - Temperature
  - Density
  - Density Temperature
  - Disposition/Line ID
  - Quantity Loaded
5. To confirm delivery of the sales order, choose the Delivery Confirm option.

▶ **To confirm bulk delivery for a milk run trip**

---

A milk run trip is unique in that no orders are requested or destinations planned. The driver goes door-to-door selling the products and returns to the depot with the delivery information. The driver might issue manual invoices or delivery documents at the time of delivery.

Initially, you enter a planning (dummy) sales order, create a trip, and load confirm the trip. Then, you confirm the delivery and enter the customer Ship To addresses, item numbers, and quantities delivered. The system immediately creates the necessary sales orders, via the Batch Order Creation program, for each delivery address and assigns their status as delivered. You can also enter the invoice or document number. When you complete the delivery confirm process, the system closes the original planning sales order.

You can also enter the opening and closing meter readings from the vehicle to have the program calculate the quantity delivered. This becomes the sales order quantity. If the closing meter reading is less than the opening meter reading, the

program assumes that the meter “rolled over.” Each click on the meter is a single unit equal to the trip unit of measure.

A milk run trip is designated during trip creation with a Trip Type beginning with “M” for the first position of the special handling code.

If you are using an automated gantry system, you can specify a processing option that enables the download, upon successful delivery confirmation, of loading information for subsequent trips to the system.

### On Confirm Bulk Delivery

1. Confirm the delivery of a bulk product for a milk run trip.

The Milk Run Delivery Confirmation form appears.

Document Number	Ship To Org No	Cmprt Logic	Quantity	Product Item Num	Temp	T	Density	T	Density Temp	T	D	T
9620	500	1	6000	70658	20.00	C	745.0	A	20.00	C		
9621	500	2	4000	70658	20.00	C	745.0	A	20.00	C		
9622	500	3	5000	70658	20.00	C	745.0	A	20.00	C		
9623	500	4	5000	70658	20.00	C	745.0	A	20.00	C		
9624	502	5	3000	70658	20.00	C	745.0	A	20.00	C		
9625	502	6	7000	70658	20.00	C	745.0	A	20.00	C		

F6=Approve Entire Milk Run    F15=Compartment Quantity    F24=More Keys

2. On Milk Run Delivery Confirmation, complete the following fields to confirm the delivery:
  - Delivery Date
  - Document Number
  - Ship To Organization Number
  - Compartment Number
  - Quantity
  - Temperature
  - Density
  - Density Temperature

- Document Type
3. Access the detail area.

The screenshot shows a window titled "[49711] - Milk Run Delivery Confirmation". It contains a form with the following fields:

- Depot: DEP0T1
- Confirming Depot: DEP0T1
- Delivery Date: 07/23/97
- Trip Number: 9
- UOM Classification: V LT

Below these fields is a table with columns: Document Number, Ship To Org No, Cmprt Logic, Quantity, Product Item Num, Temp, T, Density T, Density Temp, T, D, T.

Document Number	Ship To Org No	Cmprt Logic	Quantity	Product Item Num	Temp	T	Density T	Density Temp	T	D	T
9620	500	1	6000	70658	20.00	C	745.0	A	20.00	C	
Product Unleaded Fuel				Delivery Date		07/23/97					
Beginning Reading				Ending Reading							
9621	500	2	4000	70658	20.00	C	745.0	A	20.00	C	
Product Unleaded Fuel				Delivery Date		07/23/97					
Beginning Reading				Ending Reading							
9622	500	3	5000	70658	20.00	C	745.0	A	20.00	C	
Product Unleaded Fuel				Delivery Date		07/23/97					
Beginning Reading				Ending Reading							
9623	500	4	5000	70658	20.00	C	745.0	A	20.00	C	
Product Unleaded Fuel				Delivery Date		07/23/97					
Beginning Reading				Ending Reading							

At the bottom of the window, there are function keys: F6=Approve Entire Milk Run, F15=Compartment Quantity, F24=More Keys.

4. Complete the following fields or accept the default values:
- Delivery Date
  - Beginning Reading
  - Ending Reading
5. Accept the entries.

The system returns you to the Confirm Bulk Delivery form to continue with the bulk delivery confirmation process.

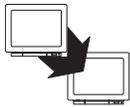
Field	Explanation
Confirming Depot	This business unit represents the depot that is the next destination for this vehicle.
Ship To Org No	The address number of the location to which you want to ship this order. The address book provides default values for customer address, including street, city, state, zip code, and country.

Field	Explanation
Logical Compartment	<p>The compartment number in a connected vehicle.</p> <p>A connected vehicle is a number of vehicles with compartments. The logical compartment number represents the compartments as if the connected vehicle were one vehicle.</p> <p>Example: Three vehicles are connected. The first is the power unit, the second has 4 compartments and the third has 3 compartments. The first 4 logical compartment numbers equal the compartment numbers on the second vehicle. The 5th, 6th, and 7th logical compartments represent the compartments in the third vehicle.</p>
Quantity	<p>The number of units that are on board in the vehicle compartment based on the unit of measure classification field on the form.</p>
Beginning Reading	<p>The beginning (opening) meter reading before the product flows through a pipeline. In order to calculate the ambient volume, an after (closing) meter reading is required.</p>
Ending Reading	<p>The closing reading of the meter at the date and time specified by the user. This indicates the quantity of product that has flowed through the meter when the closing readings are taken. In order to calculate the ambient volume, an after (closing) meter reading is required.</p>

### See Also

- *Creating a Trip (P49350)* for more information on milk run trips

## Recording Bulk Disposition



From Load and Delivery Management (G49), choose Delivery Operations

From Delivery Operations (G4913), choose Confirm Bulk Delivery

When recording the delivery of bulk products, you might have product left on board the vehicle. This might occur, for example, if the customer's tank is full and cannot accept all the product ordered. You need to assign the disposition of the product by indicating what to do with the remaining product.

When recording bulk product disposition, you can:

- Record a gain or loss of the product during the delivery, such as due to spillage or evaporation.

- Record an unscheduled delivery. When you assign this disposition, the system creates a sales order for the Ship To customer or updates the existing order record, if found. Also, you can specify to record to another existing order.
- Designate that the remaining product be left on board to be used on the next trip.
- Designate that the remaining product be returned to the tank at the depot.

When you record the disposition of commingled stock, you must specify the owner to indicate to the system for which owner of stock in the tank to adjust inventory. Enter the owner's address book number for each order line. If the stock is not your own, processing option settings in the Load and Delivery Transaction Server prevent the system from creating general ledger entries.

You can specify in the Bulk Disposition processing options the owner to use as the default value for tanks containing stock commingled for duty, when duty is paid, or when duty is not paid.

Complete the following tasks:

- Record bulk product disposition
- Record disposition to an existing order

**▶ To record bulk product disposition**

On Confirm Bulk Delivery

Order Number	Ty	Line Number	Ship To	Product Number	Quantity loaded	UM	Quantity Delivered	D
112761	S3	1.000	510	70666	8000	LT	8000	S
112762	S3	1.000	502	70658	8000	LT	8000	S
112762	S3	2.000	502	70666	5000	LT	5000	S

1. Confirm a bulk delivery with product remaining on the vehicle.

See *Confirming Bulk Delivery (P49710)*.

The Bulk Disposition form appears.

Confirming Depot

Trip Depot  Veh Id/Reg No

Trip Number  Trans Date/Time

85 Delivery Confirmed Scheduled Load D 06/01/98 Dispatch Type

0 P	Cmpt Num	Rsn Cde	Remaining Primary	Ship To/ Order No	Charge Quantity	UM	Left On Board	UM	Tank/ Owner	Tank Quantity	UM
	3		1-					LT			
	5		2982				3000	LT			
	6		1988				2000	LT			

Opt: 1=Compartment Disposition F6=Update Disposition Files

The following fields indicate the product remaining on the vehicle:

- Compartment Number
  - Remaining Primary
2. On Bulk Disposition, complete the following fields or accept the default values:
    - Trip Depot
    - Vehicle ID
    - Registration Number
    - Trip Number
    - Transaction Date
    - Transaction Time
  3. Do one of the following:

To record a gain or loss, complete the following field:

- Reason Code

To indicate that the product be left on board the vehicle, complete the following field:

- Left On Board

To indicate that the product be returned to the tank, complete the following fields:

- Tank Owner
- Tank Quantity

To record an unscheduled delivery, complete the following fields:

- Ship to Organization
- Charge Quantity

4. Choose the Update Disposition Files option.

<b>Field</b>	<b>Explanation</b>
Remaining Remaining	The quantity of units affected by this transaction.  ..... <i>Form-specific information</i> .....  The amount of product remaining in the primary stocking unit of measure.
Compartment Number	The unique identifier associated with one of the storage compartments of this vehicle. Some vehicles (especially those designed to carry only packaged goods) have only a single compartment. For a single compartment vehicle, the compartment capacity represents the total storage capacity of the vehicle itself.
Registration/License Number	Identifies the identification number that appears on the license, permit, or certificate.
Date – Order/Transaction	The date that an order was entered into the system. This date determines which effective level that the system uses for inventory pricing.
Time – Transaction	The time that the transaction occurred. It is used by reconciliations when reconciling all transactions through a given date and time.

Field	Explanation
Reason Code	<p>A user defined code (system 42/type RC) that explains the purpose for a transaction. For example, you can indicate the reason that you are returning items, such as the goods were damaged in shipment or too many goods were shipped.</p> <p>..... <i>Form-specific information</i> .....</p> <p>A code that indicates a gain/loss reason for the remaining product. If there is quantity in the Remaining Primary field, you must enter a gain/loss code in the Reason Code field.</p>
Address Number – Ship To	<p>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.</p> <p>..... <i>Form-specific information</i> .....</p> <p>The ship to address of the customer you delivered the remaining quantity to. When you update the disposition tables, the system also creates a sales order for this ship to customer.</p> <p>NOTE: The ship to address must have “P” in the Batch Mode field of the Billing Instructions for milk run deliveries or disposition to a ship to address.</p>
Left On Board	<p>The number of units that are on board in the vehicle compartment.</p> <p>..... <i>Form-specific information</i> .....</p> <p>If the remaining product is to be left on the vehicle and used for the next trip, type the quantity of the remaining product in this field.</p>
Tank ID	<p>An 8-character field identifying the tank as defined on the Branch/Plant Constants form.</p> <p>..... <i>Form-specific information</i> .....</p> <p>This field is used if the remaining product is being returned to the tank at the depot.</p>

### What You Should Know About

**Splitting a disposition** You might need to split the disposition of the product left in a compartment. To do so, you can access the Compartment Disposition window, which provides multiple lines per compartment to assign the disposition.

<b>Recording disposition after delivery confirm</b>	You might not want to record product disposition during the delivery confirmation process. Or, you might need to record disposition at a later time. You can access the Bulk Product Disposition form from the Delivery Operations menu. Alternatively, you can access the In-Transit Balance by Item or In-Transit Balance by Vehicle forms from the Load and Delivery Management Inquiries menu and choose the Bulk Disposition option.
<b>Changing compartment information</b>	<p>If the product left-on-board compartment is different than the one assigned during delivery confirmation, you can access the Left on Board Compartment Allocation window to change the designated compartment. Any changes will be reflected when you return to the Bulk Disposition form.</p> <p>The Left on Board Compartment Allocation window displays all of the compartments that were loaded. Quantity onboard represents any quantity onboard the vehicle from the Load and Delivery Item Balance table less any quantity allocated on the Bulk Disposition form. Complete the adjustment quantity to indicate the quantity in a particular compartment you want to adjust. You must not have any remaining quantity left for these changes to take effect.</p>
<b>Reviewing new sales order information</b>	When you record an unscheduled delivery and update the disposition, the system creates a new sales order record. To review the new sales order information, choose View Last Sales Order from the Bulk Disposition form.
<b>Dispositioning lot-controlled product</b>	If you choose to record a disposition of return to tank, the Bulk Disposition calls the Bulk Stock Movements program to record the lot information.

## See Also

- *Setting Up Transaction Server Report Writers (P98300)*
- *About Commingled Stock in the Bulk Stock Management Guide*

### ► **To record disposition to an existing order**

---

You might need to record bulk product disposition to an existing order, such as with an express delivery, which requires a change in the trip after load confirmation because the vehicle is already in-transit. The existing order must not be assigned to a trip. When you record disposition to an existing order you

can also enter a sales order, line number, and order type. Additionally, you can access the Dispatcher Workbench to select one or more orders.

When you choose the Update Disposition option, the Load and Delivery Transaction Server does the following:

- Updates the Sales Order Detail table (F4211)
- Updates the Sales Order Detail – Tag table (F49211)
- Reverses the commitment to any soft- or hard-committed inventory for the sales order lines you are updating

On Confirm Bulk Delivery

1. Confirm a bulk delivery with product remaining on the vehicle.

See *Confirming Bulk Delivery (P49710)*.

The Bulk Disposition form appears.

Cmpt P	Rsn Num	Rsn Cde	Remaining Primary	Ship To/Order No	Charge Quantity	UM	Left On Board	UM	Tank/Owner	Tank Quantity	UM
	3		1-					LT			
	5		2982				3000	LT			
	6		1986				2000	LT			

The following fields indicate the product remaining on the vehicle:

- Compartment Number
  - Remaining Primary
2. On Bulk Disposition, complete the following fields or accept the default values:
    - Trip Depot
    - Vehicle ID

- Registration Number
  - Trip Number
  - Transaction Date
  - Transaction Time
3. Choose the Compartment Disposition option for the order line.

The Compartment Disposition Window appears.

The screenshot shows a window titled "[49715w] - Compartment Disposition" with a menu bar (Functions, Options, Tools, Help) and a toolbar with a checkmark and an 'X' button. The main area contains the following fields:

- Trip: 10 Trip Depot
- DEPOT1
- Compartment: 3
- Original Quantity: [ ] LT
- Quantity Left On Board: [ ]
- Reason Code: [ ]
- Remaining in Primary: 1- LT
- Delivery Date: 07/23/97

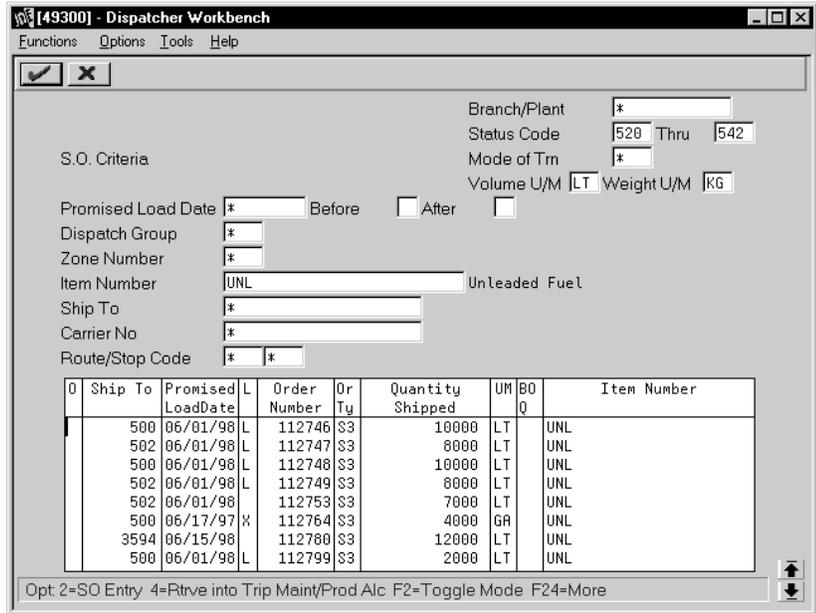
Below these fields is a table with the following columns:

Q	Disposition	UM	Rsn	Tank/	Ship to	Order	Line No	Or	Temp/	T
P	Quantity		Cde	Owner	Org			Ty	Den/	y
									Den Tmp	

At the bottom of the window, there are instructions: "Opt. 9=Delete" and "F24=More Keys", along with up and down arrow buttons.

4. On the Compartment Disposition Window, choose the Dispatcher Workbench option.

The Dispatcher Workbench form appears.



5. If the Trip Criteria mode is displayed, choose the Toggle Mode option to change the mode to S.O. Criteria.
6. Choose the Retrieve into Trip Maintenance/Product Allocation option for the order to which you want to assign the disposition.

The system returns the information to the Compartment Disposition Window.

7. Accept the entries.

The system returns to the Bulk Disposition form.

## What You Should Know About

**Using Bulk Disposition** You cannot add, change, or delete orders from Bulk Disposition.

## Processing Options for Bulk Disposition

SCREEN PROCESSING:

1. Enter the Trip Status Range to process. (Required) From \_\_\_\_\_  
To \_\_\_\_\_
2. \_\_\_\_\_
3. Enter the default depot. If blank, it will be retrieved from the user default location. \_\_\_\_\_



Delivery confirmation for packaged products allows you to confirm the delivery of the loaded quantities for a trip or sales order. If you have product left over, the system returns it to inventory.

You can confirm two types of packaged deliveries:

- Confirm packaged delivery by trip
- Confirm packaged delivery by sales order

### What You Should Know About

**Searching for a depot** You can access the Business Unit Name Search window to search for a depot.

**Recording customer payments** You can access the Bank Deposit Entry form to record customer payments received at delivery. You can record receipts manually or via an optical or magnetic reader. The system uses the information you enter to process cash receipts in batch mode.

See *Entering Batch Receipts (P03121)* in the *Accounts Receivable Guide*.

**Entering an external document number** If you need to create a manual document for customers, you can access the Document Number Entry window to enter an external document number for a particular order. Entering this number updates the Sales Order Detail table. Also, delivery documents will not be printed.

### See Also

- *Recording Packaged Disposition (P49720)*

#### ► **To confirm packaged delivery by trip**

---

Confirming packaged delivery by trip displays all the orders on the trip.

On Confirm Packaged Delivery

Product Number	Delivered Quantity	UM	D	-----Difference Returned to----- Location Lot/SN	Order Number
70973	100	CN	S	.	112746
70981	200	CN	S	.	112746
70973	300	CN	S	.	112747
70981	200	CN	S	.	112747

1. Complete the following fields:

- Delivery Date
- Depot
- Trip Number

2. Accept the entries.

The system displays the trip information.

3. Access the detail area to review additional trip information.

4. To confirm delivery of the trip, choose the Deliver Confirm option.

Field	Explanation
Delivery Date	The date that the shipment to the customer is confirmed as shipped. This date will be updated to the Sales Order Detail file at shipment confirmation.

What You Should Know About

**Searching for a trip**

You must enter a trip number in order to confirm delivery by trip. If you don't know the trip number, you can search for it by accessing the Trip Search window from the Trip Number field.

### ► **To confirm packaged delivery by sales order**

---

Confirming delivery by sales order displays only the products for a particular sales order. When you enter an order number, the system checks the order detail lines for multiple trips on the order. If the order is on multiple trips, a window displays showing the order detail lines and their associated trip numbers. You must select one trip.

On Confirm Packaged Delivery

1. Complete the following fields:
  - Delivery Date
  - Depot
  - Order Number
2. Accept the entries.

The system displays the trip information.

3. Access the detail area to review additional trip information.
4. To confirm delivery of the trip, choose the Deliver Confirm option.

---

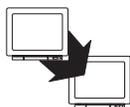
<b>Field</b>	<b>Explanation</b>
Order Number	The number that identifies an original document. This can be a voucher, an invoice, unapplied cash, a journal entry number, and so on.

---

## Processing Options for Packaged Delivery Confirmation

- 1) Enter the incoming trip status range to process (Required). From \_\_\_\_\_  
To \_\_\_\_\_
  - 2) Enter the incoming order status range to process (Required). From \_\_\_\_\_  
To \_\_\_\_\_
  - 3) DEFAULT VALUES FOR:  
Depot \_\_\_\_\_  
Delivery date \_\_\_\_\_  
Sales order type \_\_\_\_\_
  - 4) Enter a disposition code to affect any remaining quantity not shipped:  
S Leave as shippable (Default)  
B Backorder  
C Cancel  
K Cancel the entire line \_\_\_\_\_
  - 5) Enter '1' to not display the contractor information. \_\_\_\_\_
  - 6) Enter '1' to restrict delivery confirmation by order. Blank will allow confirmation by order. \_\_\_\_\_
- DREAM WRITER VERSIONS:  
Enter the version for each program. If left blank, the system uses ZJDE0001.
- 7) Transportation Transaction Server \_\_\_\_\_
  - 8) Batch Cash Receipts \_\_\_\_\_
  - 9) Trip Sheet Data \_\_\_\_\_
  - 10) Additional S/O Info-Aviation/Marine \_\_\_\_\_  
P49510A
- DOCUMENT ENTRY WINDOW:
- 11) Enter '1' to default the invoice number from the order number. ' ' is the default and will not default invoice number from the order number. \_\_\_\_\_
  - 12) Enter an invoice document type. If left blank, the order's document type will be used. \_\_\_\_\_

## Recording Packaged Disposition



From Load and Delivery Management (G49), choose Delivery Operations

From Delivery Operations (G4913), choose Confirm Packaged Delivery

When the quantity of packaged product delivered differs from the quantity loaded for a trip, you must assign the disposition by indicating that you have remaining product going back to stock, then confirm the delivery. This might occur, for example, if the customer does not accept all the product ordered. If you overwrite the quantities assigned during load confirm, the system automatically assigns the difference back to inventory in the location you specify.

### ► To record packaged disposition

On Confirm Packaged Delivery

Product Number	Delivered Quantity	UM	D	C	-----Difference Returned to----- Location	Lot/SN	Order Number
70973	100	CN	S	.	.	.	112746
70981	200	CN	S	.	.	.	112746
70973	300	CN	S	.	.	.	112747
70981	200	CN	S	.	.	.	112747

1. Complete the following fields:

- Delivery Date
- Depot
- Trip Number

2. Accept the entries.

The system displays the trip information.

3. Complete the following fields to record the disposition:

- Delivered Quantity
- Disposition Code
- Location
- Lot

4. Access the detail area to review additional trip information.
5. To confirm delivery of the trip, choose the Deliver Confirm option.

### See Also

- *Confirming Packaged Delivery (P49720)* for the processing options for this program

## Recording Trip Worksheet Information

During a trip, the driver records data, such as departure and return times for the depot, arrival and departure times for each delivery address, and how time was spent on a stop, on the Trip Worksheet. When the driver returns to the depot with the completed worksheet, you enter the information. Typically, this is done during the confirm delivery process.

The system uses this information to calculate freight charges based on the actual mileage of the vehicle. You can use the information on the Trip Worksheet to evaluate vehicle and driver efficiency and compare actual versus estimated trip duration.

### Before You Begin

- Print the Trip Worksheet. See *Printing the Trip Worksheet (P49500)*.

### **To record Trip Worksheet information**

---

On the delivery confirm form for bulk or packaged products

1. Access Record Trip Worksheet Information.

2. On Record Trip Worksheet Information, complete the following fields or accept the default values:
  - Depot
  - Trip Number
3. Complete the following fields in the header portion for the arrival and departure information for the trip:
  - Depart Date
  - Depart Time
  - Depart Odometer
  - Arrival Date
  - Arrival Time
  - Arrival Odometer
4. Complete the following fields in the detail portion for each delivery address:
  - Arrival Date
  - Arrival Time
  - Arrival Odometer
  - Depart Date
  - Depart Time

5. Complete the following optional fields in the detail portion for each delivery address:

- Time Start
- Time End
- Type

Field	Explanation
Date – Arrival	The actual date that the vehicle arrived.
Time – Start (HH/MM)	This field identifies the start time of a stop on a trip. Enter the time in 24-hour form. For example, 7 a.m. as 07:00, but 7 p.m. as 19:00.
Time – End (HH/MM)	This field identifies the end time of a stop on a trip. Enter the time in 24-hour form. For example, 7 a.m. as 07:00, but 7 p.m. as 19:00.
Stop Type	Identifies how time was spent on a stop during the life of a trip.

### What You Should Know About

**Alternative access**

Alternatively, you can record Trip Worksheet information from the Confirm Bulk Delivery and Confirm Packaged Delivery forms during the confirm delivery process.

### Processing Options for Record Trip Worksheet Information

DEFAULT VALUES :

- 1) Enter the default unit of measure for the odometer readings. \_\_\_\_\_
- 2) Enter trip status range to process. \_\_\_\_\_  
     (Required) From \_\_\_\_\_  
     (Required) To \_\_\_\_\_



# Enter Aviation and Marine Information

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From Load and Delivery Management (G49), choose Picking/Loading Operations

From Picking and Loading Operations (G4912), choose a confirm load or confirm load and delivery option

## Entering Aviation and Marine Information

While confirming the load or delivery of products for the aviation and marine industry, you can record additional sales order information, such as flight or vessel numbers, fueling times, and arrival and departure times. Typically, you record aviation and marine information for bulk products, but you can also record this information for packaged products.

Depending on whether you enter an aviation or marine sales order, you enter information specific to an aircraft or vessel. You can enter this information during sales order entry or during load or delivery confirm. Alternatively, you can enter partial information during sales order entry and complete the information later, during load or delivery confirmation.

A processing option in the load confirm and delivery confirm programs controls whether the Additional Order Information form displays. When you confirm the load and delivery of an aviation or marine order, the system determines the version of the Additional Order Information program by the processing option setting in the Confirm Bulk Delivery program.

Complete the following tasks:

- Enter aviation information
- Enter marine information

### Before You Begin

- Enter an aviation and a marine order. See *Entering Header Information* and *Working with Detail Information (P4211)* in the *Sales Order Management Guide*.

- Set the processing option in the confirm load or delivery program to access the Additional Order Information window for recording aviation or marine sales order information

### See Also

- *Confirming a Load by Trip (P49510), Confirming Load and Delivery (P49510), and Confirming Delivery (P49710)*

### ▶ To enter aviation information

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On the selected confirm load or confirm load and delivery form

The screenshot shows a software window titled "[49510] - Confirm Bulk Load - Order". The window has a menu bar with "Functions", "Options", "Tools", and "Help". Below the menu bar are two buttons: a checkmark and an 'X'. The main area contains several input fields and labels:

- Load Date: 07/23/97
- Load Time: 15:11:03
- Delivery Date: 07/23/97
- Order Number: 112758 | S3
- 530 Jet Airlines
- Print Depot: DEPOT1 Depot 1

Below these fields is a table with the following columns: Item Number, Quantity Loaded, UM, Tank ID Location, Owner, Temp, and T. The first row of data is highlighted in black and contains the following values:

Item Number	Quantity Loaded	UM	Tank ID Location	Owner	Temp	T
1 JET	10000	LT	TKJET			

At the bottom of the window, there is a status bar with the text: "Opt 1=Select Order F5=Load & Deliver Order F15=Doc Reg Win F24=More Keys".

1. Confirm the load or load and delivery of an aviation order.

The Additional Order Information form appears.

Functions Tools Help

S/O No/Typ 112758 83  
S/O Ln No 1.000

Flight Number 1323  
Int'l/Domestic D  
Origin DIA  
Destination LAX  
Aircraft Type 777  
Flight Auth \_\_\_\_\_ Number \_\_\_\_\_  
Authorizing Name \_\_\_\_\_ Expires \_\_\_\_\_  
Tail Number \_\_\_\_\_  
Gate Number R2  
Date Fueling St \_\_\_\_\_ Fueling Start Time \_\_\_\_\_  
Date Fueling End \_\_\_\_\_ Fueling End Time \_\_\_\_\_  
Est Arrival Date \_\_\_\_\_ Est Arrival Time \_\_\_\_\_  
Est Depart Date \_\_\_\_\_ Est Depart Time \_\_\_\_\_

Meter Ticket	Opening Reading	Closing Reading
_____	_____	_____
_____	_____	_____
_____	_____	_____

F3=Exit F6=Update F24=More

2. On Additional Order Information, complete the following fields or accept the default values:

- Flight Number
- Origin
- Destination
- Aircraft Type

If this information was entered during sales order entry, you can accept the default values or make changes. Alternatively, you can enter the information at this time.

If a processing option is set, these fields are required.

3. To enter meter information, complete the following fields:

- Meter Ticket
- Opening Reading
- Closing Reading

If you complete one of these fields, you must complete them all.

4. Complete any additional optional fields you require.

Field	Explanation
Flight Number	Flight number expressed as an 8-character alpha field.
Origin	Denotes the city of origin for a flight or cruise.
Destination	Destination for aircraft or vessel.
Aircraft Type	Designation of the type of aircraft.

**► To enter marine information**

On the selected confirm load or delivery form

1. Confirm the load or load and delivery of a marine order.

The Additional Order Information form appears.

2. On Additional Order Information, complete the following fields:

- Ship Name
- Fueling Port
- Origin
- Destination

If this information was entered during sales order entry, you can accept the default values or make changes. Alternatively, you can enter the information at this time.

3. To enter meter information, complete the following fields:

- Meter Ticket
- Opening Reading
- Closing Reading

If you complete one of these fields, you must complete them all.

4. Complete any additional optional fields you require.

Field	Explanation
Fueling Port	The port at which a vessel is fueled.



# Enter Additional Charges

---



From Load and Delivery Management (G49), choose Picking/Loading Operations

From Picking and Loading Operations (G4912), choose a confirm load or delivery option

## Entering Additional Charges

As part of your daily operations, you might need to enter additional charges to a sales order during load or delivery confirmation. For example, while recording the load and delivery of an aviation order, you might also want to record charges for handling baggage or cleaning. You can enter additional charges for both bulk and packaged products. You can record additional charges from any confirm load or delivery form.

### ► To enter additional charges

---

On the selected confirm load or delivery form

1. Choose the Additional Sales Order Entry option for a sales order.

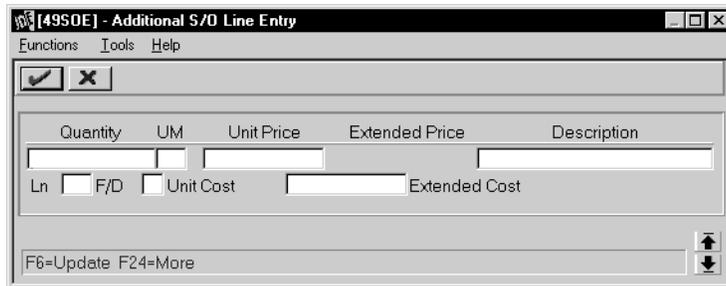
The Additional Sales Order Line Entry window appears.

Order Number	Line No	Quantity
112757	1.000	10000

The system completes the following fields with the actual values:

- Order Number
  - Line Number
  - Quantity
2. On Additional Sales Order Line Entry, choose the order number line you want the new sales order line to be related to.

An additional window appears.



Quantity	UM	Unit Price	Extended Price	Description
<input type="text"/>				

Ln  F/D  Unit Cost  Extended Cost

F6=Update F24=More

3. On Additional Sales Order Line Entry, complete the following fields:
  - Description
  - Line Type
4. Complete the following optional fields:
  - Quantity
  - Unit Price
  - Extended Price
  - Unit Cost
  - Extended Cost
5. Choose the Update Sales Order option.

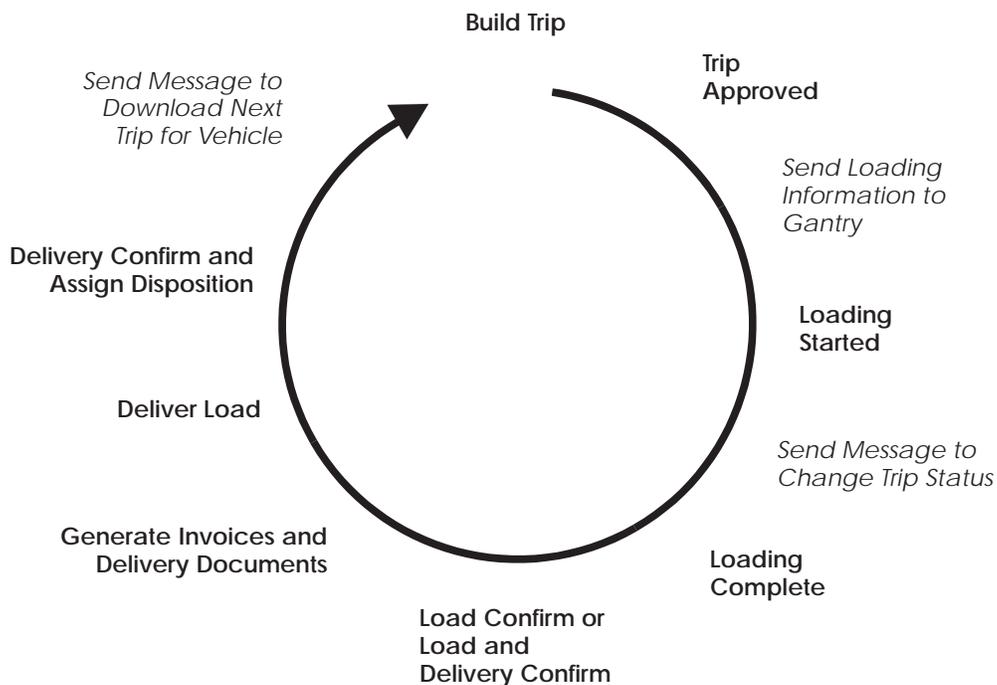
# Understand Gantry Loading

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## About Gantry Loading

The J.D. Edwards gantry subsystem is a set of programs designed to support connectivity to any gantry or loading rack system, also known as a Process Control System (PCS) or Terminal Automation System (TAS). The programs enable trip information to be downloaded to the gantry for loading vehicles and load confirmation information to be uploaded from the gantry to the system. Gantry information is communicated automatically upon trip creation, load confirmation, and delivery confirmation, or can be downloaded in batch mode.

The following graphic illustrates the basic integration of the gantry within the load and delivery process.



The following three major elements are involved in using a gantry:

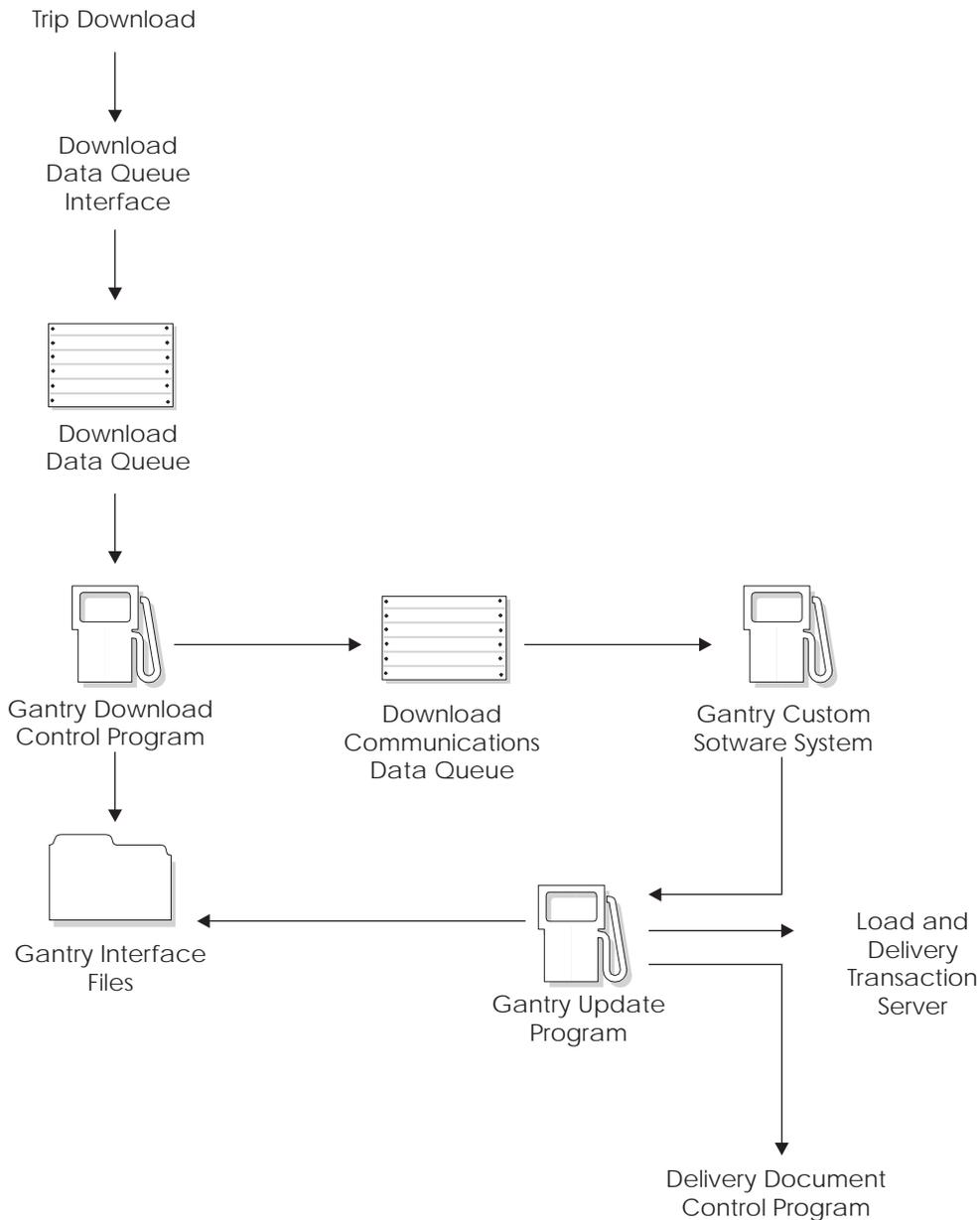
### **Load and Delivery Management system**

This includes the gantry subsystem. The only program running in the gantry subsystem is the Gantry Download Control Program.

**Gantry custom software system** This software belongs to a J.D. Edwards client. The software component is required to interface with specific gantry hardware. The software makes program calls to the system's gantry update program for downloading gantry hardware information as required.

**Gantry hardware** This is the physical gantry that is directly controlled by the custom software and indirectly controlled by the system.

The following graphic illustrates the communication between the Load and Delivery Management system and the gantry interface.



## When Can You Use a Gantry Interface?

You can use a gantry interface to load bulk products if your loading operations meet the following criteria:

- Orders are built into trips.
- Trips contain only gantry products.

- Trips are loaded from a single gantry.
- Compartments are not loaded from more than one tank (except for inline blending).
- Customer's gantry interface is trip- and compartment-based (not order-based).
- Complete trips are downloaded together. If a single order line is changed, the entire trip must be replaced.
- Delivery tickets and invoices are always printed using the J.D. Edwards Load and Delivery Management system.

You must build a trip if you are using an automated gantry system in order to download the sales order and loading information. During load confirmation, the system automatically loads actual quantities.

### How Do You Download Information to the Gantry?

During trip creation, load confirmation, delivery confirmation, and trip sequence maintenance, you can set a processing option to automatically download loading information to the gantry. However, if you choose not to download information at these times, you can later access the Batch Download program to download a particular trip or group of trips to the gantry in batch mode.

### What Do You Need to Set Up?

Before you can use the gantry system, you must complete the following setup tasks:

- Define the gantry subsystem that enables communication between the gantry load rack and other software components of the Load and Delivery Management system
- Set up interface constants to establish communications parameters between the gantry subsystem and the Load and Delivery Management system
- Set up report writer programs to define the set of programs that control the processing between the Load and Delivery Management system and the gantry

### What Is the Gantry Process Flow?

The Load and Delivery Management system communicates with a gantry subsystem with interfaces and programs.

The gantry system sends a trip download request to the download control program's data queue. For each request, the download control program retrieves information about the order detail lines on the trip, then creates gantry interface header and detail records. The header record identifies the trip. The detail record identifies the product and quantities to be loaded to each compartment of the vehicle.

The download control program places a message in the download communication program's data queue. The gantry interface has a custom download communication program that receives the message, then downloads the trip to the gantry. The gantry operator loads the products onto the vehicle.

The gantry interface's upload program waits for the results of the download to arrive. The program checks the message and processes it depending on its type.

For example, when vehicle loading begins, the gantry system generates a "Load Started" message. The upload program calls the gantry update program to update the gantry and trip tables with the new status. This prevents the dispatcher from adjusting the trip once loading has begun.

If circumstances will not allow you to begin loading the vehicle with the trip selected, the gantry operator can change the status of the trip, which sends a message to the system that the load has been cancelled. The dispatcher can then make any necessary changes to the trip.

When vehicle loading is complete, the gantry system generates a "Load Complete" message. The upload program calls the gantry update program and sends information about the actual product and quantities placed in the vehicle compartments. The system updates the following tables:

- Gantry Interface Header (F49570)
- Gantry Interface Detail (F49571)
- Sales Order Detail (F4211)
- Trip Detail (F4911)

The system then either load confirms or load and delivery confirms the trip, based on the trip type. Invoices or delivery documents can be printed, as needed.

