Mercedes-Benz

Electronic Data Interchange Manual (EDI)

4. Delivery note and transport data Process instructions

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Delivery note and transport data

The delivery note and transport data EDI, e.g. according to VDA 4913, VDA 4987, ANSI XP, DESADV D86 or via WebEDI via the IBL platform is the core message for material-related information. Our company has been supporting this application since 1984. We assume that all incoming goods shipments are notified in advance via delivery note EDI.

The delivery note data are from:

- Suppliers (of series and non-series material, as well as sample or empties returns)
- JIT and JIS suppliers
- External service providers (EDL)

to be provided.

Some of the individual groups of data senders include. Special considerations to be observed when completing the data fields. This applies in particular to the messages according to VDA 4913 and DESADV D96. Notes and rules applicable to all groups are explained in the corresponding guidelines.

Objectives of the delivery note and transport data EDI

- Advance information via EDI to the goods recipient that a shipment is in transit: Information precedes the goods. The data shall be transferred at the latest on outgoing goods at the supplier. An earlier dispatch may be necessary for certain processes.
- Data and goods must match exactly. Corrections can be adjusted after sending from the supplier system in the IBL platform.
- The data is used both for material tracking and for further processing by freight forwarders (input scan) and the Mercedes-Benz AG plants. For this reason, the data is also forwarded to the regional forwarders.
- High material availability with minimal inventories. The material in transit can be included in the analysis of stock and material availability. This results in fewer queries from the orderer to the sender/supplier.
- Reducing the effort involved in recording delivery notes and transport data or correcting the data recipient.

- "Automatic" GR handling procedures (control center-free entrance) through to self-service processing by the truck driver are possible and will be used more frequently.

- Modern goods receipt procedures by scanning the package labels are based on the package data. Here again: Data, goods and labels must match exactly. Labels can be subsequently created on the IBL platform if corrections are made.

- Invoice verification receives the delivery note data via an interface. There are fewer delays in payment processing, since data transfer excludes entry errors at the goods recipient.

Please also note the VDA projects:

API in the transport chain (VDA 4998) and paperless transport processes (VDA 4999)

Current Projects of AK KIT-VDA

The following options are available as a paper document accompanying the delivery note EDI:

- Electronic goods issue slip in accordance with VDA 4912 (see Chapter 6). This document significantly reduces the flow of paper. The EDI goods accompanying slip must be submitted for all Mercedes-Benz AG plants.

- Consignment document according to VDA 4939, this also replaces the forwarding order

Important: The delivery note as per DIN 4991 must <u>not</u> be used!

The message

The delivery note and transport data message is one of the absolutely required main messages. This applies to all transport modes including special trips. It requires a particularly high level of process quality; The following points in particular must be fulfilled:

Timely transfer

To ensure early detection and efficient rectification of disruptions in the information process, the data must be sent in such a way that, in the event of an error, prompt correction can be carried out by the originator (data sender) using the Internet-based Mercedes-Benz AG application Data Quality Management (DQM) (see point 1. X).

The data must be sent to the goods recipient at the latest after the consignment handover. Reason: In groupage consignments, our regional freight forwarders create a transport EDI. The transport EDI refers to the following references:

- Mercedes-Benz AG plant
- Supplier number (incl. index)
- Consignment no
- Delivery-numbers.

For certain processes, it may be necessary to send the data even earlier.

Delimitation of consignment scope

1To n delivery notes are grouped into a consignment via the delivery **shipment reference number.** Only **one unloading** point may be used within a consignment. EDI and actual loading must be absolutely identical.

Packaging display

The packaging is, among other things, the link to the transport label. EDI and label must match, as barcode scanning is checked against EDI content. This concept is described in detail in the VDA message.

In order to avoid problems and queries regarding the flow of data and the receipt of goods, we particularly ask that you observe the explanations shown on the following pages.

Consistency of data and physics

The EDI data, goods accompanying documents (consignment notes and goods labels) must always match the goods actually delivered. The correct delivery location must always be specified!

As soon as the data is changed, the goods receipt/issue documents must be pulled equal.

The same applies as soon as the physical goods are changed.

Compliance with the respective VDA Guideline

Field lengths, field formats and structures must be complied with. The currently valid version of the guidelines must always be used.

Process optimization through data quality management DQM

To improve data quality, Mercedes-Benz AG provides an Internet-based data quality management system (DQM) on the IBL platform. This enables the supplier to check their EDI shipments in a very simple manner immediately after sending the EDI for completeness and correctness and correct errors if necessary.

If you cannot create all delivery note data using standard EDI (e.g. according to VDA 4913 or VDA 4987), special transactions can be created and sent in DQM under the "New consignment" navigation item for all processes.

Comprehensive information on the IBL platform and communication with Mercedes-Benz AG can be found in the Supplier Portal

Via the navigation "Cooperation" in the area "Production and Logistics" in the topic block "Data communication with Mercedes-Benz AG".

