

# Mercedes-Benz

## Electronic Data Interchange Manual (EDI)

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### 1. EDI Implementation

ALD00001290

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## Preface

### Dear supplier,

This manual describes the structure of the information flows involved in the Mercedes-Benz AG procurement process for the passenger car and commercial vehicle (\*) divisions.

In order to ensure a consistent, fault-free and prompt flow of information, optimizing the interchange of the data required for the delivery process is an important objective in the global automotive industry.

This manual provides advice on setting up essential support facilities and on making the transition to communication by EDI (Electronic Data Interchange). This will help you maintain and increase your competitiveness in the marketplace.

The following aspects are described in turn:

- the **general role** of electronic data interchange in the supply process
- the **messages** used in communications
- the **technical prerequisites**
- the **required set-up procedures for starting** electronic data interchange and the testing procedure.

There is also an Appendix listing the names of contact persons for specific message types in the various plants.

**All comments, remarks or questions relating to this manual should be referred to:**

SC/WT department

 Mail: [ibl-support@mercedes-benz.com](mailto:ibl-support@mercedes-benz.com)

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 **Questions of a specialized technical nature may be referred to one of the contact persons listed in 1.2. Contacts**

\* Wherever the term "Mercedes-Benz AG plants" is used, this refers to the PC division (Mercedes-Benz Cars and Vans).

## Change history

Version	Author	Reason	Change
November 2021	Florian Becker	Revision	<ul style="list-style-type: none"> <li>• FOCUS</li> </ul>
August 2017	André Hoyer	Revision	<ul style="list-style-type: none"> <li>• Layout update</li> <li>• Addition of pick-up sheet and transport order (VDA 4913 + VDA 4921 by Mercedes-Benz AG)</li> <li>• Addition of confirmation of receipt of shipments VA30MOD</li> <li>• Addition of RFID in VDA 4913</li> </ul>
March 2018	André Hoyer	Revision	<ul style="list-style-type: none"> <li>• General revision</li> <li>• Separation of chapters into individual documents</li> </ul>
July 2018	André Hoyer	Revision	<ul style="list-style-type: none"> <li>• General revision</li> </ul>
October 2018	André Hoyer	New Contacts	<ul style="list-style-type: none"> <li>• Chapter 01 <ul style="list-style-type: none"> <li>◦ Added contact data for plant 788</li> </ul> </li> </ul>
December 2018	André Hoyer	Revision	<ul style="list-style-type: none"> <li>• General revision</li> <li>• Chapter 03 <ul style="list-style-type: none"> <li>◦ Added delivery note structure</li> </ul> </li> <li>• Chapter 05 <ul style="list-style-type: none"> <li>◦ Updated with recent data format (VDA 4933) and added attachment 05.01</li> </ul> </li> </ul>
May 2020	André Hoyer	Revision	<ul style="list-style-type: none"> <li>• Chapter 01 <ul style="list-style-type: none"> <li>◦ Updated / Added Contacts</li> </ul> </li> <li>• Chapter 04 <ul style="list-style-type: none"> <li>◦ Updated path to supplier portal</li> <li>◦ Added bordereau number with 8 digits</li> <li>◦ Added special trip process (incl. record types and data elements)</li> <li>◦ Removed GS contacts and added reference to IBL function I030</li> <li>◦ Demarcation of consignments updated with unloading point information</li> <li>◦ Updated parcel delivery services</li> </ul> </li> </ul>

			<ul style="list-style-type: none"> <li>○ Updated unloading point definition with capital letters</li> <li>• Chapter 10 <ul style="list-style-type: none"> <li>○ Removed GS contacts and added reference to IBL function T601</li> </ul> </li> <li>• Chapter 13 <ul style="list-style-type: none"> <li>○ Documents 13.1 and 13.2 replaced with updated document and attachment</li> </ul> </li> </ul>
February 2021	IBL Department	Revision	<ul style="list-style-type: none"> <li>• Chapter 12 <ul style="list-style-type: none"> <li>○ Additional chapter of EDI Mapping for using the delivery note data for transport data</li> </ul> </li> </ul>
April 2021	IBL-Department	New Contacts	<ul style="list-style-type: none"> <li>• Chapter 4 <ul style="list-style-type: none"> <li>○ Reference to contact persons for RFID and JISP</li> </ul> </li> <li>• Chapter 11 <ul style="list-style-type: none"> <li>○ Added contact for Load carrier account statements</li> </ul> </li> </ul>
August 2021	IBL-Department	Revision	<ul style="list-style-type: none"> <li>• Chapter 1 <ul style="list-style-type: none"> <li>○ Revision of the chapter and update of the contact persons</li> </ul> </li> <li>• Chapter 4 <ul style="list-style-type: none"> <li>○ Additions to digitization projects from the VDA</li> </ul> </li> </ul>