If an error occurs, the upload program calls the gantry update program to update the gantry and trip tables with the new status. The system records information from the gantry so that you can determine the problem. Two types of errors can occur:

- An error in the status returned by the gantry, such as failure of the download, trip update, or trip delete
- An error in the data returned by the gantry, such as product changes and incomplete loads

If no errors occur, the update program indicates to the system to print delivery documents for each order on the trip.

Customer pickup orders at the gantry are processed differently than orders built into trips or normal customer pickup orders. An order generated at the gantry automatically creates an order in the system. Once created, the order is processed through confirm load and delivery.

The gantry system must also communicate to the Load and Delivery Management system any changes in vehicles or compartments. These changes update the Trip Detail table.

### How Are Download Requests Generated?

The Load and Delivery Management system generates a download request to the data queue of the download control program using any of the following programs:

<b>Trip Creation/Maintenance</b>	You can set a processing option to submit a download request upon trip approval.
<b>Trip Sequence Maintenance</b>	You can set a processing option to download changes to the trip sequence.
<b>Dispatcher Workbench</b>	You can select specific trips to download or retry a previous download.
<b>Batch Download</b>	You can select a batch of trips to be downloaded, based on criteria you specify for depot, load date, shift, and vehicle. You can also specify that only the first trip for a vehicle be downloaded. In this case, you use the delivery confirm process to download the subsequent trips for a vehicle.
<b>Confirm Bulk Load</b>	You can set a processing option to download the next trip for a vehicle when the prior trip is load confirmed or load and delivery confirmed simultaneously. However, if you are load confirming, you cannot load the vehicle until the prior trip has been delivered.
<b>Confirm Bulk Delivery</b>	You can set a processing option to download the next trip for a vehicle when the prior trip is delivery confirmed.
<b>Confirm Mass Delivery</b>	You can set a processing option to download the next trip for a vehicle when the prior trip is delivery confirmed.

## See Also

- *Downloading Gantry Information (P49578)*
- *Downloading Selected Trips to the Gantry (P49300)*
- *Reviewing Gantry Information (P49575)*
- *Defining the Gantry Subsystem (P40105)*
- *Setting Up Interface Constants (P495701)*
- *Setting Up Gantry Report Writers (P49570, P49571, P49572)*
- *Purging Gantry Records (P49921)*



# Download Gantry Information

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From Load and Delivery Management (G49), choose Gantry/Load Rack Inquiry

From Gantry/Load Rack Interface Inquiry (G4939), choose Batch Download

## Downloading Gantry Information

If you are using an automated gantry system or loading rack to load vehicles, you can choose to download trip and loading information to the gantry system. The Batch Download program allows you to specify whether to download a specific trip or a group of trips to the gantry in batch mode.

Sources that cause the system to download trips to the gantry include:

- Trip creation
- Load confirmation
- Delivery confirmation
- Mass delivery confirmation
- Trip sequence maintenance
- Dispatcher workbench activities

In any case, you can set the processing option to automatically download loading information to the gantry. However, if you choose not to download at these times, you can later access the Batch Download program to download a particular trip or group of trips.

After running the program, the system generates a report that confirms a successful download or lists errors, or errors and transactions, that occurred. You can set a processing option to indicate whether to list only errors or errors and transactions.

### Before You Begin

- Verify that you built and approved trips. See *Creating a Trip (P49350)*.
- Verify that the subsystem is activated.

49578

J.D. Edwards & Company  
Gantry Download Trip Control

Page - . . . . 2  
Date - . . . . 6/05/96

Number	Depot	St	Seq	S	Load Dte	Vehicle ID	Msg ID	Message
21	DEPOT1	40	1		06/05/96	TMS1		

### Processing Options for Gantry Batch Download

1. Enter a '1' to only print error messages. ' ' is the default and will print transactions and error messages. \_\_\_\_\_
2. Enter the number of trips you want to download. \_\_\_\_\_  
' ' = Only download the first trip for a vehicle. (default)  
'1' = Download all trips with the same vehicle, load date, and shift as the first trip for a particular vehicle.
3. Enter a range of valid Trip Statuses for download. \_\_\_\_\_  
From Trip Status: \_\_\_\_\_  
Thru Trip Status: \_\_\_\_\_
4. Enter a DREAM Writer Version for the Download Data Queue Interface (ZJDE0001 is the default). \_\_\_\_\_



# Delivery Documents

## Objectives

- To understand the types of delivery documents
- To print delivery documents during load confirmation
- To print delivery documents before load confirmation
- To print additional copies of delivery documents
- To understand the requirements for printing delivery documents interactively or in subsystem mode
- To review the status of delivery documents sent to print in batch mode and restart pending print jobs
- To review information on numerically controlled delivery documents that are generated during the course of daily operations

## About Delivery Documents

Delivery documents generally provide the delivery instructions for an order or trip and specify the products and quantities to deliver. They serve to transfer ownership of the products to the customer. Some types might also specify the product price and additional charges.

Complete the following tasks:

- Print delivery documents
- Work with delivery document print batch
- Review the document register

## What Are the Types of Delivery Documents?

Four types of delivery documents are available:



**Bulk Delivery Ticket** This document provides the delivery instructions for the sales order or trip and specifies the bulk products and quantities to be delivered to the customer. It can be used to record additional information about what was actually delivered. This document might also serve to transfer the ownership of the product to the customer. Although the bulk delivery ticket is not intended to be an invoice, you can include price information.

**Bulk Invoice** This document provides the delivery instructions for the sales order or trip and specifies the bulk products and quantities to be delivered to the customer. It can be used to record additional information about what was actually delivered. This document also shows the product price, tax, and other additional charges that might apply. It serves to transfer the ownership of the product to the customer.

**Packaged Delivery Ticket** This document provides the delivery instructions for the sales order or trip and specifies the packaged products and quantities to be delivered to the customer. It can be used to record additional information about what was actually delivered. This document also serves to transfer the ownership of the product to the customer. Although the packaged delivery ticket is not intended to be an invoice, you can include price information.

**Packaged Invoice** This document provides the delivery instructions for the sales order or trip and specifies the packaged products and quantities to be delivered to the customer. It can be used to record additional information about what was actually delivered. This document also shows the product price, tax, and other additional charges that might apply. This document serves to transfer the ownership of the product to the customer.

You can print or fax the Bulk Invoice and Packaged Invoice or process them electronically using Electronic Data Interchange (EDI). Specify the output you require in the processing options for the documents. EDI output requires Electronic Commerce, system 47. Fax output requires additional system fax software.

### See Also

- The *Electronic Commerce Guide* for information on processing documents electronically

# Print Delivery Documents

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## Printing Delivery Documents

Delivery documents provide the delivery instructions for a sales order or trip and specify the products and quantities to deliver. They serve to transfer ownership of the products to the customer. Some types might also specify the product price and additional charges. You can print delivery tickets or invoices for both bulk and packaged products.

You can print delivery documents automatically during load confirmation or preprint them from the Picking and Loading Operations menu.

If any of the delivery documents require Document Print Control (prenumbered forms), the system prints them interactively. This is because you might need to manually restart the numbering sequence if a printing error occurs.

Complete the following tasks:

- Define delivery document control
- Print delivery documents before load confirm
- Print delivery documents during load confirm
- Print copies of delivery documents

### Before You Begin

- Set up delivery documents. See *Setting Up Delivery Documents*.

## Defining Delivery Document Control

The Delivery Document Control program is a report writer program that runs in the background for all the methods of printing delivery documents.

### ► **To define delivery document control**

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1. To access a report writer versions list, type G81 on the command line to reach the report writer menu.

2. Choose Versions List.

Alternatively, you can access any report writer versions list. Complete the program number for Delivery Document Control Program (P49550) to access the correct versions list.

From the versions list, you can specify in the processing options a variety of printing instructions, such as version numbers, status codes, and document dates.

### What You Should Know About

**Printing promised delivery date**

To print the promised delivery date on the delivery documents, you can set a processing option for Invoice Date Hierarchy in the Delivery Document Control program. This is useful if you are preloading vehicles for tomorrow's delivery. The invoice date on the delivery documents will be the promised delivery date, which is tomorrow.

### Processing Options for Delivery Document Control Program

VERSIONS OF PROGRAMS CALLED:

- 1. Enter version number for the Billable freight processor to run (form id P49750). If left blank, billable freight will not be computed for line items on the delivery documents being prepared. \_\_\_\_\_
  
- 2. Enter version number for Delivery based pricing (form id P49565). If left blank, delivery based pricing will not be computed. \_\_\_\_\_

VERSIONS OF PROGRAMS (CONTINUED)

- 3. Enter the version of the preference processor (form id P40400) to be called to retrieve the document set preference. If left blank, version ZJDE0001 will be used. \_\_\_\_\_

STATUS SELECTIONS

- 4. Enter the range of Trip Status codes to be selected if trip based.  
Next Status Code From (REQUIRED) \_\_\_\_\_  
Next Status Code To (REQUIRED) \_\_\_\_\_

STATUS SELECTIONS (CONTINUED)

- 5. Enter the range of ORDER Status codes to be selected.  
Next Status Code From (REQUIRED) \_\_\_\_\_  
Next Status Code To (REQUIRED) \_\_\_\_\_

6. Enter the status defined as 'Print Delivery Documents' in the Order Activity Rules. Required for pre-printing documents as well as for printing documents during Load Confirm. \_\_\_\_\_

UPDATE STATUS CODES:

7. Enter the next Order Status for the following conditions. (REQUIRED)

Not yet load confirmed \_\_\_\_\_

Not yet deliver confirmed \_\_\_\_\_

Billable freight still needed \_\_\_\_\_

Billable freight already computed \_\_\_\_\_

Miscellaneous Lines already confirmed \_\_\_\_\_

MISCELLANEOUS:

8. Enter Hold Output Queue name. \_\_\_\_\_

9. Enter the status defined as 'Delivery Document Selection' in the Order Activity Rules. (Note that this processing option is required for the pre-printing of delivery documents.) \_\_\_\_\_

DOCUMENT DATE:

10. Select the date or date hierarchy to determine the document date. \_\_\_\_\_

' ' = Load Date from confirmation process or passed Processing Option Date from Preprint Delivery Documents.

'1' = System Date

'2' = Promised Delivery Date

'3' = Actual Delivery Confirmation Date  
Promised Delivery Date

'4' = Trip Load Date  
Order Load Date

'5' = Actual Load Confirmation Date  
Trip Load Date  
Order Load Date

## Printing Delivery Documents Before Load Confirm



From Load and Delivery Management (G49), choose Dispatcher Activities

From Dispatcher Activities (G4911), choose Trip-Based Delivery Documents or Order-Based Delivery Documents

You preprint delivery documents when no office personnel will be present to prepare the documents during loading of the vehicle, such as during weekends,

holidays, or night shifts. Typically, documents are preprinted after a trip is approved. Preprinted documents use the quantities from the sales orders and trips for the quantities on the delivery ticket and/or invoice. You account for any discrepancies between volumes on the documents and the volumes delivered during delivery confirmation. You can choose to print delivery documents by trip or by order.

You can specify in the processing options whether to preprint delivery documents interactively or by batch processing.

Complete the following tasks:

- Print delivery documents by batch processing
- Print delivery documents interactively

If you print delivery documents before the planned delivery date, you can specify in a processing option in the Delivery Document Control program which date to print on the bulk or packaged invoice.

### **To print delivery documents by batch processing**

---

If the delivery documents you want to preprint do not use prenumbered forms (that is, do not require Document Print Control), you can submit them to batch to print. Specify the document selection criteria in the report writer version.

When you choose Trip-Based Delivery Documents or Order-Based Delivery Documents, the system automatically submits the delivery documents to batch processing. You can enter a specific print control depot in the processing option or leave it blank to use the depot from the selected trips, as specified in the sales order detail line.

If you attempt to print delivery documents that require Document Print Control by submitting them to batch to print, the system creates a print batch record. In this case, you must manually restart the batch process.

### **Before You Begin**

- Verify that the processing option is set to submit delivery documents to batch processing
- Set up the report writer version, specifying the document selection criteria for the delivery documents you want to print

**► To print delivery documents interactively**

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You can print delivery documents interactively if you want the system to send them directly to print, rather than submitting them to batch processing. If the delivery documents you want to preprint use prenumbered forms (that is, require Document Print Control), you must print them interactively. The Trip-Based and Order-Based programs function differently, depending on whether the documents use prenumbered forms:

- If the delivery documents do not use prenumbered forms, you can set the processing option to submit the records for printing interactively.
- If the delivery documents require prenumbered forms, the Document Print Control form appears, allowing you to choose to print delivery documents now or print them later. You can also enter the document numbers if an error occurs.

**Before You Begin**

- Verify that the processing option is set to print delivery documents interactively
- Set up the report writer Version, specifying the document selection criteria for the delivery documents you want to print

**On Document Print Control**

Complete steps 2-9 for printing delivery documents using prenumbered forms.

See *Printing Delivery Documents During Load Confirm*.

## Processing Options for Trip-Based Delivery Documents

DELIVERY DOCS. TRIP-BASED DREAMWRITER

1. Enter the date to be used for next number processing. This date is also used for selecting records from the trip master file. \_\_\_\_\_
  
2. Enter the desired print control MCU (Cost Center). If left blank, the MCU from the sales order detail will be used. \_\_\_\_\_
  
3. Enter '1' if this program should be run interactively. Leave a blank if it should be submitted to batch. \_\_\_\_\_
  
4. Enter the number of the output queue for the documents to print (1,2,3). This number represents an output queue defined in Depot Document Print Setup. \_\_\_\_\_
  
5. Enter the DREAM Writer version of the Document Control program (P49550) to run. \_\_\_\_\_

## Processing Options for Order-Based Delivery Documents

DELIVERY DOCS. ORDER-BASED DREAMWRITER

1. Enter the date to be used for next number processing. \_\_\_\_\_
  
2. Enter the desired print control MCU (Cost Center). If left blank, the MCU from the sales order detail will be used. \_\_\_\_\_
  
3. Enter '1' if this program should be run interactively. Leave a blank if it should be submitted to batch. \_\_\_\_\_
  
4. Enter the number of the output queue for the documents to print (1,2,3). This number represents an output queue defined in Depot Document Print Setup. \_\_\_\_\_
  
5. Enter the DREAM Writer version of the Document Control program (P49550) to run. \_\_\_\_\_

## Printing Delivery Documents During Load Confirm

You print delivery documents during load confirmation so that the driver has them when exiting the depot with a load.

You can specify in the processing options whether to:

- Print the delivery documents automatically upon load confirmation
- Call the Document Selection window

The Document Selection window displays the delivery document information as defined for a customer and item combination in the Document Set Preference. You can review and change the document selection by order line or confirm what is displayed. You can also specify the additional delivery documents to print. The Document Selection window also appears if the Document Set Preference is not found.

If any of the delivery documents require Document Print Control (that is, prenumbered forms), the system prints them interactively. This is because you might need to manually restart the numbering sequence if a printing error occurs.

If none of the documents requires Document Print Control and the print subsystem is active for delivery documents, the system writes an entry to the data queue and sends them to the print subsystem to be processed.

If you have specified in the processing options to require Document Print Control, the program displays a form that allows you to control printing information.

Complete the following:

- Print delivery documents in subsystem mode
- Print delivery documents using prenumbered forms

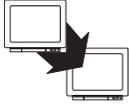
## Before You Begin

- Verify that you have set the processing option to print delivery documents

## What You Should Know About

**Accessing the Document Selection window** You can also access the Document Selection window from the Confirm Bulk Load form if you have not set the processing option to display the window automatically during load confirm.

## ▶ To print delivery documents in subsystem mode



From Load and Delivery Management (G49), choose Picking/Loading Operations

From Picking and Loading Operations (G4912), choose a confirm load option

You print delivery documents in subsystem mode during load confirmation if none of the documents requires prenumbered forms. The print subsystem must be activated.

### Before You Begin

Do the following:

- Verify that the option for Document Print Control is not activated in depot Document Print Setup
- Verify that the subsystem has been started

On the selected load confirm form

Item Number	Quantity Loaded	Tank ID	Owner	Temp	T	Cmpt Num
PREM	5000	TKPREM				1
PREM	2589	TKPREM				2

Follow the steps to confirm a load.

See *Confirming a Bulk Load by Trip (P49510)* and *Confirming a Packaged Load by Trip (P49530)*.

The delivery documents are sent to the print subsystem.

## What You Should Know About

### Selecting documents

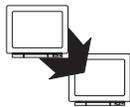
To select specific or additional documents during load confirmation, verify that the processing option is set to display the the Document Selection Window after confirming a load.

## See Also

- *Setting Up Delivery Document Preferences (P40200, P40300)*

### ▶ **To print delivery documents using prenumbered forms**

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From Load and Delivery Management (G49), choose Picking/Loading Operations

From Picking and Loading Operations (G4912), choose a confirm load option

You print delivery documents interactively during load confirmation if any of the documents requires prenumbered forms. To do so, you activate document print control, which determines the numbering of the forms, on the Depot Document Print Setup form. This prints the delivery documents interactively and displays the Document Print Control window after confirming a load.

You may have more than one depot within a batch of delivery documents.

## Before You Begin

- Verify that the option for Document Print Control is activated in depot Document Print Setup. See *Defining Depot Print Instructions (P49197)*.

On the selected load confirm form

1. Follow the steps to confirm a load.

See *Confirming a Bulk Load by Trip (P49510)* and *Confirming a Packaged Load by Trip (P49530)*.

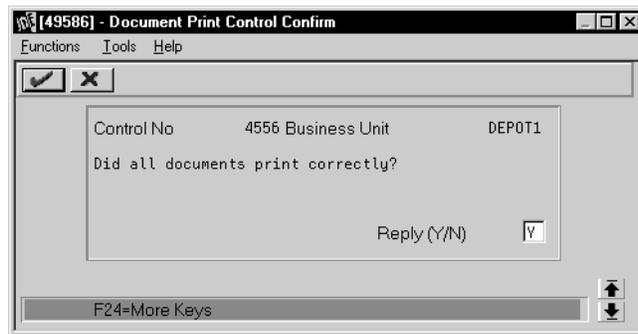
The Document Print Control form appears.

The form displays information about the documents to be printed.

2. On Document Print Control, access the detail area to review additional information about the documents.
3. Do one of the following:
  - Accept the information to print the documents.
  - Exit the program to place the documents in a pending status for printing at a later time. Placing the document in a pending status opens the Document Print Control Document List, which allows you to choose to print now or print later. To print later you must restart the document print batch.

See *Working with Delivery Document Print Batch (P49580)*.

If you accepted the information, the Document Print Control Confirm window appears and prompts you to indicate whether the documents printed correctly.



4. Complete the following field:
  - Reply (Y/N)

If you enter Y in the Reply field, the process is complete.

If you enter N in the Reply field, the Document Print Control form opens again and prompts whether to reprint the documents that did not print correctly.

5. To reprint documents that did not print correctly, choose the Print option for the specific documents.

The Document Print Control Restart window appears and displays the new starting number for the documents being printed.

Control No	4794	Business Unit	DEP01
Document Code	BDEL	Bulk Delivery Ticket	
Document Type	DL		
Date	05/23/96	Output Queue	
Scheduled Next Number	1632	Form ID	*STD

New Starting Number: 1632 Reason Code:

Alignment Pages:

To Void:  In Batch:

Starting Number: 1631 Ending Number: 1631

F3=Exit F24=More Keys

6. Complete the following field to use one or more alignment pages:
  - New Starting Number
7. Complete the following fields:
  - Reason Code
  - To Void
8. Accept the entries.

The Document Print Control Confirm window appears again.

9. Repeat steps 4-8 until the documents have printed successfully.

## Printing Copies of Delivery Documents



From Load and Delivery Management (G49), choose Picking/Loading Operations

From Picking and Loading Operations (G4912), choose document reprint

During your business operations, you might need to reprint the delivery documents if you need additional copies. Use Document Reprint to specify the particular delivery documents to print. You can select by trip or sales order. You can display documents in various ways, depending on the fields you use as selection criteria.

If the documents you choose to reprint use prenumbered forms, requiring document print control, the system prints them interactively. If the documents do not use prenumbered forms, the system submits them to batch processing.

If you are using prenumbered forms, you can specify whether to:

- Use the current print control number for the document being printed
- Use the original document number and print a duplicate copy without using prenumbered forms.

If you choose to use prenumbered forms, the program assigns the document the next number and creates a cross-reference to the original document number. You can review the cross-reference from the Document Register form.

► **To print copies of delivery documents**

On Document Reprint

The screenshot shows a window titled "[49680] - Document Reprint" with a menu bar (Functions, Options, Tools, Help) and a toolbar. The main area contains several input fields for search criteria:

- Order Type:
- Order Number:
- Line ID (opt):
- or Trip Depot:
- Trip Number:
- or Company:
- Sales Office:
- End Doc (opt):
- Doc Type:
- Start Doc:
- Start Date:
- or Sold To:
- or Ship To:

Below these fields are checkboxes for "Reprint Reason" (with "Blank" selected) and "Prt Ctl/Forms/Outque".

A table displays the following data:

Doc Type	Document Number	Description	Document Date	Amount	Cur Cod	P N	Rprnt Count
BI	1015	City Fuels Limited	06/01/98	2,800.00	USD	N	
BI	1016	Gas Station B	06/01/98	3,750.00	USD	N	
DL	1017	City Fuels Limited	06/01/98		USD	N	
DL	1018	Gas Station B	06/01/98		USD	N	

At the bottom, there is a status bar with the text: "Opt: 1=Document Detail 6=Reprint F21=Select All".

1. Do one of the following, depending on how you want to search for documents:

To print all documents for a specific order, complete the following fields:

- Order Type
- Order Number

To print all documents for a specific trip, complete the following fields:

- Trip Number
- Trip Depot

To print all documents for a specific company, sales office, or branch/plant, complete one the following fields:

- Company
- Sales Office
- Branch/Plant

To print all documents of a specific type or within a specific range, complete the following fields:

- Document Type
- Start Document
- End Document

To print all documents for a specific Sold To address book number from a specified date (if used), complete the following fields:

- Sold To
- Start Date

To print all documents for a specific Ship To address book number from a specified date (if used), complete the following fields:

- Ship To
- Start Date

2. Accept the entries.

The system displays information about the documents.

3. If the documents you selected use prenumbered forms, but you want to override document print control and use the original document number, complete the following fields.
  - Document Print Control Required
  - Forms ID
4. Choose the option to print a single document or to print all selected documents.

If the documents you selected do not use prenumbered forms or you've chosen to override document print control, the system submits them to batch processing.

If the documents you selected use prenumbered forms, the Document Print Control form appears.

5. For printing delivery documents using prenumbered forms, complete steps 2-9 of "To print delivery documents using prenumbered forms."

See *Printing Delivery Documents During Load Confirm*.

Field	Explanation
Order Type	<p>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.)</p> <p>The following document types are defined by J.D. Edwards and should not be changed:</p> <ul style="list-style-type: none"> <li>P     Accounts Payable documents</li> <li>R     Accounts Receivable documents</li> <li>T     Payroll documents</li> <li>I     Inventory documents</li> <li>O     Purchase Order Processing documents</li> <li>J     General Accounting/Joint Interest Billing documents</li> <li>S     Sales Order Processing documents</li> </ul> <p>..... <i>Form-specific information</i> .....</p> <p>Enter the order type of the sales orders for which you want to display documents.</p>
Order Number	<p>The 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.</p> <p>..... <i>Form-specific information</i> .....</p> <p>Enter the sales order number for which you want to display documents.</p>
Line ID (opt)	<p>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.</p> <p>..... <i>Form-specific information</i> .....</p> <p>Complete the Line ID only to display all documents for a specific order line.</p>

Field	Explanation
Company	<p>A code that identifies a specific organization, fund, entity, and so on. This code must already exist in the Company Constants table (F0010). It must identify a reporting entity that has a complete balance sheet. At this level, you can have intercompany transactions.</p> <p>NOTE: You can use company 00000 for default values, such as dates and automatic accounting instructions (AAIs). You cannot use it for transaction entries.</p>
Sold To	<p>A number that identifies an entry in the Address Book system. Use this number to identify employees, applicants, participants, customers, suppliers, tenants, and any other Address Book members.</p> <p>..... <i>Form-specific information</i> .....</p> <p>Enter the sold-to address for the document you want to display.</p>
Start Date	<p>Enter the date from which you want to print documents.</p>
Ship To	<p>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.</p> <p>..... <i>Form-specific information</i> .....</p> <p>Enter the sold-to address for the document you want to display.</p>
Document Print Control Required	<p>Identifies whether prenumbered forms are used for this document. Valid values are:</p> <ul style="list-style-type: none"> <li>1 or Y – Yes, document print control is required because prenumbered forms are used.</li> <li>0 or N – No, document print control is not required.</li> </ul>
Form ID	<p>Identifies the ID of the special form used to print this document.</p>

### What You Should Know About

**Generating additional copies**

You can set up the Document Distribution Preference to generate additional copies of the delivery documents during load confirmation.

See *Creating Document Distribution (ECS) Preferences (P40300, P40300)*.

## Processing Options for Document Reprint

### OUTPUT QUEUE INFORMATION:

1. Output Queue to hold documents. \_\_\_\_\_
2. Output Queue number where documents  
should be printed. \_\_\_\_\_

### SALES ORDER ENTRY VERSION:

3. Enter the version of Sales Order  
Entry to be called from the  
Document Register Detail window.  
The default version is ZJDE0001. \_\_\_\_\_



# Work with Delivery Document Print Batch

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From Delivery Operations (G4913), choose Load and Delivery Management Inquiries

From Load and Delivery Management Inquiries (G4914), choose Document Print Batch Inquiry

## Working with Delivery Document Print Batch

You can use the Document Print Batch Inquiry program to view and/or restart a print batch that has ended abnormally or one that you have chosen to complete at a later time.

Complete the following tasks:

- Review print batch information
- Restart the print batch

Control Number	Business Unit	Batch Type	Batch Status	Last User	Date
6959	DEPOT1	Delivery Docume	Restart Require	LD5501701T	06/27/97
6960	DEPOT1	Delivery Docume	Print Started	LD5501701T	06/27/97

### ► To review print batch information

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You can review the status of delivery documents sent to print and view additional details about a batch.

On Document Print Batch Inquiry

1. Complete the following field:
  - Business Unit
2. Accept the entry.

The program displays information for documents that are printing or are in a pending status.

3. To review additional information, choose the Batch Details option for the batch.

The Document Print Control window opens.

Field	Explanation
Business Unit (* = all)	<p>An alphanumeric field that identifies a separate entity within a business for which you want to track costs. For example, a business unit might be a warehouse location, job, project, work center, or branch/plant.</p> <p>You can assign a business unit to a voucher, invoice, fixed asset, and so on, for purposes of responsibility reporting. For example, the system provides reports of open accounts payable and accounts receivable by business units to track equipment by responsible department.</p> <p>Security for this field can prevent you from locating business units for which you have no authority.</p> <p>Note: The system uses this value for Journal Entries if you do not enter a value in the AAI table.</p> <p>..... <i>Form-specific information</i> .....</p> <p>Indicates the depot where the documents were printed. Use an asterisk (*) to view documents for all depots.</p>

**► To restart the print batch**

When you print delivery documents interactively during load confirmation or during document reprint, you can exit the program without selecting the option to print if any of the documents requires prenumbered forms. Then, the Document Print Control List Window displays, allowing you to choose to print now or print later. This puts the delivery documents in a pending state for printing later.

To print delivery documents, you must specify the next document number and restart the printing process.

On Document Print Batch Inquiry

1. Complete the following field:
  - Business Unit
2. Accept the entry.

The program displays information for documents that are printing or are in a pending status.

3. Choose the Batch Details option for the batch.

The Document Print Control form opens.

Q P	Depot	Doc Code	S	Prt Ctl	Do Ty	Next Number	Next Number Source	Output Queue 1	Form ID	Aln Pag
	DEPOT1	BDEL	5	Y	DL		D DEPOT1	QPRINT	*STD	
	DEPOT1	BINV	5	Y	BI		D DEPOT1	QPRINT	*STD	***

4. On Document Print Control, choose the Select Document for Print option for the batch you want to print.

The batch is sent to print and the Document Print Control Confirm window opens.

Control No 4556 Business Unit DEPOT1  
Did all documents print correctly?  
Reply (Y/N) Y

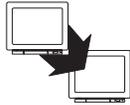
5. On Document Print Control Confirm, complete the following field:
  - Reply (Y/N)

If you enter N in the Reply field, the Document Print Control form opens again and prompts whether to reprint the documents that did not print correctly.

### See Also

- *Printing Delivery Documents During Load Confirm*

# Review the Document Register



From Delivery Operations (G4913), choose Load and Delivery Management Inquiries

From Load and Delivery Management Inquiries (G4914), choose Review Document Register

## Reviewing the Document Register

You can review information on delivery documents, delivery invoices, and periodic invoices that are generated during the course of daily operations. Based on the selection criteria you specify, the program displays summary information about the documents and allows you to review the related sales orders.

### ► To review the document register

On Review Document Register

Document Number	Customer/ Explanation	Document Date	Amount	Cur Cod	M	Do	St	Rc	Related Document	RD Ty	Doc Code
1001	Gas station	04/09/96	6,250.00	USD							BINV
1002	Gas station	04/09/96	50,000.00	USD							BINV
1003	Gas station	04/09/96	50,000.00	USD							BINV
1004	Gas station	04/09/96	68,250.00	USD							BINV
1005	Gas station	04/09/96	6,250.00	USD							BINV
1006	Gas station	04/09/96	6,250.00	USD							BINV
1007	Gas station	04/09/96	00,000.00	USD							BINV
1008	Gas station	04/06/98	330.00	USD							BINV
1009	Gas station	04/15/98	150.00	USD							BINV
1010	Gas station	05/11/98	630.00	USD							BINV
1011	Gas station	05/16/98	875.00	USD							BINV
1012	Gas station	06/02/98	400.00	USD							BINV
1013	Gas station	06/05/98	900.00	USD							BINV

1. Complete one of the following fields:

- Company
  - Sales Office
  - Branch/Plant
2. Complete the following required field:
    - Document Type
  3. Complete one of the following fields based on your selection criteria:
    - Starting Document Number
    - Starting Document Type
  4. Accept the entries.

The program displays the document information.

5. To review the sales orders associated with a document, choose the Detail Document Review option.

The Document Register Detail window opens.

The screenshot shows a window titled "[49691] - Document Register Detail" with a menu bar containing "Functions", "Options", "Tools", and "Help". Below the menu bar are two buttons: a checkmark and an 'X'. The main area contains a form with the following fields:

Document	1001	Company	00249
Doc. Type	BI	Header Busin	
Doc. Date	04/09/96		

Below the form is a table with the following data:

O	Order	Or	Order
P	Number	Ty	Co
	8681	S3	00249

At the bottom of the window, there is a status bar with the text "Opt 1=Order Entry F24=More Keys" and two arrow buttons.

## Processing Options for Review Document Register

DEFAULT VALUES:

1. Enter the default company \_\_\_\_\_

OR

2. the default header Cost Center \_\_\_\_\_

OR

3. the default Branch/Plant. \_\_\_\_\_

\*\* Note: Only one of the above fields  
is allowed to be filled. Therefore,  
the other two fields will be blank.

Enter the default version of Order  
Entry to be called by the Document  
Register window program. \_\_\_\_\_





# Freight Calculation

## Objectives

- To understand freight calculation and how it fits into the overall load and delivery process
- To calculate customer and supplier freight
- To submit freight programs interactively or to batch processing
- To review billable and payable freight charges

## About Freight Calculation

As part of your load and delivery management operations, you can calculate freight charges to customers and calculate freight charges to pay your suppliers. The system allows you to specify a fee based on a fixed-fee freight rate, on a geographical zone, on distance traveled, or any combination of these. Freight information can be stored to allow you to compare billable and payable freight charges.

### What Are the Types of Freight Charges?

The system calculates three types of freight charges. For each type, you set up the quantities and rates that the system uses to calculate the freight charges.

<b>Zone-based freight</b>	This calculation establishes freight rates based on the source depot and the destination of the goods (delivery zone). You associate zone numbers, representing geographic locations, with quantity-based rates.
<b>Distance-based freight</b>	This calculation establishes freight rates using distance, quantity, or both.
<b>Fixed-fee freight</b>	This calculation establishes fixed-fee freight rates.

### Before You Begin

- Create the freight tables for the different types of freight fees. See *Creating Freight Tables (P49110, P49120, P49130)*.



- ❑ Create the freight preferences that the calculation programs will use. See *Creating Freight (ECS) Preferences (P40200, P40300)*.

### See Also

- *Working With Invoice Cycles (P49700)* in the *Sales Order Management Guide*
- *Using ECS Advanced Functionality to Print Invoices (P49870)* in the *Sales Order Management Guide*

# Calculate Freight Charges

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## Calculating Freight Charges

Use the Customer Freight Calculator to calculate billable freight charges for deliveries and the Supplier Freight Calculator to calculate payable freight fees. These programs use information in the freight tables in conjunction with Freight (ECS) preferences to calculate freight fees for selected sales order detail lines. The freight tables and freight preference profiles work together to apply freight rates to specific customer/customer groups and item/dispatch group combinations. When you calculate customer freight, the system adds a freight line to the sales order. When you calculate supplier freight, the system creates a voucher for the carrier. You can also have the programs record freight charges to the Freight Audit table so you can later review the billable and payable freight charges.

You can calculate customer freight during load confirmation or you can calculate customer and supplier freight after delivery confirmation of a trip. If you generate invoices when printing delivery documents, you typically calculate freight during load confirmation, so that the freight fee appears on the invoice. If you generate invoices using the Periodic Invoice program, you typically calculate freight during end-of-day processing.

Complete the following tasks:

- Calculate customer freight
- Calculate supplier freight
- Review freight charges

## How Does the System Calculate Freight?

When you choose to calculate freight, the system does the following:

1. Selects sales order detail records.
2. Matches records to preferences.
3. Matches records and preferences to freight tables.
4. Calculates freight charges.

When you access the Customer Freight Calculator or the Supplier Freight Calculator from the ECS End of Day Processing menu, the program selects records from the Sales Order Detail table (F4211), based on the report writer selection. It then further selects or omits records based on the ranges of status codes defined in the processing options of the calculator programs.

When you access the Customer Freight Calculator during the load confirmation process, the delivery document program submits a work file that the Customer Freight Calculator program uses to select sales detail records.

After the system selects the sales order detail records, the calculator programs search for a freight preference that matches the sales detail record.

The calculator programs search for the following information:

- The Customer Freight Calculator searches for preferences that have either B or \* in the Billable/Payable field.
- The Supplier Freight Calculator searches for preferences that have either P or \* in the Billable/Payable field.

The search is based on the following additional criteria:

- Customer number or customer group
- Item number or dispatch group
- Branch/plant
- Mode of transport
- Carrier number (for supplier freight only)

After the records are matched to a preference, the system determines which freight table(s) to use to calculate freight for the sales order detail line. The program searches for freight tables that match the sales order detail record and the selected preference.

The calculator programs search for the following information:

- The Customer Freight Calculator searches for freight tables that have either B or \* in the Billable/Payable field.
- The Supplier Freight Calculator searches for freight tables that have either P or \* in the Billable/Payable field.

The search is based on the following additional criteria:

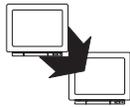
- Dispatch group
- Zone number
- Carrier number

- Tariff code
- Branch/plant
- Mode of transport
- Delivery date

After the sales order detail records have been matched to the freight preference and tables, the program calculates freight.

If an error occurs, the system does not advance the order status, activate freight-calculated flags, or write records to the Freight Audit table (F49175). This enables you to correct the problem and attempt to calculate freight again.

## Calculating Customer Freight



From ECS Sales Order Management (G4910), choose End of Day Processing

From ECS End of Day Processing (G491013), choose Customer Freight Calculation

Use Customer Freight Calculation to determine the freight charges billable to your customer. You can calculate billable freight at the delivery level or the line level. The system calculates freight charges as fixed fees or based on distance traveled, a geographical zone, or any combination of fixed fee, distance, or zone. You can specify in a processing option whether the program writes freight charges to the Freight Audit table (F49175), in addition to adding a freight line to the sales order.

You access the Customer Freight Calculator program in two ways, depending on how you generate invoices. You must set processing options in the applicable program.

### **Generating invoices during or before load confirmation**

Typically, you run the Customer Freight Calculation program during load confirmation so that the freight fee appears on the invoice. You can also calculate freight during document preprint.

You set up the program by specifying a freight report writer version in the Delivery Document Control Program report writer version. The system accesses this version during the delivery document control portion of the load confirmation process.

**Generating invoices  
after delivery  
confirmation**

Typically, you use the Periodic Invoice program to generate invoices. To calculate freight, you can access the freight calculation program from the ECS End of Day Processing menu. When the system calculates customer freight after delivery confirmation, it generates a freight fee line on the sales order. This line will be included on invoices produced using the Periodic Invoice program.

Processing Options for Customer Freight Calculation

PROCESS CONTROL:

- 1. Enter a '1' if all attempts to calculate freight should be printed. \_\_\_\_\_
- 2. Enter a '1' if a freight line should be written for each type (distance, zone, fixed) of freight per delivery. \_\_\_\_\_
- 3. If you are running freight from Load Confirm or Delivery Confirm, enter a '1' to always calculate freight. ' ' is the default and will only calculate freight for records that have a primary invoice. \_\_\_\_\_

DEFAULT VALUES:

- 4. If you are using Order Based Load and Delivery Confirmation, or calculating freight prior to the Load and Delivery Confirmation process, enter the following units of measure.
  - Volume Unit of Measure (LT default) \_\_\_\_\_
  - Weight Unit of Measure (KG default) \_\_\_\_\_

\*Note: These units of measure are used to get the different items on an order in a common unit of measure so they can be combined to look up a rate in the Freight Rate Tables.

STATUS CODES:

- 5. Enter the Range of Status Codes to be selected for processing.
  - Next Status Code From (Required) \_\_\_\_\_
  - Next Status Code Thru (Required) \_\_\_\_\_
- 6. Override next status (optional) \_\_\_\_\_
- 7. Enter the last status for the new freight lines (required). \_\_\_\_\_
- 8. Enter the next status for the new freight lines (optional). \_\_\_\_\_

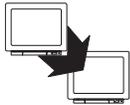
DREAM WRITER VERSIONS:

- 9. Enter the version for each program:
  - If left blank, ZJDE0001 will be used.
  - Preference Processing (P40400) \_\_\_\_\_

FREIGHT AUDIT FILE:

- 10. Enter '1' to write freight information to the audit file. The default value of 'blank' will not write to the audit file. \_\_\_\_\_

## Calculating Supplier Freight



From ECS Sales Order Management (G4910), choose End of Day Processing

From ECS End of Day Processing (G491013), choose Supplier Freight Calculation

Use Supplier Freight Calculation to determine freight fees incurred during a trip delivered by contract vehicles. You can base the fees on the entire trip or on each delivery. The system calculates freight charges as fixed fees or based on distance traveled, a geographical zone, or any combination of fixed fee, distance, or zone. You can specify in a processing option whether the program creates an A/P voucher, writes freight charges to the Freight Audit table (F49175), or both. Writing freight charges to the freight audit table enables you to review the calculations in detail.

Trips are not required to calculate supplier freight. To enter the carrier, choose the Additional Parameters option from the Confirm Bulk Load – Order form to open the Additional Order Information window.

### Before You Begin

- You must have the J.D. Edwards A/P module installed on your system before you can use supplier (payable) freight.

### Processing Options for Supplier Freight Calculation

PROCESS CONTROL:

1. Enter '1' to print all calculated freights. If left blank, only errors will print. \_\_\_\_\_

DEFAULT VALUES:

2. If you are using Order Based Load and Delivery Confirmation, enter the following units of measure.  
Volume Unit of Measure (LT default) \_\_\_\_\_  
Weight Unit of Measure (KG default) \_\_\_\_\_
3. G/L Explanation. \_\_\_\_\_
4. A/P Remark. If left blank, the Delivery Number or the Trip Number will be used. \_\_\_\_\_  
(The Delivery Number will be used if freight is calculated at the delivery level (from preference). The Trip Number will be used if freight is calculated at the trip level (from preference).  
  
If writing to the audit file (processing option 11), blank will default, and any value entered here will be ignored.
5. If the AAI Business Unit (BU) is \_\_\_\_\_

blank, specify the G/L Account Business Unit. '3' is the default.  
 '1' Use the Subsequent BU. If it is also blank, use the BU from the Order Detail.  
 '2' Use the Security BU of the Sold To Address Number.  
 '3' Use the Subsequent BU. If it is blank, use the BU from the Order Header (Acct Br/Pl).