Contact person

Logistics Quality Services (LQA)

✉ Email: Ibl-support@mercedes-benz.com

📞 Telephone: +49 (0)30 / 887 215 588

Special cases when using the delivery note and transport data message

Corrections

If content changes are necessary after sending the data, these changes must be made in DQM.

In DQM, a message already sent can also be deleted or canceled. Only in this case is a new transfer from the supplier system possible. Without cancellation, a new transfer leads to a duplicate and is rejected from the plant's ERP system.

RDT faults

In exceptional cases, it may not be possible to transfer the delivery note data (e.g. Computer failure, line problems, reception problems, etc.).

If you cannot create all delivery note data using standard EDI (e.g. according to VDA 4913), special transactions can be created and sent in DQM under the "New consignment" navigation item for all processes

Emergency operation

If the news doesn't arrive at us, the cause must be clarified. Internal tracking is ensured via EDIS queries. A contact person must be appointed for questions from the supplier.

Research is possible at any time via the DQM on the IBL platform.

In the event of a failure of the supplier system, the data can be recorded at any time on the IBL platform in DQM.

If EDI is not possible at short notice, the data can be entered manually in the target system. However, this capacity is limited and we incur additional costs, which are always charged on.

Sample deliveries

For sample deliveries, the "Sample" identifier must be entered in the EDI. The corresponding values can be found in the respective valid guideline.

For shipments via the Internet (DQM), "Sample" must be selected in the delivery note item data in the Usage key field.

Contact person for problems with the communications computer:

T-Systems EDI Customer Support (see. Contact person Chap. 1)

Tips and information

Delimitation of shipment scopes ←→ connection to waybill

The following must be listed on the waybill/forwarding order:

Box 2:   Supplier number (from record type 711)

Box 8:   Consignment number (SLBN from record type 712)

Box 10:   Forwarding agent number (from record type 712)

Box 18:   Delivery note number(s) (from record type 713)

Additionally for "direct contract award" transports:

Box 13:   BORDERO number

These data elements are:

a) Access keys in the truck control centers of the Mercedes-Benz AG plants for finding EDI data.

b) Key terms for freight invoicing.

Important notes:

It must be ensured that the EDI data (consignment delimitation as per record type 712 exactly matches the loading scope.

Under no circumstances may several consignment numbers be listed on **a** consignment note.

According to VDA description 4922, waybills can be issued per unloading point or shipping address (the same applies to the assignment of the SLB no.). The agreement must be reached bilaterally.

The following applies to Mercedes-Benz AG:

- For collective goods, via our regional forwarders: Waybill per unloading

- For other transports: Waybill for each shipping address, i.e. separate waybills must be created for the Sindelfingen plant address, its external warehouses Böblingen-Hulb, etc.

Transport management

The description in VDA 4913 generally applies. The deviations for transport management are described below.

Sending data

The data must be sent by the data sender no later than 2 hours before loading. This is the only way the driver can download the data of the packages to be collected (electronic target charging list) to his mobile phone

Creation by JIT and JIS suppliers (VDA 4913/JIT)

In general, the description of VDA 4913/basis of the preceding pages applies. The deviations for creation by JIT suppliers are described in the respective guideline.

Triangular traffic

In the triangular traffic process, additional information is required from the data sender. These are described in the respective guideline.

The process is only to be used if this has been coordinated with the corresponding contact persons of Mercedes-Benz AG and the goods recipient.

Data sender via DQM

There is a detailed manual for deliveries to third parties via DQM. You can find this here:

Instructions and manuals | Mercedes-Benz Supplier Portal.

Follow-up of the consignment

The consignment can be tracked in DQM in the "Find consignment data (D301)" function.

- Processing takes place in the archive deliveries to third parties
- For further processing, see manual (online help): Deliveries to third party data sender

Confirmation of data by goods recipient

The data must be confirmed in DQM under the navigation item "Search consignment data-Search delivery to third party D306) ". There is a detailed manual on this. You can find this in DQM (see Chapter 0) in the online help.

Creation by external service provider (external service provider) (VDA 4913/EDL)

In general, the description of VDA 4913/basis of the preceding pages applies. The deviations during creation by the external service provider are described in the guideline.

Brief description

As part of joint warehousing of suppliers and Mercedes-Benz AG, warehouses were set up near the plant at some plant locations that are operated by external service providers (EDL).

EDI creation by external service providers is described in the VDA recommendation. Further points to be taken into account are agreed bilaterally at the conclusion of the contract.

The stock belongs to the supplier. For a material call-off, the EDL creates the delivery note data on behalf of the supplier. Inventory data must also be transferred.

RFID or JISP

If you are affected by RFID or JISP, you will be contacted by a Mercedes-Benz representative. Connection and approval takes place exclusively at the initiative of Mercedes-Benz AG.