## Chapter overview

The individual chapters have been stored in separate files and are available in the supplier portal as such.

### Electronic data interchange with Mercedes-Benz AG

**Chapter 0** EDI as the communication channel for the procurement process at Mercedes-Benz AG

From procedure test to productive use

Mercedes-Benz AG contacts

### Message types

**Chapter 2** Call-off messages

VDA 4905 → Call-off

VDA 4915 → Detailed call-off

VDA 4916 → Call-off based on the ODETTE message DELINS

**Chapter 3** Pick-up sheet data according to VDA 4985

**Chapter 4** Delivery note and transport data according to VDA 4913

**Chapter 5** Transport order according to VDA 4921

**Chapter 6** Goods accompanying slip according to VDA 4912 (document)

**Chapter 7** Material label according to VDA 4902, version 4

**Chapter 8** Forwarding instruction according to VDA 4922

**Chapter 9** Package data sheet according to VDA 4931

**Chapter 10** Confirmation of receipt of shipments VA30MOD according to VDA4913

**Chapter 11** Load carrier account statements according to VDA 4927

**Chapter 12** Transport data for shipments according to VDA 4921

**Chapter 13** Invoice and credit data according to VDA 4938

**Chapter 14** Confirmation of receipt of cross dock operators according to VA30MOD VDA 4913

**Chapter 15** Transport status messages in accordance with VDA 4945

**Chapter 16** Transport control of trucks in accordance with VDA 4996

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## EDI as the communication channel for the procurement process at Mercedes-Benz AG

### Benefits of electronic data interchange

Mercedes-Benz AG began using electronic data interchange back in 1983, as what was then a very new way of exchanging information. EDI is now well established as a reliable state-of-the-art channel of communication for doing business in today's world.

Particularly in view of advances in logistics, Mercedes-Benz AG plants and their suppliers will be working more closely together than in the past. This will mean increased process synchronization, which would not be feasible without the use of electronic communication channels.

The main aims of EDI communication are as follows:

- fast and secure data interchange
- paper-free data interchange
- elimination of repeated data entry by the recipient (time and cost)
- reduction of errors caused by having to re-input the data
- standard interfaces for processing regularly recurring bulk data communications
- no printing on expensive multiple-copy forms

However, EDI is more than just another channel of communication. By enabling fast, standardized data interchange, it creates the basis for enhancements to other related processes, thereby generating potential savings.

Examples of these enhancement opportunities include:

→ Reductions in administration expenses through

- standardization of work processes, and therefore simplification of processes both across multiple workplaces and within individual workplaces
- immediate availability of data for further processing with user programs

→ Faster flow of information, resulting in

- immediate reaction to changed requirements
- faster flow of goods
- fewer one-off operations, such as special transport consignments
- more accurate planning
- greater flexibility
- less capital tied up in inventories



These enhancements are available to all parties involved in the communication process.

The prerequisite is the successful integration of EDI into internal systems and processes.

We expect all our partners, including component suppliers, area contract freight forwarders and external service providers, to make effective use of these state-of-the-art communication technologies and resources, becoming more competitive in the process.

We see this as a fundamental requirement for our mutual efforts to optimize the costs and processes of our business operations.

Our purchasing partner selection decisions will be based not only on optimum quality of the actual service, e.g. material or transport, but also implicitly on the provider's readiness to display flexibility and innovation, and therefore the ability to use state-of-the-art communication systems.

This attitude is also shared by other automotive producers and in other sectors, so showing some initiative in this area is very much in your own best interests as well.

Accordingly, these requirements – which we have been voicing for some years now – are not seen as an appropriate area for any investment contribution on our part.