STATUS CODES:

- 6. Enter the Range of Status Codes to be selected for processing.  
     Next Status Code From (Required) \_\_\_\_\_  
     Next Status Code Thru (Required) \_\_\_\_\_
- 7. Override next status (Optional) \_\_\_\_\_

DREAM WRITER VERSIONS:

- Enter the version for each program:  
 If left blank, ZJDE0001 will be used.
- 8. A/P Transaction Server (XT0411Z1) \_\_\_\_\_
  - 9. G/L Transaction Server (XT0911Z1) \_\_\_\_\_
  - 10. Preference Processing (P40400) \_\_\_\_\_

FREIGHT AUDIT FILE & A/P VOUCHER:

- 11. Enter '1' to write information to audit file and not create A/P voucher. Enter '2' to write information to audit file and create A/P voucher. Default is 'blank' which will create A/P voucher and not write to audit file. \_\_\_\_\_

## Reviewing Freight Charges



From Load and Delivery Management (G49), choose Freight Information

From Load and Delivery Freight Information (G4932), choose Freight Audit Reports

As part of your depot operations, you might need to review billable and payable freight information. For example, to compare freight charges to those on invoices that you receive. The Freight Audit Reports allow you to access the data recorded to the Freight Audit table (F49175) while calculating customer and supplier freight charges. You must have specified to record data to this table in the processing options for Customer Freight Calculator and Supplier Freight Calculator.

There are two versions of the report. Choose either Billable Freight Audit Report or Payable Freight audit report.

### Before You Begin

- Set the processing option in Customer Freight Calculator and Supplier Freight Calculator to record data to the Freight Audit table. See *Calculating Customer Freight* and *Calculating Supplier Freight*.

Periodic





## Reports and Inquiries

### Objectives

- To review a specific order and the trip to which it is assigned
- To review the transaction records that have been created during the processing you have completed on a given day
- To track in-transit inventory and locate product left on board a vehicle
- To track in-transit inventory for a specific item and review product left on board a vehicle
- To print the In-Transit Inventory Report in order to review inventory that has been load confirmed but not yet delivery confirmed
- To review load status and other loading information for an automated gantry system
- To review errors occurring during the upload of gantry information

### About Reports and Inquiries

The Load and Delivery Management system provides several inquiries and reports that you can use to review load and delivery transaction information for trips, vehicles, or orders. In addition, several forms are available to review loading information for depots using an automated gantry system.

Complete the following tasks:

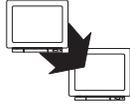
- Review transaction information
- Review gantry information





## Review Transaction Information

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From Load and Delivery Management (G49), choose Delivery Operations

From Delivery Operations (G4913), choose Load and Delivery Inquiries

From Load and Delivery Inquiries (G4914), choose an option

Alternatively, you can access the Load and Delivery Management Inquiries menu from the Dispatcher Activities menu and the Picking and Loading Operations menu.

### Reviewing Transaction Information

The Load and Delivery Management system provides several inquiries and reports that you can use to review information on transactions and the status of trips or orders. These transactions might be the result of load confirm, delivery confirm, or product disposition.

Complete the following tasks:

- Review load and delivery order information
- Review load and delivery ledger information
- Review in-transit balance by vehicle
- Review in-transit balance by item
- Review the In-Transit Inventory Report

### Reviewing Load and Delivery Order Information

You can use Load and Delivery Order Inquiry to review the trips that a specific order is assigned to. You can review such information as the product to be delivered, vehicle, the trip number and status, and the load schedule. For each order line, you can access additional ledger transaction information. The form displays information for both bulk and packaged products.

► **To review load and delivery order information**

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On Load and Delivery Order Inquiry

Line No	Nxt Sts	Product	Depot	Trip No	Trp Sts	Vehicle	Schedule Load
1.000	565	UNL					06/01/98
2.000	565	PREM					06/01/98

1. Complete the following fields:
  - Order Number
  - Order Type
2. Accept the entries.

The program displays the load and delivery information for the order.

3. To review additional load and delivery information for the order, access the detail area.

## What You Should Know About

### Reviewing the item ledger

To review the item ledger for an order line, choose the Item Ledger option to access the Item Ledger Inquiry form.

### Reviewing bulk transactions

To review transaction information for bulk products for a particular order line, choose the Bulk Ledger option to access the Bulk Product Transaction Inquiry form.

- Reviewing the customer ledger** To review the customer ledger for an order line, choose the A/R Ledger option to access the Customer Ledger Inquiry form.
  
- Reviewing order details** To review additional details for an order line, choose the Order Detail option to access the Order Detail Information window. Also, you can choose the Order Detail Load and Delivery Window option.
  
- Reviewing the load and delivery ledger** To review the product and transaction information by trip, choose the Load and Delivery Ledger Inquiry option.

### Processing Options for Load and Delivery Order Inquiry

DREAM WRITER VERSIONS:  
Enter a DREAM Writer Version for the following programs. (ZJDE0001) is the default.

1. Load & Delivery Ledger Inq P49511

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### Reviewing Load and Delivery Ledger Information

Use Load and Delivery Ledger Inquiry to review the transaction records by trip that have been created during the processing you have completed for a given day. The system writes records for each transaction processed, such as when goods are loaded for a trip and the status changes. This information is useful if you are evaluating the activity that occurred on a specific trip.

You can display information for a given trip, trip depot, vehicle, registration number, and compartment. Also, you can view information by item or by order.

For each order line, you can access additional ledger transaction information. The form displays information for both bulk and packaged products.

► **To review load and delivery ledger information**

On Load and Delivery Ledger Inquiry

Op Ty	Description	Product	Transaction Quantity	Doc/Order Number Ty	Date
20	Load Quantity	UNL-REC	6000 LT	2009 CT	04/09/96
30	Delivered Quanti	UNL-REC	6000- LT	8683 S3	04/09/96

1. Complete the following fields:
  - Trip Depot
  - Trip Number
2. To narrow your search, complete any of the following fields:
  - Vehicle ID
  - Registration Number
  - Compartment
3. Accept the entries.

The system displays the load and delivery information for the trip.

Field	Explanation
Registration No	Identifies the identification number that appears on the license, permit, or certificate.

## What You Should Know About

**Displaying order or product information**

You can choose the Toggle option to display the load and delivery information for the trip by order, by product, or both.

**Reviewing transaction details**

To review transaction details for a line, choose the Detail option to open the Load and Delivery Transaction Details window.

## Processing Options for Load and Delivery Ledger Inquiry

## DEFAULT VALUES

1. Enter the default screen format.  
' ' = Load and Delivery Ledger Inq  
'1' = L&D Ledger Inq/by Prod  
'2' = L&D Ledger Inq/by Order
- 

## Review In-Transit Balance by Vehicle

As part of your daily operations, you might need to track in-transit inventory and review product left on board a vehicle. In-Transit Balance by Vehicle Inquiry allows you to track this information for a particular vehicle and access additional information about the vehicle. "In-transit" refers to the product on a vehicle between load confirmation and delivery confirmation or disposition.

## ► To review in-transit balance by vehicle

On In-Transit Balance by Vehicle

Cmp P Nbr	Item Number	Quantity On Board (PSAU)	Quantity Left on Board	Last Product
06	UNL	6958	LT	UNL-REC

1. Complete the following field:
  - Vehicle ID
2. Complete the following optional field to narrow your search:
  - Registration Number
3. Accept the entries.

The program displays the in-transit information for the vehicle.

## What You Should Know About

### Assigning bulk disposition

You can indicate the disposition of any remaining bulk product at this time. Choose the Bulk Disposition option to access the Bulk Disposition form.

### Reviewing item balances

To review the in-transit balance by item for a particular detail line, choose the In-Transit Balances by Item option to access the In-Transit Balance by Item form.

**Reviewing the load and delivery ledger** To review product and transaction information for an order line, choose the Load and Delivery Ledger Inquiry option.

### Processing Options for In-Transit Balance by Vehicle

- 1) Enter the version of the In-Transit Balance by Item program to call (P49021). \_\_\_\_\_
- 2) Enter the version of the Bulk Disposition program to call (P49715). \_\_\_\_\_
- 3) Enter the version of the Load and Delivery Ledger Inquiry program to call (P49511). (ZJDE0001 is default.) \_\_\_\_\_

### Reviewing In-Transit Balance by Item

As part of your daily operations, you might need to track in-transit inventory for a specific item and review product left on board a vehicle. In-Transit Balance by Item Inquiry allows you to track this information for a particular item and access additional transaction information for the item. "In-transit" refers to the product on a vehicle between load confirmation and delivery confirmation or disposition.

## ► To review in-transit balance by item

On In-Transit Balance by Item

Vehicle ID	Cmptr Nbr	Quantity On Board	UM	Trip Depot	Trip Number	Registration Number
T11	06	6958	LT	DEPOT1	9	10101
T21	03	1-	LT	DEPOT1	10	10103

Complete the following fields:

- Trip Depot
- Product Number

## What You Should Know About

### Assigning bulk disposition

You can indicate the disposition of any remaining bulk product at this time. Choose the Bulk Disposition option to access the Bulk Disposition form.

### Reviewing the Load and Delivery Ledger

To review additional transaction information for a vehicle or trip, choose the Load and Delivery Ledger Inquiry option to access the Vehicle/Trip Ledger Inquiry form.

### Reviewing vehicle information

To review the in-transit balance by vehicle for a particular detail line, choose the In-Transit Balance by Vehicle option to access the In-Transit Balance by Vehicle form.

### Processing Options for In-Transit Balance by Item

- 1) Enter the version of the In-Transit Balance by Vehicle program to call. \_\_\_\_\_
- 2) Enter the version of the Bulk Disposition program to call. \_\_\_\_\_
- 3) Enter the version of the Load and Delivery Ledger Inquiry program to call. (ZJDE0001 is default.) P49511 \_\_\_\_\_

### Reviewing the In-Transit Inventory Report

You can print the In-Transit Inventory Report to review the inventory currently in-transit, that is, the product on a vehicle between load confirmation and delivery confirmation.

Information on this report comes from the following tables:

- Load and Delivery Item Balance (F49021)
- Load and Delivery Location – Vehicle (F4902)

Vehicle	No C	Current/Prior Item Number	Description	. .Current Trip. . Number Depot	. .Prior Trip. . Number Depot	Quantity On Board/LOB	
49525			J.D. Edwards & Company In-transit Balance Report		Page - . . . . 2 Date - . . . . 5/24/96		
BCD1	02	REG	Leaded Fuel	1060	DEPOT1	987	LT
		UNL	Unleaded Fuel				
BC6	01	REG	Leaded Fuel	752	DEPOT1	748	DEPOT1 95 LT
		REG	Leaded Fuel				
DY3	01	REG	Leaded Fuel	279	DEPOT1		993 LT
		REG	Leaded Fuel				
EFBULKVEH	01	REG	Leaded Fuel	1059	DEPOT1	837	DEPOT1 79- LT
		REG	Leaded Fuel				
EFBULKVEH	02	REG	Leaded Fuel	1059	DEPOT1	837	DEPOT1 52- LT
		PREM	Premium Fuel				
EFBULKVEH	03	REG	Leaded Fuel	1059	DEPOT1	837	DEPOT1 16- LT
		JET	Jet Fuel				
FFPACKVEH3	01	301	10W30-1LT Can	829	DEPOT1		10000 CN
PSO-PACK2	01	401-PO	10W40-1LT Can	984	DEPOT1	8	DEPOT2 3 CN
PSO-PACK2	01	402-PO	10W40-2LT Can - PO	984	DEPOT1	8	DEPOT2 4 CN
PSO-TRK	01	REG	Leaded Fuel	702	DEPOT1	674	DEPOT1 1- LT
		REG	Leaded Fuel				
STTRUCK1	01	UNL	Unleaded Fuel	425	DEPOT1	423	DEPOT1 994 LT
		UNL	Unleaded Fuel				
TC2	01	UNL	Unleaded Fuel	1126	DEPOT1	1113	DEPOT1 6712 LT
TC2	03	UNL	Unleaded Fuel	1126	DEPOT1	1113	DEPOT1 1342 LT

You can specify in the processing options whether to display the in-transit information for a particular originating depot or for all depots and whether to include inventory left on board a vehicle.

## Processing Options for In-Transit Inventory Report

ADDITIONAL SELECTION CRITERIA:

1. Enter the Current Depot to select on. If a value is entered here, only records with this Current Depot will appear on the report. The default value of blank will select all Current Depots. \_\_\_\_\_
2. Enter the Prior Depot to select on. If a value is entered here, only records with this Prior Depot will appear on the report. The default value of blank will select all Prior Depots. \_\_\_\_\_
3. Enter '1' to retrieve only inventory which is CURRENTLY on a trip (i.e., product which is currently in-transit). A value of blank will retrieve both inventory on a current trip (in-transit) and inventory left on board (LOB). \_\_\_\_\_

# Review Gantry Information

---

## Reviewing Gantry Information

When loading vehicles using an automated gantry system, you might need to review loading information. The Load Status Inquiry program allows you to review load status, compartment detail, and actual load confirmation of a load. To review gantry load information, a trip must be in the download or upload process.

If you encounter problems with the gantry upload or download, you can access Gantry Problem Inquiry to review the error messages generated for the trip.

Complete the following tasks:

- Review gantry load status
- Review gantry errors

## Reviewing Gantry Load Status



From Load and Delivery Management (G49), choose Gantry/Load Rack Interface Inquiry

From Gantry/Load Rack Interface Inquiry (G4939), choose Load Status Inquiry

Use Load Status Inquiry to search on a particular trip status in the gantry download or upload process. This is useful to review if you receive an error message in the processing of information from the gantry.

You can also review additional detail for a trip. The information that the system displays depends on whether the order assigned to the trip was generated via the ECS Sales Order Management system or from the gantry.

An order can be generated from the gantry if a customer makes an unscheduled pickup. The gantry system sends the loading information back to the Load and Delivery Management system, which automatically creates a sales order for the pickup and records the load quantity in the Gantry Interface Actuals table (F49572). In such a case, no download request was sent to the gantry, therefore, no record exists in the Gantry Interface Detail table (F49571).

## ► To review gantry load status

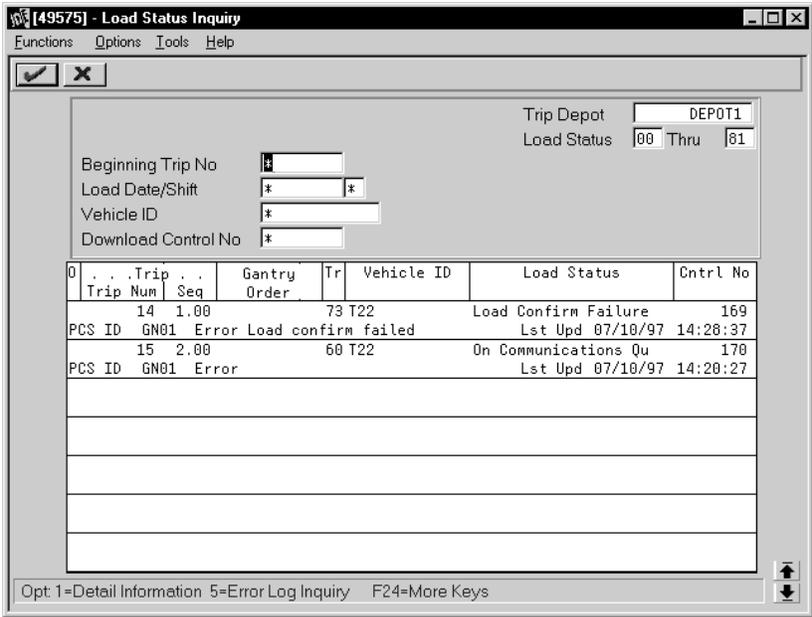
On Load Status Inquiry

Trip Num	Seq	Gantry Order	Tr	Vehicle ID	Load Status	Cntrl No
14	1.00		73	T22	Load Confirm Failure	169
15	2.00		60	T22	On Communications Qu	170

1. Complete the following field:
  - Trip Depot
2. Complete the following fields to narrow your search or accept the default values:
  - Load Status From
  - Load Status Thru
  - Beginning Trip Number
  - Load Date
  - Shift
  - Vehicle ID
  - Download Control Number

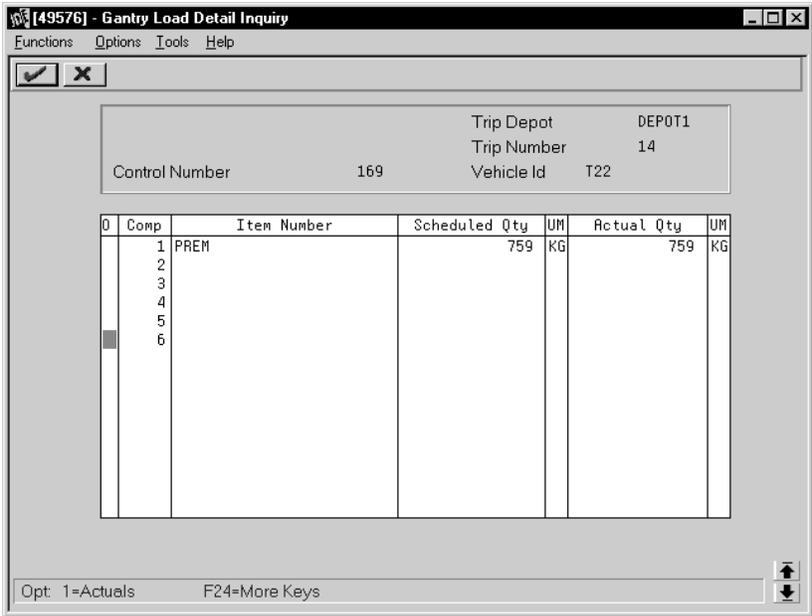
The program displays the gantry loading information.

3. To review error messages from the gantry interface, access the detail area.

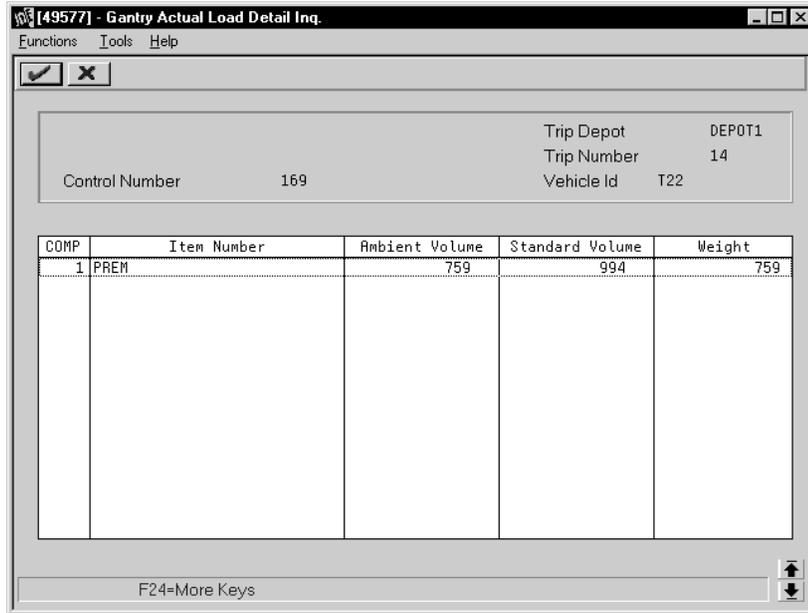


- 4. To review additional information for a particular trip, choose the Detail Information option for a record.

If the order was generated by the system, the Gantry Load Detail form opens.



If the order was generated at the gantry, the Gantry Actual Load Detail Inquiry form opens.



## What You Should Know About

**Reviewing actual load detail** To review the actual load quantities for a trip with orders generated normally by the system, you can choose the Load Actuals option for the trip from the Gantry Load Detail Inquiry form. This opens the Gantry Actual Load Detail Inquiry form.

**Reviewing gantry errors** To review gantry errors, choose the Error Log Inquiry option to access Gantry Problem Inquiry.

**Reviewing compartment data** If an error indicates that compartment loading differs from the instructions downloaded to the gantry, you can review compartment information by accessing Display Unrequested Compartment Data from Gantry Load Detail Inquiry.

## Processing Options for Load Status Inquiry

DEFAULT VALUES:

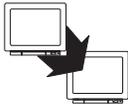
1. Enter a default Trip Depot. \_\_\_\_\_

2. Enter a from and thru Load Status \_\_\_\_\_

From Load Status: \_\_\_\_\_

Thru Load Status: \_\_\_\_\_

## Reviewing Gantry Errors

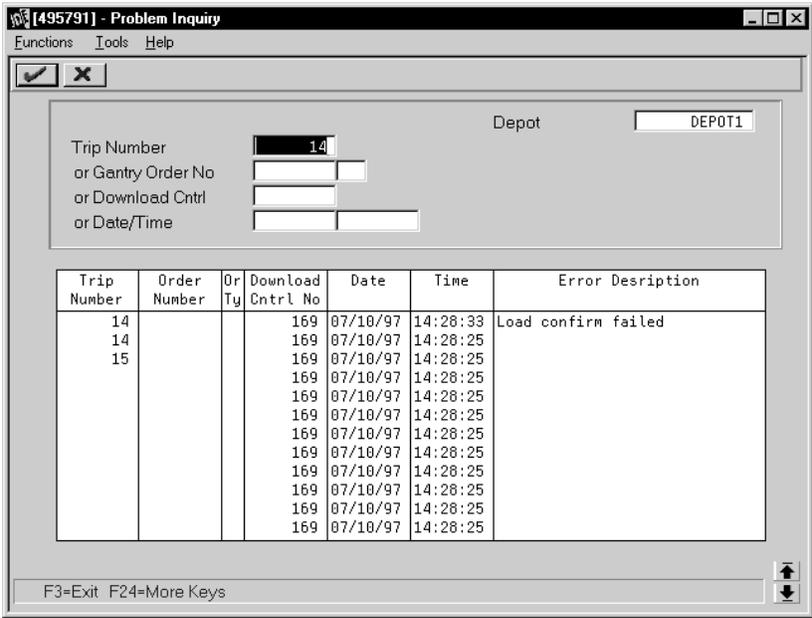


From Load and Delivery Management (G49), choose Gantry/Load Rack Interface Inquiry

From Gantry/Load Rack Interface Inquiry (G4939), choose Problem Inquiry

**▶ To review gantry errors**

On Problem Inquiry



1. Complete the following field:
  - Depot
2. Complete the following fields to narrow your search:
  - Trip Number
  - Gantry Order Number
  - Download Control
  - Date
  - Time

The program displays all the records that are equal to or greater than the search criteria and their associated error messages.

3. To review additional information, access the detail area.

**[495791] - Problem Inquiry**

Functions Tools Help

Trip Number  Depot   
 or Gantry Order No   
 or Download Cntrl   
 or Date/Time

Trip Number	Order Number	Or Ty	Download Cntrl No	Date	Time	Error Description
14		169		07/10/97	14:28:33	Load confirm failed
Psc GN01 Pgm P49572 Vers ZJDE0001 User LD5501701T Job QPADEV00						
Type E Load Sts 41 Gantry Sts Control Request Type 61 Error 4589						
Data TTSP: XT49799! ZJDE0001! L!! 4589!!!! 1						
14		169		07/10/97	14:28:25	
Psc GN01 Pgm P49572 Vers ZJDE0001 User LD5501701T Job QPADEV00						
Type R Load Sts Gantry Sts Control Request Type 61 Error						
Data PARM:P49572 ZJDE0001 6100000169 *LIBL U49579 00						
611 GN01						

F3=Exit F24=More Keys

## Processing Options for Problem Inquiry

1. Enter the default Depot. If left blank the Depot will be determined by the users default location setup.

# Setup





# Load and Delivery Constants Setup

## Objectives

- To set up constants for each depot and mode of transport to use as default information throughout the Load and Delivery Management system
- To understand how the system formats the display of compartments

## About Load and Delivery Constants Setup

The system associates the load and delivery constant information you specify by branch/plant and mode of transport. The system uses this constant information to provide default information on forms throughout the Load and Delivery Management system.

### Before You Begin

- Create one or more depots (also called branch/plants or business units) that you will associate with a set of load and delivery constants. See *Setting Up Business Units (P0006)* in the *General Accounting I Guide*.
- Set up user defined codes. See *Setting Up User Defined Codes (P00051)* in the *Technical Foundation Guide*





# Set Up Load and Delivery Constants

---



From Load and Delivery Management (G49), enter 29

From Load and Delivery System Setup (G4941), choose Load and Delivery Constants

## Setting Up Load and Delivery Constants

The system associates the load and delivery constant information you specify by branch/plant and mode of transport. The system uses this constant information to provide default information on forms throughout the Load and Delivery Management system. For example, in Trip Maintenance, the system checks for the type of vehicle and operator licenses that must be valid for the mode of transport assigned to the trip.

You can set up load and delivery constants for:

- Job type for vehicle operator
- Registration/license type for vehicle operator
- Registration/license type for vehicle
- Compartment display flag for vehicle
- Enable/disable flag for the gantry/load rack
- Enable/disable printing for automated gantry loading note
- System ID for the gantry/load rack
- G/L class code for payable freight
- Integration to fixed assets

The system applies the load and delivery constants in a hierarchical order. For example, if you assign load and delivery constants by specific branch/plant and specific mode of transport, the system searches for and applies those constants. The system does not override these load and delivery constants by a load and delivery constant you specify for all branch/plants or all modes of transport.

The system applies load and delivery constants in the following hierarchical order:

- Specific branch/plant and specific mode of transport

- Specific branch/plant and all modes of transport
- All branch/plants and specific mode of transport
- All branch/plants and all modes of transport

### How Does the System Format Compartments?

The system uses the value you assign as the compartment display flag to format the appearance of the vehicle compartments.

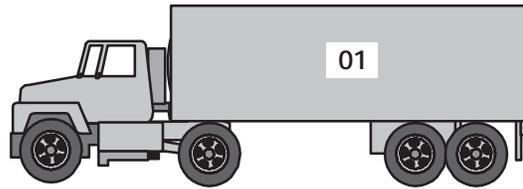
When you assign the compartment display flag as logical, the system formats the number of compartments sequentially from the first to the last. For connected vehicles, the system numbers the compartments continuously across the multiple vehicles.

For example, you might define a connected vehicle as two vehicles, each with three compartments. The system formats and numbers the compartments of Vehicle 1 as 01, 02, and 03. The compartment numbers of Vehicle 2 are formatted as 04, 05, and 06.

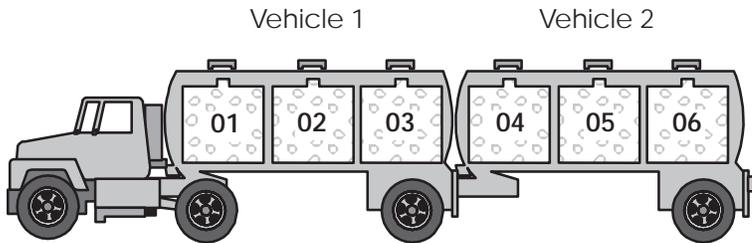
When you assign the compartment flag as physical, the system formats the number of compartments in a manner that establishes relationships between the vehicle and the compartments. The system uses a slash (/) to separate the vehicle and the compartment numbers.

For example, you might define a connected vehicle as two vehicles, each with three compartments. The system formats and numbers the compartments of Vehicle 1 as 1/1, 1/2, and 1/3. The compartment numbers of Vehicle 2 are formatted as 2/1, 2/2, and 2/3.

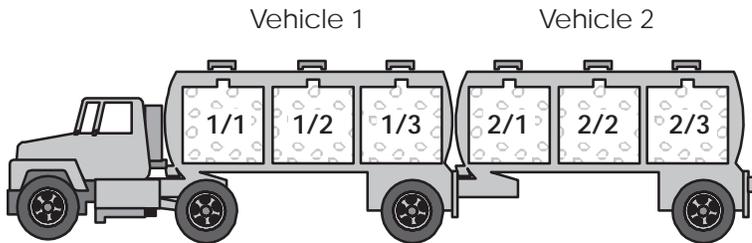
Example: Compartment Numbers



Packaged Vehicle  
Logical Compartment  
Numbers



Bulk Vehicle  
Logical Compartment  
Numbers



Bulk Vehicle  
Physical Compartment  
Numbers

### ► To set up load and delivery constants

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On Load and Delivery Constants

Branch/Plant	DEPOT1	Depot 1
Mode of Transport		.
Operator Job Type	69	Driver
Operator Registration/License Type	DL	Driver's License
Vehicle Registration/License Type	RL	Road License
Compartment Display Flag	L	
Gantry/Load Rack Flag	N	
Automated Gantry Loading Note	N	
Process Control System ID		
G/L Class Code	FT60	Freight
F/A Interface		

1. Complete the following required fields:
  - Branch/Plant
  - Operator Registration/License Type
  - Vehicle Registration/License Type
  - Compartment Display Flag
2. Complete the following optional fields:
  - Mode of Transport
  - Operator Job Type
  - Gantry/Load Rack Flag
  - Automated Gantry Loading Note
  - Process Control System ID
  - G/L Class Code
  - F/A Interface

Field	Explanation
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.
Compartment Display 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
F/A 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

**See Also**

- *Setting Up the Vehicle Master (P49010)*
- *Setting Up Connected Vehicles (P49025)*





# Vehicle Setup

## Objectives

- To understand vehicle types (bulk, packaged, no product)
- To understand why you might use a planning (dummy) vehicle
- To define each vehicle you plan to use in the Load and Delivery Management system
- To set up vehicle compartments for each vehicle, including vehicles with single and multiple compartments
- To set up vehicle licenses, registration types, and effective dates
- To set up vehicle equipment, such as pumps and hoses
- To assign staff for a particular vehicle
- To identify vehicles scheduled for routine maintenance or otherwise unavailable so the dispatcher can avoid assigning orders and trips to an out-of-service vehicle
- To set up connected vehicles and define their characteristics
- To set up prohibited product load sequences and prohibited product mix for vehicles

## About Vehicle Setup

You must define a vehicle so that the Load and Delivery Management system can use the vehicles as a resource for the trip creation and delivery processes.

You can set up physically connected vehicles as a single logical entity, called a connected vehicle. The connected vehicle can be rail cars joined temporarily to form a train, or it might be trucks and trailers attached to one another. You can use connected vehicles to streamline the trip building and load confirmation process.

Additionally, you can set up prohibited product load sequences to specify which products cannot be loaded next into a compartment without flushing the compartment. You can set up prohibited product mix to specify which products cannot be safely loaded together on a vehicle.

Complete the following tasks to set up your vehicles:



- Set up the vehicle master
- Set up connected vehicles
- Define prohibited products

### What Products Can a Vehicle Transport?

You can define many types of vehicles to transport such products as:

- Bulk products
- Packaged products
- No products (for example, tractor or power units)

A bulk vehicle is typically made up of multiple compartments and is designed to carry liquid, non-packaged products. A packed vehicle is designed to carry products that are packaged in a form suitable for consumers or resale. A vehicle designated not to carry product is typically a tractor or power unit that does not have storage capacity for any product.

### What Are Planning (Dummy) Vehicles?

For trip assignment, you can use the vehicle master to create a planning vehicle for temporary use in place of an actual vehicle. In the J.D. Edwards software, a planning vehicle is referred to as a “dummy” vehicle. For example, your company might use contract vehicles to pick up and deliver products. In preparation for the arrival of the contract vehicle, the dispatcher might build a trip and assign a dummy vehicle.

In addition, you might use a planning (dummy) vehicle to ship product by train. If the cars on the train have identical characteristics, you can create a dummy vehicle with those characteristics and copy it as many times as required to build the train. The train you create is a connected vehicle made up of these dummy vehicles. When the train arrives for loading, you can enter the identifying registration numbers during load confirmation.

# Set Up the Vehicle Master

---



From Load and Delivery Management (G49), enter 29

From Load and Delivery System Setup (G4941), choose Vehicle Master

## Setting Up the Vehicle Master

You set up the vehicle master to record information about vehicles operated by your company or by contractors. The Load and Delivery Management system uses the vehicles you define as a resource for the trip creation and delivery processes.

When you set up the vehicle master, you can specify:

- Types
- Dummy vehicle
- Compartments
- Licenses and registration
- Equipment
- Staff
- Out-of-service dates

The system associates special handling codes with the vehicle to indicate whether the vehicle can hold product. For vehicles that do hold product, you specify whether the product is bulk or packaged. The system uses the value you specify to determine subsequent processing.

Complete the following tasks:

- Define a vehicle
- Set up vehicle compartments
- Assign vehicle license and registration
- Set up vehicle equipment (optional)
- Assign vehicle staff (optional)

- Set up vehicle out-of-service dates (optional)

You must define each vehicle you plan to use in the Load and Delivery Management system. You must also assign at least one compartment for every vehicle that carries product. For vehicles with compartments, you must define capacity information for each compartment.

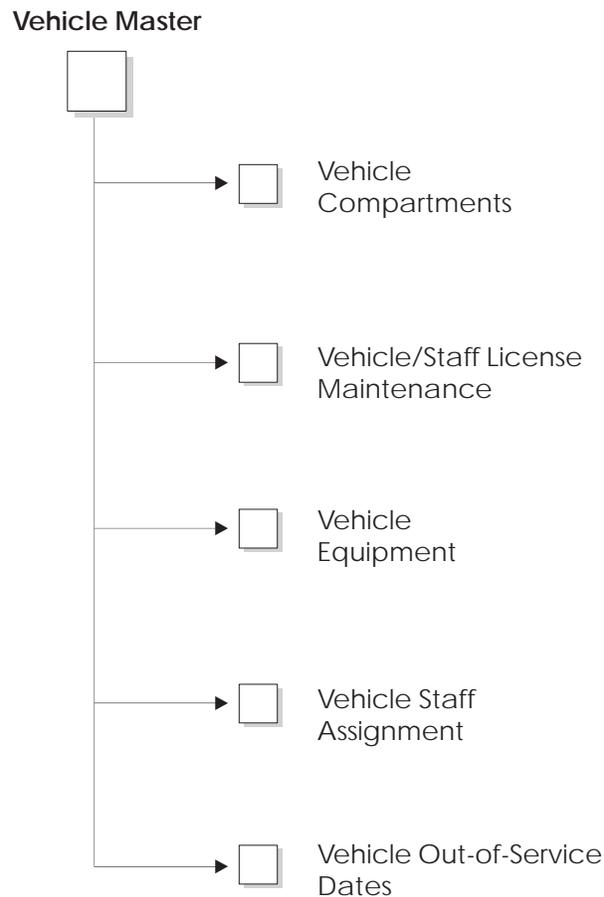
You enter user defined codes (UDCs) to assign vehicle license and registration information for vehicles. This information identifies the different types of licenses and their effective dates. During the trip building process, the Trip Assignment program validates the setup and effective dates of the required vehicle license and operator license.

You also enter UDCs to define equipment associated with individual vehicles. When you are building a trip, 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 trip 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 the operator can deliver the product.

You assign staff to operate your vehicles according to the job that the individual performs. You can assign a person to a particular vehicle or you can assign staff to a depot.

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

## Vehicle Master Process Flow



### Before You Begin

- Confirm that your vehicle type user defined codes are set up with the appropriate special handling codes.
- Set up user defined codes. See *Working with User Defined Codes (P00051)* in the *Technical Foundation Guide*.
- If you require your vehicles to be fixed assets, set up the vehicles to be fixed assets. See *Creating an Asset Master Record (P491201)* in the *Fixed Assets Guide*.
- If your vehicles are set up as fixed assets, activate the Fixed Assets Interface in the Load and Delivery Constants program. See *Setting Up Load and Delivery Constants (P490001)*.

Vehicle Number 20450 Connected Vehicle

Vehicle Id T31 10105  
Vehicle Serial No 5  
Description Tanker Truck for Fuels  
Trip CC/Number/Ld Dt DEPOT1 17 07/23/97  
Vehicle Type TNT Bulk Tank Trailer  
Branch/Plant DEPOT1 Depot 1  
Owner Number 249 Model Energy & Chemical Compan  
Mode of Trn 3 Transport by road  
Dummy Vehicle N Multiple-Line (Y/N) N  
Vehicle Bulk/Packed B Measurement Method D  
Number of Seals 1 Loading (Top/Bottom) T  
Tariff Code Number of Axles 5  
Allowed Dispatch WH1 WH2 Load Line Count 2  
Maximum Odometer 999999 U/M KM Message Id 1  
No of Compartments 6  
Vol Cap - LL 1 30,000 28,700 Volume U/M LT  
Weight Empty 5,000 Weight U/M KG  
Weight Capacity 26,000 Dispatch Type W  
Maximum Gross Weight 31,000

F6=Compartments F10=Reg. F11=Equipment F13=Staff F14=Status F24=More

## Defining a Vehicle

You must define each vehicle you plan to use in the Load and Delivery Management system. When you define a vehicle, you can specify such information as type, home depot, transport product type (bulk or packaged), and dispatch group.

If your vehicles are set up as fixed assets, you can return data from the Fixed Assets Master table (F1201) to speed the entry process and assign the vehicle number rather than using the next number, when you define a vehicle.

Information populated by the the Fixed Assets Master table includes:

- Vehicle ID
- Vehicle Serial Number
- Description
- Branch/Plant

### ▶ To define a vehicle

---

On Vehicle Master

Complete the following required fields:

- Vehicle ID

- Vehicle Serial Number
- Branch/Plant
- Owner Number
- Vehicle Bulk/Packaged
- Allowed Dispatch
- Measurement Method
- Volume Unit of Measure
- Weight Unit of Measure

Field	Explanation
Vehicle Id	A unique identification number for a vehicle. This number serves as a primary identifier for a vehicle.
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.
Owner Number	<p>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.</p> <p>..... <i>Form-specific information</i> .....</p> <p>For payable freight, this address will be the vendor on the A/P voucher.</p>
Vehicle Bulk/Packed Flag	<p>Indicates whether a vehicle carries bulk or packaged products.</p> <p>When setting up a trip with vehicles that carry product, this field must match the bulk/packaged flag of the product. Valid values are:</p> <ul style="list-style-type: none"> <li>P Vehicle carries packaged products.</li> <li>B Vehicle carries bulk product.</li> <li>Blank Vehicle does not carry products.</li> </ul> <p>If the special handling code in the vehicle type is N, this field must be blank. The vehicle type can be used to represent the cab (power unit) that is attached to one or more trailers.</p>

Field	Explanation
Allowed Dispatch	<p>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.</p> <p>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.</p> <p>..... <i>Form-specific information</i> .....</p> <p>A vehicle is allowed to carry items belonging to two dispatch groups, but not on the same trip.</p>
Measurement Method	<p>The method this vehicle uses to control and measure product as it is loaded into its compartments.</p>
Multiple-Line (Y/N)	<p>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.</p> <p>'Y' (yes) or '1' in this field indicates that multiple lines are allowed per compartment.</p>
Load Line Count	<p>This is the number of load lines in a vehicle compartment.</p>

### What You Should Know About

**Assigning special handling codes**

If you assign vehicles that do not carry product, you must specify a special handling code of “N” in the UDC value for the Vehicle Type field.

**Accessing vehicle information**

If your vehicles are set up as fixed assets, you can access the Asset Search Window to locate the asset number, when you define a vehicle. When you return to the Vehicle master program, the system searches for a record in the Vehicle Master table (F49010) and performs an automatic inquiry. If a record is not found, the program populates the following fields from the Fixed Assets Master table (F1201):

- Vehicle Number
- Vehicle ID
- Vehicle Serial Number
- Description
- Branch/Plant

**Reviewing fixed assets** While defining a vehicle, you can access the Master Information program to review fixed assets information for the vehicle. When you choose this function, the program passes the asset number to the Master Information program and performs an inquiry of the Fixed Assets Master table (F1201).

## Setting Up Vehicle Compartments

You should assign at least one compartment for every vehicle that carries product. For vehicles with multiple compartments, you must define capacity information for each compartment.

