



# Supplier Delivery Performance Rating Manual

## Ford North American Production Suppliers



## Supplier Manufacturing Performance Group

**August, 2008**

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# Table of Contents

	<b><u>Page</u></b>
SDPR Manual Revisions .....	3
Plants included in rating .....	4
Acronyms .....	5
Ford DDL CMMS3 (IMS7) .....	6
Ford GEC Hub .....	7
Advance Shipping Notices .....	8
Lessons Learned .....	10
<b>Supplier Delivery Performance Rating</b>	
<b>Category I – Communication .....</b>	<b>12-77</b>
ASN Timeliness .....	13
ASN Accuracy .....	29
ASN Timeliness/Accuracy Point Deduction Matrix .....	68
Unanswered DDL Shortages .....	69
Unanswered DDL Point Deduction Matrix.....	72
Supplier Delivery Contacts .....	73
MMOG .....	76
Category I – Problem Reports .....	77
<b>Category II – Shipping Performance .....</b>	<b>78-115</b>
Behind Schedule .....	79
Behind Schedule Point Deduction Matrix .....	85
Off-Line/Production Losses .....	86
Unconfirmed Packaging .....	87
Unconfirmed Packaging Point Deduction Matrix .....	94
Cum Disagree .....	95
Cum Disagree Point Deduction Matrix .....	111
Shipping Discrepancies .....	112
Shipping Discrepancies Point Deduction Matrix .....	114
Category II – Problem Repots .....	115
Delivery Rating Dispute Process .....	116
Q1 2002 Program Section .....	126
General Information .....	129

# SDPR Manual

## August 2008 Revisions

- Clearly distinguish the differences between an ANX line and a VAN line.
- Added a few acronyms (LLP – Lead Logistics Provider, PPAP – Production Part Approval Process, PSW – Part Submission Warrant, SBU – Stamping Business Unit, and 866 – ILVS Release Document)
- Removed the Ford Packaging Help Line information and phone number. The new process is outlined in the manual.

# This SDPR Manual covers shipments made to the following Ford plant codes:

## North America Assembly Operations

DDL default: NAASY

<u>Code</u>	<u>Name</u>
AP02A	Michigan Truck
AP03A	Chicago Assembly
AP04A	Ohio Assembly
AP05A	Dearborn Assembly
AP06A	Kansas City Assembly
AP09A	Louisville Assembly
AP10A	Kentucky Truck
AP13A	Detroit Chassis
AP14A	St. Louis Assembly
AP15A	Twin Cities Assembly
AP16A	Wayne Assembly
AP20A	Oakville Assembly
AP22A	St. Thomas Assembly
AP23A	Cuautitlan Assembly
AP24A	Hermosillo Assembly

## Auto Alliance

DDL default: G9W1A

<u>Code</u>	<u>Name</u>
G9W1A	Auto Alliance

## Powertrain Operations (PTO)

DDL default: QMPGO

<u>Code</u>	<u>Name</u>
EE01A	Rawsonville
EF02A	Cleveland Engine #1
EF03A	Dearborn Engine & Fuel Tank
EF06A	Lima Engine
EF15A	Windsor Engine
EF16A	EMDO
EF17A	Essex Engine
EF18A	Chihuahua Engine
EF0AA	Romeo Engine
EF0KA	Windsor Engine Annex
TC02A	Sharonville
TC04A	Livonia
TC05A	Sterling
TC11A	Van Dyke
TC0CA	ATNPC

## Metal Stamping Operations (MSO)

DDL default: MS01A, MS02A, etc.

<u>Code</u>	<u>Name</u>
MS01A	Buffalo Stamping
MS02A	Chicago Stamping
MS03A	Walton Hills Stamping
MS05A	Dearborn Stamping
MS08A	Maumee Stamping
MS09A	Woodhaven Stamping
MS24A	Hermosillo Stamping
MS0BA	Wayne Stamping
MS0DA	Kentucky Stamping

## International Export Operations (IEO)

DDL default: PACK

<u>Code</u>	<u>Name</u>
IE0AA	Australia
IE0BA	Europe
IE0CA	Venezuela
IE0DA	Argentina
IE0EA	Philippines
IE0FA	Brazil
IE0GA	Taiwan
IE0HA	Hofu
IE0KA	South Africa
IE0LA	China
IE0MA	Japan

# Acronyms

- AAI – Auto Alliance Plant (G9W1A plant code)
- AIAG – Automotive Industry Action Group
- ASN – Advanced Shipping Notice
- CMMS – Common Material Management System
- CSA – Corporate Security Administrator
- DDL – Direct Data Link
- DETC – Disputed Excess Transportation Charge
- EDI – Electronic Data Interchange
- EDT – Eastern Daylight Time
- EST – Eastern Standard Time
- GEC – Global Electronic Commerce
- GMT – Greenwich Mean Time
- GSDB – Global Supply Database
- **LLP – Lead Logistic Provider**
- MMOG – Material Management Operation Guidelines
- MoT – Mode of Transportation
- MP&L – Material Planning and Logistics
- MRP – Material Requirement Process
- MSO- Metal Stamping Operations
- PLM – Premium Logistics Management
- **PPAP – Production Part Approval Process**
- **PSW – Part Submission Warrant**
- PTO – Powertrain Operations
- ODC – Origin Distribution Center
- **SBU – Stamping Business Unit**
- SCAC – Standard Carrier Alpha Code
- SIM – Supplier Improvement Metrics
- SMPG – Supplier Manufacturing Performance Group
- SMPS – Supplier Manufacturing Performance Specialist
- TOFC – Trailer on a FlatCar
- VAN – Value Added Network
- VO – Vehicle Operations
- 6MWA – 6 Month Weighted Average
- 856 – ASN (Advanced Shipping Notice)
- 862 – Daily release (shipping)
- 830 – Weekly release (planning)
- 861 – Receipt advice (sent day after parts are received)
- **866 – ILVS Release**
- 997 – Functional Acknowledgement

# Ford DDL CMMS3 (IMS7)

- Direct Data Link (DDL) is a critical component for maintaining high delivery performance.
- DDL provides the supplier on-line access to interact and view Ford's inventory control system for Production:
  - CMMS3 (IMS7) Production
- The objective of DDL is to supply continuity with minimum inventory. This will minimize carrying costs and eliminate excess transportation charges.
- Formal DDL training for CMMS3 is REQUIRED for all suppliers shipping to North American Assembly or Manufacturing Plants. This training is also REQUIRED for suppliers shipping to Renaissance Global Logistics (RGL).
  - Primary DDL User *must* be formally trained.
  - One (1) DDL Backup User *should* be formally trained.
- DDL connection is available through the World Wide Web 3270 Access Application.
  - The 3270 Access Application is available on FSP.
  - You must have a FSP-Covisint ID to access the 3270 application.
- In addition to your Covisint ID, you must have a 3270 Access Application RACF ID:
  - Visit the following website to submit your RACF ID request: [https://web.mpl7.ford.com/ddl\\_scm/](https://web.mpl7.ford.com/ddl_scm/)
  - Questions concerning your RACF ID request can be directed to [prodddl@ford.com](mailto:prodddl@ford.com).
- DDL training is available at the Fairlane Training and Development Center (FTDC) located in Dearborn, Michigan. Suppliers can register by contacting FTDC at:
  - (888) 993-3673 or (313) 845-5255
  - CMMS3 (IMS7) Course code 6426
  - Suppliers must have their 3270 RACF ID prior to attending class.
- The Ford DDL CMMS3 Training manual is available on the DDL page of MP&L-in-a-Box at <https://web.mpl7.ford.com/mplbox/index.html>.