As far as transmission fees are concerned, Mercedes-Benz AG has always followed the principle of "sender pays".

To enable our partners to remain competitive and to protect their investment, Mercedes-Benz AG undertakes to comply with established message standards.

## Using electronic data interchange in the Mercedes-Benz AG procurement process

For the formalization of interchange data, Mercedes-Benz AG follows the message formats developed by the VDA (German Automotive Industry Association), published as "VDA recommendations 49xx".

### Overview of messages

The following messages will be used for EDI communications with Mercedes-Benz AG plants regarding the supply process:

- VDA 4905 → EDI for call-offs
- VDA 4906 → EDI for invoices
- VDA 4907 → EDI for remittance advices<sup>\*)</sup>
- VDA 4908 → Credit note procedure
- VDA 4913 → EDI for delivery note and transport data
- VDA 4915 → EDI for detailed call-offs
- VDA 4916 → EDI for JIS call-offs
- VDA 4927 → EDI for load carrier account statements and load carrier movements<sup>\*)</sup>
- VDA 4933 → EDI for transport order data
- VDA 4938 → EDI for invoice
- VDA 4938 → Credit note procedure
- VDA 4945 → Transmission of transport-status messages
- VDA 4985 → EDI for Pick-up-Sheet data
- VDA 4987 → Currently only used for JISP or RFID

<sup>\*)</sup> Optional: message exchange at supplier's request

The following recommendations apply as for goods accompanying documents:

- VDA 4902/Version 4 → Material label
- VDA 4912 → EDI goods accompanying slip
- VDA 4922 → Forwarding instruction

**Important:** Please refrain from using DIN delivery notes! We require the “**DFÜ-Warenbegleitschein**” for all deliveries. See Chapter 6

Descriptions of the VDA messages are available at:

<http://www.vda.de>

Further information on the VDA working group SID EDI and billing can be found here:

[Kommunikations- und Informationstechnologie - VDA](#)

[Arbeitskreis: Abrechnungsverfahren - VDA](#)

Mercedes-Benz AG purchasing contracts include the "Mercedes-Benz Special Terms" as a legally binding component. You are requested to note the following Mercedes-Benz Special Terms (MBST) in particular, since they include Mercedes-Benz AG-specific details.

- Mercedes-Benz Special Terms Nr. 28 → Use of load carriers of Mercedes-Benz AG
- Mercedes-Benz Special Terms Nr. 29 → Material label as per VDA 4902, version 4 recommendation
- Mercedes-Benz Special Terms Nr. 35 → Communication with Mercedes-Benz AG plants By EDI

Your Sales department has copies of these documents. Further copies are available from:

Mercedes-Benz AG  
Contract management  
Department: MP/SC3  
HPC G036  
D-71059 Sindelfingen

## Use of the ODETTE/EDIFACT international message standard

In view of the increasing globalization of the automotive industry, as well as using EDI according to VDA recommendations, Mercedes-Benz AG also works with the ODETTE and EDIFACT international standards.

You can find out more in the individual chapters of this dial-up manual.

[Here you will find an overview from the VDA](#)

### Vom Prozedurentest zum Echteinsatz

#### General procedure

As soon as you have completed the preparations at your location for setting up an EDI interface, please make sure you have completed the following steps before setting up an EDI connection with our plants:

#### Procedure test with T-Systems

Line connections must be tested before any data interchanges with our plants.

#### Please contact T-Systems

Email: [edi.hotline@t-systems.com](mailto:edi.hotline@t-systems.com)

Tel.: +49 (0)39159762016



If this is the first data transmission between the data sender and Mercedes-Benz AG, MBAG has to assign it.

After the procedure tests have been successfully completed, please contact your contact persons at the Mercedes-Benz AG plants.

## Individual message transmission test

Test of transmission of call-up data according to VDA 4905/4915

Tests will be carried on the transmission of VDA 4905/4915 call-off messages to you from each plant.

To set up the tests, please get in touch with the plant contact persons named in Chapter 1.2

## Test of transmission of delivery note and transport data according to VDA 4913

After a successful procedure test with the EDI hotline, every supplier can transfer any amount of test data and check it independently. These tests can be carried out via the test facility 999.