## ► To set up vehicle compartments

---

On Vehicle Master

1. Access Vehicle Compartments.

No	C	St	Weight Capacity (KG)	Volume Load Line1(LT)	Volume Load Line2(LT)	Date Cleaned	Time Cleaned
01			5,000	6,000	5,700	03/15/95	15:00:00
02			4,000	4,000	3,800	03/15/95	15:00:00
03			4,000	5,000	4,800	03/15/95	15:00:00
04			4,000	5,000	4,800	03/15/95	15:00:00
05			3,000	3,000	2,900	03/15/95	15:00:00
06			6,000	7,000	6,700	03/15/95	15:00:00

2. On Vehicle Compartments, complete the following required fields:
  - Vehicle ID
  - Compartment Number
  - Weight Capacity
3. Complete the following optional fields:
  - Compartment Status
  - Date Cleaned
  - Time Cleaned
4. Complete the following optional fields if they appear:
  - Volume Load Line 1
  - Volume Load Line 2

---

Field	Explanation
Compartment Number	The unique identifier associated with one of the storage compartments of this vehicle. Some vehicles (especially those designed to carry only packaged goods) have only a single compartment. For a single compartment vehicle, the compartment capacity represents the total storage capacity of the vehicle itself.
Weight Capacity Compartment	The weight capacity of this compartment. If you did not set a capacity for each compartment, you may still load product.  ..... <i>Form-specific information</i> .....  Type the total weight this compartment can handle. You will notice a two-character code in parenthesis to the right of the field name. This is the weight unit of measure (UM) that is populated from the Vehicle Master.
Status – Compartment	Identifies the current status of a vehicle compartment.  If you enter any non-blank value in the Compartment Status field, the system marks the compartment as unavailable.

---

### What You Should Know About

#### **Load line fields**

Load lines are used on non-metered vehicles to calibrate the compartments. Loading personnel use these lines, typically located on the interior of the compartment walls, to visually check the compartment for overfilling.

During trip assignment, the system checks the volume capacity of the compartment as it relates to the load line. This is the value you specify on the Vehicle Compartments form that you access from the vehicle master.

Each compartment can have up to two load lines:

- Load line 1 represents the standard volume capacity for the compartment.
- Load line 2 represents a second, lower volume capacity of the same compartment. This line is generally used to accommodate a heavier density product.

Load line fields appear on the Vehicle Compartments form according to a setting on the Vehicle Master form. This setting (0,1, or 2) indicates the number of load lines a compartment can utilize. If the Load Line Count field on the Vehicle Master form is 0, the Load Line fields do not appear on the Vehicle Compartments form. Likewise, if you set 1 or 2, the corresponding number of Load Line fields will appear.

#### **Trip maintenance checks**

The Trip Creation/Maintenance program checks for the availability of compartments. The Vehicle Compartments program prohibits you from assigning product to an unavailable compartment. If you enter any non-blank value in the Compartment Status field, the system marks the compartment as unavailable.

#### **See Also**

- *Setting Up Load and Delivery Constants (P490001)*

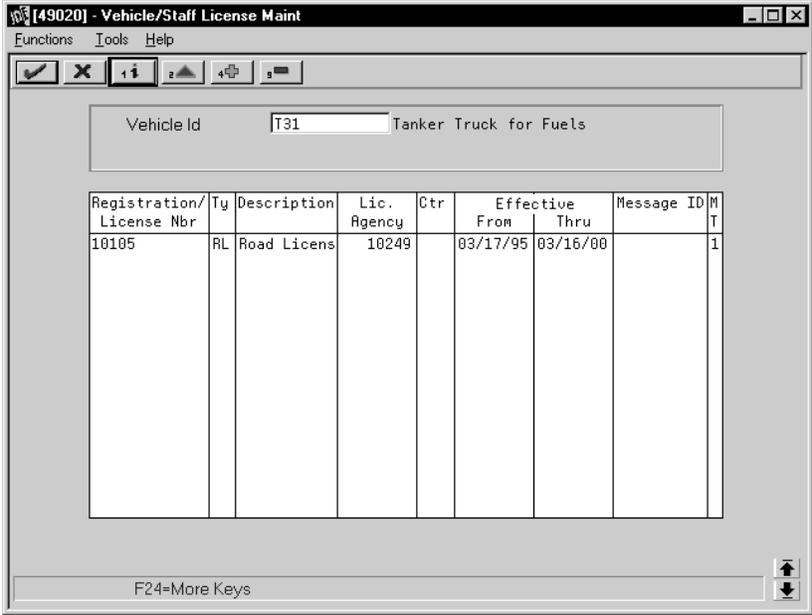
### Assigning Vehicle License and Registration

For vehicles, you enter vehicle license and registration information. You also enter types of licenses and registration and their effective dates. During the trip building process, the Trip Creation/Maintenance program uses information you have defined as required in the load and delivery constants to validate the setup and effective dates of the vehicle license and registration.

► **To assign vehicle license and registration**

On Vehicle Master

- 1. Access Vehicle/Staff License Maintenance.



- 2. On Vehicle/Staff License Maintenance, complete the following required fields:
  - Vehicle ID
  - Registration/License Number
  - Type
  - Licensing Agency
  - Effective From
  - Effective Thru

<b>Field</b>	<b>Explanation</b>
Registration/License Number	Identifies the identification number that appears on the license, permit, or certificate.

Field	Explanation
Registration/License Type	<p>Indicates the type of authorization or document required, for example, general driving license, safety training certification, yard access, and loading rack access.</p> <p>..... <i>Form-specific information</i> .....</p> <p>In trip assignment, the system checks to make sure the operator of the vehicle has a current license of the type specified in the Load and Delivery Constants.</p> <p>You must enter a license of the same type as that specified in the License Type field for the Load and Delivery Constants.</p>
Address Number – Licensing Agency	<p>Identifies the agency responsible for issuing this license. This is an address book number, which allows for a telephone number and address information.</p>

### What You Should Know About

#### **Entering vehicle registration**

You can also enter vehicle registration information on the Vehicle Registration Entry window. The system automatically displays this window during load confirm by trip if the vehicle for the trip is set up as a planning (dummy) vehicle.

See *Confirming a Bulk Load by Trip (P49510)* and *Confirming a Packaged Load by Trip (P49530)*.

#### See Also

- *Assigning Staff License Information (P49020)*

### Setting Up Vehicle Equipment

You enter UDCs to define equipment associated with individual vehicles. When you are building a trip, 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 trip 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 the operator can deliver the product.

#### **To set up vehicle equipment**

---

On Vehicle Master

1. Access Vehicle Equipment.

The screenshot shows a window titled "[49030] - Vehicle Equipment". At the top, there are menu options: "Functions", "Tools", and "Help". Below the menu is a toolbar with several icons. The main area contains a "Vehicle Id" field with the value "T11" and the text "Tanker Truck for Fuels". Below this is a table with the following data:

Eqp Typ	Description	Effective	
		From	Thru
CN9	Hose Connect-Type 9	03/15/95	03/15/00
EX3	Extinguisher Chem-X3	03/15/95	03/15/00
PM6	Pump, Rated 600lpm	03/15/95	03/15/00

At the bottom of the window, there is a status bar with the text "F24=More Keys" and a small icon.

2. On Vehicle Equipment, complete the following required fields:
  - Vehicle ID
  - Equipment Type
  - Effective From
  - Effective Through

Field	Explanation
Equipment Type	Identifies the type of equipment.

## Assigning Vehicle Staff

You assign staff to operate your vehicles according to the job that the individual performs. You can assign a person to a particular vehicle or you can assign staff to a depot.

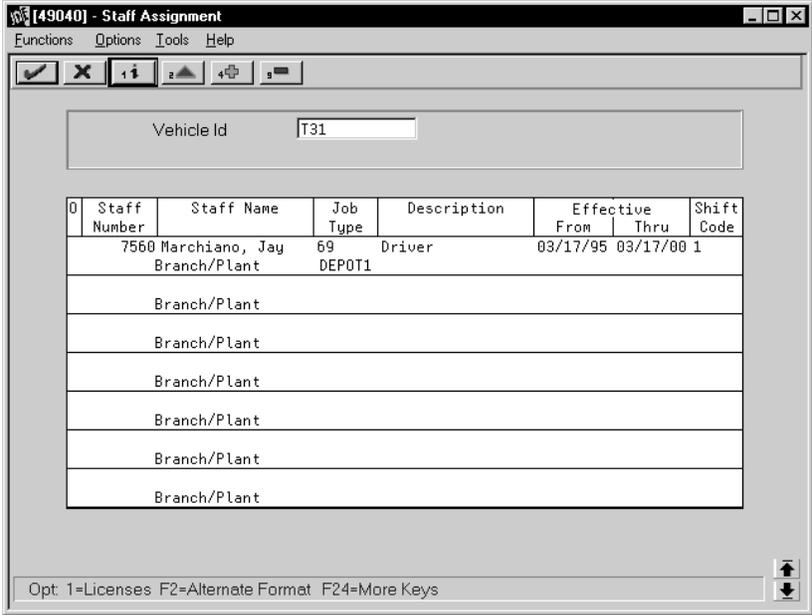
### ► To assign vehicle staff

On Vehicle Master

1. Access Staff Assignment.

0	Staff Number	Staff Name	Job Type	Description	Effective From	Effective Thru	Shift Code
	7560	Marchiano, Jay	69	Driver	03/17/95	03/17/00	1

2. On Staff Assignment, complete the following required fields:
  - Vehicle ID
  - Staff Number
  - Job Type
  - Effective From
  - Effective Thru
  - Shift Code
3. Access the detail area.



4. Complete the following optional field:

- Branch/Plant

Field	Explanation
Staff Number	Identifies the address book number for the staff member.
Job Type	<p>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:</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• To define job types to both vehicle and depot staff.</li> </ul>

<b>Field</b>	<b>Explanation</b>
Shift Code	<p>A user defined code (07/SH) that identifies daily work shifts. In payroll systems, you can use a shift code to add a percent or amount to the hourly rate on a timecard.</p> <p>For payroll and time entry:</p> <p>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.</p> <p>If an employee occasionally works a different shift, you enter the shift code on each applicable timecard to override the default.</p> <p>..... <i>Form-specific information</i> .....</p> <p>If you enter blank, the system does not require that staff be assigned to a specific shift. This is also true when you are building a trip.</p>

### What You Should Know About

**Choosing alternate formats**

An option on the Vehicle Staff Assignment form allows you to choose alternate data entry formats. When you access this form through the Vehicle Master form, the system provides a default format. This format allows you to assign staff by vehicle ID. You can choose alternate formats to assign staff by branch/plant or staff number.

**Manually assigning staff**

You can manually assign staff to a trip during the trip creation process.

See *Creating a Trip (P49350)*.

### See Also

- *Assigning Depot Staff (P49040)*
- *Assigning Staff License Information (P49020)*

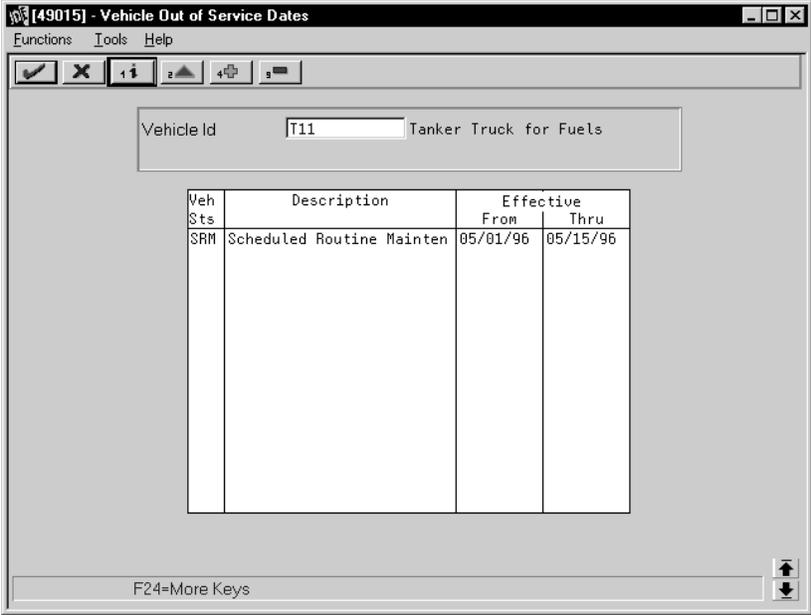
## Setting Up Vehicle Out-of-Service Dates

You can use status codes and dates to indicate when your vehicle is scheduled for routine maintenance or is unavailable because of a mechanical breakdown. 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**

On Vehicle Master

- 1. Access Vehicle Out of Service Dates.



- 2. On Vehicle Out of Service Dates, complete the following required fields:
  - Vehicle ID
  - Vehicle Status
  - Effective From
  - Effective Thru

Field	Explanation
Vehicle Status	A user defined code that indicates why the vehicle is out of service, for example, Scheduled Routine Maintenance (SRM), Mechanical Breakdown (MB), or Collision Repair (CR).

### What You Should Know About

**Trip maintenance checks**

The Trip Creation/Maintenance program checks for out-of-service dates. The Vehicle Out of Service Dates program prohibits you from scheduling a vehicle that is defined as out-of-service.

# Set Up Connected Vehicles

---

## Setting Up Connected Vehicles

You can set up physically connected vehicles as a single logical entity, called a connected vehicle. The connected vehicle can be rail cars joined temporarily to form a train, or it can be trucks and trailers joined to one another.

You can use connected vehicles to streamline the trip building and load confirmation process.

Complete the following tasks:

- Define connected vehicles
- Assign connected vehicle registration and license

### Before You Begin

- Set up individual vehicles. See *Setting Up the Vehicle Master (P49010)*.
- Set up user defined codes. See *Working with User Defined Codes (P00051)* in the *Technical Foundation Guide*.

### See Also

- *Setting Up Load and Delivery Constants (P490001)* for the logical or physical numbering of compartments across connected vehicles

## Defining Connected Vehicles



From Load and Delivery Management (G49), enter 29

From Load and Delivery System Setup (G4941), choose Connected Vehicles

You define connected vehicles to attach two or more vehicles to a single connected vehicle ID. You define connected vehicles to set up:

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

### ▶ To define connected vehicles

On Connected Vehicles

Vehicle Id	Sq No	Veh Typ	Weight			Volume Net
			Net	Empty	Gross	
RAILWAGON	10	RLW	98,000	15,000	113,000	123,000
RAILWAGON	20	RLW	98,000	15,000	113,000	123,000
RAILWAGON	30	RLW	98,000	15,000	113,000	123,000
RAILWAGON	40	RLW	98,000	15,000	113,000	123,000
RAILWAGON	50	RLW	98,000	15,000	113,000	123,000
RAILWAGON	60	RLW	98,000	15,000	113,000	123,000
RAILWAGON	70	RLW	98,000	15,000	113,000	123,000
RAILWAGON	80	RLW	98,000	15,000	113,000	123,000
RAILWAGON	90	RLW	98,000	15,000	113,000	123,000
RAILWAGON	91	RLW	98,000	15,000	113,000	123,000

Complete the following required fields:

- Branch/Plant
- Weight Unit of Measure
- Volume Unit of Measure
- Effective Date
- Expired Date

- Connected Vehicle ID
- Type
- Vehicle ID

Field	Explanation
Connected Vehicle ID	<p>The connected vehicle ID is an alphanumeric field that represents two or more connected vehicles. This ID can represent a number of situations:</p> <ul style="list-style-type: none"> <li>• Two or more vehicles (often rail cars or barges) are connected to each other temporarily to form a train.</li> <li>• 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.</li> </ul>
Connected Vehicle Type	<p>The connected vehicle type identifies the reason why the vehicles are connected. Valid values are:</p> <ul style="list-style-type: none"> <li>T Two or more vehicles (often rail cars or railwagons) are connected to each other temporarily to form a train.</li> <li>A 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.</li> <li>O Represents any other situation.</li> </ul> <p>As of Release A7.3, type is user defined. That is, the system has no function associated directly to the value of this field.</p>

## What You Should Know About

### Copying a dummy vehicle

You can use the Connected Vehicle window to copy existing dummy vehicles by accessing the Multiple Vehicle function.

See also *What Are Planning (Dummy) Vehicles?* for a description and *Defining a Vehicle (P49010)* to add a dummy vehicle.

### **Accessing information about connected vehicles**

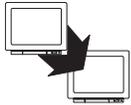
If you know the ID of a connected vehicle, you can view general and configuration information about the connected vehicle. You can access the Connected Vehicles form directly from the Vehicle Master form. You can also use this form to copy specific vehicles instead of creating multiple entries.

If you know the ID of a vehicle and want to determine its association with a particular connected vehicle, you can access the Connected Vehicle Inquiry form directly from the Vehicle Master form.

### **Deleting connected vehicles**

You can delete a connected vehicle by choosing an option from the Connected Vehicles form. However, you cannot delete a connected vehicle that is assigned to a trip.

## Assigning Connected Vehicle Registration and License



From Load and Delivery Management (G49), enter 29

From Load and Delivery System Setup (G4941), choose Connected Vehicle Registration Entry

After you define a connected vehicle, you must assign registration and license information to the vehicle. You assign connected vehicle registration and license information to set up:

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

### **Before You Begin**

- Locate an existing connected vehicle by completing the Connected Vehicle ID and Type fields

### **▶ To assign connected vehicle registration and license**

---

On Connected Vehicle Registration Entry

Branch/Plant: DEPOT1  
 Weight Um: KG Volume Um: LT  
 Effective Date: 03/17/95  
 Expired Date: 03/17/10  
 Connected Vehicle ID: CONNECT12 Type: T  
 Description: 12 Bulk Rail Tankers  
 Aggregate Capacity: 1,356,000 1,476,000

Vehicle Id	Registration/ License Nbr	Sq No	D	Veh Typ	Weight Capacity	Volume Capacity
RAILWAGON		10	Y	RLW	113,000	123,000
RAILWAGON		20	Y	RLW	113,000	123,000
RAILWAGON		30	Y	RLW	113,000	123,000
RAILWAGON		40	Y	RLW	113,000	123,000
RAILWAGON		50	Y	RLW	113,000	123,000
RAILWAGON		60	Y	RLW	113,000	123,000
RAILWAGON		70	Y	RLW	113,000	123,000
RAILWAGON		80	Y	RLW	113,000	123,000
RAILWAGON		90	Y	RLW	113,000	123,000
RAILWAGON		91	Y	RLW	113,000	123,000
RAILWAGON		92	Y	RLW	113,000	123,000

1 = Vehicle Master F24 = More Keys

Complete the following required fields:

- Connected Vehicle ID
- Registration/License Number
- Type

Field	Explanation
Registration/License Number	Identifies the identification number that appears on the license, permit, or certificate.

## What You Should Know About

### Entering vehicle registration

You can also enter vehicle license or registration information on the Vehicle Registration Entry window. The system automatically displays this window during load confirm by trip if the vehicle for the trip is set up as a dummy vehicle and you have not previously added a registration number.

See *Confirming a Bulk Load by Trip (P49510)* and *Confirming a Packaged Load by Trip (P49530)*.

# Define Prohibited Products

---



From Load and Delivery Management (G49), enter 29

From Load and Delivery System Setup (G4941), choose Prohibited Product Load

## Defining Prohibited Products

When you create a new trip you assign a vehicle based on the dispatch group of the product. The system verifies that the vehicle is appropriate for the dispatch group. When you assign sales orders, you indicate which order lines to load on the vehicle. The system verifies that a prohibited product mix conflict does not exist. If the system detects a prohibited product mix conflict, you must remove the sales order for the conflicting product before you can approve the trip.

While printing loading notes, the system verifies that a prohibited product load sequence conflict does not exist. If the system detects such a conflict, it prints an instruction on the Bulk Loading Note to flush or clean the compartment before loading the product.

You must define the prohibited product load sequences and prohibited product mix for your depot. The Prohibited Product Load program consists of two versions. Specify in the processing options whether to define the prohibited product load sequences or the prohibited product mix.

Complete the following tasks:

- Define prohibited product load sequences
- Define prohibited product mix

### Before You Begin

- Set up bulk items. See *Setting Up a Bulk Item (P4141, P41018)* in the *Bulk Stock Management Guide*.

## Defining Prohibited Product Load Sequences

The system uses the Prohibited Product Load Sequence program to determine prohibited product load sequences based on the product information you enter. For each bulk item, you can create an associated list of other prohibited (non-compatible) products. This list represents the products that cannot be loaded until the bulk vehicle compartment is cleaned or flushed.

When a prohibited load sequence is detected, the system prints a message on the Bulk Loading Note instructing an operator to flush or clean the compartment before the product is loaded. You use the Vehicle Compartment form to confirm cleaning/flushing of compartments.

► **To define prohibited product load sequences**

---

On Prohibited Product Load



Complete the following fields:

- Item Number
- Prohibited Product Load Sequence

---

<b>Field</b>	<b>Explanation</b>
Item Number	A number that the system assigns to an item. It can be in short, long, or 3rd item number format.

---

Field	Explanation
Prohibited Product Loading Sequence	<p>If any of the products listed here occupied the compartment immediately before the product to be loaded, then a Print Message on the Bulk Loading Note will advise the driver to flush/clean the compartment before loading.</p> <p>The item number of the product listed above is prohibited from being loaded until the compartment is cleaned or flushed.</p>

## What You Should Know About

**Enabling print messages on the Bulk Loading Note** You must set a processing option in the Bulk Loading Note program to activate the print message for clean and flush compartment instructions.

## Processing Options for Prohibited Product Mix

### PRODUCT EDITS

1. Enter a '1' to enter products prohibited from being loaded on the vehicle at the same time. The default is blank, which allows entry of products which may not be loaded sequentially in the same compartment without flushing first.

## Defining Prohibited Product Mix

The system uses the Prohibited Product Mix program to determine prohibited products that cannot be loaded together on a vehicle based on the information you enter. For each bulk item, you can create an associated list of other prohibited products.

For example, gasoline, kerosene, and diesel might have the same dispatch group, meaning that they require the same type of vehicle. Gasoline and diesel can be safely loaded together on a vehicle, but gasoline and kerosene cannot be loaded together. However diesel and kerosene can be loaded together.

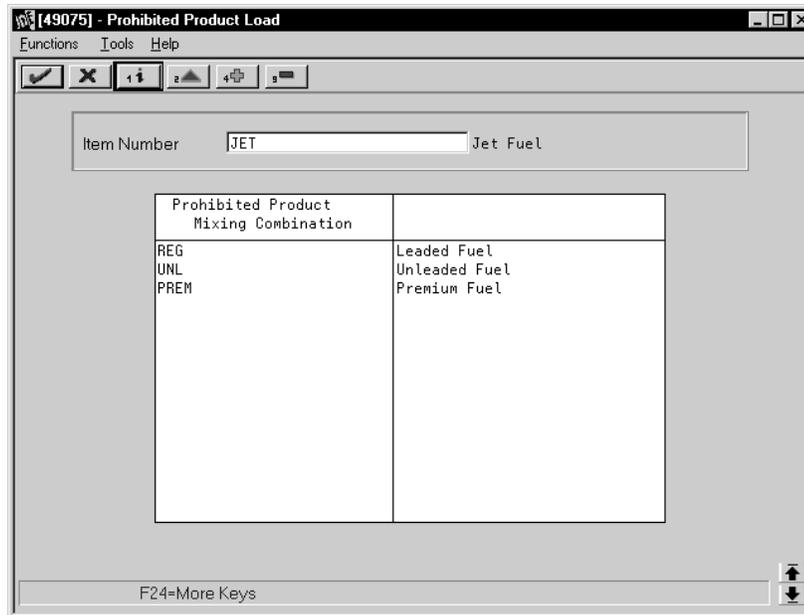
If the system detects a conflict during trip creation, you cannot confirm the trip until you remove the prohibited product order from the trip.

## Before You Begin

- Set the processing option to enter Prohibited Product Mix

► **To define prohibited product mix**

On Prohibited Product Load



Complete the following fields:

- Item Number
- Prohibited Product Mixing Combination

Field	Explanation
Mixing Combination	<p>This data item indicates which prohibited product mix the items pertain to. Valid values are:</p> <ul style="list-style-type: none"> <li>blank Products which may not be loaded sequentially after one another into the same compartment without flushing first.</li> <li>1 Products prohibited from being loaded on the same vehicle together</li> </ul>



# Staff Setup

## Objectives

- To assign staff to a pool (by depot) so that the dispatcher can assign staff to operate vehicles as necessary
- To assign staff license information, such as license number, type, issuing agency, and effective dates

## About Staff Setup

You set up staff to assign staff to a vehicle or to a depot, depending upon the job that the individual performs. If you do not want staff permanently assigned to a specific vehicle, you can assign them to a depot. You also set up staff to assign staff license information by staff number.

Each of the two staff setup functions are optional. That is, even if a job type is set up in the load and delivery constants, the system does not require you to assign staff.

Complete the following tasks:

- Assign depot staff (optional)
- Assign staff license information (optional)

## Before You Begin

- Set up address book by assigning staff numbers and names. See *Entering Address Book Records (P01051)* in the *Address Book Guide*.
- Set up UDCs for job types and shift codes. See *Setting Up User Defined Codes (P00051)* in the *Technical Foundation Guide*.





# Assign Depot Staff



From Load and Delivery Management (G49), enter 29

From Load and Delivery System Setup (G4941), choose Depot Staff Assignment

## Assigning Depot Staff

You can assign staff to a vehicle or to a depot, depending upon the job that the individual performs. If you do not want staff assigned to a specific vehicle, you can assign them to a depot. For example, you can assign certain types of staff, such as utility staff and rovers, to a depot. The dispatcher can then assign depot staff to operate vehicles as necessary.

### ► To assign depot staff

On Depot Staff Assignment

Staff Number	Staff Name	Job Type	Description	Effective From	Effective Thru	Shift Code
7565	Marshall, Lynn V.	69	Driver	03/17/94	03/17/00	1
7554	Machock, Kevin	69	Driver	03/15/95	03/14/00	1
7554	Machock, Kevin	69	Driver	03/15/95	03/14/00	1
7572	Miller, Michael	69	Driver	03/15/95	03/14/00	1
7820	Marshall, Rodney	69	Driver	03/17/95	03/17/00	1
7560	Marchiano, Jay	69	Driver	03/17/95	03/17/00	1
7573	Martinez, Lillian	69	Driver	03/17/95	03/17/00	1
7579	Martin, G M.	69	Driver	03/17/95	03/17/00	1
7600	Malwitz, Terry M.	69	Driver	03/17/95	03/17/00	1
9300	Martin, John	69	Driver	03/17/95	03/17/00	1

1. Complete the following required fields:
  - Staff Number

- Effective From
  - Effective Thru
  - Shift Code
2. Complete the following optional field:
    - Job Type
  3. Access the detail area.

The screenshot shows a software window titled "[49040] - Depot Staff Assignment". It has a menu bar with "Functions", "Options", "Tools", and "Help". Below the menu bar is a toolbar with several icons. The main area contains a text field for "Branch/Plant" with the value "DEPOT1 Depot 1". Below this is a table with the following data:

Staff Number	Staff Name	Job Type	Description	Effective From	Effective Thru	Shift Code
7565	Marshall, Lynn V. Vehicle Id TBIT	69	Driver	03/17/94	03/17/00	1
7554	Machock, Kevin Vehicle Id T11	69	Driver	03/15/95	03/14/00	1
7554	Machock, Kevin Vehicle Id T11-SV	69	Driver	03/15/95	03/14/00	1
7572	Miller, Michael Vehicle Id TACE	69	Driver	03/15/95	03/14/00	1
7020	Marshall, Rodney Vehicle Id TFO	69	Driver	03/17/95	03/17/00	1
7560	Marchiano, Jay Vehicle Id T31	69	Driver	03/17/95	03/17/00	1
7573	Martinez, Lillian Vehicle Id TL	69	Driver	03/17/95	03/17/00	1

At the bottom of the window, there is a status bar with the text "Opt: 1=Licenses F2=Alternate Format F24=More Keys" and two arrow icons.

4. Complete the following optional field:
  - Vehicle ID

---

Field	Explanation
Staff Number	Identifies the address book number for the staff member.

---

Field	Explanation
Shift Code	<p>A user defined code (07/SH) that identifies daily work shifts. In payroll systems, you can use a shift code to add a percent or amount to the hourly rate on a timecard.</p> <p>For payroll and time entry:</p> <p>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.</p> <p>If an employee occasionally works a different shift, you enter the shift code on each applicable timecard to override the default.</p> <p>..... <i>Form-specific information</i> .....</p> <p>If you enter blank, the system does not require that staff be assigned to a specific shift. This is also true when you are building a trip.</p>
Job Type	<p>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:</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• To define job types to both vehicle and depot staff.</li> </ul>
Vehicle Id	<p>A unique identification number for a vehicle. This number serves as a primary identifier for a vehicle.</p>

## What You Should Know About

### Choosing alternate formats

An option on the Staff Assignment form allows you to choose alternate data entry formats. When you access this form through the Load and Delivery System Setup form, the system provides a default format. This format allows you to assign all staff by branch/plant and vary their assignments by vehicle ID.

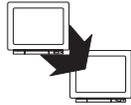
The alternate formats allow you to:

- Assign all staff by staff number and vary their assignment by branch/plant and vehicle ID
- Assign all staff by vehicle ID and vary their assignment by branch/plant



# Assign Staff License Information

---



From Load and Delivery Management (G49), enter 29

From Load and Delivery System Setup (G4941), choose Staff Licenses

## Assigning Staff License Information

You assign staff license information by staff number. You assign this information to record:

- License number for the license, permit, or certificate
- License type (for example, driver's license, road license, tanker truck, or hazardous material training)
- Licensing agency
- Effective and expiration dates for the license

## ▶ To assign staff license information

---

On Staff Licenses

Registration/ License Nbr	Ty	Description	Lic. Agency	Ctr	Effective From	Effective Thru	Message ID	M T
95-046-0348	DL	Driver's Li	2292		01/01/95	12/31/99		1

Complete the following required fields:

- Registration/License Number
- Type
- Licensing Agency
- Effective From
- Effective Thru

---

Field	Explanation
Registration/License Number	Identifies the identification number that appears on the license, permit, or certificate.

---

Field	Explanation
Registration/License Type	<p data-bbox="743 258 1422 348">Indicates the type of authorization or document required, for example, general driving license, safety training certification, yard access, and loading rack access.</p> <p data-bbox="743 369 1422 396">..... <i>Form-specific information</i> .....</p> <p data-bbox="743 417 1422 508">In trip assignment, the system checks to make sure the operator of the vehicle has a current license of the type specified in the Load and Delivery Constants.</p> <p data-bbox="743 529 1422 617">You must enter a license of the same type as that specified in the License Type field for the Load and Delivery Constants.</p>
Address Number – Licensing Agency	<p data-bbox="743 642 1390 741">Identifies the agency responsible for issuing this license. This is an address book number, which allows for a telephone number and address information.</p>





# Depot Throughput Capacity Setup

## Objectives

- To set up throughput capacity for each depot
- To understand how you use throughput capacity to determine each depot's ability to deliver product on a given day
- To understand and set up the Throughput Capacity by Period calendar

## About Depot Throughput Capacity Setup

You set up throughput capacity for each depot to record that depot's capacity to deliver product on a given day. The values you provide as input for depot throughput capacity are estimates derived from experience. They are not based on actual inventory or resource availability. The dispatcher accesses the Resource Load Inquiry program to determine if the depot capacity is sufficient to meet the planned product loading by trips and sales orders.

## See Also

- *Reviewing Delivery Capacity (P49260)*





# Set Up Depot Throughput Capacity

---



From Load and Delivery Management (G49), enter 29

From Load and Delivery System Setup (G4941), choose Throughput Capacity by Period

## Setting Up Depot Throughput Capacity

You set up throughput capacity for each depot to record that depot's capacity to deliver product on a given day. You can set up throughput capacity by dispatch group, delivery method, zone, shift, month, and year.

Each grouping of fields on the Throughput Capacity by Period calendar begins with a Sunday. The system arranges the days to match the calendar for the month you specify. For each day, you must enter a corresponding value representing the depot capacity.

The values you provide as input for depot throughput capacity are estimates derived from experience. They are not based on actual inventory or resource availability. The system uses the information you enter as depot throughput capacity to update the Resource Load Inquiry program. The dispatcher accesses the Resource Load Inquiry program to determine if the depot capacity is sufficient to meet the planned product loading by trips and sales orders.

### Before You Begin

- Set up the work day calendar. See *Setting Up the Work Day Calendar (P00071)*.

### ► To set up depot throughput capacity

---

On Throughput Capacity by Period

[49060] - Throughput Capacity by Period

Functions Tools Help

Branch/Plant DEPOT1

Unit of Measure M3

Dispatch Group WH1

Mode of Trn 3

Shift Code S

Resource Capacity (MM/YY) 06 98

F24=More Keys

1. Complete the following required fields:
  - Branch/Plant
  - Resource Capacity (MM/YY)
2. Complete the following optional fields:
  - Dispatch Group
  - Mode of Transport
  - Zone Number
  - Shift Code

3. Accept the entries.

The system displays the calendar.

The screenshot shows a window titled "[49060] - Throughput Capacity by Period". It contains several input fields: Branch/Plant (DEPOT1), Unit of Measure (M3), Dispatch Group (WH1), Mode of Trn (3), Shift Code (S), and Resource Capacity (MM/YY) (06 98). Below these fields is a calendar grid with columns for days of the week (Sunday to Saturday) and rows for dates. Each date cell has two sub-columns: 'Dy' (Day) and 'Tp' (Throughput Capacity). The 'Tp' values are mostly 2000, with some cells being greyed out. A 'Total' column is on the right. At the bottom, there is a status bar with 'F24=More Keys' and a scroll bar.

Sunday		Monday		Tuesday		Wednesday		Thursday		Friday		Saturday		Total
Dy	Tp	Dy	Tp	Dy	Tp	Dy	Tp	Dy	Tp	Dy	Tp	Dy	Tp	
		1	2000	2	2000	3	2000	4	2000	5	2000	6		
7		8	2000	9	2000	10	2000	11	2000	12	2000	13		
14		15	2000	16	2000	17	2000	18	2000	19	2000	20		
21		22	2000	23	2000	24	2000	25	2000	26	2000	27		
28		29	2000	30	2000									4000
							8000		8000		8000			40000

4. Complete the following field for each work day:
  - Throughput Capacity (Tp)
5. Complete the following field or accept the default value:
  - Unit of Measure

Field	Explanation
Resource Capacity (MM/YY)	Identifies the month and year for which you want to record resource capacity.
Throughput Capacity	The throughput capacity of your resources for each day.

## What You Should Know About

### Understanding the calendar

You might be prohibited from entering data in the Throughput Capacity fields for certain days on the calendar, such as weekends and holidays. You set up the work day calendar to define days that the depot is not scheduled for operations.

See *Setting Up the Work Day Calendar (P00071)*.

**Calculating total capacities**

The system uses the values you enter in the Throughput Capacity field of each valid working day to automatically calculate the depot's total capacity by week and by month.

**Calculating depot throughput capacity**

When you query the system regarding available depot capacity, the system calculates that value by subtracting the committed (to trips) quantity from the total quantity.



# Delivery Document Printing Setup

## Objectives

- To set up the Load and Delivery Management system so you can print delivery documents
- To define a range of document next numbers that the system uses when automatically assigning numbers to the different delivery documents
- To define the specific delivery documents and invoices that you want to produce
- To define document sets that logically group delivery documents
- To define the printer (output queue), including the type of paper or forms and the use of prenumbered forms
- To create delivery document preferences for customizing how documents are printed
- To define the print subsystem for printing delivery documents that are produced during load confirmation and do not require print control

## About Delivery Document Printing Setup

You must complete the setup for delivery documents before you can successfully print documents. The setup functions automate your delivery document printing process, which is part of your daily routine. Four basic delivery documents are available:

- Bulk Delivery Ticket
- Bulk Delivery Invoice
- Packaged Delivery Ticket
- Packaged Delivery Invoice

Complete the following tasks:

- Set up delivery documents
- Create delivery document preferences
- Define the print subsystem (optional)



You must set up printing for delivery documents by:

- Defining document next numbers
- Creating document codes
- Defining document sets
- Defining depot print instructions

You create delivery document preferences to specify which delivery documents you want the system to print and whether you want any distribution copies.

You define the print subsystem to print delivery documents that are produced during load confirmation and do not require print control. That is, you cannot use the print subsystem to print prenumbered forms.





# Set Up Delivery Documents

---



From Load and Delivery Management (G49), enter 29

From Load and Delivery System Setup (G4941), choose Delivery Document Setup

## Setting Up Delivery Documents

You must set up delivery documents to predefine the documents produced by your company. Four basic delivery documents are available:

- Bulk Delivery Ticket
- Bulk Delivery Invoice
- Packaged Delivery Ticket
- Packaged Delivery Invoice

Complete the following tasks:

- Define document next numbers
- Create document codes
- Create document sets
- Define depot print instructions

You must define a range of document next numbers that the system uses when automatically assigning numbers for the different delivery documents. If you are using forms that are not prenumbered, you specify the first number for the system to identify the next form. If you are using prenumbered forms for printing documents, you must define document next numbers to synchronize the system with your current form numbers.

You create document codes to specify the program and version you want the system to use when printing delivery documents. You also use document codes to define the document type and whether the documents are primary invoices or primary delivery documents.

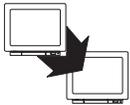
You create document sets to logically group delivery documents that the system uses for document processing. The document sets you create work directly with

the Document Set (ECS) Preference to match the documents with a customer (or customer group) and item (or item group) combination.

For each depot, you must define printing instructions that specify:

- The printer (output queue)
- The type of paper or forms to print the original and copies
- Whether you use prenumbered forms

## Defining Document Next Numbers



From Load and Delivery System Setup (G4941), choose Delivery Document Setup

From Delivery Document Setup (G4933), choose Document Next Number

You must define a range of document next numbers that the system uses when automatically assigning numbers to the different 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 are using forms that are not prenumbered, you specify the first number for the system to identify the next form. If you are using prenumbered forms for printing documents, you must define document next numbers to synchronize the system with your current form numbers. You should use the next number program carefully to prevent entry of duplicate next numbers.

### Before You Begin

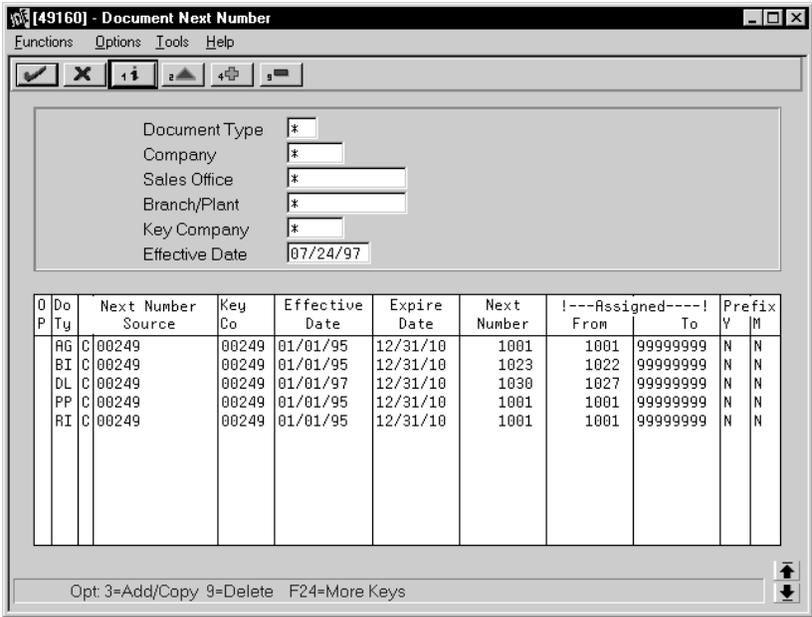
- Create UDCs for the document types, companies, sales offices, branch/plants, key companies, and next number sources you plan to assign. See *Setting Up User Defined Codes (P00051)* in the *Technical Foundation Guide*.