# Global Electronic Commerce (GEC) Hub Information

- Ford NA Production Suppliers are required to send and receive all EDI transaction sets (830 – Weekly Release, 856 – Advanced Shipping Notice (ASN), 861 – Receipt Advice, 862 – Daily Release, 866 – ILVS Release, 997 – Functional Acknowledgment, etc.) as applicable.
- Suppliers MUST communicate via EDI through the Global Electronic Commerce (GEC) Hub.
- Suppliers can connect to the GEC Hub via 2 methods:
  - ✓ ANX direct – Fast, More Reliable
  - ✓ VAN (Value Added Network) – Slow, Less Reliable
- A special team has been formed to help suppliers evaluate and select connectivity options as well as assist in the overall connection to the GEC Hub.
  - EDI information can be found at the following website: <https://web.gsec.ford.com>.
  - EDI questions should be directed to the Ford Corporate Helpdesk at (888) 317-4957.

# Advance Shipping Notices (ASNs)

- Electronic ASNs are transmitted to Ford via the GEC Hub. The GEC Hub acts as a translator and forwarder; translating EDI language to DDL language and then forwarding the ASN to DDL.
- When sending production ASNs, "original" ASNs should be sent with "00" in the BSN01 field. Replacement ASNs should be sent with "05" in the BSN01 field. Failure to follow this process could have a negative impact on your delivery rating.
- Suppliers should ensure they are retrieving a 997. A 997 is a functional acknowledgment sent from the GEC Hub upon receipt of the ASN. A 997 can be ACCEPTED or REJECTED.
  - » A REJECTED 997 means there is a *syntax* error in the EDI language and the ASN will not be forwarded to DDL. The supplier must correct the syntax error and resend the ASN.
  - » An ACCEPTED 997 means the ASN is being forwarded to DDL.
  - » **Please note that an ASN can be accepted and still include errors.**
- A 997 should be sent by the GEC Hub immediately upon receipt of the ASN. If a 997 is delayed, suppliers should verify the following:
  - ✓ Their system is set to receive 997's immediately upon sending an ASN. Confirm if built in delays exists or if your organization has batch processing.
  - ✓ The 997 is not delayed due to the VAN downtime (if this is the supplier connection method)
- GEC Hub connectivity options and EDI information can be found at the following website:  
<https://web.gsec.ford.com>.



# ASNs (continued)

- If a 997 is *not* received within minutes and the above scenarios have been verified, the supplier should:
  - If your site uses a VAN or an ANX, contact the VAN or ANX provider *first* to verify that the ASN has been sent without any delays.
  - If your VAN or ANX provider does not have any connectivity issues, contact the Ford Corporate Help Desk (888-317-4957) to determine if there is a delay with the Ford GEC Hub. The help desk will provide a ticket number to the supplier, validating that an issue has been logged.
  - If the issued is believed to be a Ford caused issue, the supplier should email their ticket number to [SMPG@ford.com](mailto:SMPG@ford.com), immediately upon receipt for follow-up by SMPG.
  - It is the supplier's responsibility to follow-up with the help desk to determine *if* this was in fact a Ford caused issue. Ford caused issues can be disputed *if* the supplier is penalized in the delivery rating.
  
- ASN transmission delays due to supplier issues (VAN or ANX downtime) are not disputable. It is the supplier's responsibility to work with their VAN or ANX providers on performance. Submitting disputes for supplier caused issues could result in a 3-point Problem Report to be issued.
  
- **Suppliers who need to send a TEST ASN to verify EDI connectivity with Ford should NOT do so utilizing the normal production system with the expectation that the assembly plant, manufacturing plant, or PLM will delete the ASN.** It is important to note that all ASNs sent through the production environment affect plant records and will negatively impact the delivery rating. Therefore, a normal production ASN should NOT be sent as a means for testing.
  - » To send a test ASN, suppliers should input a "12" in the **BSN01** segment of the ASN. Suppliers will get a 997 functional acknowledgment (either accepted or rejected), but the ASN will not reach the production environment. Any point deductions that occur due to failure to following this process is not disputable.
  - » If you have questions regarding how to send a test ASN, you need to contact your internal IT personnel for assistance. If you require additional assistance, please contact the Ford Corporate Help Desk at: (888) 317-4957.

# Lessons Learned

## Best Practices for Maintaining High Delivery Performance

- Establish a clear understanding with all of Ford's MP&L requirements as outlined in:
  - ✓ MP&L Supplier Reference Guide ([https://web.mpl7.ford.com/mplbox/docs/MPL\\_Supplier\\_Reference\\_Guide.pdf](https://web.mpl7.ford.com/mplbox/docs/MPL_Supplier_Reference_Guide.pdf))
  - ✓ Supplier Delivery Performance Manual ([https://web.mpl7.ford.com/mplbox/docs/RatingManual\\_PROD.pdf](https://web.mpl7.ford.com/mplbox/docs/RatingManual_PROD.pdf))
  - ✓ Materials Management Operations Guidelines ([www.aiag.org](http://www.aiag.org))
  - ✓ Ford Global Terms & Conditions (<https://web.fsp.ford.com/gtc/production/index.jsp?category=guides>)
  
- *At least* 1 employee should be formally trained on the Ford DDL CMMS3 System and at least 1 employee trained on each shift.
  
- Monitor DDL daily as required and log all issues at the time of occurrence (i.e. via a Ford Daily Checklist).
  - » Maintain print screens to support that you are monitoring all key DDL screens (i.e., JBBA., VABA, SVBA) as required. These print screens can be utilized in case a dispute is required.
  - » For additional information regarding CMMS3 supplier responsibilities, reference Module 1 (Supplier Responsibility) of the Ford DDL manual at ([https://web.mpl7.ford.com/mplbox/docs/MANUAL\\_DDL\\_Module01SupplierResponsibility.doc](https://web.mpl7.ford.com/mplbox/docs/MANUAL_DDL_Module01SupplierResponsibility.doc)).
  