→ The data is displayed in the IBL platform in the DQM module in the function:

- **Shipment data (D301)**
- **Data receiving plant: Select 999**

You will gain access through the supplier portal <http://supplier.mercedes-benz.com> via “Collaboration”, “Production and Logistics” and “Data Communication with Mercedes-Benz AG”.

If the test data are not correct and have an error status, the errors need to be eliminated in the DQM and the mapping must be adapted for correct data transmissions in the future.

The data transfer to:

SSID → 00013000577MB000000OFTPV2

SFID → 00013000560MB050000

VFN → MB999WES

**Note:** This procedure can also be used for a "self-check" at any time. In this case, the data sender must delete the test program after checking it in DQM in function D301.

### Advantages:

- The errors are displayed as in real operation and can be corrected under Details in the function D301
- Test can be repeated as often as desired
- The data is not forwarded to any subsequent system
- The data is not forwarded to any subsequent system
- Error-free data can be subtracted via the export function

**Attention:** Not all plant-specific tests may be available. example: packaging plan

**Note:** If an external service provider is not being processed, then the supplier's number must not be entered in the "Supplier number (EDL)" field in places 77-85 in record type 713.

- Enter blanks instead. The supplier number may only be entered here when processing an external service provider with transaction code 40.
- See also the descriptions in the VDA 4913 recommendation.

### Contact

Logistics Quality Services (LQS)

Mail: [ibl-support@mercedes-benz.com](mailto:ibl-support@mercedes-benz.com)

Phone: +49 (0)30 / 887 215 588

Test of transmission of invoice data according to VDA 4938

Please take all information from chapter 13.

## Information for addressing Mercedes-Benz AG plants in OFTP

### Actions to be carried out when starting to use EDI or making change notifications

If you are planning to set up electronic data interchange with the EDI system of Mercedes-Benz AG (EDIS), or to change your existing EDI connections with EDIS, please complete the following steps:

1. Please contact the for the relevant message type.
2. Enter all the communication parameters for data interchange with Mercedes-Benz AG in your system or ask your software supplier to do this for you.
3. Complete the form (provided by T-Systems) with your **OFTP partner data** and fax or mail it to:

#### **T-Systems International GmbH**

#### **EDI Customer Support**

Tel.: +49 (0)391 5976 2016

E-fax: +49 (0)391 580 211 271

Email: [edi.hotline@t-systems.com](mailto:edi.hotline@t-systems.com)

4. If you are using EDI for the first time, complete the **first time EDI users** form (provided by T-Systems) and fax it to the same number or mail.
5. Then arrange a date and time for a **procedure test** with the EDIS system with our EDI Customer Support.
6. Completion of the procedure test with the EDIS test system.
7. On successful completion of the procedure test, fax or mail your communication readiness **notification form** to the EDI Customer Support of T-Systems.
8. A data test must then be made with the relevant plant. Please inform your contact partner after the first test data are sent.
9. After the data test has been made successfully, the contact partners in the other plants (Chapter 1.2) can be informed by email.

## Remarks

- If you wish to change your communication parameters, send the OFTP partner data form to the EDI Customer Support of T-Systems.
- To register EDI with additional VDA data formats, send the communication readiness notification form to the EDI Customer Support of T-Systems.

## Communication readiness

Individual MBAG plants are constantly producing data. Then this data has to be sent directly to their communication partners (suppliers). This means that it is important to keep your communication system ready to receive at all times. In any case, please enter the times at which your communication system can receive data in the communication readiness notification form.

## Contacts for communication connections

The contact point for changing, setting up or testing communication connections to Mercedes-Benz AG **communication partners** and receiving error reports regarding communication with EDIS systems is the **T-Systems EDI Customer Support**.

**When you contact the T-Systems EDI Customer Support, please be ready to give your Mercedes-Benz AG supplier no.**

**T-Systems International GmbH**

**EDI Customer Support**

Tel.: +49 (0)391 5976 2016

E-fax: +49 (0)391 580 211 271

Email: [edi.hotline@t-systems.com](mailto:edi.hotline@t-systems.com)

- The T-Systems EDI Customer Support is available 24 hours, 365 days a year.
- New installations and changes will only be processed Monday through Friday 6:00 am to 6:00 pm German time and not on German national holidays.
- Outside of these hours, disturbances only will be processed.