### **To define document next numbers**

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On Document Next Number



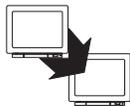
1. Complete the following required fields:
  - Document Type
  - Next Number Source
  - Effective Date
  - Expire Date
  - Next Number
  - Assigned From
  - Assigned To
  
2. Complete the following optional fields:
  - Prefix (Imbed Year)
  - Prefix (Imbed Month)

Field	Explanation
Document Type	<p>A user defined code (system 00/type DT) that identifies the origin and purpose of the transaction.</p> <p>J.D. Edwards reserves several prefixes for document types, such as vouchers, invoices, receipts, and time sheets.</p> <p>..... <i>Form-specific information</i> .....</p> <p>This is the document type to which the system applies the range, next number, and format.</p>

Field	Explanation
Document Number Source	<p>Determines the source of the document next number. Valid values are:</p> <ul style="list-style-type: none"> <li>C Company</li> <li>D Depot</li> <li>S Sales Region</li> </ul> <p>..... <i>Form-specific information</i> .....</p> <p>You must enter values in two components of the Next Number Source field. Use the first field to specify the source of the document next number. Use the second field to specify the corresponding business unit name or company number.</p>
Next Number	<p>The number that the system will use next when assigning numbers. Next numbers can be used for many types of entries, including voucher numbers, invoice numbers, journal entry numbers, employee numbers, address numbers, contract numbers, and so on. You must use the next numbers already established, unless custom programming has been provided.</p> <p>..... <i>Form-specific information</i> .....</p> <p>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.</p>
Next Number 002	<p>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.</p> <p>..... <i>Form-specific information</i> .....</p> <p>Defines the range of sequence numbers between which the document numbers should fall.</p>
Next Number 003	<p>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.</p> <p>..... <i>Form-specific information</i> .....</p> <p>Defines the range of sequence numbers between which the document numbers should fall.</p>

Field	Explanation
Imbed Year	<p>Insert digits in the document number to represent the fiscal year. Valid values are:</p> <p>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.</p> <p>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.</p> <p>N or 0 – Do not imbed a digit in the document number.</p>
Imbed Month	<p>Imbed digits in the document number to represent the month. Valid values are:</p> <p>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.</p> <p>N or 0 – Do not imbed a digit in the document number.</p>

## Creating Document Codes



From Load and Delivery System Setup (G4941), choose Delivery Document Setup

From Delivery Document Setup (G4933), choose Delivery Document Maintenance

You create document codes to specify the program (P49620 for bulk items or P49630 for packaged items) and version you want the system to use when printing delivery documents. You also use document codes to define the document type and whether the documents and invoices are primary or non-primary.

### Example: Creating Document Codes

Document Code	Document
BDEL	Bulk Delivery Ticket

PDEL	Packaged Delivery Ticket
BINV	Bulk Delivery Invoice
PINV	Packaged Delivery Invoice
PERI	Daily/Periodic Invoice

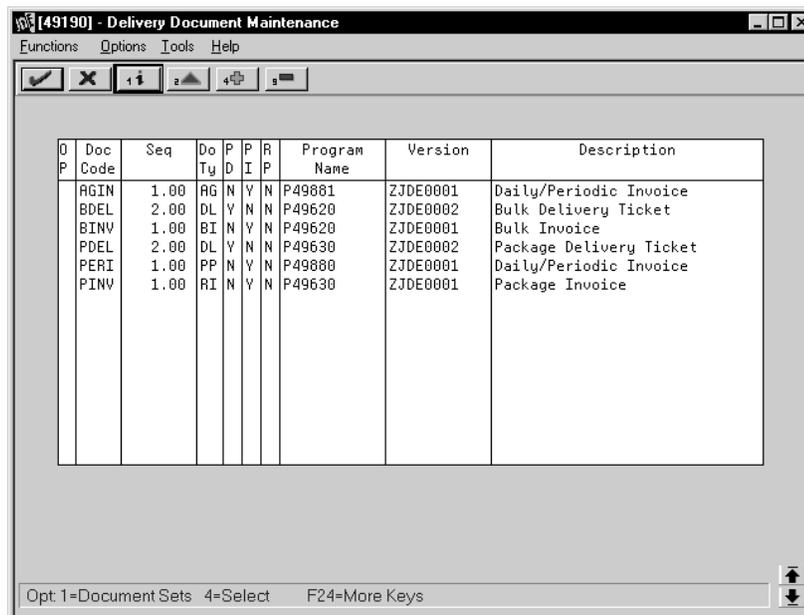
### Before You Begin

- Review report writer versions for the Bulk Delivery Documents program and the Packaged Delivery Documents program. You should have a version for every type of document you produce.

### ▶ To create document codes

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#### On Delivery Document Maintenance



The screenshot shows a window titled "[49190] - Delivery Document Maintenance" with a menu bar (Functions, Options, Tools, Help) and a toolbar. The main area contains a table with the following data:

Doc Code	Seq	Do Ty	P D	P I	R P	Program Name	Version	Description
AGIN	1.00	AG	N	Y	N	P49881	ZJDE0001	Daily/Periodic Invoice
BDEL	2.00	DL	Y	N	N	P49620	ZJDE0002	Bulk Delivery Ticket
BINV	1.00	BI	N	Y	N	P49620	ZJDE0001	Bulk Invoice
PDEL	2.00	DL	Y	N	N	P49630	ZJDE0002	Package Delivery Ticket
PERI	1.00	PP	N	Y	N	P49880	ZJDE0001	Daily/Periodic Invoice
PINV	1.00	RI	N	Y	N	P49630	ZJDE0001	Package Invoice

At the bottom of the window, there is a status bar with the text: "Opt 1=Document Sets 4=Select F24=More Keys".

Complete the following required fields:

- Document Code
- Sequence
- Document Type
- Primary Delivery Document
- Primary Invoice Document
- Delivery Document Repricing
- Program Name

- Version

Field	Explanation
Document Code	<p>A code used to identify the type of document to be used in a process. Type a code that represents the document you are defining.</p> <p>..... <i>Form-specific information</i> .....</p> <p>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.</p>
Sequence Number	<p>A number that is used to indicate the sequence of the trips for a vehicle.</p> <p>..... <i>Form-specific information</i> .....</p> <p>When you are producing multiple documents, use this field to indicate the document sequence.</p>
Document Type	<p>A user defined code (system 00/type DT) that identifies the origin and purpose of the transaction.</p> <p>J.D. Edwards reserves several prefixes for document types, such as vouchers, invoices, receipts, and time sheets.</p>
Flag – Primary Delivery Document	<p>Identifies whether this document is the primary delivery document for a specific order line. Valid values are:</p> <p>Y Yes, this is the primary delivery document.</p> <p>N No, this is not the primary delivery document.</p> <p>..... <i>Form-specific information</i> .....</p> <p>If you enter Y in this field, the system updates the Delivery Number field in the Sales Order Detail table (P4211) with the number of the document that is printed.</p> <p>The system can provide a default value for this field.</p>
Flag – Primary Invoice Document	<p>Identifies whether this document is the primary invoice document for a specific order line. Valid values are:</p> <p>Y Yes, this document is the primary invoice document.</p> <p>N No, this document is not the primary invoice document.</p> <p>..... <i>Form-specific information</i> .....</p> <p>If you enter Y in this field, the system updates the Invoice Number Field in the Sales Order Detail table (P4211) with the invoice number of the invoice that is printed.</p> <p>The system can provide a default value for this field.</p>

Field	Explanation
Flag – Delivery Document Repricing	<p>Indicates whether lines that appear on a delivery document qualify for repricing during delivery document processing.</p> <p>..... <i>Form-specific information</i> .....</p> <p>If you want any line to be repriced, this field must be set to Y (Yes).</p> <p>The system can provide a default value for this field.</p>
Member ID	<p>A program that the system uses to stop a print control or gantry program when you use option 2 (stop) on this form or you use the Stop Subsystem menu selection.</p> <p>..... <i>Form-specific information</i> .....</p> <p>The programs which currently may be set up are:</p> <p style="padding-left: 40px;">P49620</p> <p style="padding-left: 40px;">P49630</p> <p style="padding-left: 40px;">P49881</p>
Version	<p>For World, identifies a group of items that the system can process together, such as reports, business units, or subledgers.</p> <p>For OneWorld, the name of the version. It is created when the version is added.</p> <p>..... <i>Form-specific information</i> .....</p> <p>Type the version number of the program associated with the document.</p>

## What You Should Know About

### **Deleting document codes**

Use the change action to delete a document code definition. You can then remove the information from the fields for the code you want to delete. Press Enter to save the change and clear the form.

The system will not allow you to delete a document code if the document code is assigned to a document set.

### **Assigning invoice documents as primary**

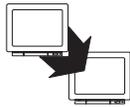
If you print an invoice document assigned as primary, the system will not print another invoice document during the cycle billing process. That is, if you print a primary invoice document as part of the delivery document set, you cannot print periodic invoices for your customer and item combination. If the Cycle Billing program determines that a primary invoice document has previously been printed, it advances the status of the invoiced sales order lines beyond the periodic invoice step.

### Assigning invoice documents as non-primary

When you assign an invoice delivery document as non-primary, printing the document has no effect on other systems.

To produce a periodic invoice for a customer and item combination using the Cycle Billing program, you must set the primary invoice flag as non-primary for any delivery documents you want to print.

## Creating Document Sets



From Load and Delivery System Setup (G4941), choose Delivery Document Setup

From Delivery Document Setup (G4933), choose Document Set Assignment

You create document sets to logically group delivery documents that the system uses for document processing. The document sets you create work directly with the Document Set (ECS) Preference to match the documents with a customer and item combination.

Typically, you create at least two document sets, one for packaged products and one for bulk products. This is necessary because the system uses two separate programs for producing delivery documents, as follows:

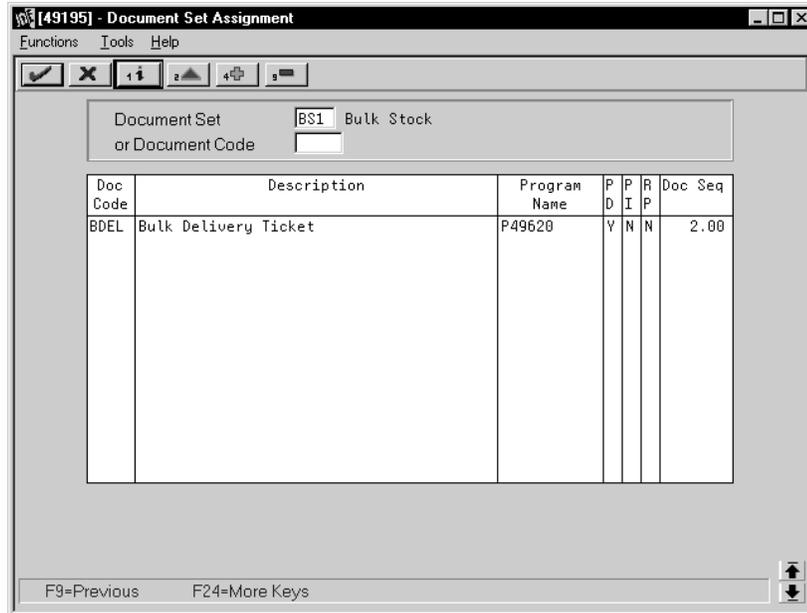
- Bulk Delivery Documents program
- Packaged Delivery Documents program

### Before You Begin

- Create user defined values for the document set codes you plan to assign. See *Setting Up User Defined Codes (P00051)* in the *Technical Foundation Guide*.

**▶ To create document sets**

On Document Set Assignment



Complete one of the following required fields:

- Document Set
- Document Code

Field	Explanation
Document Set	Identifies a group of documents that the system will preprint or print during load confirm. The system uses the Document Set preference to select a document set.
Document Code	Identifies the document type the system will use when printing this document.

**See Also**

- *Creating Document Set (ECS) Preferences (P40200, P40300)*

## Defining Depot Print Instructions



From Load and Delivery System Setup (G4941), choose Delivery Document Setup

From Delivery Document Setup (G4933), choose Depot Document Print Setup

For each depot, you must define printing instructions that specify:

- The printer (output queue)
- The type of paper or forms to print the original and copies
- The use of prenumbered forms

You can define up to three different printer names for each depot. The system uses the printer names you define here in the Trip Based Delivery Documents, Order Based Delivery Documents, and Delivery Document Submit programs. 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 code in a specific depot. You can also define how many pages you want to use during the paper alignment process and how many document numbers to skip.

This is the only place in the setup process where you indicate that you want to use prenumbered forms.

## ► To define depot print instructions

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On Depot Document Print Setup

The screenshot shows a software window titled "[49197] - Depot Document Print Setup". The window contains several input fields organized into groups. The first group includes "Trip Depot" (DEPOT1) and "Document Code" (BINV). The second group includes "Output Queue 1", "Output Queue 2", and "Output Queue 3", all set to "QPRINT". The third group includes "Form ID" and "Form ID No 2", both set to "\*STD". The fourth group includes "Doc Print Ctrl Req" (N), "Alignment Pages", "Doc Number Source", "Company", "or Sales Region", and "or Depot". A status bar at the bottom indicates "F9=Retrieve last CHANGED record F24=More Keys".

1. Complete the following required fields:
  - Output Queue 1
  - Output Queue 2
  - Output Queue 3
  - Form ID
2. If you are using prenumbered forms, complete the following fields:
  - Document Print Control Required
  - Alignment Pages
  - Document Number Source
3. If you are using prenumbered forms, complete only one of the following fields:
  - Company
  - Sales Region
  - Depot

---

<b>Field</b>	<b>Explanation</b>
Object	The name of a program you want to define within the subsystem.
Form ID	Identifies the ID of the special form used to print this document.
Document Print Control Required	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.
Alignment Pages	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.
Doc Number Source	Determines the source of the document next number. Valid values are: C Company D Depot S Sales Region

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# Create Delivery Document Preferences

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From Load and Delivery Management (G49), enter 29

From Load and Delivery System Setup (G4941), choose Preference Profiles

From Sales Order Advanced & Technical Operations (G4231), choose Preference Profiles

## Creating Delivery Document Preferences

You create delivery document preferences to specify which delivery documents you want the system to print and whether you want any distribution copies.

Complete the following tasks:

- Create Document Set (ECS) preferences
- Create Document Distribution (ECS) preferences

Use Document Set (ECS) preferences to identify the set of delivery documents for a particular customer (or customer group) and item (or item group) combination. The Document Set name is linked to the Document Set Assignment form where the individual document codes are assigned to the document set. You create Document Set (ECS) preferences to ensure the successful production of delivery documents.

Use Document Distribution (ECS) preferences to define how many extra copies of a delivery document you want printed and who you want to receive the copies.

### Before You Begin

- Set up user defined codes for the customer, item, customer group, and/or item group. See *Setting Up User Defined Codes (P00051)* in the *Technical Foundation Guide*.

### What You Should Know About

**Preprinting trip and order based delivery documents**

You must create preferences if you want to preprint trip or order based delivery documents from the Dispatcher Workbench form.

### See Also

- *Setting Up Preferences (P4007) and Working with Preferences (P40200) in the Sales Order Management Guide*

## Creating Document Set (ECS) Preferences

Use the Document Set (ECS) preference to identify the set of delivery documents for a particular customer (or group of customers) and item (or group of items) combination. The Document Set name is linked to the Document Set Assignment form where the individual document codes are assigned to the document set.

You must define at least one Document Set (ECS) preference. How you define the preference depends on your company's business requirements. For example, you might want to create a preference for similar products, such as bulk or packaged, or whether your customer is foreign or domestic. You can also vary the preference by branch/plant.

The system applies Document Set (ECS) preferences when documents print during the following stages:

- Bulk/Packaged Load Confirm
- Preprint Delivery Documents

At the end of each stage, you can view or change the document set information.

### **To create Document Set (ECS) preferences**

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On Preference Profiles

1. Access the Preference Inquiry form for the Document Set (ECS) preference.

[40200] - Document Set (ECS)

Functions Options Tools Help

Customer Number

OR Customer Group  Retail

Item Number

OR Item Group  Bulk Item Group

Effective From

Effective Thru

Seq	Effective From	Thru	Branch/Plant Set	Doc Description
1	06/11/97	12/31/10	BS1	Bulk Stock

Opt: 1=Revisions 2=Memo F24=More Keys

2. On the Document Set (ECS) form, access the Preference Revisions form.

[40300] - Document Set (ECS)

Functions Tools Help

Preference Status

Customer Number

OR Customer Group  Retail

Item Number

OR Item Group  Bulk Item Group

Effective From

Effective Thru

Sequence Number

Preference Information

> Branch/Plant

Document Set  Bulk Stock

F9=Previous F14=Memo F24=More Keys

3. On the Document Set (ECS) Preference Revisions form, complete one or more of the following fields to define customer and item combinations:

- Customer Number
- Customer Group
- Item Number
- Item Group

4. Complete the following required field to define specific preference information:
  - Business Unit
5. Complete the following optional fields to define specific preference information:
  - Sequence Number
  - Document Set

Field	Explanation
Business Unit	<p>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.</p> <p>..... <i>Form-specific information</i> .....</p> <p>For Preferences</p> <p>The system uses this preference key field as additional search criteria to select sales orders that match customers, items, and key fields you define on the preference except for the following:</p> <ul style="list-style-type: none"> <li>• Inventory Commitment Preference</li> </ul> <p>If you leave this key field blank, the system applies the preference to all branch/plants for the customers/items to which this preference applies.</p> <p>When you specify a branch/plant on the Inventory Commitment preference, the system fills or overrides the Branch/Plant field in the sales order detail for the customers/items to which this preference applies. If you leave this field blank in the Inventory Commitment preference, the system does not override the default value supplied by the customer billing instructions.</p>
Document Set	<p>Identifies a group of documents that the system will preprint or print during load confirm. The system uses the Document Set preference to select a document set.</p> <p>..... <i>Form-specific information</i> .....</p> <p>The system uses the value you specify here to fill the Document Set field in the sales order for the customers/items to which this preference applies. You must assign at least one document set.</p>

**See Also**

- *Understanding the Document Set (ECS) Preference (P4007), Setting Up Preferences, and Working with Preferences (P40200) in the Sales Order Management Guide*

## Creating Document Distribution (ECS) Preferences

Use the Document Distribution (ECS) preference to define how many extra copies of a delivery document you want printed and who you want to receive the copies. For a customer and item combination, you define:

- The trip depot
- The document code of the document to be printed
- The person to receive each copy
- The number of copies to print

This preference is typically used to control printing of delivery tickets, priced delivery tickets, and invoices.

The system applies Document Distribution (ECS) preferences either during the Bulk/Packaged Load Confirm process or at Preprint Delivery Documents.

This preference allows multiple line entries. In this case, the sequence number is included with the unique preference information in place of the standard information fields.

### ► To create Document Distribution (ECS) preferences

On Preference Profiles

1. Access the Preference Inquiry form for the Document Distribution (ECS) preference.

40200] - Document Distribution (ECS)

Functions Options Tools Help

Customer Number  Gas StationA

OR Customer Group

Item Number  Unleaded Fuel

OR Item Group

Effective From

Effective Thru

0	S	..Effective..	From	Thru	Seq	Branch/Plant	Trn Code	Cust. Number	Output Queue	Cpy
1		06/11/97	12/31/10	10	DEPOT1	3	BDEL	500	JDEHOLD	1
1		06/11/97	12/31/10	20	DEPOT1	3	BINV	500	JDEHOLD	1

Opt 1=Revisions 2=Memo F24=More Keys

2. On the Document Distribution (ECS) form, access the Preference Revisions form.

Preference Status 1

Customer Number 500 Gas StationA  
OR Customer Group  
Item Number UNL Unleaded Fuel  
OR Item Group  
Effective From 06/11/97  
Effective Thru 12/31/10

Seq	Trip Depot	Mod Trn	Doc Code	Address Number	Description	Output Queue	Cpy
10	DEPOT1	3	BDEL	500	Gas StationA	JDEHOLD	1
20	DEPOT1	3	BINW	500	Gas StationA	JDEHOLD	1

F9=Previous F14=Memo F24=More Keys

3. On the Document Distribution (ECS) Preference Revisions form, complete one or more of the following fields to define customer and item combinations:
  - Customer Number
  - Customer Group
  - Item Number
  - Item Group
4. Complete the following required fields to define specific preference information:
  - Document Code
  - Address Book
  - Number of Copies
5. Complete the following optional fields to define specific preference information:
  - Sequence
  - Trip Depot
  - Mode of Transport
  - Output Queue

Field	Explanation
Document Code	<p>Identifies the document type the system will use when printing this document.</p> <p>..... <i>Form-specific information</i> .....</p> <p>The system uses this code to identify a document for distribution of copies.</p>
Address Number – 1st	<p>An alternate address number in the Address Book system. You can use this field for any secondary business address that relates to the primary address. For example:</p> <ul style="list-style-type: none"> <li>• Salesperson</li> <li>• Law firm</li> <li>• Accountant</li> <li>• Securities agent</li> <li>• Bonding agent</li> </ul> <p>If you leave this field blank on an entry form, the system supplies the primary address from the Address Number field.</p> <p>The address book number of the person to whom the system will send an additional copy of the document.</p>
Copies	<p>The number of copies of the upgrade reports to print.</p> <p>..... <i>Form-specific information</i> .....</p> <p>The number of distribution copies to produce.</p>

**See Also**

- *Setting Up Preferences (P4007) and Working with Preferences (P40200) in the Sales Order Management Guide*



# Define the Print Subsystem



From Sales Order Management (G42), enter 27

From Sales Order Advanced & Technical Operations (G4231), choose Define Subsystem

## Defining the Print Subsystem

You define the print subsystem to print delivery documents that are produced during load confirmation and do not require print control. That is, you cannot use the print subsystem to print prenumbered forms. If you do not set up a print subsystem, the system's load confirm processing will be slowed down because it must print the documents interactively.

To define a print subsystem, you must define the data queue name and the production library.

### ► To define the print subsystem

On Define Subsystem

The screenshot shows a window titled '[40105] - Define Subsystem'. The window has a menu bar with 'Functions', 'Options', 'Tools', and 'Help'. Below the menu bar is a toolbar with several icons. The main area of the window contains a form with the following fields:

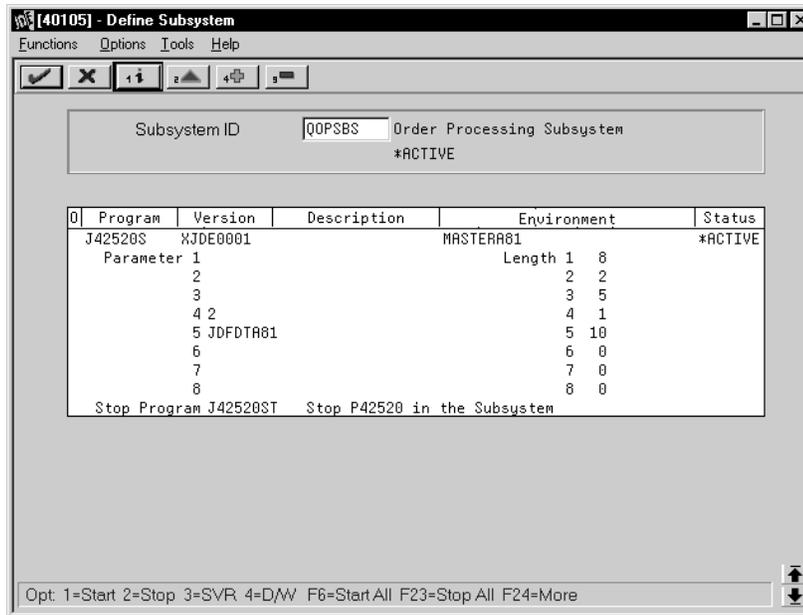
- Subsystem ID: 00PSBS
- Order Processing Subsystem
- \*ACTIVE

Below the form is a table with the following columns: Program, Version, Description, Environment, and Status.

0	Program	Version	Description	Environment	Status
	J42520S	XJDE0001		MASTERRA01	*ACTIVE
	J42565S	ZJDE0001		MASTERRA01	*ACTIVE
	J43500S	XJDE0001		MASTERRA01	
	P40211Z	XJDE0001	Batch Sales Order	MASTERRA01	
	P42997	XJDE0001	Batch Commitment -	MASTERRA01	

At the bottom of the window, there is a status bar with the text: Opt: 1=Start 2=Stop 3=SVR 4=D/W F6=Start All F23=Stop All F24=More

1. Complete the following required fields:
  - Subsystem ID
  - Program
  - Version
  - Environment
2. Access the detail area.



3. Complete the following required fields:
  - Parameter
  - Length
  - Stop Program

Field	Explanation
Subsystem ID	<p>A user defined code (system 40/type SB) that identifies an existing subsystem. If you have set up the processing options to do so, the system automatically fills in this field.</p> <p>..... <i>Form-specific information</i> .....</p> <p>Normally, you use the name of the subsystem that J.D. Edwards has predefined for the print or gantry subsystems. It is best to change the values associated with this subsystem to tailor it for your environment, rather than create a new one.</p> <p>For Print Subsystem:</p> <p>The identifier supplied by the Define Print Subsystem program (QOP SBSxx). If you chose to have more than one active set of open order tables (F4x01/F4x11/F4x19), you need to have one Print Subsystem per set of active files. The program automatically increments the subsystem ID so that the second one carries an identifier of QOP SBS01, the third is identified as QOP SBS02, and so forth.</p> <p>For Gantry Subsystem:</p> <p>The identifier for the gantry subsystem is GNTSBS.</p>
Object	<p>The name of a program you want to define within the subsystem.</p> <p>..... <i>Form-specific information</i> .....</p> <p>For Print Subsystem:</p> <p>A code identifying the print control program.</p> <p>For Gantry Subsystem:</p> <p>A code identifying the gantry download control program.</p>
Version	<p>For World, identifies a group of items that the system can process together, such as reports, business units, or subledgers.</p> <p>For OneWorld, the name of the version. It is created when the version is added.</p> <p>..... <i>Form-specific information</i> .....</p> <p>The DREAM Writer version of the print control or gantry program identified in the program field.</p>

Field	Explanation
Environment	<p>The name associated with a specific list of libraries. The J98INITA initial program uses these library list names to control environments that a user can sign on to. These configurations of library lists are maintained in the Library List Master table (F0094).</p> <p>For OneWorld, this field represents a valid environment that can be used to run OneWorld. The environment encompasses both a path code (objects) and a data source (data). When put together, users have a valid workplace within OneWorld.</p>
Parameter 1	<p>A generalized 10 character parameter value passed to a called program.</p> <p>..... <i>Form-specific information</i> .....</p> <p>For Gantry Subsystem:</p> <p>You must enter the name of the library where the Download Data Queue (DTAQGD) exists. For example, *LIBL.</p>
Length 1	<p>The length of the parameter which the called program is expecting.</p> <p>..... <i>Form-specific information</i> .....</p> <p>For Gantry Subsystem:</p> <p>You must enter a value of 10.</p>
Member ID	<p>A program that the system uses to stop a print control or gantry program when you use option 2 (stop) on this form or you use the Stop Subsystem menu selection.</p> <p>..... <i>Form-specific information</i> .....</p> <p>For Gantry Subsystem:</p> <p>The default name of this program is J49571ST.</p>

**Example: Creating a Print Subsystem for Document Print Control**

This example shows you how to create a print subsystem entry for document print control. Accessing the Define Subsystem form through the navigation provided at the beginning of this chapter ensures that the system populates the Subsystem ID field with the value QOPSBS (J.D. Edwards standard subsystem name).

On Define Subsystem

1. Use the Change action.
2. Enter the number of the Document Print Control program (P49550) in the first blank Program field.

3. Enter the program version (ZJDE0004 or equivalent) in the Version field associated with the Program field you completed in the previous step.

This identifies the version of the program you want to run on the subsystem.

4. Enter the name of your standard production data environment in the Environment field.
5. To save your entry and clear the form, press Enter.

### Example: Setting Parameters for Document Print Control

This example shows you how to set document print control parameters for a previously created print subsystem. Accessing the Define Subsystem form through the navigation provided at the beginning of this chapter ensures that the system populates the Subsystem ID field with the value QOPSBS (J.D. Edwards standard subsystem name).

On Define Subsystem

1. Use the Change action.
2. Access the detail area.
3. Scroll through the selection until you locate the program and version you defined in the previous example.
4. Enter 2 in the first Parameter field.
5. Enter 1 in the Length field associated with the Parameter field above.
6. Enter the name of the library where your data queue exists in the second Parameter field.
7. Enter 10 in the Length field associated with the Parameter field above.
8. Enter the name of the data queue in the third Parameter field.

J.D. Edwards recommends that you use the name CDTAQDD for the data queue name. If you define a name other than DTAQDD, it must agree with the data queue name defined in the processing option of the Documentation Selection program (P49545).

9. Enter 63 in the Length field associated with the Parameter field above.

This sizes the file so it can receive data (with the length of 63) from the data queue.

10. Enter J49550ST in the Stop Program field.

This instructs the system to stop the print subsystem function when processing is complete.

11. To save your entry and clear the form, press Enter.
12. Close the detail area.



# Freight Calculation Setup

## Objectives

- To understand the relationship between freight tables, Freight (ECS) preferences, and freight calculator programs
- To create a distance-, zone-, or fixed-fee-based freight table to meet your company's specific needs
- To create Freight (ECS) preferences that link the sales order detail line to a distance, zone, or fixed-fee freight table

## About Freight Calculation Setup

The system uses a combination of three elements to calculate freight fees:

- Freight tables
- Freight (ECS) preferences
- Freight calculator programs (customer and supplier)

You create freight tables to enable the Load and Delivery Management system to bill freight charges to customers and pay (using a voucher) freight charges to suppliers. You use separate freight tables to define freight fees. The system uses the values you define in freight tables to calculate freight rates based on:

- Geographic delivery zones
- Delivery distances, quantities, or distances and quantities
- Fixed fees

You create Freight (ECS) preferences to link a sales order detail line to a freight table. The system uses freight tables to determine freight charges based on distance, zone, or fixed fee. The system also uses freight tables to determine whether the freight is billable, payable, or both. Use the Freight (ECS) preference to specify a freight table for a customer/customer group and item/dispatch group.

The system uses the Customer Freight Calculator program when you specify billable freight fees and the Supplier Freight Calculator program when you specify payable freight fees. These programs use information you enter in the freight tables in conjunction with Freight (ECS) preferences you create to calculate freight fees for selected sales order detail lines.



Complete the following tasks to have the system apply freight charges to sales orders:

- Create freight tables
- Create Freight (ECS) preferences

# Create Freight Tables

---



From Load and Delivery Management (G49), choose Load and Delivery Freight Information

From Load and Delivery Freight Information (G4932), choose an option

## Creating Freight Tables

You create freight tables to enable the Load and Delivery Management system to bill freight charges to customers and pay freight charges to suppliers. You use separate freight tables to define freight fees. The system uses the values you define in freight tables to calculate freight rates based on:

<b>Geographic delivery zones</b>	You use the zone-based freight table to define freight rates based on the source depot and the destination of goods (delivery zone).
<b>Delivery distances, quantities, or distances and quantities</b>	You use the distance-based freight table to define freight rates based solely on delivery distances, solely on delivery quantities, or on both distance and quantity.
<b>Fixed fee</b>	You use the fixed-fee freight table to define fixed rates. You can define the rate solely on a fixed fee or in conjunction with distance- or zone-based freight charges.

You can use different freight rates by defining freight tables with different modes of transport. For example, you might set up one table for deliveries by rail car and another for deliveries by truck.

You can use other fields in the freight table forms to further define the type of sales order lines to which you want the system to apply freight charges. Additionally, you can use these other fields in the freight table forms to specify freight rates to meet your company's business requirements. For example, you might define a freight rate for a specific group of products (Dispatch Group) that are shipped by truck (Mode of Transport).

Complete the following tasks to create freight tables:

- Create a zone-based freight table
- Create a distance-based freight table
- Create a fixed-fee freight table

## Example: Using Charge Rates and Quantities

The system associates the charge rate with the value you enter in the Rate Basis field in the header portion of the freight table forms. Using the sample values shown in the form below, if the order quantity is 25,000 LT, the system uses a rate of \$6.00 per cubic meter for freight calculations. The system only applies one charge rate to an ordered quantity at a time.

The screenshot shows a software window titled "[49110] - Zone-Based Freight". It contains several input fields and a table. The fields are: Business Unit (DEPOT1), Mode of Trn (3), Billable/Payable (B), Line Type (F), Rate Basis (LT), Currency Code (USD), Dispatch Group (LUB Bulk Lubricant), Zone Number (999 Out of City), and Tariff Code (REGION1 Region 1). Below these is a table with columns for 'Up to Qty' and 'Chg Rate'. The table data is as follows:

Up to	Qty	Qty	Qty	Qty	Qty	Qty	Qty
UM	LT	20000	30000	40000	99999999		
		Chg Rate					
		7.0000	6.0000	5.0000	4.0000		

## What You Should Know About

### Assigning currency codes

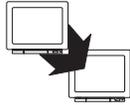
The Currency Code field appears in the zone-based, distance-based, or fixed-fee freight tables only if multi-currency is active. If the currency code on the sales order is different from the currency code on the freight tables, the system automatically converts the table currency to the currency used in the sales order.

See *Setting Up Multi-Currency (P000909)* in the *General Accounting I Guide*.

**Assigning quantities**

For zone- and distance-based freight only, the freight table forms provide space for seven quantities and seven associated charges rates. Regardless of how many fields you complete, you must enter a value of “99999999” in the last field.

**Creating a Zone-Based Freight Table**



From Load and Delivery Management (G49), choose Load and Delivery Freight Information

From Load and Delivery Freight Information (G4932), choose Zone-Based Freight

You create a zone-based freight table to establish freight rates based on the source depot and the destination of goods (delivery zone).

**Before You Begin**

- You must set up a zone for the customer. See *Setting Up Customer Billing Instructions (P4206)* in the *Sales Order Management Guide*.

**▶ To create a zone-based freight table**

On Zone-Based Freight

Up to	Qty	Qty	Qty	Qty	Qty	Qty	Qty
UM	LT	20000	30000	40000	99999999		
		Chg Rate					
		7.0000	6.0000	5.0000	4.0000		

1. Complete only one of the following required fields:
  - Tariff Code
  - Carrier
2. Complete the following required fields:
  - Business Unit
  - Billable/Payable
  - Line Type
  - Rate Basis
  - Zone Number
  - Date From/Through
  - Up to Quantity
  - Unit of Measure
  - Charge Rate

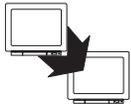
Field	Explanation
Business Unit	A code that identifies a separate entity within a business for which you want to track items and costs. This entity might be a warehouse location, job, project, work center, or branch/plant. The Branch/Plant field is alphanumeric.
Zone Number	<p>The zone field is a user 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.</p> <p>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.</p> <p>You set up the default for each of these fields on the Customer Billing Instructions form.</p>
Tariff Code 1	<p>A unique set of freight rates to be applied for specific customers or suppliers.</p> <p>..... <i>Form-specific information</i> .....</p> <p>You can use the Tariff Code or Carrier fields to assign a zone-based rate. The value you use must match that of the associated freight preference. You can specify a carrier for deliveries made to a specific zone by a specified carrier or contract hauler using freight rates negotiated with the carrier.</p>

Field	Explanation
Billable/Payable	<p>Designates whether a freight charge will be billed to a client (billable) or paid to a contractor (payable). Valid values are:</p> <ul style="list-style-type: none"> <li>B Billable</li> <li>P Payable</li> <li>* Either billable or payable (the same table is used for both)</li> <li>N Freight calculation is to be skipped for this customer/item combination.</li> </ul> <p>Customer freight is also called billable freight. Supplier freight is also called payable freight.</p>
Line Type	<p>A code that controls how the system processes lines on a transaction. It controls the systems with which the transaction interfaces (General Ledger, Job Cost, Accounts Payable, Accounts Receivable, and Inventory Management). It also specifies the conditions under which a line prints on reports and is included in calculations. Codes include:</p> <ul style="list-style-type: none"> <li>S Stock item</li> <li>J Job cost</li> <li>N Non-stock item</li> <li>F Freight</li> <li>T Text information</li> <li>M Miscellaneous charges and credits</li> <li>W Work order</li> </ul> <p>..... <i>Form-specific information</i> .....</p> <p>For billable freight, you must specify a non-inventory line type for the freight sales order line that the system will create. The taxable status of billable freight is controlled at the customer master and line type level.</p> <p>For payable freight, there is no line type. The voucher is created without tax.</p>
Rate Basis	<p>The measurement abbreviation used to designate the quantity of an inventory item that the freight rate should be applied to.</p> <p>Although entry of cost and price per primary unit of measure is the accepted standard, you can choose to enter cost and price per any unit of measure available. All subsequent unit of measure conversions are performed properly.</p>
Rate – Freight Charge Rate 01	<p>This is the rate at which freight is calculated per rate basis unit of measure.</p>

### Processing Options for Zone-Based Freight Table

1. Enter the default mode of transport value. \_\_\_\_\_
2. Enter the default billable/payable/both(B/P/\*) value. \_\_\_\_\_
3. Enter the default sales order line type for freight charges. \_\_\_\_\_
4. Enter the default unit of measure for the product quantity. \_\_\_\_\_
5. Enter the default unit of measure for the charge rate basis. \_\_\_\_\_

### Creating a Distance-Based Freight Table



From Load and Delivery Management (G49), choose Load and Delivery Freight Information

From Load and Delivery Freight Information (G4932), choose Distance-Based Freight

You use the distance-based freight table to define freight rates based solely on delivery distances, solely on delivery quantities, or on both distance and quantity.

► **To create a distance-based freight table**

On Distance-Based Freight

The screenshot shows a software window titled "[49120] - Distance-Based Freight". It contains several input fields and a table. The input fields are:

- Business Unit: DEPOT1
- Mode of Trn: 3
- Billable/Payable: B
- Line Type: F
- Distance U/M: KM
- Rate Basis U/M: LT
- Multiplier: 0
- Currency Code: USD
- Dispatch Group and Tariff Code or Carrier: WH1 White Group 1, REGION1 Region 1
- Date From/Through: 01/01/98 through 12/31/98

Below the input fields is a table with columns for 'Up to Qty', 'Qty', and 'Chg Rate'. The first row shows 'UM LT 99999999' and a 'Chg Rate' of 1.2500. The rest of the table is empty.

Up to Qty	Qty	Qty	Qty	Qty	Qty	Qty	Qty
UM	LT	99999999					
Dist	Chg Rate						
99,999	1.2500						

At the bottom of the window, there are instructions: F19/F20=Previous/Next Record, F24=More Keys.

1. Complete only one of the following required fields:
  - Tariff Code
  - Carrier
2. Complete the following required fields:
  - Business Unit
  - Billable/Payable
  - Line Type
  - Distance U/M
  - Rate Basis U/M
  - Date From/Through
  - Up to Quantity
  - Unit of Measure
  - Charge Rate
3. Complete the following optional field:
  - Multiplier

Field	Explanation
Tariff Code 1	A unique set of freight rates to be applied for specific customers or suppliers.
Carrier Number	<p>The address number for the preferred carrier of the item. The customer or your organization might prefer a certain carrier due to route or special handling requirements.</p> <p>..... <i>Form-specific information</i> .....</p> <p>The value you enter in this field indicates the address number of the carrier that delivered the product.</p>
Billable/Payable	<p>Designates whether a freight charge will be billed to a client (billable) or paid to a contractor (payable). Valid values are:</p> <ul style="list-style-type: none"> <li>B Billable</li> <li>P Payable</li> <li>* Either billable or payable (the same table is used for both)</li> <li>N Freight calculation is to be skipped for this customer/item combination.</li> </ul> <p>Customer freight is also called billable freight. Supplier freight is also called payable freight.</p>
Line Type	<p>A code that controls how the system processes lines on a transaction. It controls the systems with which the transaction interfaces (General Ledger, Job Cost, Accounts Payable, Accounts Receivable, and Inventory Management). It also specifies the conditions under which a line prints on reports and is included in calculations. Codes include:</p> <ul style="list-style-type: none"> <li>S Stock item</li> <li>J Job cost</li> <li>N Non-stock item</li> <li>F Freight</li> <li>T Text information</li> <li>M Miscellaneous charges and credits</li> <li>W Work order</li> </ul> <p>..... <i>Form-specific information</i> .....</p> <p>For billable freight, you must specify a non-inventory line type for the freight sales order line that the system will create. The taxable status of billable freight is controlled at the customer master and line type level.</p> <p>For payable freight, there is no line type. The voucher is created without tax.</p>

Field	Explanation
Unit of Measure – Cost	<p>The measurement abbreviation used to designate the quantity of an inventory item that the freight rate should be applied to.</p> <p>Although entry of cost and price per primary unit of measure is the accepted standard, you can choose to enter cost and price per any unit of measure available. All subsequent unit of measure conversions are performed properly.</p>
Multiplier	<p>A value of D in this field indicates that freight amount is calculated by multiplying the rate by the distance or time.</p> <p>A value of Q in this field indicates that freight amount is calculated by multiplying the rate by the quantity.</p> <p>A value of B in this field indicates that freight amount is calculated by multiplying the rate by the distance or time and the quantity.</p>

## What You Should Know About

### Assigning distances

The Distance-Based Freight form allows you to set up distance tiers in the Distance field. Each occurrence of the field represents the maximum distance to which a rate applies. You must enter a value of “9999999” in the last Distance field to ensure that the system covers all distances.