- Monitor Ford DDL CMMS3 and MP&L-in-a-Box (<https://web.mpl7.ford.com/mplbox/index.html>) bulletin boards daily for updated supplier information.
  
- Monitor Weekly Delivery Details for the prior weeks shipments are available each Monday in SIM. Suppliers should review Weekly Delivery Details each Monday and Tuesday morning so they may begin the initial stage of understanding the problems to prevent reoccurrences.

# Lessons Learned

## Best Practices for Maintaining High Delivery Performance

- Review Global Logistics Shipping Instructions (GSLI) website (<https://web.mplb2b.ford.com/shipping/cgi-bin/index.cgi>) regularly to verify if there are changes to your shipping instructions.
- After transmitting an ASN:
  - ✓ Verify that the 997 has been received
  - ✓ Check the Ford DDL AJAA (ASN Journal) to verify the ASN actually posted to DDL.
  - ✓ Review the Ford DDL AJAA (ASN Journal) and ADAA (ASN History) screens for ASN Timeliness and ASN Accuracy errors.
  - ✓ Review the Ford DDL SVBA screen to check for Cum Disagrees
- Develop Key Performance Indicators (KPI's) that identify and track material/delivery issues.
- Ensure at least 3 or more people are aware of all key events (i.e., annual updates for Supplier Delivery Contact (SDC), MMOG, BTIA, etc.) and are alerted (i.e., through calendar notifications) when dates are approaching.
- Utilize MMOG/LE as a tool to identify opportunities to improve MP&L processes and develop action plans close the gaps.
- **Develop well documented work instructions that clearly integrate Ford's MP&L requirements, including information on how to access Ford's manuals and documents.**

# Supplier Delivery Performance Rating

Suppliers are rated on two categories:

**I. Ford Supplier Communication System (25 points)**

- **ASN Timeliness**
- **ASN Accuracy**
- **Unanswered DDL Shortages**
- **Supplier Delivery Contact Update**
- **Problem Reports**

**II. Shipping Performance (75 points)**

- Behind Schedule to Release
- Supplier Caused Off-Line / Production Loss / Build Constraints
- Unconfirmed Packaging
- Cum Disagree
- Shipping Discrepancy
- Problem Reports

# Category I – Communication ASN Timeliness

## ➤ **Requirements:**

- ✓ Suppliers must transmit ASNs *electronically* 100% of the time **upon conveyance departure.**
- ✓ Supplier must update the Ford DDL BTIA screen to include their Greenwich meantime offset (GMT) and indicate whether they observe Daylight Savings Time (DST). If they answer (Y)es the supplier must enter the start and end times of DST, and the new offset from GMT.
  - Reference pages 19-21 of this manual for instructions on how to the BTIA (Supplier Time Zone) screen.
  - To find your standard time, please visit: <http://www.greenwichmeantime.com/time-zone/index.htm>
- ✓ Suppliers are currently being rated for both Early and Late ASNs.
  - ❖ Suppliers ***do not*** have a grace period to send the ASN after the shipment has left.
  - ❖ Suppliers creating manual ASNs may be penalized via Problem Report.

## ➤ **Calculation:**

- ✓ Date and time the ASN is sent, **DTM02** and **DTM03** segment on the ASN, is compared to the date and time the ASN enters the Ford system.
- ✓ Percentage is determined by dividing the number of ASN Header Records transmitted on-time by the ASN Header Record count. The ASN Header Record count can be located in the Category I memo field of the monthly SIM Report.
- ✓ Percentages are not rounded up but are truncated to tenths.
- ✓ Reference ASN Timeliness and Accuracy Matrix for point deduction (page 68).

# ASN Timeliness - Delivery Details SIM Display

Conveyance  
Departure time is  
based on the  
DTM02 and  
DTM03 segments  
of the supplier's  
ASN

ASN Received time is  
the time the ASN is  
received in the Ford  
system. This  
information can be  
found on the Ford DDL  
ADAA (ASN History)  
screen.

Technical Assistance - Microsoft Internet Explorer

wwwdev.purchasing.ford.com/prch\_quality/cgi-bin/simframe.cgi?code=D7SRF&name=ANCOR+INC+...&site\_by...

Plant	Conveyance Departure	ASN Received	Bill of Lading Number	Packing Slip Number	Hours Early	GEC Down
AP01A	21-FEB-2005 03:00:00 AM	19-FEB-2005 12:10:45 AM	14576	14576	50.81	No
AP02A	21-FEB-2005 03:00:00 AM	19-FEB-2005 12:10:46 AM	24576	24576	50.81	No
AP03A	21-FEB-2005 03:00:00 AM	19-FEB-2005 12:10:45 AM	34576	34576	50.81	No
AP04A	21-FEB-2005 03:00:00 AM	19-FEB-2005 12:10:46 AM	44576	44576	50.81	No
AP05A	21-FEB-2005 03:00:00 AM	19-FEB-2005 12:10:45 AM	54576	54576	50.81	No
AP06A	21-FEB-2005 03:00:00 AM	19-FEB-2005 12:10:45 AM	64576	64576	50.81	No
AP07A	21-FEB-2005 03:00:00 AM	19-FEB-2005 12:10:45 AM	74576	74576	50.81	No
AP10A	21-FEB-2005 03:00:00 AM	19-FEB-2005 12:10:45 AM	104576	104576	50.81	No
AP12A	21-FEB-2005 03:00:00 AM	19-FEB-2005 12:10:46 AM	124576	124576	50.81	No
AP14A	21-FEB-2005 03:00:00 AM	19-FEB-2005 12:10:46 AM	144576	144576	50.81	No
AP15A	21-FEB-2005 03:00:00 AM	19-FEB-2005 12:10:46 AM	154576	154576	50.81	No
AP16A	21-FEB-2005 03:00:00 AM	19-FEB-2005 12:10:46 AM	164576	164576	50.81	No
AP17A	21-FEB-2005 03:00:00 AM	19-FEB-2005 12:10:47 AM	174576	174576	50.81	No
AP20A	21-FEB-2005 03:00:00 AM	19-FEB-2005 12:10:46 AM	204576	204576	50.81	No
AP22A	21-FEB-2005 03:00:00 AM	19-FEB-2005 12:10:46 AM	224576	224576	50.81	No
AP23A	21-FEB-2005 03:00:00 AM	19-FEB-2005 12:10:45 AM	234576	234576	50.81	No
AP24A	21-FEB-2005 03:00:00 AM	19-FEB-2005 12:10:45 AM	244576	244576	50.81	No
G9W1A	21-FEB-2005 03:00:00 AM	19-FEB-2005 12:10:47 AM	84576	84576	50.81	No
AP01A	24-FEB-2005 03:00:00 AM	24-FEB-2005 12:12:40 AM	14579	14579	2.78	No
AP02A	24-FEB-2005 03:00:00 AM	24-FEB-2005 12:12:41 AM	24579	24579	2.78	No
AP03A	24-FEB-2005 03:00:00 AM	24-FEB-2005 12:12:40 AM	34579	34579	2.78	No
AP04A	24-FEB-2005 03:00:00 AM	24-FEB-2005 12:12:41 AM	44579	44579	2.78	No
AP05A	24-FEB-2005 03:00:00 AM	24-FEB-2005 12:12:40 AM	54579	54579	2.78	No
AP06A	24-FEB-2005 03:00:00 AM	24-FEB-2005 12:12:40 AM	64579	64579	2.78	No

start | Inbox - Mic... | Avaya INTU... | Supplier Deli... | Session A - ... | Microsoft Po... | Supplier Tec... | 12:37 PM

Important Note: Conveyance Departure/ASN Received time is expressed in the supplier's local time.  
ASN Received time is based on the admin group for your site

# ASN Timeliness

## How to Problem Solve Issues

### I. How are the DTM02 and DTM03 fields populated on your ASN?

- 1) Manually
  - ✓ If these segments are populated manually, verify the shipping clerk is entering the times correctly; have them walk through the process.
- 2) Automatically populated by your MRP system when you create/open a shipper
  - ✓ There may be too much time that elapses between the time you create/open a shipper until the time the conveyance departs and the ASN is sent. You may need to change this to populate when you actually *send* your ASN.
- 3) ***Automatically populated by your MRP system when you *send* your ASN***
  - ✓ This is the most effective process.

# ASN Timeliness

## How to Problem Solve issues

### **II. Is your EDI data sent to an alternate location (i.e., central/corporate office) before it is forwarded to Ford?**

- Is the alternate site in another time zone? If so, does the ASN get time stamped from this other location?
  - ✓ If it does, then you need to update your system to populate the DTM03 segment of the ASN using the local time of the ship location.
  - ❖ Please do NOT update the Ford DDL BTIA (Supplier Time Zone) screen to accommodate the time zone of the alternate ship location as this will throw off the transit time in DDL.

### **III. Does your MRP system employ a batch process for sending EDI information to Ford? If so, what is the criteria for sending data?**

- ✓ You may want to investigate how ASNs can bypass batch processing, as this will most likely cause ASN Timeliness issues.



# ASN Timeliness

## How to Problem Solve issues

### IV. How do you communicate EDI information with Ford?

#### 1) Value Added Network (VAN)

- ✓ You will need to find out what VAN you use and work with that VAN to increase their performance/uptime.
- ✓ **Please note that VAN downtime is NOT a disputable event.**

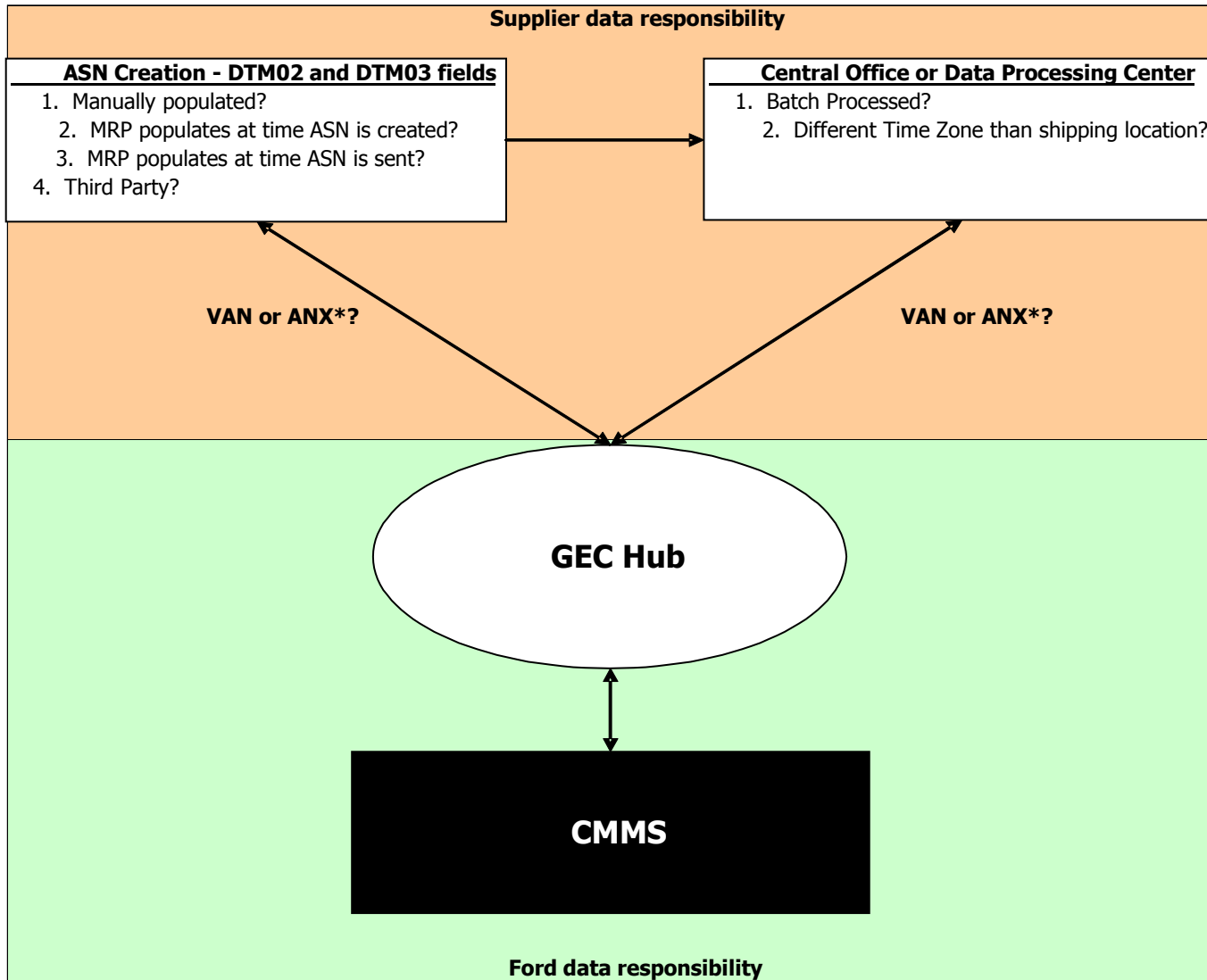
#### 2) Dedicated ANX Line

- ✓ Using a dedicated ANX line will increase performance. It is very rare that an ANX line experiences downtime as opposed to a VAN.
- ✓ **Please note that ANX downtime is NOT a disputable event.**

❖ For addition information on Ford EDI connections, visit the Ford GEC Hub website at <https://web.gsec.ford.com/GEC/connectivity/connect.asp>.