### How the system calculates distance

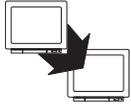
The system calculates distance either from values you entered based on the Trip Worksheet or from values provided by the Freight (ECS) preference.

## Processing Options for Distance-Based Freight Table

1. Enter the desired default values for the following fields:

- Mode of Transport \_\_\_\_\_
- Billable/Payable/Both \_\_\_\_\_
- Sales Order Line Type \_\_\_\_\_
- Distance U/M \_\_\_\_\_
- Unit of Measure for Rate Basis \_\_\_\_\_

### Creating a Fixed-Fee Freight Table



From Load and Delivery Management (G49), choose Load and Delivery Freight Information

From Load and Delivery Freight Information (G4932), choose Fixed-Fee Freight

You use the fixed-fee freight table to define fixed rates. You can define the rate solely on a fixed fee or in conjunction with distance- or zone-based freight charges.

You can set the processing options to display two formats of fields in the header portion of the Fixed-Fee Freight form. You use these fields to apply fixed-fee freight according to specific criteria. Both formats display the Dispatch Group field. In addition, the default format allows you to specify *only* one of three fields:

- Zone
- Tariff Code
- Carrier

The alternate format requires you to specify *both* Dispatch Group and Zone *plus* one of two fields:

- Tariff Code
- Carrier

You can assign fixed fees in five ways, depending on how the associated freight preference is defined. Depending on your business requirement, you can define the preference by zone, tariff code, carrier, zone and carrier, or zone and tariff code:

<b>Zone</b>	Deliveries to a delivery zone use the same freight rate. You assign a UDC that represents the general geographic delivery area where the customer or customer group is located.
<b>Tariff Code</b>	Deliveries are controlled by a published rate or by a rate that is negotiated with a customer or group of customers.
<b>Carrier</b>	Deliveries made by a specified carrier or contract hauler use freight rates negotiated with the carrier.

**Zone and Carrier**

Deliveries made to a specific zone by a specified carrier or contract hauler use freight rates negotiated with the carrier.

**Zone and Tariff Code**

Deliveries to a specific zone are controlled by a published rate or by a rate that is negotiated with a customer or group of customers.

## ► To create a fixed-fee freight table

On Fixed-Fee Freight

The screenshot shows a software window titled "[49130] - Fixed-Fee Freight". It contains several input fields and a table. The input fields are: Business Unit (DEPOT1), Mode of Trn (3), Currency Code (B), Dispatch Group and Zone or Tariff Code or Carrier (WH1 White Group 1, 001 Metro Delivery, Blank - Default). The table has four columns: From From, Through Through, Charge Rate, and Ln Ty. The first row of data is: 01/01/98, 12/31/98, 4.0000, F. The window also has a menu bar (Functions, Tools, Help) and a toolbar with icons for save, delete, and other functions. A status bar at the bottom indicates "F19/F20=Previous/Next Record F24=More Keys".

From From	Through Through	Charge Rate	Ln Ty
01/01/98	12/31/98	4.0000	F

1. Complete only one of the following three fields, or complete the Zone field and only one of the remaining two fields:
  - Zone
  - Tariff Code
  - Carrier
2. Complete the following required fields:
  - Business Unit
  - Mode of Transport
  - Billable/Payable
3. Complete the following optional field:
  - Line Type

Field	Explanation
Zone Number	<p>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.</p> <p>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.</p> <p>You set up the default for each of these fields on the Customer Billing Instructions form.</p>
Mode of Trn	<p>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.</p>
Billable/Payable	<p>Designates whether a freight charge will be billed to a client (billable) or paid to a contractor (payable). Valid values are:</p> <ul style="list-style-type: none"> <li>B Billable</li> <li>P Payable</li> <li>* Either billable or payable (the same table is used for both)</li> <li>N Freight calculation is to be skipped for this customer/item combination.</li> </ul> <p>Customer freight is also called billable freight. Supplier freight is also called payable freight.</p>
Line Type	<p>A code that controls how the system processes lines on a transaction. It controls the systems with which the transaction interfaces (General Ledger, Job Cost, Accounts Payable, Accounts Receivable, and Inventory Management). It also specifies the conditions under which a line prints on reports and is included in calculations.</p> <p>Codes include:</p> <ul style="list-style-type: none"> <li>S Stock item</li> <li>J Job cost</li> <li>N Non-stock item</li> <li>F Freight</li> <li>T Text information</li> <li>M Miscellaneous charges and credits</li> <li>W Work order</li> </ul> <p>..... <i>Form-specific information</i> .....</p> <p>For billable freight, you must specify a non-inventory line type for the freight sales order line that the system will create. The taxable status of billable freight is controlled at the customer master and line type level.</p> <p>For payable freight, there is no line type. The voucher is created without tax.</p>

### Processing Options for Fixed-Fee Freight Table

1. Enter the desired default values for the following fields:

- Mode of Transport
- Billable/Payable/Both
- Sales Order Line Type

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2. Enter '1' to require a dispatch group, zone, and either carrier or tariff code. Blank is the default and will require dispatch group and either zone or carrier or tariff code.

---

# Create Freight (ECS) Preferences

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From Load and Delivery Management (G49), enter 29

From Load and Delivery System Setup (G4941), choose Preference Profiles

From Sales Order Advanced & Technical Operations (G4231), choose Preference Profiles

## Creating Freight (ECS) Preferences

You create Freight (ECS) preferences to link a sales order detail line to a freight table. The system uses freight tables to determine freight charges based on distance, zone, or fixed fee. Use the Freight (ECS) preference to specify a freight table for a customer/customer group and item/dispatch group.

You also use the Freight (ECS) preference to define whether you want the freight calculation to be based on the delivery, sales order line, or the trip. A line-based freight charge is based only on a specified line. For delivery- and trip-based freight calculations, the freight calculation program uses a group of sales order detail lines to calculate the freight charges.

Freight (ECS) preferences instruct the system to apply freight rates to a specific:

- Customer
- Item (product)
- Customer group
- Item (product) group
- Any combination of customers (or groups) and items (or groups)

The system uses these additional fields to search for a preference:

- Branch/Plant
- Mode of Transport
- Carrier (for supplier freight only)

When the system calculates billable freight, the Customer Freight Calculator program searches for preferences with a “B” or “\*” in the Billable/Payable field. When the system calculates payable freight, the Supplier Freight Calculator

program searches for preferences that have either a “P” or “\*” in the Billable/Payable field. Additionally, you can skip freight calculation by specifying “N” in the Billable/Payable field.

## ► To create Freight (ECS) preferences

---

On Preference Profiles

1. Access the Preference Inquiry form for the Freight (ECS) preference.

[40200] - Freight (ECS)

Functions Options Tools Help

Effective From   
Effective Thru

Customer Number  Gas StationA

OR Customer Group

Item Number  Unleaded Fuel

OR Item Group

Seq	Branch/Plant	Trn	Number	Distance	UM
1			3		

Opt 1=Revisions 2=Memo F24=More Keys

- On the Freight (ECS) form, access the Preference Revisions form.

- On the Freight (ECS) Preference Revisions form, complete one or more of the following fields to define customer and item combinations:
  - Customer Number
  - Customer Group
  - Item Number
  - Item Group
- Complete the following required fields to define specific preference information:
  - Billable/Payable
  - Delivery/Line/Trip Level
- Complete one of the following fields to define specific preference information:
  - Distance Based
  - Zone Based Freight
  - Fixed Fee
- Complete the following fields that are applicable to the field selected in the previous step:
  - Branch/Plant
  - Mode of Transport
  - Carrier Number

- Preference/Trip Sheet Distance
- Distance
- Unit of Measure
- Tariff Code

Field	Explanation
Billable/Payable	<p>Designates whether a freight charge will be billed to a client (billable) or paid to a contractor (payable). Valid values are:</p> <ul style="list-style-type: none"> <li>B Billable</li> <li>P Payable</li> <li>* Either billable or payable (the same table is used for both)</li> <li>N Freight calculation is to be skipped for this customer/item combination.</li> </ul> <p>Customer freight is also called billable freight. Supplier freight is also called payable freight.</p> <p>..... <i>Form-specific information</i> .....</p> <p>For Freight (ECS) Preference</p> <p>The system uses this required field as a search key by the Customer Freight Calculator and the Supplier Freight Calculator.</p> <p>Enter B (Billable to Customer) to have the system select the preference when you run billable freight.</p> <p>Enter P (Payable to Contractor) to have the system select the preference when you run payable freight.</p> <p>* (Both Billable and Payable) to have the system select the preference when you run either billable or payable freight.</p> <p>The Customer Freight Calculator searches for preferences with a B or *. The Supplier Freight Calculator searches for preferences with a P or *.</p> <p>The entry you make in this field impacts the entry you must make in the Delivery/Line/Trip field.</p> <ul style="list-style-type: none"> <li>• If you enter a B: You must enter either a D (Delivery) or L (Line) in the Delivery/Line/Trip field.</li> <li>• If you enter a P: You must enter either a D (Delivery) or T (Trip) in the Delivery/Line/Trip field.</li> <li>• If you enter an *: You must enter a D (Delivery) in the Delivery/Line/Trip field.</li> </ul>

Field	Explanation
Dlvy/Line/Trip Level	<p>This code designates whether a freight charge is calculated at various levels depending.</p> <p>Valid values are:</p> <ul style="list-style-type: none"> <li>D Delivery (billable or payable freight)</li> <li>L Line (billable freight only)</li> <li>T Trip (payable freight only)</li> </ul> <p>The entry you make in this field correlates to the entry you made in the Billable/Payable field:</p> <ul style="list-style-type: none"> <li>• If you enter a D: The system calculates the freight charges on all lines delivered to a ship to address on a trip. This value is valid if the Billable/Payable field is B, P, or *. If no trip is associated with the order, freight is calculated at the order level.</li> <li>• If you enter a L: The system calculates the freight charges on a per line basis. This value is valid if the Billable/Payable field is B.</li> <li>• If you enter a T: The system calculates freight on the entire trip. This value is valid if the Billable/Payable field is P. If no trip is associated with the order, freight is calculated at the order level.</li> </ul>
Distance Based Freight	<p>Enter a value in this field if you want to use the distance-based freight tables. The value in this field provides an additional key for the system to retrieve the freight rate. Valid values are:</p> <ul style="list-style-type: none"> <li>C Carrier</li> <li>T Tariff Code</li> <li>Blank Distance-based table is not used</li> </ul> <p>If you enter a value to use distance-based freight, you must also make an entry in the Preference/Trip field.</p>
Preference/Trip Sheet Distance	<p>Designates where the actual distance to be used for the freight distance calculation should come from. Valid values are:</p> <ul style="list-style-type: none"> <li>P (Preference) - Use the distance specified in this preference. Do not use this value if you entered T (trip) in the Delivery/Line Trip field.</li> <li>T (Trip) - Apply the distance specified on the trip sheet.</li> <li>Blank The distance-based table is not used</li> </ul> <p>If you enter a value in the Distance Based field, you must make an entry in this field.</p>

<b>Field</b>	<b>Explanation</b>
Zone Based Freight	This code designates whether freight calculation will be based on the zone freight table. The value in this field indicates the additional key for retrieval of the freight rate from the freight table. Valid values are: C Carrier T Tariff Code
Fixed Fee Freight	A code that designates whether freight calculation will be based on the fixed fee freight table. The value in this field indicates the additional key for retrieval of the freight rate from the freight table. Valid values are: C Carrier T Tariff Code Z Zone

### What You Should Know About

#### **Supplier freight calculations**

For supplier freight calculations, if you define the system to use the Carrier field on a sales order detail line when calculating freight, you might want to create an Inventory Commitment preference. When you complete the Carrier field on the Inventory Commitment preference, the system automatically fills the Carrier field in the sales order detail record.

See *Setting Up Preference Types (P4007)* in the *Sales Order Management Guide*.

#### **Specifying mode of transport and carrier values**

You can enter a value in the Mode of Transport field in order entry. Alternately, the system might fill the field at load confirm based on information from the vehicle master or the system can supply the mode of transport based on information you set up in the Inventory Commitment preference.

During load confirm, you can enter a value in the Carrier field but not the Mode of Transport field. In either case, the system does not use preferences to provide default information for these fields at this time.

If you are creating a trip, the system fills or overrides the Mode of Transport and Carrier fields on the sales order detail during load confirm. The system fills these fields based on the information you entered on the Vehicle Master form for the vehicle you are assigning to this trip.

## See Also

- *Setting Up Preferences (P4007) and Understanding the Inventory Commitment Preference (P4007) in the Sales Order Management Guide*





# Transaction Server Setup

## Objectives

- To set up the Transaction Server for the Load and Delivery Management system

## About Transaction Server Setup

The Transaction Server for the Load and Delivery system allows you to make processing option changes to one centralized report writer version instead of changing each of the following programs:

- Bulk Load Confirmation
- Packaged Load Confirmation
- Bulk Delivery Confirmation
- Packaged Delivery Confirmation
- Bulk Disposition
- Mass Delivery Confirmation

That is, each of the above listed programs call the Transaction Server for Load and Delivery system. So, if you need to make processing option changes for these programs, you can make the changes once, in the Transaction Server program, instead of changing each of the individual programs.





# Set Up Transaction Server Report Writers

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From Load and Delivery Management (G49), choose Gantry/Load Rack Inquiry

From Gantry/Load Rack Interface Inquiry (G4939), enter 29

From Gantry/Load Rack Setup (G49394), choose Load and Delivery Transaction Server

## Setting Up Transaction Server Report Writers

The Transaction Server for the Load and Delivery system allows you to make processing option changes to one centralized report writer version instead of changing each of the following programs:

- Bulk Load Confirmation
- Packaged Load Confirmation
- Bulk Delivery Confirmation
- Packaged Delivery Confirmation
- Bulk Disposition
- Mass Delivery Confirmation

That is, each of the above listed programs call the Transaction Server for Load and Delivery system. So, if you need to make processing option changes for these programs, you can make the changes once, in the Transaction Server program, instead of changing each of the individual programs.

You set up the Transaction Server for the Load and Delivery Management system by completing processing options in a Load and Delivery Transaction Server report writer version. You use these processing options to define:

- Next trip status
- Program versions for milk run, general ledger server, order line adjustments, and download queue interface programs
- Document type for all transactions, except sales orders created during milk run processing and those charged to an organization during disposition

- General options, such as the G/L date for journal entries, adjustment or fully rebilling orders that are not loaded or delivered as ordered, and G/L journal entries
- Order and line types for sales orders created during disposition for charges to an organization
- Status and line number increments for sales orders created during disposition for charges to an organization and for milk run orders
- Options for commingled stock not owned by a depot
- Gantry default values for automatically downloading trip charges for left-on-board product

► **To set up the load and delivery Transaction Server**

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On Load and Delivery Transaction Server

The screenshot shows a window titled "[98300] - L. & D. Transaction Server" with a menu bar (Functions, Options, Tools, Help) and a toolbar. Below the toolbar is a "Skip to Version:" field and a "Form" field containing "RT49799". A table with the following data is displayed:

0	Version	Description	User	Chg Date
	ZJDE0001	Transportation Transaction Server	DEMO	04/01/97

At the bottom of the window, there is a status bar with the text "Opt 1=Run 2=Chg 3=Add 4=RptDist 5=Cover 6=Prt Ovr 8=Repair 9=Dlt" and a scroll bar.

1. Choose the report writer version to change or add.
2. Complete the following required processing option default values:
  - Disposition
  - Gantry Defaults

Processing Options for Load and Delivery Transaction Server

ENTER THE NEXT TRIP STATUS'S FOR TRIPS

AFTER THE FOLLOWING FUNCTIONS ARE

COMPLETED:

- 1. Load Confirmation \_\_\_\_\_
- 2. Delivery Confirmation Complete \_\_\_\_\_
- 3. Disposition \_\_\_\_\_

ENTER THE NEXT STATUS FOR SALES

ORDERS AFTER THE FOLLOWING FUNCTIONS

ARE COMPLETED:

- 4. Load Confirmation - \_\_\_\_\_
  - Delivery Documents Printed \_\_\_\_\_
  - Delivery Documents not Printed \_\_\_\_\_
- 5. Delivery Confirmation - \_\_\_\_\_
  - Freight Computed \_\_\_\_\_
  - Freight not Computed \_\_\_\_\_
  - Miscellaneous Lines \_\_\_\_\_

ENTER THE PROGRAM VERSION FOR PROCESSING

THE FOLLOWING FUNCTIONS:

- 6. Milk Run (P40211Z, Default=ZJDE0003) \_\_\_\_\_
- 7. General Ledger Server (XT0911Z1) \_\_\_\_\_
- 8. Order Line Adjustments (XT4999) \_\_\_\_\_
- 9. Download Data Queue Interface \_\_\_\_\_  
P49570

ENTER THE DOCUMENT TYPE FOR THE

FOLLOWING FUNCTIONS:

- 10. Document Type for All Transactions \_\_\_\_\_  
 created (With the exception of  
 Sales Orders created during Milk  
 Run Processing and Charge to Org  
 during Disposition)

GENERAL OPTIONS:

- 11. Enter the specific G/L Date for \_\_\_\_\_  
 Journal Entries.
- 12. Enter a '1' to use the Load Date as \_\_\_\_\_  
 the G/L Date.  
 If both options 11 and 12 are blank,  
 the system date will be used. If  
 both options 11 and 12 are not  
 blank, the date in option 11 will be  
 used.  
 \*Note: This option only applies to  
 Load Confirmation.

13. Adjust or Fully rebill orders that  
are not loaded/delivered as ordered  
A=Adjust F=Fully rebill  
(Default = Fully rebill) \_\_\_\_\_

14. Enter the batch type for G/L Journal  
Entries created (N or G)  
N = Inventory G = General Journal  
(Default = N) \_\_\_\_\_

15. Enter '1' to summarize journal  
entries by G/L Account  
(Default = Do not summarize) \_\_\_\_\_

ENTER THE FOLLOWING OPTIONS FOR SALES

ORDERS CREATED DURING DISPOSITION FOR

CHARGE TO ORGANIZATION:

16. Order Type \_\_\_\_\_  
17. Line Type \_\_\_\_\_

ENTER THE FOLLOWING OPTIONS FOR SALES

ORDERS CREATED DURING DISPOSITION FOR

CHARGE TO ORGANIZATION AND FOR MILK RUN

ORDERS:

18. Beginning Status \_\_\_\_\_  
19. Next Status \_\_\_\_\_  
20. Line No. Increment \_\_\_\_\_

ENTER THE FOLLOWING OPTIONS FOR

COMMINGLED STOCK THAT IS NOT OWNED BY

THE DEPOT:

21. Enter the new line type for the  
order lines to prevent Journal  
Entries from being created. \_\_\_\_\_

22. Enter a '1' to prevent Journal  
Entries from being created when  
product is returned to tank or when  
the owner changes. (Default = create  
Journal Entries) \_\_\_\_\_

NOTE: These two options should be  
consistent (either JE's are created in  
both cases or not created in both).

GANTRY DEFAULTS:

23. If you are using an automated  
gantry, enter a '1' to automatically  
download left on board changes. ' ' \_\_\_\_\_  
is the default and will not  
automatically download trip changes.



# Gantry Setup

## Objectives

- To set up the gantry to load bulk products on a bulk vehicle using an automated gantry or loading rack
- To define the gantry subsystem that enables communication between the gantry load rack and other software components of the Load and Delivery Management system
- To set up interface constants to establish communications parameters between the gantry subsystem and the Load and Delivery Management system
- To set up report writers to define a set of programs that control the processing between the Load and Delivery Management system and the gantry
- To understand the inter-relationship between the programs that control gantry processing

## About Gantry Setup

You set up the gantry to load bulk products on a bulk vehicle using an automated gantry or loading rack. By automating the loading of bulk products, you are essentially replacing the functions of the bulk load confirmation and bulk loading note.

The Load and Delivery Management system uses its gantry subsystem to communicate with the gantry custom software system and the gantry hardware. You must define the system's gantry subsystem by establishing valid names for the gantry-related programs.

You must set up interface constants to establish communications between the Load and Delivery Management system, which includes the gantry subsystem, and your company's gantry custom software system. The gantry custom software system is required for downloading information to the gantry.

You set up report writers to define a set of programs that control the processing between the Load and Delivery Management system and the gantry.

Complete the following tasks:

- Define the gantry subsystem



- Set up interface constants
- Set up gantry report writers

### See Also

- *About Gantry Loading* for information on the gantry system
- *Setting Up Transaction Server Report Writers (P98300)* for a description of the processing options for the gantry

# Define the Gantry Subsystem

---



From Load and Delivery Management (G49), choose Gantry/Load Rack Inquiry

From Gantry/Load Rack Interface Inquiry (G4939), enter 29

From Gantry/Load Rack Setup (G49394), choose Define Subsystem

## Defining the Gantry Subsystem

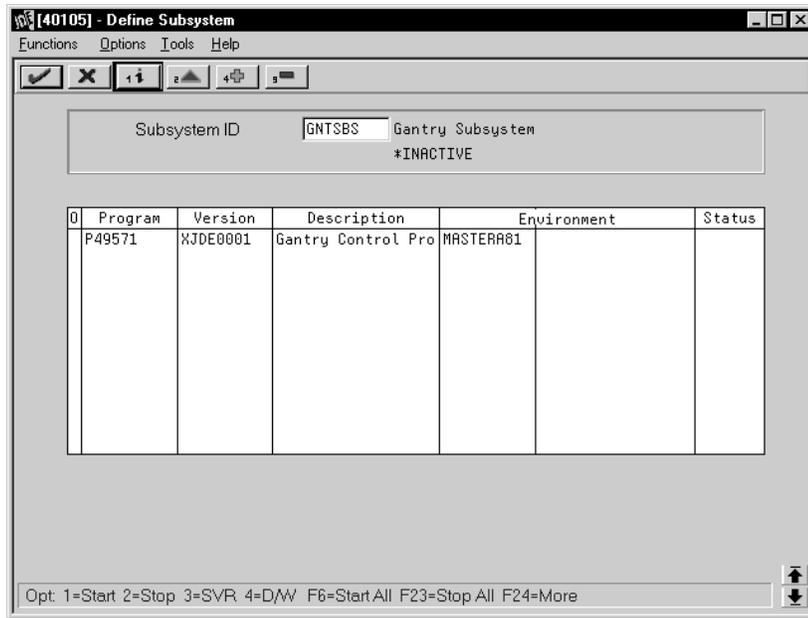
The Load and Delivery Management system uses its gantry subsystem to communicate with the gantry custom software system and the gantry hardware. You must define the system's gantry subsystem by establishing valid names for the gantry-related programs, such as:

- Library location of the Download Data Queue
- Download Data Queue
- Download Communication Data Queue
- Gantry subsystem
- CL (stop) program

## ► To define the gantry subsystem

---

On Define Subsystem



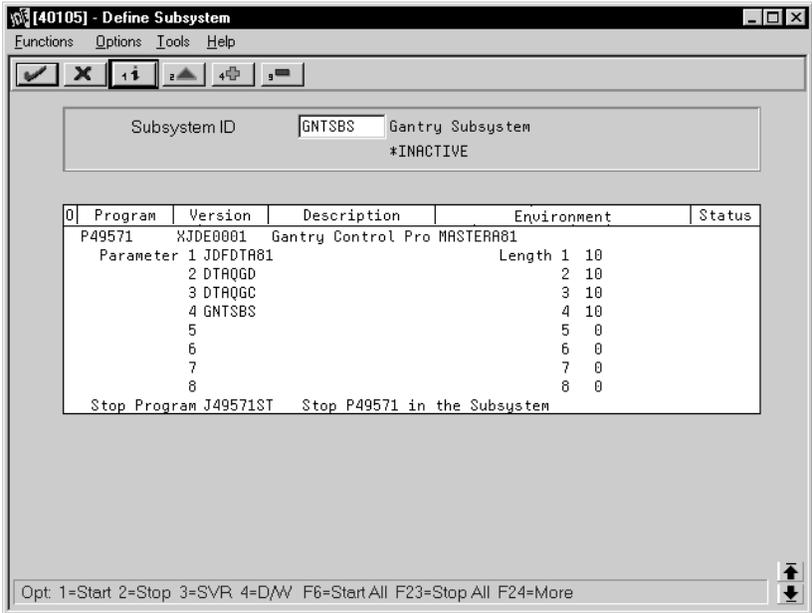
The screenshot shows a window titled "[40105] - Define Subsystem". The window has a menu bar with "Functions", "Options", "Tools", and "Help". Below the menu bar is a toolbar with several icons. The main area of the window contains a form with a "Subsystem ID" field containing "GNTSBS" and a label "Gantry Subsystem" with "\*INACTIVE" below it. Below this is a table with the following data:

0	Program	Version	Description	Environment	Status
	P49571	WJDE0001	Gantry Control Pro	MASTERR01	

At the bottom of the window, there is a status bar with the text: "Opt: 1=Start 2=Stop 3=SVR 4=D/W F6=Start All F23=Stop All F24=More".

1. Complete the following required fields:
  - Subsystem ID
  - Program
  - Version
  - Environment

2. Access the detail area.



3. Complete the following required fields:

- Parameter (fields 1 through 4)
- Length (fields 1 through 4)
- Stop Program

Field	Explanation
Subsystem ID	<p>A user defined code (system 40/type SB) that identifies an existing subsystem. If you have set up the processing options to do so, the system automatically fills in this field.</p> <p>..... <i>Form-specific information</i> .....</p> <p>Normally, you use the name of the subsystem that J.D. Edwards has predefined for the print or gantry subsystems. It is best to change the values associated with this subsystem to tailor it for your environment, rather than create a new one.</p> <p>For Print Subsystem:</p> <p>The identifier supplied by the Define Print Subsystem program (QOPSBSxx). If you chose to have more than one active set of open order tables (F4x01/F4x11/F4x19), you need to have one Print Subsystem per set of active files. The program automatically increments the subsystem ID so that the second one carries an identifier of QOPSBS01, the third is identified as QOPSBS02, and so forth.</p> <p>For Gantry Subsystem:</p> <p>The identifier for the gantry subsystem is GNTSBS.</p>
Object	<p>The name of a program you want to define within the subsystem.</p> <p>..... <i>Form-specific information</i> .....</p> <p>For Print Subsystem:</p> <p>A code identifying the print control program.</p> <p>For Gantry Subsystem:</p> <p>A code identifying the gantry download control program.</p>
Version	<p>For World, identifies a group of items that the system can process together, such as reports, business units, or subledgers.</p> <p>For OneWorld, the name of the version. It is created when the version is added.</p> <p>..... <i>Form-specific information</i> .....</p> <p>The DREAM Writer version of the print control or gantry program identified in the program field.</p>
Member ID	<p>A program that the system uses to stop a print control or gantry program when you use option 2 (stop) on this form or you use the Stop Subsystem menu selection.</p> <p>..... <i>Form-specific information</i> .....</p> <p>For Gantry Subsystem:</p> <p>The default name of this program is J49571ST.</p>

Field	Explanation
Parameter – Program Call 1	<p>A generalized 10 character parameter value passed to a called program.</p> <p>..... <i>Form-specific information</i> .....</p> <p>For Gantry Subsystem:</p> <p>You must enter the name of the library where the Download Data Queue (DTAQGD) exists. For example, *LIBL.</p>
Parameter – Program Call 2	<p>A generalized 10 character parameter value passed to a called program.</p> <p>..... <i>Form-specific information</i> .....</p> <p>For Gantry Subsystem:</p> <p>You must enter the name of the Download Data Queue. The default name of this queue is DTAQGD.</p>
Parameter – Program Call 3	<p>A generalized 10 character parameter value passed to a called program.</p> <p>..... <i>Form-specific information</i> .....</p> <p>For Gantry Subsystem:</p> <p>You must enter the name of the Download Communication Data Queue. The default name of this queue is DTAQGC.</p>
Parameter – Program Call 4	<p>A generalized 10 character parameter value passed to a called program.</p> <p>..... <i>Form-specific information</i> .....</p> <p>For Gantry Subsystem:</p> <p>You must enter the name of the Gantry Subsystem The default name of this subsystem is GNTSBS.</p>
Parameter Length – Program Call 1	<p>The length of the parameter which the called program is expecting.</p> <p>..... <i>Form-specific information</i> .....</p> <p>For Gantry Subsystem:</p> <p>You must enter a value of 10.</p>
Parameter Length – Program Call 2	<p>The length of the parameter which the called program is expecting.</p> <p>..... <i>Form-specific information</i> .....</p> <p>For Gantry Subsystem:</p> <p>You must enter a value of 10.</p>

<b>Field</b>	<b>Explanation</b>
Parameter Length – Program Call 3	The length of the parameter which the called program is expecting.  ..... <i>Form-specific information</i> .....  For Gantry Subsystem:  You must enter a value of 10.
Parameter Length – Program Call 4	The length of the parameter which the called program is expecting.  ..... <i>Form-specific information</i> .....  For Gantry Subsystem:  You must enter a value of 10.

# Set Up Interface Constants

---



From Load and Delivery Management (G49), choose Gantry/Load Rack Inquiry

From Gantry/Load Rack Interface Inquiry (G4939), enter 29

From Gantry/Load Rack Setup (G49394), choose Interface Constants

## Setting Up Interface Constants

You must set up interface constants to establish communications between the Load and Delivery Management system, which includes the gantry subsystem, and your company's gantry custom software system. The gantry custom software system is required for downloading information to the gantry.

### ► To set up interface constants

---

On Interface Constants

Process Control System ID	PCS1
Communication Type	XXXXX
Object Library	PGFSRC81
Order Type	S3

Complete the following required fields:

- Process Control System ID
- Communication Type
- Object Library
- Order Type

Field	Explanation
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.
Communication Type	This is the type of communication that you are using between the automated loading rack or gantry and the J.D. Edwards Gantry Interface.
Object Library	<p>The name of a program you want to define within the subsystem.</p> <p>..... <i>Form-specific information</i> .....</p> <p>The name of the object library.</p>
Order Type	<p>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.)</p> <p>The following document types are defined by J.D. Edwards and should not be changed:</p> <ul style="list-style-type: none"> <li>P     Accounts Payable documents</li> <li>R     Accounts Receivable documents</li> <li>T     Payroll documents</li> <li>I     Inventory documents</li> <li>O     Purchase Order Processing documents</li> <li>J     General Accounting/Joint Interest Billing documents</li> <li>S     Sales Order Processing documents</li> </ul> <p>..... <i>Form-specific information</i> .....</p> <p>Indicates the order type used for orders generated by the gantry subsystem.</p>

# Set Up Gantry Report Writers

---

## Setting Up Gantry Report Writers

You set up report writers to define a set of programs that control the processing between the Load and Delivery Management system and the gantry. These programs provide:

- A communications path between your company's gantry custom software system, the gantry hardware, and the J.D. Edwards Load and Delivery Management system
- Download control to receive gantry download requests from the J.D. Edwards system, update and write file records to the gantry interface, and forward the request to your company's gantry custom software system
- An update processing program used by the system's communication processes to update the status of the gantry load and to process the load confirmation

Complete the following tasks:

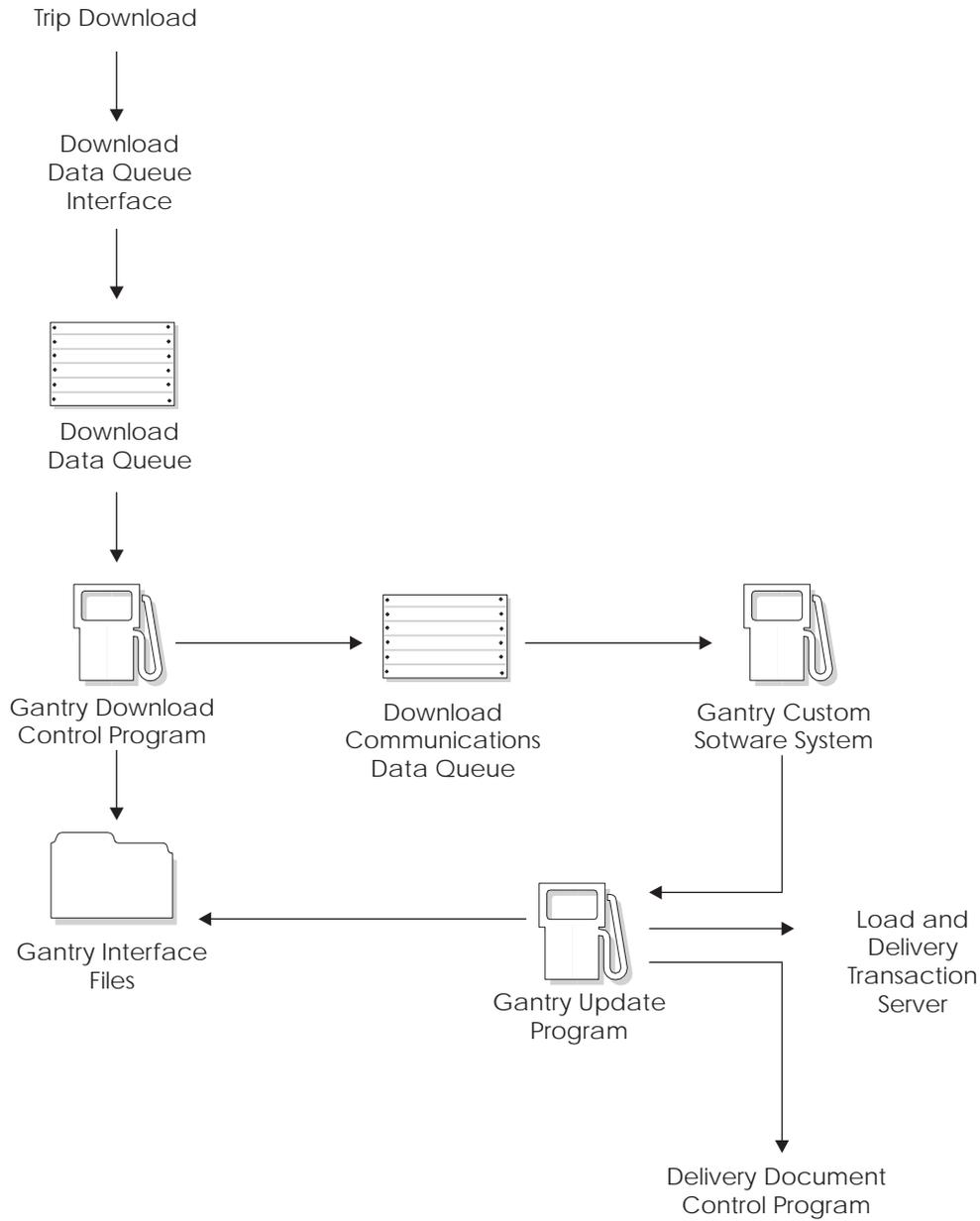
- Define the download data queue interface
- Define the download control
- Define the update program

You define the Download Data Queue Interface program to set up the default values for the interface between your company's gantry custom software system and the Load and Delivery Management system.

You define the Download Control program so the system can process downloads to the gantry that are received from the download data queue interface. You define the error logging level, whether to print a Bulk Loading Note, and the report writer version for the Bulk Loading Note.

You define the Gantry Update program so the system can receive requests from the gantry hardware. This program updates and writes the gantry interface records and directs the Transaction Server to process the product loads.

### Process Flow for the Gantry Subsystem



### Defining the Download Data Queue Interface



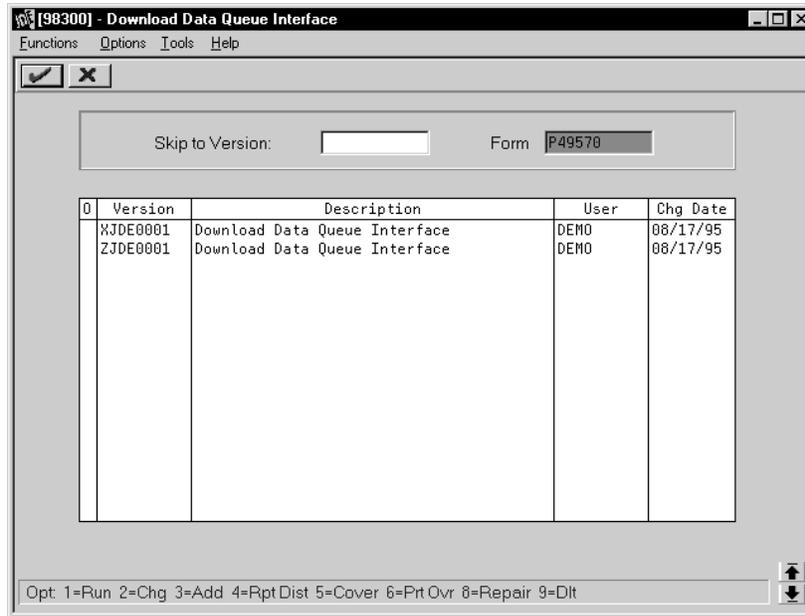
From Gantry/Load Rack Interface Inquiry (G4939), enter 29

From Gantry/Load Rack Setup (G49394), choose Download Data Queue Interface

You define the Download Data Queue Interface program to set up the default values for the interface between the gantry and the Load and Delivery Management system.

► **To define the download data queue interface**

On Download Data Queue Interface



1. Choose the report writer version to change or add.
2. Complete the following required processing option:
  - Default Values

**Processing Options for Download Data Queue Interface**

DEFAULT VALUES:

1. Enter the approved Trip Status. \_\_\_\_\_
2. Enter the trip status indicating loading has started or loading is complete. \_\_\_\_\_
3. Enter the Download Trip Status. \_\_\_\_\_
4. Enter the data queue name of the Download Trip Data Queue from the Gantry Subsystem definition. DTAQGD is the default and will be used if this option is blank. \_\_\_\_\_
5. Enter '1' to not validate vehicle registration number. ' ' is the default and will validate vehicle registration number. \_\_\_\_\_

## Defining the Download Control



From Gantry/Load Rack Interface Inquiry (G4939), enter 29

From Gantry/Load Rack Setup (G49394), choose Download Control

You define the Download Control program so the system can process downloads that are received from the download data queue interface to the gantry. You define the error logging level, whether to print a Bulk Loading Note, and the report writer version for the Bulk Loading Note.

### ► To define the download control

---

On Download Control

0	Version	Description	User	Chg Date
	XJDE0001	Gantry Control Program	DEMO	08/14/95
	ZJDE0001	Gantry Control Program	DEMO	08/14/95

1. Choose the report writer version to change or add.
2. Complete the following required processing options:
  - Logging Level
  - Document Print
  - Bulk Loading Note Program

## Processing Options for Gantry Download Control

1. Enter desired error Logging Level: \_\_\_\_\_  
 0 = No Logging (Default)  
 1 = Log Errors Only  
 3 = Log Errors and Requests  
 5 = Log Errors, Requests, and Completions
  
- DOCUMENT PRINT
2. Enter '1' to print Bulk Loading Note upon receipt of a download message. \_\_\_\_\_  
 ' ' is the default and will not print the Bulk Loading Note.
  
- ENTER THE DREAM WRITER VERSION FOR THE FOLLOWING PROGRAM: (Default = ZJDE0001)
3. Bulk Loading Note P49400 \_\_\_\_\_
  
- FOR CUSTOM GANTRY INTERFACE JOBS
4. Enter the program to start the Custom Interface jobs. \_\_\_\_\_  
 Program Name \_\_\_\_\_  
 Version ID \_\_\_\_\_
  
5. Enter the Program to stop the Custom Interface jobs. \_\_\_\_\_  
 Program Name \_\_\_\_\_  
 Version ID \_\_\_\_\_

## Defining the Update Program



From Gantry/Load Rack Interface Inquiry (G4939), enter 29

From Gantry/Load Rack Setup (G49394), choose Update Program

You define the Update program so the system can receive load completion requests from the gantry. This program updates and writes the gantry interface records and directs the Transaction Server to process the product loads.