# ASN Timeliness

## How to Problem Solve Issues



# ASN Timeliness

## How to Problem Solve Issues

### **IV. Have you verified that the Ford DDL BTIA (Supplier Time Zone) screen in CMMS is set up properly?**

1) Is the GMT off-set is correct?

- ✓ If it is correct, you will never need to update it, unless your ship site moves or Time Zone changes.

2) Is the DST indicator and dates and times correct?

- ✓ Make it a process to update the next year's start and end dates annually.

- ❖ *Reference page 20 of this manual for instructions on how to update the BTIA screen.*

# ASN Timeliness BTIA Screen

**Suppliers must update the BTIA screen with the GMT Adjustment and DST for the local time zone of the ship site.**

The screenshot shows the 'CMMSBTIA SUPPLIER TIME ZONE DATA' screen. The title bar indicates 'Session A - 124 x 801'. The screen content includes the following fields and values:

- CMMSBTIA SUPPLIER TIME ZONE DATA 04/03/08 13:55:36
- ==>
- SUPP
- Calculate ASN Timeliness (Y/N): Y
- Time Zone of Shipping Location\* (GMT Adjustment +/-HH:MM): -05:00
- Is DST recognized at the location the ASN is sent from (Y/N): Y
- DST GMT adjustment (HH:MM): 01:00
- DST Start Date: 03/09/08 Time (HH:MM): 02:00
- DST End Date: 11/02/08 Time (HH:MM): 02:00
- Time Zone Last Update (GMT): 11/05/07 11:29:52 AA20005
- \* The ASN ship date and time must be the supplier local ship point time
- F1=Help F5=Next Supp F10=BHIA F12=Return
- RECORD FOUND
- AA71K21
- MR a ↑ 02/006
- Connected to remote server/host tn3270server1.dearborn.ford.com using port 5031
- \\wpc00004.wpc.ford.com\PR31639 on Ne05:

Yellow callout boxes provide instructions:

- Input their GMT offset from the location where your EDI data is sent, which should be the ship site.** (Points to 'Time Zone of Shipping Location\*')
- Calculate ASN Timeliness should be set to "Y"** (Points to 'Calculate ASN Timeliness (Y/N): Y')
- If the supplier observes Daylight Savings Time (DST), enter a "Y", the adjusted time and the DST Start and End Dates.** (Points to 'Is DST recognized...', 'DST GMT adjustment', 'DST Start Date', and 'DST End Date')

# ASN Timeliness

## How to update the Ford DDL CMMS3 BTIA Screen

1. It is the supplier's responsibility to update GMT data in BTIA. This process starts by having Supplier Performance update the "Calculate ASN Timeliness" field to: Y(es). If this field is not set to yes, contact SMPG at: ([smpeg@ford.com](mailto:smpeg@ford.com)).
2. The supplier needs to input their GMT offset from the location where your EDI data is sent, which should be the ship site. Once this is set properly, you will NOT need to adjust it! Your standard time can be found at the following site:  
<http://wwp.greenwichmeantime.com/>.
3. Suppliers must determine whether or not they observe Daylight Savings Time (DST). If so, enter a "Y" for Yes in the field that states: "Is DST recognized at the location the ASN is sent from (Y/N): \_."
4. If a supplier does recognize DST, they must enter the start and end dates of DST and the adjustment of: 01:00.
  - » The only data a supplier will ever need to update again is the start and end dates of DST on a yearly basis. DST/Summertime information can be found at <http://webexhibits.org/daylightsaving/b.html>
  - ❖ If you have any questions regarding BTIA, please input a "W" on the command line and press ctrl/enter.

# ASN Timeliness Problem Solving Example

**Supplier Technical Assistance - Microsoft Internet Explorer**

Address: [http://www.purchasing.ford.com/prch\\_quality/cgi-bin/simframe.cgi?code=EPN8D&name=DRIVESOL+WORLDWIDE,+INC.+++++++&site\\_type=Site&map=&test=](http://www.purchasing.ford.com/prch_quality/cgi-bin/simframe.cgi?code=EPN8D&name=DRIVESOL+WORLDWIDE,+INC.+++++++&site_type=Site&map=&test=)

**CATEGORY I:**

**ASN Timeliness:**

ASN(s) Late						
Plant	Conveyance Departure	ASN Received	Bill Of Lading Number	Packing Slip Number	Hours Late	GEC Down
<a href="#">AP09A</a>	21-NOV-2005 03:21:00 PM	21-NOV-2005 08:21:27 PM	93979	993979	5.0	No
<a href="#">AP14A</a>	21-NOV-2005 12:17:00 PM	21-NOV-2005 05:17:30 PM	93980	993980	5.0	No
<a href="#">AP14A</a>	22-NOV-2005 01:37:00 PM	22-NOV-2005 06:37:43 PM	94002	994002	5.0	No
<a href="#">AP09A</a>	22-NOV-2005 12:47:00 PM	22-NOV-2005 05:47:39 PM	94001	994001	5.0	No
<a href="#">AP09A</a>	23-NOV-2005 02:25:00 PM	23-NOV-2005 07:25:35 PM	94027	994027	5.0	No

ASN(s) Early						
Plant	Conveyance Departure	ASN Received	Bill of Lading Number	Packing Slip Number	Hours Early	GEC Down
<b>No Detail Data Available!</b>						

**ASN Accuracy:**

SCAC Error / Broker Error								
Plant	Ship Date	GEC Hub Date	SCAC/Broker	Equipment Owner	Convey Mode	Bill Of Lading Number	Conveyance Number	Ship To Location
<b>No Detail Data Available!</b>								

Conveyance Departure/ASN Received time is expressed in the supplier's local time.

# ASN Timeliness Problem Solving Example

**Ship Time is displayed on the DDL ADAA (Formatted Detail) screen.**

**Ship Time is posted in the DTM03 segment of the supplier's ASN**

```
Session A - [24 x 80]
File Edit View Communication Actions Window Help
CMMSADAA          ASN DETAIL - UNFORMATTED ASN DATA          11/29/05 10:43:51
==>
SHIP FROM      : EPN8D          ASN NBR      : 993979
PACKING SLIP   : 993979        SHIP DATE    : 11/21/05

      Segment No:      1      Character Range:      1 - 357

856HD HEADER RECORD  Ship From      : E663D          Ship To      : AP09A
856A PRIMARY CONTROL ASN No       : 993979          Ship From    : EPN8D
RECORD             Shipped Date  : 051121        Shipped Time : 1521
                   Arriv          :                   Arrival Time :
                   Carrier Code  : NLMI             Mode of Trans:
                   Conveyance No : 191868        Frt Bill     :
                   Bill of Lading: 93979          Ship To      : AP09A
                   Int. Consign  :
                   Gross Weight  : 0000003132LB Net Weight  : 0000002232LB

856RF REFERENCE RECORD Qualifier   : BM
                   Number      : 93979

F1=Help  F4=Unformatted Detail  F6=ASN History
MORE RECORDS AVAILABLE          AA71K02
MA a                             02/006
Connected to remote server/host tn3270 using port 5031  HP LaserJet 5/5M PostScript on LPT1:
```

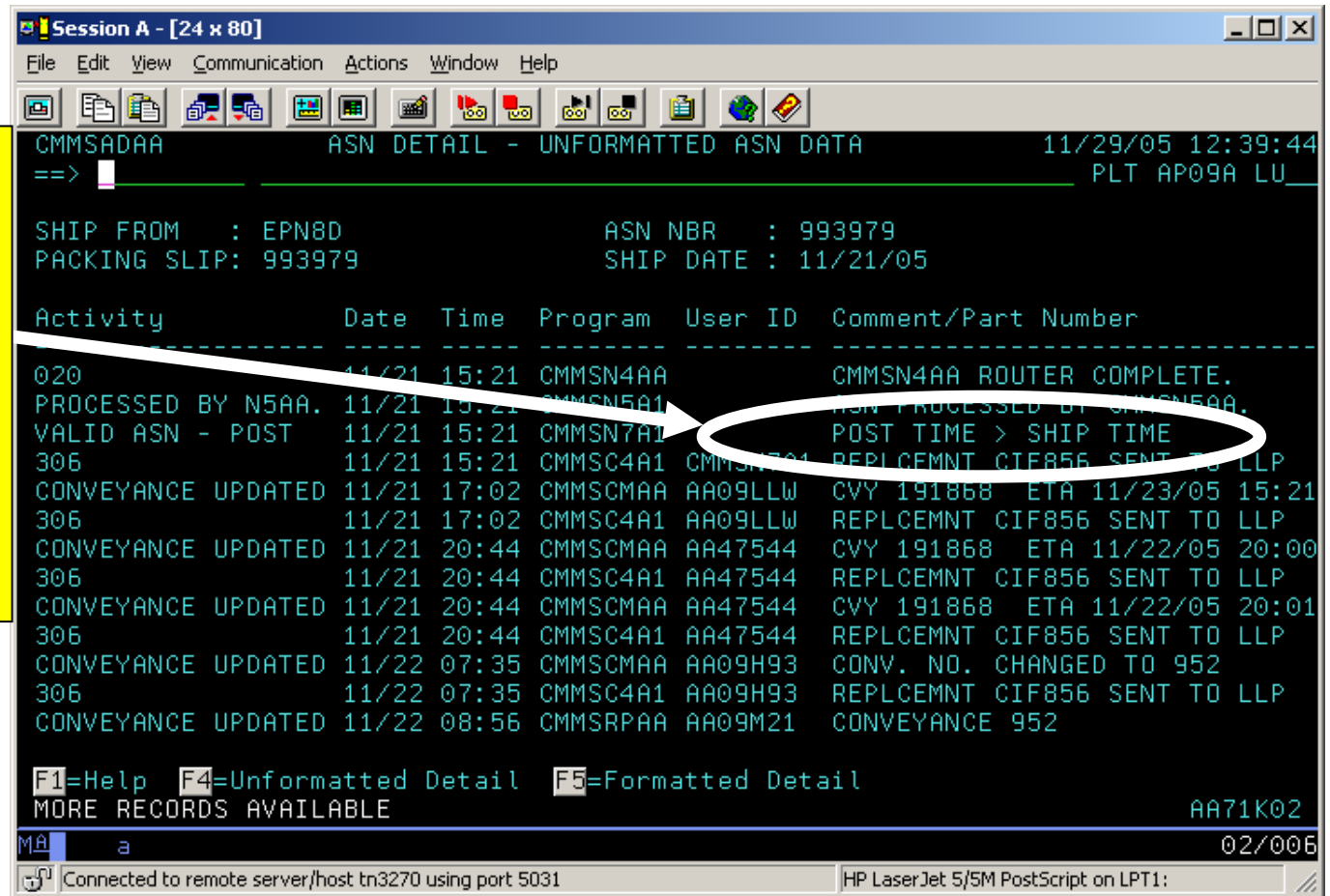
**Step 1:** Go to Ford DDL AJAA (ASN Journal) screen, select the plant and date range in question. Place an X next to the ASN you want to investigate and hit the F5 key to view the ADAA (ASN History - Formatted Detail) screen.

# ASN Timeliness Problem Solving Example

**Step 2:** From the Formatted Detail view, hit the F6 key to see ASN History.

**ASN post time is indicated on the ADAA (ASN History) screen.**

\*NOTE: The post time displayed is based on the Time Zone your RACF ID/Admin Group is set to. Most suppliers are set to (-05) or EST.



```
Session A - [24 x 80]
File Edit View Communication Actions Window Help
CMMSADAA ASN DETAIL - UNFORMATTED ASN DATA 11/29/05 12:39:44
==> PLT AP09A LU

SHIP FROM : EPN8D ASN NBR : 993979
PACKING SLIP: 993979 SHIP DATE : 11/21/05

Activity Date Time Program User ID Comment/Part Number
-----
020 11/21 15:21 CMMSN4AA CMMSN4AA ROUTER COMPLETE.
PROCESSED BY N5AA. 11/21 15:21 CMMSN5AA ASN PROCESSED BY CMMSN5AA.
VALID ASN - POST 11/21 15:21 CMMSN7A1 POST TIME > SHIP TIME
306 11/21 15:21 CMMSC4A1 CMMSN5AA REPLCEMNT CIF856 SENT TO LLP
CONVEYANCE UPDATED 11/21 17:02 CMMSCMAA AA09LLW CVY 191868 ETA 11/23/05 15:21
306 11/21 17:02 CMMSC4A1 AA09LLW REPLCEMNT CIF856 SENT TO LLP
CONVEYANCE UPDATED 11/21 20:44 CMMSCMAA AA47544 CVY 191868 ETA 11/22/05 20:00
306 11/21 20:44 CMMSC4A1 AA47544 REPLCEMNT CIF856 SENT TO LLP
CONVEYANCE UPDATED 11/21 20:44 CMMSCMAA AA47544 CVY 191868 ETA 11/22/05 20:01
306 11/21 20:44 CMMSC4A1 AA47544 REPLCEMNT CIF856 SENT TO LLP
CONVEYANCE UPDATED 11/22 07:35 CMMSCMAA AA09H93 CONV. NO. CHANGED TO 952
306 11/22 07:35 CMMSC4A1 AA09H93 REPLCEMNT CIF856 SENT TO LLP
CONVEYANCE UPDATED 11/22 08:56 CMMSRPAA AA09M21 CONVEYANCE 952

F1=Help F4=Unformatted Detail F5=Formatted Detail
MORE RECORDS AVAILABLE AA71K02
MA a 02/005
Connected to remote server/host tn3270 using port 5031 HP LaserJet 5/5M PostScript on LPT1:
```