You define default values for:

- Certain trip statuses
- Error logging level
- Load date override for load confirmation
- Tolerance for load quantity variances
- Owner numbers for commingled stock depending upon duty status
- Disposition code for remaining non-delivered quantities
- Next order status code range for load confirm of gantry-generated orders
- The option of printing a Bulk Loading Note upon receipt of load start

- Output queue name for document printing
- Data queue name for the print subsystem for delivery documents
- Library location for the data queue of the print subsystem
- report writer versions for various associated programs

### ► To define the Update program

---

On Update Program

0	Version	Description	User	Chg Date
	XJDE0001	Gantry Update Program	DEMO	04/14/97
	ZJDE0001	Gantry Update Program	DEMO	04/14/97

1. Choose the report writer version to change or add.
2. Complete the following required processing options:
  - Download Successful
  - Download Failed
  - Vehicle Load Had Started
  - Vehicle Load Has Completed
  - Vehicle Load Problem
  - Vehicle Load Failed
  - Load Confirm Failure
  - Load Confirm Completed
  - Gantry Generated Orders (From Status and To Status)

See Also

- *Setting Up Transaction Server Report Writers (P98300)*

Processing Options for Gantry Update Program

Enter defaults for certain Trip Statuses

1. Download Successful	_____
2. Download Failed	_____
3. Vehicle Load had Started	_____
4. Vehicle Load has Completed	_____
5. Vehicle Load Problem	_____
6. Vehicle Load Failed	_____
7. Load Confirm Failure	_____
8. Load Confirm Completed	_____
9. Approved Trip	_____
10. Download Validation Failed	_____

11. Enter the logging level desired	_____
0 = No Logging	
1 = Log Errors (default)	
3 = Log Errors and Requests	
5 = Log Errors, Req's & Completions	
7 = Log errs, reqs, comp, & user spc	

LOAD CONFIRM PROCESS

12. Load Date Override	_____
The value entered here will override	
the date reported by the Gantry.	

13. Delivery Date Override	_____
This date will override the date	
used for delivery confirmed trips.	

14. Enter the Tolerance that is allowed	
for the Load Quantity variances.	
The value entered here will treated	
as a percentage value of the Loaded	
Quantity to calculate the Upper and	
Lower limits.	

Example:

Upper limit of 5 and lower of 5	
Loaded Qty = 1000, hence	
Upper = 1000 + (5% of 1000) = 1050	
Lower = 1000 - (5% of 1000) = 950	
1.5% is entered as '1.5'	

	+ Upper Limit	_____
	- Lower Limit	_____

15. Enter the owner number to be used as	_____
a default for tanks commingled for	
duty when the duty status indicates	
that duty is paid.	

16. Enter the owner number to be used as	_____
a default for tanks commingled for	
duty when the duty status indicates	
that duty is NOT paid.	

17. Enter a Disposition Code to affect	_____
any remaining quantity not delivered	
S=shippable, B=backorder, C=cancel	
K=cancel remaining line.	

## Load and Delivery Management

---

### GANTRY GENERATED ORDERS

18. Enter the incoming Next Order Status range fo Load/Deliver Confirm Process

(required) From \_\_\_\_\_  
(required) TO \_\_\_\_\_

### DOCUMENT PRINT

19. Enter a '1' to Print Bulk Loading Note upone receipt of a load start message. If left balnk a loading note will not be printed. \_\_\_\_\_
20. Enter a '1' to NOT print Delivery Documents upon load complete of trips. A blank entry will automatically print the documents (unless Gantry overrides). \_\_\_\_\_
21. Enter a '1' to NOT print Delivery Documents upon load complete of gantry generated orders. A blank entry will automatically print the documents (unless Gantry overrides). \_\_\_\_\_
22. Enter the output queue number where documents should be printed. \_\_\_\_\_
23. Delivery Document Override Date. By default the program will use the load date as the document date. The value specified here will over-ride the document date. \_\_\_\_\_
24. Enter the Data Queue name for the Delivery Documents Print Subsystem. (Default is DTAQDD) \_\_\_\_\_
25. Enter the Library where the Data Queue enter above resides. (Default is \*LIBL) \_\_\_\_\_
- ENTER THE DREAMWriter VERSION FOR THE FOLLOWING PROGRAMS (Default is ZJDE0001)
26. Transportation Tx Server (XT49799) \_\_\_\_\_
27. Document Print Control (P49550) \_\_\_\_\_
28. Trip Seq. Maint. Server (X49370) \_\_\_\_\_
29. Bulk Loading Note (P49400) \_\_\_\_\_
30. Batch Order Create (P40211ZEC) \_\_\_\_\_



# System Setup

## Objectives

- To understand the basic setup requirements of the Load and Delivery Management system in conjunction with the Sales Order Management and the Inventory Management systems
- To set up the work day calendar in which you record the days a depot is closed, such as weekends, holidays, or planned shutdowns
- To set up automatic accounting instructions (AAIs) and determine how the G/L entries that the system generates are distributed

## About System Setup for Load and Delivery Management

You can customize the Load and Delivery Management system to fit your company's needs and to ensure that you meet customer demand. The Load and Delivery Management system integrates with other distribution/logistics systems to ensure efficiency and accuracy. Requirements include sophisticated sales order management, inventory allocation, item availability, and pricing.

Complete the following required tasks to set up your system:

- Set up the work day calendar
- Set up AAIs for load and delivery
- Understand user defined codes for LDM



### What Information Do You Need to Set Up?

The following describes the available setup features and their purpose.

**Work day calendar** You enter 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 trips, the system uses the information you set up in the work day calendar to track valid work days.

The system uses the calendar with trip maintenance, the Delivery Date preference, and throughput capacity.

**Automatic accounting instructions (AAs)** AAs provide the Sales Order Management system with accounting information and general ledger relationships for interacting with General Accounting.

The following describes the features that you need to set up in other systems, including Inventory Management, Technical Foundation, and General Accounting, and each feature's purpose:

**Branch sales markups** Branch sales markups allow you to set up transfer costs that apply to interbranch sales.

See *Setting Up Branch Sales Markups (P3403)* in the *Sales Order Management Guide*.

**Commissions and royalties** You can set up the commission information for a specific salesperson or a group of salespeople.

See *Setting Up Commission Information (P42120)* in the *Sales Order Management Guide*.

---

**Constants**

Constants provide the system with the following types of default information:

- System constants tell the system which functions to perform.
- Batch control constants tell the system whether an application requires management approval and batch control.
- Branch/plant constants help you control day-to-day transactions within a branch/plant.
- Location format determines how you identify item storage places in a branch/plant.
- Item availability defines how the system calculates the number of items that each branch/plant contains.

See *Defining Branch/Plant Constants (P41001)* in the *Inventory Management Guide*.

**Customer billing instructions**

The system uses customer billing instructions you set up to determine how to handle a customer's order.

See *Setting Up Customer Billing Instructions (P4206)* in the *Sales Order Management Guide*.

**Default location and printers**

Default location and printer settings provide the system with branch/plant, printer output queue, and approval route code information to use as default settings.

See *Assigning Default Print Queues (P400951)* in the *Inventory Management Guide*.

**Item cross-references**

Item cross-reference numbers allow the system to connect internal and external items.

See *Setting Up Item Cross-References (P41041)* in the *Inventory Management Guide*.

**Messages**

Messages display depending on which programs you specify and which messages you determine should print.

See *Setting Up Messages (P4016)* in the *Inventory Management Guide*.

**Next numbers**

Next numbers allows the system to automatically assign the next available number when applicable, such as for document types and Address Book numbers.

See *Setting Up Next Numbers (P0002)* in the *General Accounting I Guide*.

- Order activity rules** You set up order activity rules to establish the sequence of allowable steps that an order takes from beginning to end.
- See *Setting Up Order Activity Rules (P40204)* in the *Sales Order Management Guide*.
- Order hold information** You can define the codes that the system uses to place sales orders on hold.
- See *Setting Up Order Hold Information (P42090)* in the *Sales Order Management Guide*.
- Order line types** Order line types are codes that determine how the system processes a detail line in an order.
- See *Setting Up Order Line Types (P40205)* in the *Sales Order Management Guide*.
- Standard units of measure** The system applies the standard units of measure that you set up to all items across all branch/plants.
- See *Setting Up Standard Units of Measure (P41003)* in the *Inventory Management Guide*.
- User defined codes** You can set up user defined codes to customize each system in your environment.
- See *Working With User Defined Codes (P00051)* in the *Technical Foundation Guide*.
- Warehouse locations** Warehouse locations group items in branch/plants.
- See *Setting Up Warehouse Locations (P4100)* in the *Inventory Management Guide*.

# Set Up the Work Day Calendar

---



From Load and Delivery Management (G49), enter 29

From Load and Delivery System Setup (G4941), choose Work Day Calendar Setup

## Setting Up the Work Day Calendar

You set up the work day calendar to meet your specific business needs. You enter 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 trips, the system uses the information you set up in the work day calendar to track valid work days.

The work day calendar used by the Trip Maintenance program has a type of blank.

### Before You Begin

- Set up user defined codes. See *Working with User Defined Codes (P00051)* in the *Technical Foundation Guide*.

## ► To set up the work day calendar

On Work Day Calendar Setup

Branch: ALL

Calendar Year: 98  
Calendar Month: 06  
Calendar Type:   
Calendar Value:

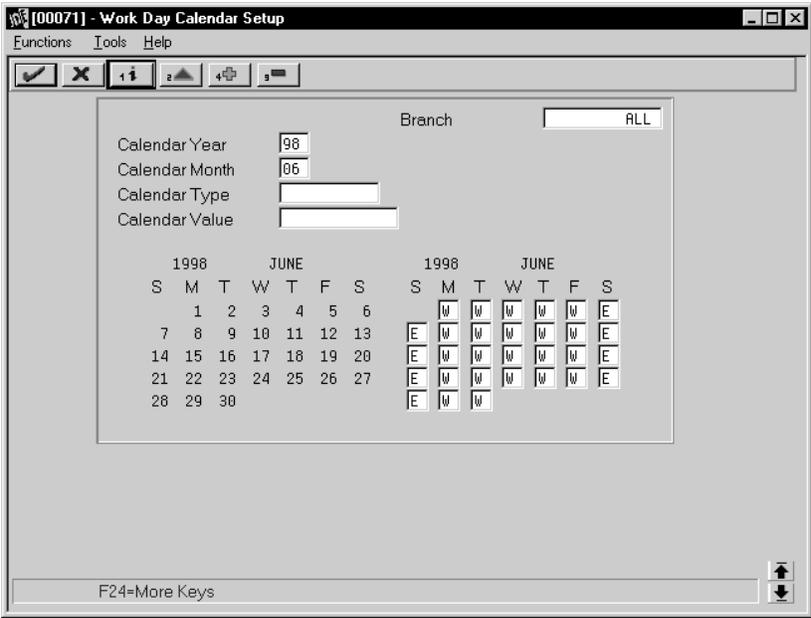
1997 JULY							1997 JULY						
S	M	T	W	T	F	S	S	M	T	W	T	F	S
			1	2	3	4	5	E	W	W	W	W	E
6	7	8	9	10	11	12	E	W	W	W	W	W	E
13	14	15	16	17	18	19	E	W	W	W	W	W	E
20	21	22	23	24	25	26	E	W	W	W	W	W	E
27	28	29	30	31			E	W	W	W	W		

F24=More Keys

1. Complete the following required fields:
  - Source Depot
  - Calendar Year
  - Calendar Month
  - Calendar Type
2. Complete the following optional field:
  - Calendar Value

3. Accept the entries.

The system displays the calendar.



- 4. Complete the following field for each day of the month:
  - Type of Day
- 5. Accept the entries to add the record.

Field	Explanation
Branch	This business unit represents the originating depot for a trip. ..... <i>Form-specific information</i> ..... This value identifies the branch or plant in which the calendar resides. It must be a valid business unit.
Calendar Type	Type of calendar used to describe which days are valid work days. A valid value can be "blank". The Trip Maintenance program uses a work day calendar with a type of blank.

<b>Field</b>	<b>Explanation</b>
Day - Type	<p>A user defined code (00/TD) that indicates the type of day, that is, how work should be scheduled. Examples are:</p> <ul style="list-style-type: none"><li>W     Work Day</li><li>E     Weekend</li><li>H     Holiday</li><li>M     Maternity Leave</li><li>L     Leave of Absence</li></ul> <p>With the exception of W, which is hard coded, you can use and revise these and add new codes.</p>

# Set Up AAI for Load and Delivery

---



From Distribution/Logistics Systems (G4), choose ECS Sales Order Processing

From ECS Sales Order Management (G4910), enter 29

From ECS Sales Order Management Setup (G4231), choose Automatic Accounting Instructions

## Setting Up AAI for Load and Delivery

Automatic accounting instructions (AAIs) are the user defined bridge between your day-to-day functions, chart of accounts, and financial reports. AAI's tell the system how to create G/L entries for programs that generate them automatically. Each system that interfaces with the General Accounting system has AAI's. The system stores AAI's for the distribution and manufacturing systems in the Distribution/Manufacturing – AAI Record Type (F4090) and the Distribution/Manufacturing – AAI Values (F4095) tables.

For distribution systems, you must create AAI's for each unique combination of company, document type, and G/L class that you anticipate using. Each AAI points to a specific G/L account consisting of a cost center, an object, and a subsidiary.

Once you define AAI's, the system knows how to record the transactions. When you run a sales update, the system must create entries to the inventory, expense or COGS, and revenue accounts for orders. Also, you may offset accounts for freight, taxes, or other charges associated with an order.

You use the Distribution Automatic Account form to define account information. This allows you to direct various entries created by sales order transactions to user defined account numbers. Each AAI contains combinations of:

- Company
- Document type
- G/L class code
- G/L account

You can create various combinations to direct entries to different offset accounts. For example, phone-in sales orders (SOs) affect different accounts than over-the-counter orders (SCs).

### AAIs Used in the ECS Sales Order Management System

<b>4220</b>	Specifies the Cost of Goods Sold (COGS) account.
<b>4221</b>	Specifies the deferred COGS account.
<b>4230</b>	Specifies the account used for sales revenue.
<b>4231</b>	Specifies the deferred revenue account.
<b>4232</b>	Specifies the unbilled A/R account.
<b>4240</b>	Specifies the account used for inventory.
<b>4241</b>	Specifies the inventory in transit account for entries created by the Load Confirm, Cycle Billing, and Update Customer Sales programs.
<b>4245</b>	Specifies the A/R trade account.
<b>4250</b>	Specifies tax liability accounts for entries created by the Update Customer Sales program.
<b>4260</b>	Specifies the interbranch revenue account for shipping warehouse entries created by the Update Customer Sales program.
<b>4270</b>	Specifies the sales discounts account for entries created by the Update Customer Sales program.
<b>4280</b>	Specifies accrued accounts for offset entries.
<b>4281</b>	Specifies the temperature gain/loss offset account.
<b>4282</b>	Specifies the temperature gain/loss account.
<b>4920</b>	Specifies payable freight that determines the freight expense amount.

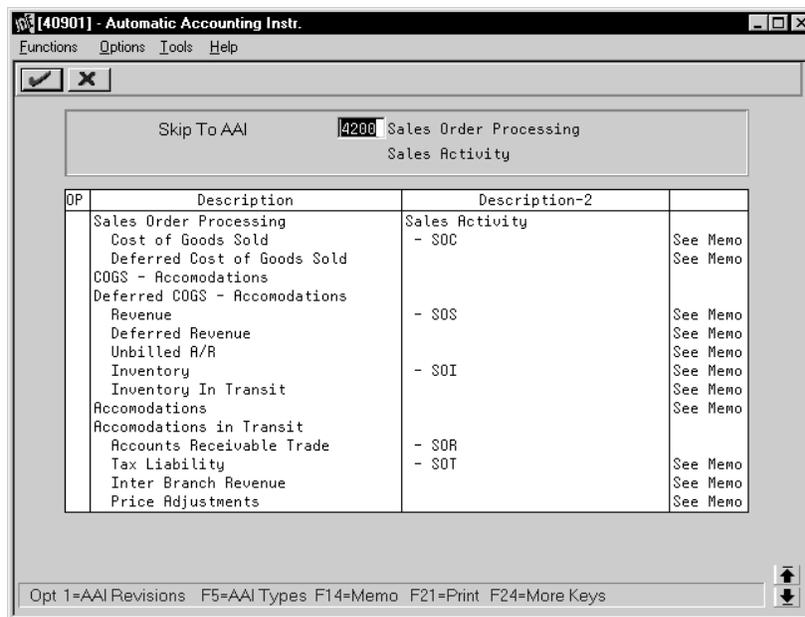
After you review and revise the existing AAIs for your business needs, you might need to set up additional AAI items.

### Before You Begin

- Verify that account master information is set up
- Verify that companies are set up
- Verify that transaction types are set up
- Verify that document types are set up
- Verify that G/L class codes are set up
- Determine the account numbers for recording transactions

▶ **To set up AAls**

### On Automatic Accounting Instructions



1. Access the Distribution Automatic Account form for the AAI you want to set up.

Co Ty	G/L Cls	Description	Account Bus. Unit	Distribution Object	Sub
00000	PV	FT60 Voucher // Freight		6140	

2. Complete the following fields:

- Company
- Document Type
- General Ledger Class
- Business Unit
- Object
- Subsidiary

### What You Should Know About

#### **Adding memo text**

You can enter memo text for each AAI table on the generic text window.

See the *Technical Foundation Guide*.

#### **Creating AAI record types**

You use the Distribution AAI Record Types form to create new account lines to display on the Automatic Accounting Instructions form.

**Directing freight amounts to the correct G/L accounts**

To direct freight amounts from the confirmation process to the correct G/L account, you must set up the inventory, COGS, and revenue AAls using the G/L class for freight and the document types to which you can apply freight. The result is a single entry to a revenue account for the amount of the freight.

**Entering multi-currency transactions**

The system creates two records for each transaction:

- Domestic cash ledger
- Currency ledger based on current exchange rate

You can view the different transaction amounts for each currency by either changing the currency setting from “domestic” to “multi” on applicable forms or by changing the processing options.



# Understand User Defined Codes for LDM

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## About User Defined Codes for LDM

The User Defined Codes (UDCs) program allows 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.

In addition, you need to define the user defined codes for the various document types used by the system.

The following table describes the user defined codes for the Load and Delivery Management system (System 49). This table also describes codes from other system that are used by the Load and Delivery Management system.

<b>Activity Codes (system 40/type AT)</b>	Identifies the type of activity or status.
<b>Compartment Status (system 49/type CS)</b>	Identifies the status of the compartment.
<b>Contract Purpose (system 49/type CP)</b>	Identifies the purpose of a contract.
<b>Contract Status (system 49/type CU)</b>	Identifies the status of the contract. The hard-coded values are active, closed, and pending.
<b>Contract Type (system 49/type CV)</b>	Identifies the type of contract.
<b>Dispatch Group (system 4150/type DG)</b>	Identifies the dispatch division.
<b>Document Print Control (system 49/type DP)</b>	Identifies the whether prenumbered forms are used for the document.
<b>Document Print Control Run Type (system 49/type DR)</b>	Identifies the type of document.

<b>Document Reason</b> (system 49/type DE)	Identifies the reason for the document.
<b>Document Set (system 49/type DC)</b>	Identifies the groups of documents to be printed following load confirm. The system selects a document set based on values you specify in the Document Set (ECS) preference.
<b>Document Status</b> (system 49/type DS)	Identifies the status of the document.
<b>Document Type (system 00/type DT)</b>	Identifies the type of document
<b>Equipment Type (system 49/type ET)</b>	Designates the equipment type.
<b>Job Type (system 06/type G)</b>	Identifies the job title of an employee.
<b>Measurement Method</b> (system 49/type MM)	Indicates the method used by the vehicle to control and measure the loading of product to its compartments.
<b>Media Type (system 49/type MT)</b>	Identifies the type of media.
<b>Mode of Transport</b> (system 00/type TM)	Identifies the mode of transport.
<b>Pricing Based On Date</b> (system 49/type DB)	Identifies the date that the price is based on.
<b>Property (system 49/type PR)</b>	Identifies the product property or attribute for testing.
<b>Record Type (system 49/type RT)</b>	Identifies the type of record.
<b>Registration/License Type (system 49/type RL)</b>	Indicates the authorization type, for example, general driving license, safety training certification, yard access, or land loading rack access.
<b>Sales Catalog Subsections (system 41/type S2)</b>	Identifies the subsection of the catalog item group.

<b>Sales Catalog Sections (system 41/type S1)</b>	Identifies the catalog item group, for example, fuels.
<b>Shift Codes (system 00/type SH)</b>	Identifies the shift, for example, day, graveyard, and swing.
<b>Shipping Zone (system 40/type ZN)</b>	Identifies the shipping zone (out of city) or type of shipment (same day delivery).
<b>Stop Type (system 49/type ST)</b>	Identifies how time was spent for a stop during a trip.
<b>Tariff Code (system 49/type TR)</b>	Identifies a unique set of freight rates that the system applies for specific customers or suppliers.
<b>Testing Method (system 49/type TM)</b>	Identifies the testing method for on-vehicle sampling.
<b>Trip Status (system 49/type TS)</b>	Indicates the events that have occurred to date or are yet to occur. The system has predefined status codes for such events as pending trips, approved trips, load confirmed trips, and delivery confirmed trips.
<b>Trip Type (system 49/type TT)</b>	Identifies the type of trip. For example, you might create trip type codes for the length of a trip.
<b>Unit of Measure (system 00/type UM)</b>	Identifies the unit of measure.
<b>Unit of Measure Classification (system 49/type UC)</b>	Identifies the classification of the unit of measure.
<b>Vehicle Status (system 49/type VS)</b>	Identifies the reason the vehicle is out of service, for example, scheduled routine maintenance, mechanical breakdown, and collision repair.

**Vehicle Type (system 49/type VT)**

Identifies the vehicle type. For example, within a delivery, you might use several types of vehicles. One type might be a road vehicle with a single motorized tractor combined with a storage tank or tanks. Or, it might be a motorized tractor that is attached to one or more non-motorized trailers.

If the vehicle does not carry product (tractor or engine), and you do not require dispatch group, you should set the special handling code to N.

If the vehicle does carry product and you want to assign a dispatch group, you must assign this on the Vehicle Master form.

**Work Day Calendar Type (system 42/type WD)**

Identifies the type of calendar, for example, depot, bank, or route.

### See Also

- *Working With User Defined Codes (P00051) in the Technical Foundation Guide*

## Setting Up Special Handling Codes for Gantry

If you are using a gantry loading rack, you must set up the Special Handling Code field in the Trip Type user defined code. You must define the special handling codes Trip Type as follows:

**Position 1: Delivery Confirm Flag**

blank – Indicates a normal delivery confirm for orders that you create prior to a trip.

M – Indicates a milk run for orders that you create after a trip.

D – Indicates a gantry trip that you load and delivery confirm after you complete the loading process.

**Position 2: Load  
Confirm Control**

blank – Indicates you want to schedule a load confirm.

1 – Indicates you want to confirm by loaded quantity regardless of the tolerance setting.

2 – Indicates that if loaded quantity is within tolerances, you want to confirm by actual load quantity.

3 – Indicates that if loaded quantity is within tolerances, but exceeds scheduled quantity, you want to confirm by scheduled quantity. Also indicates that if loaded quantity is within tolerances and does not exceed scheduled quantity, you want to confirm by actual load quantity.

**Position 3: Order Line  
Adjust at Load Confirm**

blank – Indicates you do not want to adjust order line quantities at load confirmation.

1 – Indicates you want to adjust order line quantities at load confirmation.

**Position 4: Document  
Print Override**

blank – Indicates you want to use a processing option to control document printing.

0 or N – Indicates you want to use this code to force a no printing condition.



# Advanced & Technical





# Technical Operations

## Objectives

- To purge trip records from the system
- To review the status of a trip
- To change the status of a trip
- To purge gantry interface records

## About Technical Operations

Technical operations consists of purging obsolete trip records from the system, reviewing or changing a trip status, and purging gantry records.

Trip status refers to the event flow or processing cycle of a trip in the system. Trip statuses are set up in the user defined code table 40/AT.

Complete the following tasks:

- Purge trip records
- Work with trip status
- Purge gantry records

## See Also

- *About User Defined Codes for LDM (P00051)*





# Purge Trip Records

---



From Load and Delivery Management (G49), enter 27

From Load and Delivery Advanced and Technical Operations (G4931), choose Trip Purge

## Purging Trip Records

As part of your depot operations, you might want to purge the trip records recorded in the system. The Trip Purge program eliminates trips set up in the Load and Delivery Management system.

The Purge Trip program allows you to specify in the processing options to purge all records with a particular load date or earlier date, and to purge all records having a particular status.

When you choose Trip Purge, the system purges all records according to the specifications you indicated in the processing options.

### Before You Begin

- Verify that the trip records you have specified to purge in the processing options are no longer needed

### What You Should Know About

#### **Excluding approved trips**

Do not include the status for approved trips in the processing option setting, so you that don't purge open trips.

### Processing Options for Trip Purge

Processing Options:

1. Enter the default Load Date for purging Trip records. All Trip records with a date less than or equal to the Load Date will be purged. \_\_\_\_\_
  
2. Status Codes for Trips:
  1. Enter the Minimum Trip Status to be selected for processing. \_\_\_\_\_

# Work with Trip Status

---



From Load and Delivery Management (G49), enter 27

From Load and Delivery Advanced and Technical Operations (G4931), choose Trip Status Maintenance

## Working with Trip Status

As part of your depot operations, you might want to review or change the status of a particular trip.

You set a processing option that determines whether the program functions as an inquiry or an update.

Complete the following tasks:

- Review trip status
- Change trip status

### Before You Begin

- Verify that the processing option is set to use the Trip Status Maintenance form as an inquiry or an update

The screenshot shows a software window titled "[49380] - Trip Status Maintenance". It has a menu bar with "Functions", "Options", "Tools", and "Help". Below the menu bar are several icons. The main area contains a form with the following fields:

- Trip Depot: DEPOT1
- Trip Number: 5
- Trip Status: 40 Approved
- Vehicle Id: T11
- Scheduled Load D: 06/02/98
- Reg/Lic Nbr: 10101
- Sequence Number: 1.00

Below the form is a table with the following data:

Order Number	Or Ty	Line Number	Ship To . . . . . Number Alpha Name	Item Number	Status Lst   Nxt
112750	S3	1.000	510 City Fuels Li	PREM	525   542

At the bottom of the window, there is a status bar with the text "Opt1: Sales Order Entry F3=Exit F24=More Keys" and two arrow icons.

## Reviewing Trip Status

You can review the status of a particular trip.

▶ **To review trip status**

---

On Trip Status Maintenance

Complete the following fields:

- Trip Depot
- Trip Number

## Changing Trip Status

You can change the status of a particular trip.

▶ **To change trip status**

---

On Trip Status Maintenance

1. Complete the following fields:

- Trip Depot

- Trip Number
2. Accept the entries.  
  
The system displays the trip information.
  3. Choose the Change option.
  4. Change the information in the following field:
    - Trip Status

Field	Explanation
Trip Depot	Indicates the depot from which a trip originates. The Trip Depot and the Trip Number fields identify the unique combination of vehicle, registration number, load date, and shift.
Trip Status	<p>The events that have occurred to date or are yet to occur. Trip status codes have been created to represent such things as pending trips, approved trips, load confirmed trips, and delivery confirmed trips.</p> <p>..... <i>Form-specific information</i> .....</p> <p>You can change the trip status only to any value not prohibited by processing options 1 and 2.</p>

### What You Should Know About

**Changing order status** You can use the Status Next field to change the status of located orders.

### Processing Options for Trip Status Maintenance

Enter the desired values for the following fields:

1. Enter lowest trip status not to be assigned or preceeded. \_\_\_\_\_
2. Enter highest trip status not to be assigned or exceeded. \_\_\_\_\_
3. Enter lowest next order status not to be assigned or preceeded. \_\_\_\_\_
4. Enter highest next order status not to be assigned or exceeded. \_\_\_\_\_
5. Enter default Branch/Plant. \_\_\_\_\_
6. Enter version of Sales Order Entry to be called. \_\_\_\_\_
7. Enter '1' for Trip Status Maint. to be inquiry only. \_\_\_\_\_

Enter the desired values for the following fields:

1. Enter lowest trip status not to be assigned or preceeded. \_\_\_\_\_
2. Enter highest trip status not to be assigned or exceeded. \_\_\_\_\_
3. Enter lowest next order status not to be assigned or preceeded. \_\_\_\_\_
4. Enter highest next order status not to be assigned or exceeded. \_\_\_\_\_
5. Enter default Branch/Plant. \_\_\_\_\_
6. Enter version of Sales Order Entry to be called. \_\_\_\_\_
7. Enter '1' for Trip Status Maint. to be inquiry only. \_\_\_\_\_

# Purge Gantry Records

---



From Load and Delivery Management (G49), choose Gantry/Load Rack Inquiry

From Gantry/Load Rack Interface Inquiry (G4939), enter 27

From Technical Operations (G493), choose Gantry Interface File Purge

## Purging Gantry Records

As part of your depot operations, you need to purge the gantry records that have accumulated in the system. Gantry Interface File Purge is a Report Writer program that deletes records from the following tables:

- Gantry Interface Header (F49570)
- Gantry Interface Detail (F49571)
- Gantry Interface Actuals (F49572)
- Gantry Interface Log File (F49579)

You can specify in the processing options the date up to which to purge records and the minimum load status of the records to purge.

After running the program, the system generates a report that confirms a successful purge or lists errors, or errors and deletions, that occurred. You can set a processing option to indicate whether to list only errors or errors and deletions.

### Before You Begin

- Verify that the gantry subsystem is stopped

Verify that you no longer need the records to be purged

```
49921                                     J.D. Edwards & Company          Page - . . . . 1
                                           Gantry Interface File Purge      Date - . . . . 6/05/96

Control Num LS   . . . . Trip. . . . .
Number          Depot          Message
-----
3 Header Records Purged
```

## Processing Options for Gantry Interface File Purge

1. Enter the date for purging gantry interface records. All gantry interface records with an Actual Load Date less than or equal to this date will be purged.  
\*NOTE: If this option is left blank the program will use information in Data Selection only. \_\_\_\_\_
  2. Enter the minimum Load Status to use to select gantry interface records for deletion. \_\_\_\_\_
- PROCESS CONTROL:
3. Enter '1' to print all attempts to purge the gantry interface records. ' ' is the default and will only print errors. \_\_\_\_\_
  4. Enter a '1' to save the purged records to a special purge library. (Default of blank will NOT save any purged records.) \_\_\_\_\_
  5. Enter a '1' to reorganize the purged files. (Default of blank will NOT reorganize the file.) \_\_\_\_\_
  6. Enter the data queue name of the Download Trip Data Queue from the Gantry Subsystem definition. DTAQGD is the default and will be used if this option is blank. \_\_\_\_\_

# Appendices



# Appendix A – Repricing

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## Objectives

- To set up delivery level repricing
- To set up date level repricing
- To understand how delivery charges are calculated during load confirm
- To understand how to reprice orders during load confirm

## About Repricing for Load and Delivery Management

The term “reprice” refers to the process of recalculating base prices and price adjustments for existing sales orders. In addition to ECS sales order repricing, two load and delivery management levels of repricing are available:

- Delivery level
- Date level

You can define the system to reprice product upon delivery, that is, at the delivery level. Delivery level repricing means you can enter orders with pre-delivery prices with the understanding that certain events will cause the system to reprice specific lines on the sales order.

You can use date level repricing to recalculate an order’s base prices and price adjustments using the prices in effect at the time of an event in the order cycle. For example, you can use date level repricing to reprice an order based on the load confirm date. Typically, you use this type of repricing when the date is not known at the time the order is entered. You are not required to perform any setup tasks to run date level repricing.

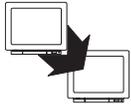
Complete the following tasks:

- Setting up delivery level repricing
- Setting up date level repricing

### See Also

- *Working with Repricing (P4071)* in the *Advanced Pricing Guide*. You can reprice by basket/order during the sales order entry process or you can reprice as a separate setup in the order flow.

## Setting Up Delivery Level Repricing



From ECS Sales Order Management (G4910), choose enter 27

From ECS Sales Order Advanced & Technical Operations (G491031), choose Advanced Price & Adjustments

From Advanced Price and Adjustments (G4910311), choose Price Adjustment Definitions

You can set up the system to reprice product upon delivery, that is, at the delivery level. Delivery level repricing means you can enter orders with pre-delivery prices with the understanding that certain events will cause the system to add an additional charge to the invoice.

The system can calculate a delivery level charge that is added to sales orders based on how they are combined on trips. The charge is applied during load confirm. Trips are not required, so you can also use order-based load confirmation to generate delivery level repricing.

For example, you might have a pump that delivers product for two orders to the same address on the same trip. Your business might require that a pump charge (a delivery level adjustment) be added to the first order that goes to the delivery address, but not to the second order for the same address. This type of adjustment is a one-time charge because the adjustment is charged only once per trip per delivery address.

The system calculates delivery level repricing during delivery document printing if that option is chosen. This is not the same as the price adjustment schedule in the customer's customer billing instructions.

### How Are Delivery Charges Calculated?

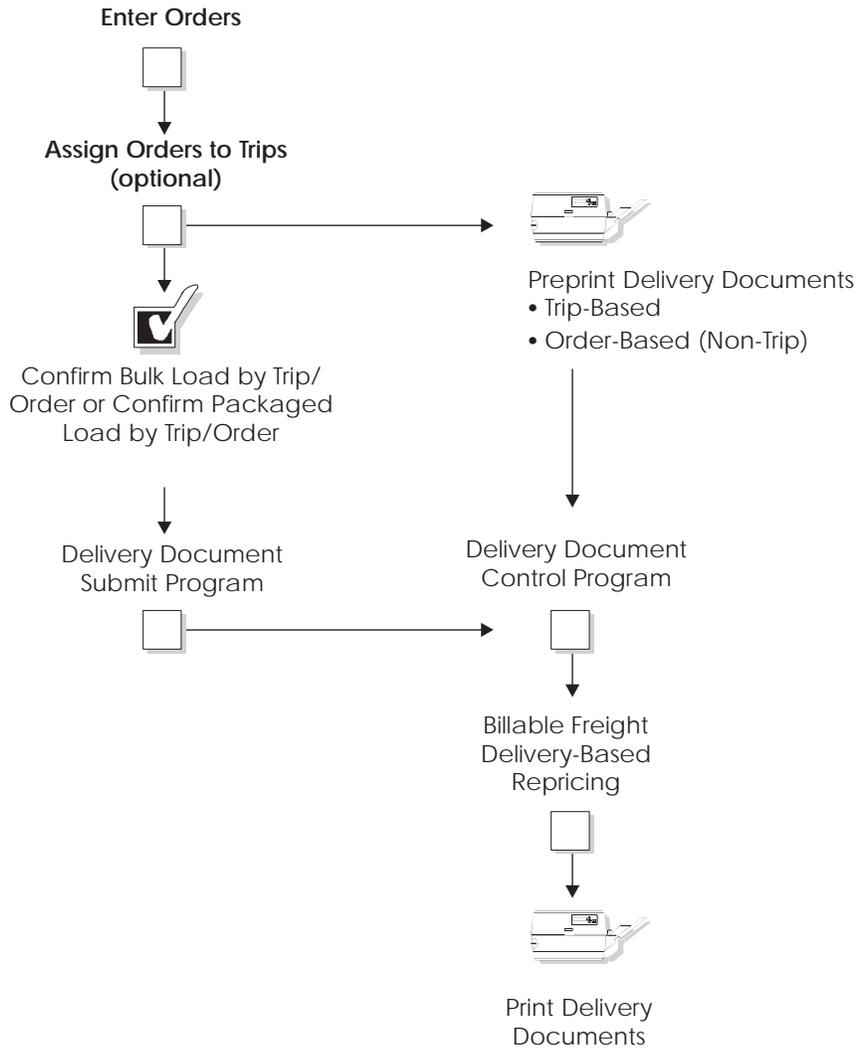
You use report writers to control when delivery charges are calculated. You can calculate delivery charges whenever delivery documents are printed from:

- Trip-based load confirmation
- Order-based load confirmation
- Delivery document preprinting

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The Delivery Based Pricing program considers all sales order lines passed to it by the calling programs as a single trip. Therefore, you might want to disable delivery based pricing from menu selections that are not trip-based.

### Process Flow for Delivery Level Repricing



► **To set up delivery level repricing**

On Price Adjustment Definitions

The screenshot shows a window titled "[4071] - Price Adjustment Definitions". The fields are as follows:

Adjustment Name	FREEGOOD Free Goods
Item Price Group	
Customer Price Group	PWRRET
Order Detail Group	
Preference Type	CI
Adjustment Control Code	2
Adjustment Level	1
Adjustment Line Type	N
Override Price (Y/N)	N
Level Break Type	1
Manual Add/Change (Y/N)	N
Rebate Beneficiary	<input type="checkbox"/>
Mandatory Adjustment	<input type="checkbox"/>
Subledger in G/L	<input type="checkbox"/>
G/L Class Code	IN30

At the bottom, there are keyboard shortcuts: F3=Exit and F24=More Keys.

Complete the following required fields:

- Adjustment Name
- Preference Type
- Adjustment Control Code
- Adjustment Level
- Adjustment Line Type
- Override Price (Y/N)
- Level Break Type
- Manual Add/Change (Y/N)

Field	Explanation
Adjustment Name	A user defined code (system 40, type TY) that identifies an adjustment definition. You define adjustments on Price Adjustment Definitions.

Field	Explanation
Preference Type	<p>A user defined code (system 40/type PR) that identifies a preference type or a price adjustment hierarchy.</p> <p>When you review the fold area of user defined code table 40/PR, a 1 in the first space of the Special Handling Code field identifies a preference that J.D. Edwards supports.</p> <p>This field is hard coded for each preference.</p> <p>For Advanced Pricing</p> <p>When you define pricing hierarchies, identify each table with this code. Later, when you create adjustments, you use this code to identify the hierarchy the system should follow for this adjustment.</p> <p>For Agreement Penalty Schedules</p> <p>Set up a PN (for penalty) user defined code and enter it here.</p>
Adjustment Control Code	<p>A code that specifies how the adjustment appears on the invoice and whether you want the system to create a separate line in the Sales Order Detail table (F4211).</p> <p>Valid values are:</p> <ol style="list-style-type: none"> <li data-bbox="776 957 1414 1108">1 The system adds the adjustment amount into the unit price and records the adjustment detail to the Price Adjustment History table (F4074). The system does not print the adjustment on the invoice.</li> <li data-bbox="776 1119 1414 1234">2 The system adds the adjustment amount to the unit price and records the adjustment detail to the Price Adjustment History table (F4074). It prints the adjustment on the invoice.</li> <li data-bbox="776 1245 1414 1423">3 The system creates a separate detail line in the Sales Order Detail table. It does not add the adjustment into the unit price or record it to the history table. The system does not include this type of adjustment when it calculates the current net price.</li> <li data-bbox="776 1434 1414 1591">4 The system records the adjustment to history and posts it to the general ledger during a sales update. It does not add the adjustment into the unit price or print it on the invoice. Use Control Code 4 to create an accrual adjustment.</li> <li data-bbox="776 1602 1414 1808">5 The system records the adjustment to history and posts it to the general ledger during a sales update. The system also accumulates each order line's quantity, weight, and amount to rebate history (F4078). It does not add the adjustment into the unit price or print it on the invoice. Use Control Code 5 to create a rebate adjustment.</li> </ol>

Field	Explanation
Adjustment Level	<p>Specifies the level at which the adjustment is calculated:</p> <ul style="list-style-type: none"> <li>1 Line Level: The system calculates the adjustment based on information in the sales detail line.</li> <li>2 Basket Level: The system lets you group multiple sales detail lines and calculate the adjustment based on information accumulated from all the lines. You group items by Basket Pricing Group (RPRC) in Item Branch Information (F4102).</li> <li>3 Order Level: The system lets you group sales order lines from the same order and calculate the adjustment based on information accumulated from all the lines. You group items by Order Pricing Group (ORPR) in Item Branch Information.</li> <li>P Trip level: The system calculates delivery pricing during delivery document printing if that option is chosen. You must specify "P" for trip-based pricing to work.</li> </ul> <p>If you are defining a repricing adjustment, leave the Item Group, Customer Group, and Sales Group fields blank.</p> <p>For Agreement Penalty Schedules</p> <p>Enter 1 to calculate the penalty at the sales order detail line level.</p>
Adjustment Line Type	<p>A code that controls how the system processes lines on a transaction. It controls the systems with which the transaction interfaces (General Ledger, Job Cost, Accounts Payable, Accounts Receivable, and Inventory Management). It also specifies the conditions under which a line prints on reports and is included in calculations.</p> <p>Codes include:</p> <ul style="list-style-type: none"> <li>S Stock item</li> <li>J Job cost</li> <li>N Non-stock item</li> <li>F Freight</li> <li>T Text information</li> <li>M Miscellaneous charges and credits</li> <li>W Work order</li> </ul> <p>..... <i>Form-specific information</i> .....</p> <p>A code the system assigns to new detail lines if it adds the line as a result of an adjustment. The Adjustment control Code field must be set to 3.</p>

<b>Field</b>	<b>Explanation</b>
Override Price (Y/N)	<p>A code indicating how the adjustment affects the price of a sales order line. Valid codes are:</p> <p>Y The adjustment price overrides the base price.</p> <p>N The adjustment is used to calculate a discount or markup to the base price.</p> <p>For Agreement Penalty Schedules Enter N.</p>
Level Break Type	<p>A code that indicates how level breaks occur in the Price Adjustment Detail (V4072). Valid codes are:</p> <p>1 Quantity. The system determines the correct adjustment based on the quantity ordered in the sales order. You can set up different adjustment breaks for different units of measure.</p> <p>2 Weight. The system uses the weight of the line to retrieve the proper adjustment level break.</p> <p>3 Amount. The system uses the extended amount of the sales detail line to retrieve the proper adjustment level break. When Currency Conversion is switched on, all amount level breaks will be stored and displayed based on the floating decimals of the currency code.</p>
Manual Add/Change (Y/N)	<p>Specifies whether the adjustment type can be manually added to or changed from the Price Adjustments form (P4074W) when you enter sales orders.</p>

## What You Should Know About

### **Using delivery level adjustments**

You should set up a unique price and adjustment schedule with one or more price adjustment definitions. You can use customer price groups, item price groups, and order detail groups to define the combinations of customers and products for which the adjustment is required. An example of an order detail group might be by mode of transport.

Delivery level adjustments that you set up with quantity breaks work similarly to line level adjustments. You can determine the correct quantity break by looking at the largest quantity on a single line for each delivery address. The system does not total all the lines for a delivery address to determine if it qualifies for the adjustment.

**Enabling delivery level repricing** To enable delivery level repricing, you must enter a value of 3 in the Adjustment Control Code Field on the Price Adjustment Definitions form. This value instructs the system to add the adjustment as a new sales detail line in the order.

### See Also

- *Setting Up Adjustment Definitions (P4071)* in the *Advanced Pricing Guide*

### Processing Options for One Time Pricing – Delivery Level

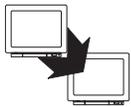
ADJUSTMENT SCHEDULE:

1. Enter the Price Adjustment Schedule to be used \_\_\_\_\_

RE-PRICING:

2. Enter the Dream Writer Version to use for Update Sales Order Cost/Price (P42950EC). If blank, re-pricing will not be done during delivery level pricing. \_\_\_\_\_

### Setting Up Date Level Repricing



From ECS Sales Order Management (G4910), choose Price Management

From Price Management (G491022), choose Update Sales Price/Cost

You can use date level repricing to recalculate an order's base prices and price adjustments using the prices in effect at the time of an event in the order cycle. For example, you can use date level repricing to reprice an order based on the load confirm date. You are not required to perform any setup tasks to run date level repricing.

### How Does the System Use the Sales Price Based On Date?

During sales order entry, the system compares the sales price based on date in the system constants to the effective date ranges for prices and price adjustments and selects the records that match. You can override the Sales Price Based On Date for a customer/customer group or item/item group by creating a Pricing Unit of Measure preference.

Some of the dates that you can use for date level repricing, such as the load confirm date, are not known at order entry time. If the Sales Price Based On Date is not known at order entry time, the system applies the following conditions:

- The sales order entry program uses the transaction date as the interim Sales Price Based On Date, retrieves the base price and price adjustments that are in effect on that date, and stores them in the Sales Order Detail table (F4211).
- The sales order entry program sets the Temporary Price flag in the Sales Order Detail table to Y. This indicates that the system must recalculate the base price and price adjustments at a later time based on prices that are effective for the Sales Price Based On Date.

## How Can You Reprice Orders?

You can reprice orders by running the Repricing program after the appropriate event. You can manually access the repricing program from the Update Sales Price/Cost form or you can have the system reprice during the load confirm process. You set processing options for the One Time Pricing program to call the date level repricing program.

### ► To set up date level repricing

On Update Sales Price/Cost

The screenshot shows a window titled "[98300] - Update Sales Price/Cost" with a menu bar (Functions, Options, Tools, Help) and a toolbar. Below the toolbar is a "Skip to Version:" field and a "Form" dropdown menu set to "P42950". The main area contains a table with the following data:

0	Version	Description	User	Chg Date
	XJDE0001	Update Exchange Rate	DEMO	08/12/93
	XJDE0002	Update Sales Cost	DEMO	08/12/93
	XJDE0003	Update Sales Price	DEMO	08/12/94
	ZJDE0001	Update Exchange Rate	DEMO	08/12/93
	ZJDE0002	Update Sales Cost	DEMO	08/12/93
	ZJDE0003	Update Sales Price	DEMO	08/12/94

At the bottom of the window, there is a status bar with the text: "Opt: 1=Run 2=Chg 3=Add 4=RptDist 5=Cover 6=Prt Ovr 8=Repair 9=Dlt" and a vertical scroll bar on the right.

1. Choose the report writer version to change or add.
2. Complete the following required processing options:
  - Update Options
  - Update Price Options

### What You Should Know About

**Delivery document setup for repricing from Load Confirm**

When you reprice from Load Confirm, all the order lines that are included in trips are repriced according to the setting of the repricing flag in the documents that make up the sales order line's document set.

See also *Setting Up Delivery Documents*.

For each document code, the repricing flag indicates whether repricing might be required for the document. For example, prices are printed on an invoice and a priced delivery ticket, so you might set the repricing flag to Y (Yes). For a regular (non-priced) delivery ticket, you might set the flag to N (No).

When the repricing program is called from Load Confirm, the system checks to see if the repricing flag is turned on for at least one document in the sales order line's document set. If so, the detail line is passed to the repricing program. If not, the line is not processed by the repricing program.

### See Also

- *Defining System Constants (P41204)* in the *Sales Order Management Guide*

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## Processing Options for Update Sales Order Cost/Price (ECS)

### UPDATE OPTIONS:

1. Enter '1' to update sales order with the most current unit cost. If left blank, will not update cost. \_\_\_\_\_
2. Enter '1' to update the currency exchange rate. Please note that only the domestic amounts will be re-calculated, the foreign amounts will remain the same. If left blank the currency exchange rate will remain the same. \_\_\_\_\_

### UPDATE PRICE OPTIONS:

3. Enter '1' to recalculate the unit price of the sales order. If left blank, the unit price will remain the same. \_\_\_\_\_
4. Specify the date on which all base price and advanced price adjustment recalculations will be based: \_\_\_\_\_
  - ' ' - Transaction/Order Date
  - '1' - Requested Ship Date
  - '2' - Promised Ship Date
  - '3' - Original Promised Date
  - '4' - Delivery Confirm Date
  - '5' - System Date
  - '6' - Invoice Date
  - 'L' - Load Confirm Date
  - 'P' - Use Based on Date Preference

NOTE: Processing options 5 thru 7 are supported only by the Advanced Price Adjustment Module (4010).

5. Enter the Line Type of the new sales detail line item. This line item will contain the difference between the old sales price and the newly recalculated price. If left blank, will update the new price directly to the item. \_\_\_\_\_
6. Enter the override next status of the detail line to contain the price difference. If left blank, the status of the original detail line will be used. \_\_\_\_\_
7. Enter '1' to base recalculation on the original ship quantity of the line. If left blank, the system will recalculate based on the current quantities of the line. \_\_\_\_\_

### What You Should Know About Processing Options

<b>Delivery Based Pricing Program</b>	You should use option 2 to specify the version of the sales order repricing program that the system will use. This is the Update Sales Order Cost/Price program (P42950EC), not the basket/order repricing program (P42750).
<b>Update Sales Order Cost/Price (ECS)</b>	<p>To reprice orders based on date, use the following values:</p> <p>Options 1 and 2: Blank</p> <p>Option 3: 1 (to reprice)</p> <p>Option 4: x (where x = the date on which the price adjustment is to be based), for example, L = Load Confirm date or P = use the based-on date in the preference.</p> <p>Option 5: blank or x (where x = a non-inventory line type for the new line)</p> <p>Option 6: the ready to invoice code (578 in the standard J.D. Edwards installation)</p> <p>Option 7: According to your company's business practices</p>

## Appendix B — Functional Servers

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Several J.D. Edwards programs access functional servers. The purpose of functional servers is to provide a central location for standard business rules about entering documents, such as vouchers, invoices, and journal entries. These business rules establish the following:

- Data dictionary default values
- Field edits and valid values
- Error processing
- Relationships between fields or applications

The advantages of a functional server are:

- It reduces maintenance of entry programs because edit rules reside in one central location.
- You can standardize documents across all applications because you create them using the same business rules.
- Generally, the user interface (appearance and interaction) of a form is now separate from how a program works.

The steps for setting up business rules for an entry program are:

1. Create a DREAM Writer version for a specific functional server program (for example, XT0411Z1 for voucher entry).
2. Set the processing options within the version according to your company requirements.
3. Specify the version you want the entry program to use in the processing options for that entry program.

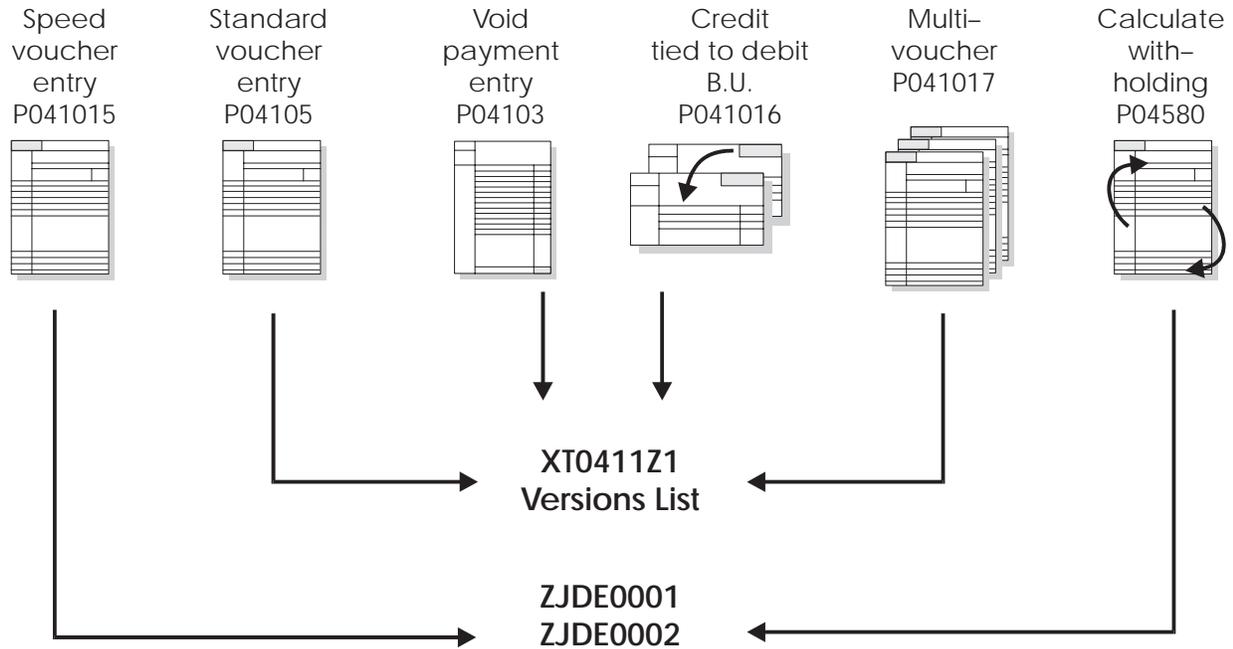
You can have all your entry programs use the same DREAM Writer version (and thus, use the same rules) or you can set up different DREAM Writer versions. J.D. Edwards provides DREAM Writer version ZJDE0001 as the default functional server version for your entry programs.



Only the person responsible for system-wide setup should make changes to the functional server version. For more information about how to set up DREAM Writer versions, see the *Technical Foundation Guide*.

## Example: Voucher Processing Functional Server

The following graphic shows the programs that use the voucher processing functional server. J.D. Edwards provides two demo versions of the functional server, ZJDE0001 and ZJDE0002.



# Glossary



# Glossary

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This glossary defines terms in the context of your use of J.D. Edwards systems and the accompanying user guide.

**A/R.** Acronym for Accounts Receivable.

**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 in absorbent tending toward homogeneity, as contrasted to the surface phenomena of adsorption.

**access.** To get to the information or functions provided by the system through menus, screens, and reports.

**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. —*SYN.* addition agents, 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. —*SYN.* aggregate forecast.

**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. —*SYN.* gang reporting.

**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. *See also* quotas.

**alphabetic character.** Represents data by using letters and other symbols from the keyboard (such as \*, & and #). Contrast with *numeric character*.

**alphanumeric character.** Represents data in a combination of letters, numbers, and other symbols (such as \*, & and #).

**alternate feedstock.** A backup supply of an item to act either as a substitute or to be used with alternate equipment. *See also* feedstock.

**alternate routing.** Another procedure for producing the same end-item, involving alternative pieces of equipment, differing processing times, and often, an alternative recipe or formula.

**ambient.** A term usually referring to surrounding conditions. Ambient temperature, for example, as used with storage tanks, is the temperature outside 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* net volume; standard temperature.

**American Society for Testing and Materials (ASTM).** The test procedures and specifications developed by the ASTM for petroleum products and lubricants are used worldwide.

**American Tanker Rate Schedule (ATRS or A.T.R.S).** 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 a part of the basic rate.

**antioxidants.** Detergents, cetane number improvers, pour point depressants, and viscosity index improvers.

**API 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.

**API.** Acronym for the American Petroleum Institute.

**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 into 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. An audit trail usually concludes with a report.

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**automatic accounting instruction**

**(AAI).** A code that points to an account in the chart of accounts. AAIs define rules for programs that automatically generate journal entries. This includes interfaces between Accounts Payable, Accounts Receivable, and Financial Reporting and the General Accounting system. Each system that interfaces with the General Accounting system has AAIs. For example, AAIs can direct the Post to General Ledger program to post a debit to a certain expense account and an automatic credit to a certain 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 so taken 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.** *See* 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 quantity per a recipe, recognizing 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.** *See* direct ship orders.

**backflushing.** Deductions of inventory required at standard and made upon receipt of the end item. *See also* calculated usage; indirect usage.

**backup copy.** A copy of original data preserved on a magnetic tape or diskette as protection against destruction or loss.

**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. *See also* level loading.

**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. *See also* feedstock.

**basket discount.** A reduction in price that applies to a group or "basket" of products within a sales order.

**batch.** A group of like records or transactions that the computer treats as a single unit during processing. For identification purposes, the system usually assigns each batch a unique identifier, known as a "batch number."

**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.** information the computer uses as identification and control for a group of transactions or records in a batch.

**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 performs these tasks with little or no user interaction.

**batch processing.** A method by which the computer selects jobs from the job queue, processes them, and writes 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 that designates which J.D. Edwards system the associated transactions pertain to, thus controlling what records are selected for processing. For example, in the Post General Journal process, only unposted transaction batches with a batch type of G (General Accounting) are selected for posting.

**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.

**Baumé gravity (Be).** Specific gravity expressed on the Baumé scale for liquids lighter or heavier than water. However, the API scale is now used for liquids by the petroleum industry instead of the Baumé scale. Both scales are identical for liquids as dense as water, but for very light oils, there is a difference.

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**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. —*SYN.* base inventory level.

**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.

**bill of materials (BOM).** A table that lists all components required to produce a product. *See* formula. —*SYN.* addition agents, improvers.

**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. —*SYN.* product load profile, bill of resources, resource profile.

**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. —*SYN.* block order, standing order. *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. *See also* blanket order, contract reporting.

**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 identified separately for instructions and documentation but reported only when all are complete. *See also* task.

**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' DREAM Writer, the parameter of the Relationship field. The Boolean logic operand tells the system to perform a comparison between certain records or parameters. Available operands 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.

**bounds.** — *SYN.* discount.

**bracketed recall.** Recall from customers of a suspected lot number plus a specified number of lots produced before and after the suspected lot.

**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. See *also* proven capacity; demonstrated capacity.

**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.

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**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. *See also* fire point.

**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."

**byproduct.** Anything produced in the course of making another thing. An end item incidental to, but inevitably produced from, the actual manufacturing process. Not the intended product from a process, a byproduct has minimal potential revenue to the company. It can be garnered from any step of the manufacturing cycle, can be sold as an end item, recycled, or used as raw material for another process. *See also* co-product; waste; restricted byproduct.

**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 32°F, and 100°C to 212°F.

**C & F.** *See* cost and freight.

**CAD/CAP.** Computer Aided Design/Computer Aided Programming. A set of automated programming tools for designing and developing systems. These tools automate system design, generate source code and documentation, enforce design standards, and help to ensure consistency throughout all J.D. Edwards systems.

**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.

**captive 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. Category codes were formerly known as *reporting codes*.

**certificate input.** See direct input.

**certificate of analysis.** Document designed to certify the chemical composition and conformance to standard of a particular lot or batch of product.

**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.

**character.** Any letter, number, or other symbol that a computer can read, write, and store.

**charter.** A written agreement covering the assignment 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 worldwide. Other standard clauses in a

typical charter are laytime, demurrage, force majeure. —*SYN.* fixture. 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 cargoes of gasoline and other refined products. See also dirty cargo.

**clean up.** The neutralizing of the effects of production just completed. May involve cleaning of residues, sanitation, equipment re-fixturing. See also change over; set up time; wash down.

**clerk.** See customer service representative; order taker.

**COA.** See certificate of analysis.

**COGS.** See cost of goods sold.

**co-products.** Similar to byproducts except that revenues generated are significant. It may be possible in some instances for the planner to elect to alter the production distribution of individual products in order to balance inventories. See also byproduct.

**cold test.** The temperature at which an oil becomes solid. Generally considered to be 5°F 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 80°F are classed as combustible.

**command.** A character, word, phrase, or combination of keys you use to tell the computer to perform a defined activity.

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**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 to 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.

**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).

**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).

**constants.** Parameters or codes that rarely change. The computer uses constants to standardize information processing by an associated system. Some examples of constants are allowing or disallowing out-of-balance postings and having the system perform currency conversions on all amounts. Once you set constants such as these, the system follows these rules until you change the constants.

**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 times 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 type.** A user defined code used to indicate the general type of contract used in the Distribution Contracts system.

**contract status.** A value to indicate the current status of a contract in the Distribution Contracts system.

**contractor.** Third party supplier of transportation resources (for hire). —*SYN.* hauler, common carrier.

**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

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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 (CIF).

**cost center.** The lowest level of an accounting unit in an organization. For example, a cost center can be a department, a branch, warehouse, depot, job, project, and so forth. A cost center is nothing more than a small, logical grouping of general ledger and cost accounts. *See also* plants.

**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.

**cost of goods sold (COGS).** The cost of products sold during an accounting period including material, labor, and factory overhead expenses.

**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 sub-categories.

**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 note.** 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’s 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.  
—*SYN.* credit memo, return order adjustment.

**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.

**cumulative price.** Price determined by some combination of these prices: internal list price, base price, contract price and promotional price.

**current cost.** Replacement cost using most recently stated recipe and process. When used in a standard costing system, current cost is synonymous to operational standard. May also be the last cost of production or an average for last period.

**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.

**cursor sensitive help.** J.D. Edwards online help function, that allows you to view a description of a field, an explanation of its purpose, and, when applicable, a list of the valid codes you can enter. To access this information, move the cursor to the field and press F1.

**cursor.** The blinking underscore or rectangle on your screen that indicates where the next keystroke will appear.

**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 service representative (CSR).** Clerk, order capture clerk, order taker. May be a sales person who negotiates price and trading activity. May not be authorized to change prices.

**customer's usuals list.** A list of the products and quantities normally ordered by a customer.

—*SYN.* product order group, order template, customer's business line.

**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 product/manufacturing family. —*SYN.* cycle time throughput time. *See also* build cycles.

**cyclical scheduling.** A method of scheduling product/manufacturing families. A technique to determine run times and quantities for each end item within the

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family to produce enough of each individual product to satisfy demand until the family can be scheduled again. *See also* build cycles, product sequencing.

**data dictionary.** A database file consisting of the definitions, structures, and guidelines for the usage of fields, messages, and help text. The data dictionary file does not contain the actual data itself.

**data.** Numbers, letters, or symbols that represent facts, definitions, conditions, and situations, that a computer can read, write, and store.

**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 the system supplies when you do not enter one. For example, if an input field's default is N and you do not enter something in that field, the system supplies an N.

**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 rate.** A statement of requirements in terms of quantity per time (hours, day, week, month).

**demand.** A record of the relative level of requirement for a product or intermediate or raw material, without regard for the company's ability to supply it.

**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 a loading/unloading vessel arising from delays and lost time. In international tanker trade, the charter parties specify (and thereby strictly limit) 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 a 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* diesel fuel.

**descriptive title.** *See* user defined code.

**detail.** The individual 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 covering 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.** *See* Deutsche Industrie Norm.

**dip reading.** *See* gauge reading.

**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.

**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. —*SYN.* certificate input, inspector input.

**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. —*SYN.* drop ship, back-to-back ship, third-party supply.

**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 cargoes or other non-refined petroleum cargoes. *See also* clean cargo.

**discharge.** The physical movement that effectively transfers custody and/or ownership of the product.

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**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.

**display.** 1) To cause the computer to show information on a terminal's screen. (2) A specific set of fields and information that a J.D. Edwards system might show on a screen. Some screens can show more than one display when you press a specified function key.

**display field.** A field of information on a screen that contains a system provided code or parameter that you cannot change. Contrast with *input field*.

**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 bottoms.

**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 of 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 byproducts 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). —*SYN.* idle capacity, idle time.

**drawdown.** The act of reducing quantities authorized, previously committed or generally available. Typically occurs through the use of a sales order or as a release against a blanket or block order. Also called a release.

**DREAM Writer.** Acronym for Data Record Extraction And Manipulation facility. This is not a report writer, but a report processor. It allows users to create up to 999 variations of standard J.D. Edwards reports and videos. The DREAM Writer is unique to the software. It is one of the most useful tools that J.D. Edwards provides to give users the flexibility to tailor the software to meet their unique needs.

**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 required. The records for the customer receiving 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.** Acronym for Electronic Data Interchange. It is the transmission, in a standard syntax, of a given business document from computer to computer.

**edit.** (1) To make changes to a file by adding, changing, or removing information. (2) The program function of highlighting fields into which you have entered inadequate or incorrect data.

**ending inventory.** A statement of on-hand quantities at the end of a period often terminated by a verification of physical inventory. —*SYN.* inventory or finished goods 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.

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**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.

**execute.** *See* run.

**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 screen that allows you to access another screen.

**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 212°F and the freezing point is 32°F above the zero of the scale.

**facilities.** The physical plant and equipment. *See also* production facilities.

**facility.** A collection of computer language statements or programs that provides a specialized function throughout a system or throughout all integrated systems. Some examples are DREAM Writer and FASTR.

**family.** A group of end items whose similarity of design, composition, and manufacture facilitates being planned in aggregate, whose sales performance is monitored together, and occasionally whose cost is aggregated at this level, especially for process products whose differences are minor variations in specifications or specification ranges.

—*SYN.* manufacturing family, manufacturing group. *See also* product line.

**FASTR.** Financial Analysis Spreadsheet Tool and Report Writer. A report writer that allows you to design your own report specifications using the general ledger database.

**feeder work stations.** A manufacturing area whose products 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 supply for

multiple end items. For example, Base Grey Paint is the primary ingredient (feed stock) of all colors. *See also* feedstream.

**feedstream.** A supply source for a process.

**field.** (1) An area on a screen that represents a particular type of information, such as name, document type, or amount. Fields that you can enter data into are designated with underscores. (2) A defined area within a record that contains a specific piece of information. For example, a vendor record consists of the fields Vendor Name, Address, and Telephone Number. The Vendor Name field contains just the name of the vendor. *See also* display field and input field.

**FIFO.** Acronym for First In, First Out. An accounting method used for inventory valuation. Physically, it is a material control technique for rotating stocks, primarily used where shelf life is a concern. *See also* LIFO.

**file.** A collection of related data records organized for a specific use and electronically stored by the computer.

**fill note.** Document that authorizes a filling activity and describes the ingredients, materials required, and the filling steps that are to occur.

**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.

**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 goods.** A product ready for sale. Also used as an accounting classification of inventory for valuation and reporting. —*SYN.* end item.

**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 restrictive 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 liquids. Those liquids that give off combustible vapors.

**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.

**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.

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**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 operation 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.

**fold area.** In J.D. Edwards' software, it is an area on the screen that is used to display additional information associated with a particular record or data item. To view information in a fold area, press F4.

FOB. *See* free on board.

**formula.** A statement of ingredient requirements, although a formula may also include processing instructions and ingredient sequencing directions. —SYN. bill of materials (BOM), recipe.

**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.

**function.** A separate feature within a facility that allows you to perform a specific task (for example, the field help function).

**function key.** A key you press to perform a system operation or action. For example, you press F4 to have the system display the fold area of a screen.

**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 62°F. 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 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.

—*SYN.* petrol.

**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. —*SYN.* dip reading.

**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.

**grades.** The sub-labeling of items to identify particular specification make-ups and separate each lot from other production lots without changing the item number.

**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.

**hard copy.** A presentation of computer information printed on paper. —*SYN.* printout.

**head box.** A storage container for feedstock. *See also* hold tanks; surge tank.

**header.** Information presented at the beginning of a file or the top of a screen. It is used to identify or provide control or selection information for the group of records that follow.

**heating oil.** Generic term for oils used exclusively for home heating, and widely used as a synonym for No. 2 fuel.

**help instructions.** Online documentation or explanations of fields that you access by pressing the Help key or by pressing F1 with your cursor in a particular field.

**helps.** *See* help instructions.

**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

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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 may be budgeted by management knowing that they must expect some emergency downtime.

—SYN. idle time, 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 sub-assemblies 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 backflushing.

**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.  
—*SYN.* component.

**innage.** Depth of liquid in tank, measured from the surface of the liquid to the tank bottom.

**input.** Information you enter in the input fields on a screen or that the computer enters from other programs and then edits and stores in files.

**input field.** An area on a screen, distinguished by underscores ( \_ \_ ), where you type data, values, or characters. A field represents a specific type of information such as name, document type, or amount. Contrast with *display field*.

**inspector input.** *See* direct input.

**install system code.** The code that identifies a J.D. Edwards system. Examples are 01 for the Address Book system, 04 for the Accounts Payable system, and 09 for the General Accounting system.

**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.** A job the computer performs in response to commands you enter from a terminal. During interactive processing, you are in direct communication with the computer, and it might prompt you for additional information during the processing of your request. Contrast with *batch processing*. *See also* online.

**interface.** A link between two or more computer systems that allows these systems to send information to and receive information from one another.

**intermediates.** A semi-processed state that is not usually available for sale to the marketplace. Comparable to a sub-assembly in the discrete manufacturer but typically held as work in process in the process world often for material handling and storage reasons. —*SYN.* component, sub assemblies.

**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 cycles.** *See* cycle billing.

**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.

**ISO 9000.** A series of standards established by the International Standards Organization, designed as a measure of product and service quality.

**items.** An item in the software is a product with a corresponding number.

**jargon.** A J.D. Edwards term for system specific help text. You base your help text on a specific reporting code you designate in the Data Dictionary Glossary. You can display this text as part of online help.

**job.** A single identifiable set of processing actions you tell the computer to perform. You start jobs by choosing menu selections, entering commands, or pressing designated

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function keys. An example of a computer job is check printing in the Accounts Payable system.

**job costing.** Determination of actual product 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. —*SYN*. job order costing.

**job queue.** A screen that lists the batch jobs you and others have told the computer to process. When the computer completes a job, the system removes the job's identifier from the list.

**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.

**justify.** Shift information you enter in an input field to the right or left side of the field. Many of the facilities within J.D. Edwards systems justify information. The system does this only after you press Enter.

**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 field.** A field common to each record in a file. The system uses the key field designated by the program to organize and retrieve information from the file.

**key general ledger account (Key G/L).** See automatic accounting instruction.

**key point backflushing.** The theoretical consumption of resources triggered not upon the receipt of the end item but through reporting an 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 added value due to labor performed during the manufacture of a product.

**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 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 discharge 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 would look like this: 00004567.

**level of detail.** (1) The degree of difficulty of a menu in J.D. Edwards software. Also known as *menu levels*. 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

(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).

**levels.** The number of times products are received to inventory during the processing of initially purchased material into an end item for sale.

**LIFO.** Acronym for Last In, First Out. A stock accounting rule that assumes that each outbound movement of a product draws against the most recent inbound receipts of that same product. *See also* FIFO.

**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 of business.** Describes a segment of the customer base and the products or product lines they typically purchase. Line of business may be a factor in pricing products.

**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.

**liquid fuel.** Any liquid used as fuel that can be poured or pumped.

**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.** *See* shipping confirmation.

**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 potential 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

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borrowings 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 tracking.** *See* batch/lot tracking.

**lot.** A quantity produced together and sharing the same resultant specifications and production costs.

**LPG (Liquid Petroleum Gas).** A product that consists of propane, butane, or a mixture of the two and which may be wholly or partially liquefied under pressure for transport and storage.

**LRS.** Acronym for Loading Rack System. *See also* loading rack.

**lube oil.** *See* lubricants.

**lube.** *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. —*SYN.* map order.

**margin.** The difference between the cost and the selling price of goods produced and sold. —*SYN.* profit margin.

**marginal cost.** The cost of making one more than the 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 file.** A computer file that a system uses to store data and information that is permanent and necessary to the system's operation. Master files might contain data or information such as paid tax amounts and vendor names and addresses.

**master schedule.** A statement of production, input into the material plan and the driver of requirements. —*SYN.* master production schedule.

**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 also* 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 a calculated average cost whereupon a rate variance is also possible. —*SYN.* efficiency variance.

**menu.** A screen that displays numbered selections. Each of these selections represents a program or another menu. To access a selection from a menu, type the selection number and then press the Enter key.

**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.

**menu message.** Text that appears on a screen after you make a menu selection. It displays a warning, caution, or information about the requested selection.

**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, but 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

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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. *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 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.** The volume of a product adjusted to reflect 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/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 number facility.** A J.D. Edwards software facility you use to control the automatic numbering of such items as new G/L accounts, vouchers, and addresses. It lets you specify your desired numbering system and provides a method to increment numbers to reduce transposition and typing errors

**next numbers.** An automatic numbering feature built into J.D. Edwards' software products. When users enter data, J.D. Edwards' software frequently assigns unique numbers to documents or records. These might be invoice numbers, document numbers, employee numbers, and so forth.

**non-list price.** A price for bulk products that's 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.** Represents data using the numbers 0 through 9. Contrast with *alphabetic character* and *alphanumeric character*.

**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 range(s). —*SYN.* offgrade.

**offline.** Computer functions that are not under the continuous control of the system. For example, if you were to run a certain job on a PC and then transfer the results to a host computer, that job would be considered an offline function. Contrast with *online*.

**oil.** General term for a water-insoluble viscous liquid.

**olefins.** A class of unsaturated (hydrogen deficient) paraffinic hydrocarbons 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. Each time you work with a J.D. Edwards screen, you are online with the system. Contrast with *offline*. *See also* interactive processing.

**online information.** Information the system retrieves, usually at your request, and immediately displays on the screen. This information includes items such as database information, documentation, and messages.

**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.

**option.** A numbered selection from a J.D. Edwards screen that performs a particular function or task. To select an option, you enter its number in the Option field next to the item you want the function performed on. When available, for example, option 4 allows you to return to a prior screen with a value from the current screen.

**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

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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 the computer transfers from internal storage to an external device, such as a printer or a computer screen.

**output queue.** A screen that lists the spooled files (reports) you have told the computer to write to an output device, such as a printer. After the computer writes a file, the system removes that file's identifier from the online list. *See also* input 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, assignment. 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.

**override.** The process of entering a code or parameter other than the one provided by the system. Many J.D. Edwards systems offer screens that provide default field values when they appear. By typing a new value over the default code, you can *override* the default. *See also* default.

**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. —*SYN.* packed products.

**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.

**partner.** The name or Address Book number of a business partner in a distribution contract.

**password.** A unique group of characters that you enter when you sign onto the system to identify you as a valid user.

**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.

**pegging.** A technique used to identify the parent 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, natural gas, 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-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 occurred.

**plants.** A separate factory or production facility that may be physically separate or may be used only for planning or accounting purposes. *See also* cost center.

**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

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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 customers 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 specified 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-planned 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.** An online list (screen) of written files that you have told the computer to print. Once the computer prints the file, the system removes the file's identifier from the online list. *See also* output queue.

**printout.** A presentation of computer information printed on paper. —*SYN.* hard copy.

**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.** The manufacturing procedure. *See also* process steps.

**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 options.** A feature of the J.D. Edwards DREAM Writer that allows you to supply parameters to direct the functions of a program. For example, processing options

allow you to specify defaults for certain screen displays, control the format in which information gets printed on reports, change the way a screen displays information, and enter “as of ” 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* 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 to make a blend nearer the specification limit. However, there may be a clause on which failure to blend near the limit does incur a cost penalty, examples being the sulfur content of fuel oil and the octane number of gasoline. For example, to market motor 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.

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**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 or one product grade 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.  
—SYN. production levels.

**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 a final statement of production in terms of grade or end- item number. *See also* finished goods reporting.

**program.** A collection of computer statements that tells the computer to perform a specific task or group of tasks.

**program specific help text.** Glossary text that describes the function of a field within the context of the program.

**projected cost.** The target expenditure in adding 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.** Although 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 though they may be delivered and invoiced after the promotional period has ended. Promotional pricing is normally handled through price adjustments.

**prompt.** (1) A reminder or request for information displayed by the system. When a prompt appears, you must respond in order to proceed. (2) A list of codes or parameters or a request for information provided by the system as a reminder of the type of information you should enter or action you should take.

**proven capacity.** The historically 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.

**PTF.** Acronym for Program Temporary Fix. A representation of changes to J.D. Edwards software that your organization receives on magnetic tapes or diskettes.

**pumpability.** The property of a fluid, especially any petroleum based product, that allows it to flow under pressure through the line, nozzle, 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 file.

**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 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.

**raw materials.** Purchased materials (ingredients) to which no processing has been done in house. In accounting, reporting of inventory valuations as a sub-class of inventory that may include intermediates.

**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 a lower sulfur or higher distillate content than the natural crude oil.

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**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; physical inventory; operational reconciliation; throughput reconciliation.

**record.** A collection of related, consecutive fields of data the system treats as a single unit of information. For example, a vendor record consists of information such as the vendor's name, address, and telephone number.

reference height. 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. —*SYN* gauge height.

**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. (s) 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. —*SYN* gauge point, zero point.

**reformulate.** The practice of altering the percentage of one or more components of a formula as a first step in reblending a blend product.

**regrade.** The practice 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.

**reporting code.** *See* category code.

**reprice, repricing.** 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 availability 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 byproduct.** A restricted secondary or incidental product produced while making another product. Such byproducts cannot be sold because they are restricted from sale by government policies. The company may have to forego making a product if a restricted byproduct 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.

**reverse image.** Screen text that displays in the opposite color combination of characters and background from what the screen typically displays (for example, black on green instead of green on black).

**routing.** *See* process steps, process list.

**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.** Production quantity as stated on a schedule. May be calculated as number of batches times standard batch quantity (SBQ), or number of days times daily rate. Determined in planning to best match demand. *See also* standard batch quantity (SBQ).

**run.** Cause the computer system to perform a routine, process a batch of transactions, or carry out computer program instructions.

**run time.** 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. —*SYN*.  
periodic sampling.

**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 byproduct. Must be used in addition to yield loss in determining good output to input. *See also* waste.

**scroll.** Use the roll keys to move screen information up or down a screen at a time. When you press the Rollup key, for instance, the system replaces the currently displayed text with the next screen of text, if more text is available.

**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 (BS & W).

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**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, numbered selections represent functions that you can access from a given menu. To make a selection, you type its associated number in the Selection field and press Enter.

**self-billing invoice.** A document produced by the consignor 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.

**set-up time.** Preparing equipment and tools for the processing of product. For most process companies, this is tracked separately from clean-up 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 control.** A technique of physical FIFO aimed at reducing stock obsolescence through deterioration over time. Also the tracking of the number of days in storage.

**shelf life.** The expected number of days a product can be kept in storage and still retain acceptable properties within the standard range of specifications.

**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, seal numbers, weight. —*SYN.* gate pass confirmation, load confirmation.

**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.

**softcoding.** The characteristic of computer software that allows it to be user-programmable, so it can be tailored to a specific company's needs. This capability is a key component of J.D. Edwards' software, so a company can define its own menus, processing options, data dictionaries, vocabulary, DREAM Writer parameters, security levels, and so forth.

**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. —*SYN.* process sheet.

**special character.** Representation of data in symbols that are neither letters nor numbers. Some examples are \*, &, # and /.

**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 a 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, and the seller agrees to have such 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 generally 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 puts generated output into a storage area to await printing and processing.

spooled file. 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 (SBQ). The normal quantity of production. All ingredient quantities required for the production are stated in terms of the SBQ. *See also* 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 80

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F ambient temperature and converted to a 60 F would equal only 990 gallons of accountable inventory. In the US and many other countries, custody transfer of bulk petroleum products is at a base temperature (for example, 60°F and 15°C).

**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 checking. The act of physical verification of on-hand product quantities.

**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.** An area on the screen where the system displays detailed information related to the header information at the top of the screen. Subfiles might contain more information than the screen can display in the subfile area. If so, use the roll keys to display the next screen of information. *See also* scroll.

**submit.** *See* run.

**substitution.** Act of selling a different product than 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. —*SYN.* super tanker.

**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 screens and reports that are summaries of the information stored in certain files.

**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.** A collection of computer programs that allows you to perform specific business tasks. Some examples of applications are Accounts Payable, Inventory, and Order Processing. —*SYN.* application.

**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 byproducts 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 is also included.

**tank strapping.** *See* strapping.

tank-to-tank-transfer. To take product from one specific tank and transfer it to another tank. Typically done at the same location.

**tankage capacity.** The capacity of a designated group of tanks. It's 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 or quantity due to temperature. For example, if 1000 gallons of product at 80 F

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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, for example, 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 taken 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 operational 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 original 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 involves 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 a 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.

—*SYN.* order consolidation, shipment building. *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.

**UDC.** Acronym for user defined code. J.D. Edwards has created a simple, flexible method to allow companies to define specific codes, relate them to code descriptions and assign valid values. Sometimes this is referred to as a generic code table. Examples of such codes are: unit of measure code, state or country abbreviations, employee type codes, accounts receivable credit messages and so forth. User defined codes provide another means of tailoring the software to a company's specific needs.

**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.

**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.** Abbreviation for unit of measure. Also abbreviated U/M, UM, or Um.

**user defined code (type).** The identifier for a table of codes with a meaning you define for the system (for example, 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 code.** The individual codes you create and define within a user defined code type. Code types are used by programs to edit data and allow only defined codes. These codes might consist of a single character or a set of characters that represents a word, phrase, or definition. These characters can be alphabetic, alphanumeric, or numeric. For example, in the user defined code type table ST (Search Type), a few codes are C for Customers, E for Employees, and V for Vendors. *See also* UDC.

**user identification (user ID).** The unique name you enter when you sign on to a J.D. Edwards system to identify yourself to the system. This ID can be up to ten characters long and can consist of alphabetic, alphanumeric, and numeric characters.

**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 specific input field. The system checks or edits, user defined code fields for accuracy against the list of valid codes.

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**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 deadweight tonnage.

**video.** The display of information on your monitor screen. Normally referred to as the *screen*.

**VIN.** See vehicle identification number (VIN).

**viscosity index (VI).** An empirical index relating 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 evaluating lubricating oils.

**viscosity.** A critical property that describes a product's relative thickness as well as its ability to adhere to a surface.

**vocabulary overrides.** A form of softcoding provided by J.D. Edwards' software that lets a company change the vocabulary and terminology on J.D. Edwards' video displays and reports. It allows you to adapt the software to your corporate culture or national language and to override field, row, or column title text on a screen by screen or report by report basis.

**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 the 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 the sanitation process of a food plant. *See also* clean up; change over; set-up time.

**waste.** A byproduct with negative value. Waste whose disposal is controlled, or a byproduct 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* byproduct; restricted byproduct; 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.

**weighbridge.** 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.

**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 net reduction of inventory.

**weighted due date.** Invoice due date is based on the amount owed.

**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.** A software feature that allows a part of your screen to function as if it were a screen in itself. Windows serve a dedicated purpose within a facility, such as searching for a specific valid code for a field.

**WIP.** Acronym for work in process.

**withdrawals.** Removal of material from stores. A transaction issuing material to a specific location, run, or schedule.

**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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