# ASN Timeliness Problem Solving Example

**Step 3:** Go to the BTIA screen and verify the info on the screen is accurate and up-to-date.

**Now we need to apply the GMT adjustment from BTIA.**

**In this example, the GMT adjustment is set to 00:00. There is a -5:00 difference between the supplier and Ford.**

```
Session A - [24 x 80]
File Edit View Communication Actions Window Help
CMMSBTIA SUPPLIER TIME ZONE DATA 11/29/05 12:46:08
==>
SUPP: EPN8D
DRIVESOL WORLDWIDE INC Calculate ASN Timeliness (Y/N): Y
7346 STATE RTE 120
LYONS OH 43533
Time Zone of Shipping Location* (GMT Adjustment +/-HH:MM): +00:00
Is DST recognized at the location the ASN is sent from (Y/N): N
DST GMT adjustment (HH:MM): 00:00
DST Start Date: _____ Time (HH:MM): _____
DST End Date: _____ Time (HH:MM): _____
Time Zone Last Update (GMT): 11/15/05 18:52:25 AA71K19
* The ASN ship date and time must be the supplier local ship point time
F1=Help F5=Next Supp F10=BHIA F12=Return
RECORD FOUND AA71K02
MA a 02/006
Connected to remote server/host tn3270 using port 5031 HP LaserJet 5/5M PostScript on LPT1:
```

# ASN Timeliness

## Problem Solving Example - Solution

- ✓ ASN was sent at 15:21 in the local ship time at time of conveyance departure.
- ✓ The ASN was posted in CMMS at 15:21 EST.
- ✓ The system applies the BTIA information as follows:

15:21	(DTM03 segment of ASN)
<u>-5:00</u>	(GMT offset between EST and BTIA for site - step not visible to suppliers)
10:21	(Adjusted conveyance departure time to EST)
<u>-15:21</u>	(ASN post time in CMMS)
<b>-5:00</b>	<b>Late</b>

# ASN Timeliness

## Ford Caused Issues

- An ASN Timeliness error may be a Ford caused issue if:
  - ✓ If you receive a 997 but your ASN has not been posted to DDL.
  - ✓ If you haven't received a 997 but, after investigating the issue, determined that your site and/or VAN has forwarded the ASN to the GEC hub in a timely manner.
  
- In the event of either instance, call the Ford Corporate Help Desk at 888-317-4957 to obtain a ticket number.
  
- Upon receipt of the help ticket #, email the ticket number to [smpg@ford.com](mailto:smpg@ford.com).
  - Please do NOT email tickets that are determined to be supplier caused mistakes.
  
- SMPG will investigate if CMMS3 or the GEC hub was down at the time you sent the ASN.
  
- If the late ASN is deemed a Ford responsibility, we will exception the timeframe out of the rating, and you should not be penalized in the monthly rating.
  
- If you are penalized in the rating, then you must submit a dispute following the dispute guidelines on pages 116-125 of this manual.

# ASN Timeliness

## Calculation Example

- ✓ 71 ASN Header Records transmitted for month
- ✓ 2 ASNs transmitted late
- ✓ 1 ASN transmitted early
- ✓ 68 ASN Header Records transmitted electronically and on-time

ASN Header Records transmitted electronically and on-time  
ASN Header Record count (denominator used is a memo in SIM)

$$\frac{68}{71} = .9577 \times 100 = 95.77\% \text{ or } 95.7\% \text{ on-time ASNs}$$

**-13 point deduction (reference matrix, page 68)**

- ❖ *Please note that the percentages are not rounded up but are truncated to tenths.*

# Category I – Communication

## ASN Accuracy

### ➤ **Requirements:**

- ✓ ASN data is 100% accurate the first time and conforms to Ford standards
  - Ford EDI guidelines available at <https://web.gsec.ford.com>
- ✓ Personnel sending ASN data are adequately trained

❖ ***Suggestion:*** ASNs must be tested when new software or system upgrades are purchased and when new personnel are sending ASNs. Please contact the Ford Corporate Help desk, at 888-317-4957, for information on sending test ASNs.

### ➤ **Calculation:**

- ✓ Supplier ASN segments are compared to Ford issued Global Logistics Shipping Instructions (GLSI) and Part Maintenance screens.
  - GLSI instructions can be downloaded at <https://web.mplb2b.ford.com/shipping/cgi-bin/index.cgi>. An example is provided on page 39 of this manual.
- ✓ Percentage is determined by dividing the number of ASN Header Records transmitted 100% accurately by the ASN Header Record count; multiple errors on the same ASN will be counted as one instance, but all errors will display.
- ✓ Reference ASN Timeliness and Accuracy Matrix for point deduction (page 68).

# ASN Accuracy

## Key EDI fields

- **TD503 – Broker**  
The SCAC of who is responsible for the conveyance. If the PLM/Plant/ODC needs to follow-up on a shipment, this is who they contact.
- **TD302 – Carrier Equipment**  
The SCAC of who is actually picking up and carrying the freight. This code helps the ODC/Plant prioritize incoming shipments for unloading. Only rated for Non-normal shipments.
- **TD504 – Mode**  
The transportation method for how the freight is moved. The mode code will determine the ETA mechanically.
- **TD507 – Location Qualifier**  
This field is used for shipments in the ODC (mode code of "C") and for Air Charter (mode code of "AE") moves. The code to enter is "PP" for shipments to the ODC and "OR" for Active Aero/McMahon.
- **TD508 – Location Identifier**  
This field is used along with the TD507. For shipments into the ODC, the appropriate ODC code must be entered (PCxxA). For Air Charters, the Airport Code should be entered here. This field is also known as the Pool Ship To Location.

# ASN Accuracy

## Key EDI fields (cont.)

### ➤ **Additional Notes:**

- ✓ The TD503, TD302, TD504 field codes are noted in the column headers of the Ford Global Logistics Shipping Instructions for normal shipments.
- ✓ The TD507 and TD508 fields are measured mechanically in the rating. They are currently measured via weekly notification letters and penalized via problem report.
- ✓ The Ford ASN Guideline template is available at [https://web.mpl7.ford.com/mplbox/docs/ASN\\_TEMPLATE.doc](https://web.mpl7.ford.com/mplbox/docs/ASN_TEMPLATE.doc).
- ✓ Additional information regarding ASN Guidelines are available on MP&L-in-a-Box (<https://web.mpl7.ford.com/mplbox/index.html>).

# ASN Accuracy

## Types of Errors

### 1. SCAC / Broker Error

- ✓ The Broker SCAC Code (TD503) and/or Conveyance Code (TD504) segments of the supplier's ASN does not match the what was assigned in Ford Shipping Instructions or does is not an acceptable Mode/Broker combination for Non-Normal moves. Shipping instructions are available at the following website:  
<https://web.mplb2b.ford.com/shipping/cgi-bin/index.cgi>

### 2. Carrier Equipment Initial Field Error

- ✓ The Carrier SCAC Code (TD302) segment of the supplier's is missing or incorrect. You can view acceptable SCACs on the Ford DDL CPCA screen. Supplier should enter actual code of who is picking up freight.

❖ **Please note that NLMI or a blank field are NOT acceptable for the TD302 field.**

### 3. Premium Freight Error

- ✓ The supplier's ASN does not match one of the acceptable Premium Mode/Broker SCAC combinations. This type of error occurs when a supplier has a premium move (mode of A, E, or AE) and does not use an acceptable Broker or Carrier SCAC (TD503 or TD302) and/or conveyance mode (TD504).

### 4. Part Number Error

- ✓ Supplier's ASN data does not provide a part number and/or a returnable container number that has been established in CMMS3 on the part maintenance screens.

❖ **Acceptable SCAC/mode code combinations for normal and non-normal moves are listed on pages 33-35 of this manual.**



# ASN Accuracy

## Normal Modes

	TD503	TD302	TD504	TD507	TD508
Penske to ODC	PSKL	Actual Carrier	C	PP	PCXXA (ODC code)
Inter-modal to ODC (except TCSR)	Actual Carrier	Actual Carrier	C	PP	PCXXA (ODC code)
Triple Crown to ODC	PSKL	TCSR	C	PP	PCXXA (ODC code)
Piggyback / TOFC	SCAC on routing	SCAC on routing	G	Not required	Not required
Less than Truckload Direct	Actual Carrier	Actual Carrier	LT	Not required	Not required
Truckload or Milkrun Direct	Actual Carrier	Actual Carrier	M	Not required	Not required
Vendor Delivery	VEND	VEND	M	Not required	Not required
Ocean	SCAC on routing	SCAC on routing	O	Not required	Not required
Vendor Delivery	VEND	VEND	PC	Not required	Not required
Ford Pick-up	FORD	FORD	PC	Not required	Not required
Rail	SCAC on routing	SCAC on routing	R	Not required	Not required
Roadrailer	SCAC on routing	SCAC on routing	RR	Not required	Not required

**If TD504 has a mode of C, TD507 must have PP and TD508 must have PCXXA (ODC code)**

\*\*\*\*There may be additional Normal Mode/Broker combinations not listed on this chart. Please reference your shipping instructions: <https://web.mplb2b.ford.com/shipping/cgi-bin/index.cgi> for the appropriate Mode/Broker combination.\*\*\*\*

# ASN Accuracy

## Non-normal modes (including Premium)

	TD503	TD302	TD504	TD507	TD508
Airbourne - Air Freight	AIRB	AIRB	A	OR	3 Letter Airport Code*
Airbourne - Expedite	AIRB	AIRB	E	Not required	Not required
Active Aero - Air Charter	ATAO	Actual Carrier	AE	OR	3 Letter Airport Code*
Exel Logistics - Air Freight	CFXC	Actual Carrier	A	OR	3 Letter Airport Code*
Central Transport	CTII	CTII	LT	Not required	Not required
Conway	CWCE	CWCE	LT	Not required	Not required
DHL - Expedite	DHLX	DHLX	E	Not required	Not required
DHL - Air Freight	DHLX	DHLX	A	OR	3 Letter Airport Code*
DHL - Danzas	DNZA	DNZA	A	OR	3 Letter Airport Code*
UTI - International Freight Forwarder	UNPC	UNPC	A	OR	3 Letter Airport Code*
Eagle - Air Freight	EAGL	EAGL	A	OR	3 Letter Airport Code*
Ford Pick-up	FORD	FORD	PC	Not required	Not required
Broker / Truck (ex. Overcube, etc.)	NLMI	Actual Carrier	M	Not required	Not required
Helicopter	MMHP	Actual Carrier	AE	OR	3 Letter Airport Code*

**CONTINUED ON NEXT PAGE**

# ASN Accuracy

## Non-normal modes (including Premium)

	TD503	TD302	TD504	TD507	TD508
Helicopter	MMHP	Actual Carrier	AE	OR	3 Letter Airport Code*
NLMI to ODC - VO	NLMI	Actual Carrier	C	PP	PCXXA (ODC code)
NLMI to ODC - PTO	NLMI	Actual Carrier	E	PP	PCXXA (ODC code)
NLMI - Expedite (Truck or Air Freight)	NLMI	Actual Carrier	E	Not required	Not required
Nippon Express - Air Freight	NPNE	NPNE	A	OR	3 Letter Airport Code*
Yellow Freight	YFSY	YFSY	LT	Not required	Not required
Overland	OVLN	OVLN	LT	Not required	Not required
Expedite or Broker UPCS	UPCS	Actual Carrier	E or M	Not required	Not required
Expedite UPS Supply Chain Solutions	UPSF	Actual Carrier	E	Not required	Not required
Expedite UPS Supply Chain Solutions	UPSF	Actual Carrier	A	OR	3 Letter Airport Code*
Vendor Delivery	VEND	VEND	PC or M	Not required	Not required

\*Airport codes can be obtained at the following website: [www.iata.org/index.htm](http://www.iata.org/index.htm). The code is the airport that the freight is being sent FROM (OR = origin).

\*NLMI can never be entered in the TD302 field. You must enter the SCAC of the actual carrier picking up the freight. \*For all non-normal moves, you MUST enter a SCAC in the TD302!

# ASN Accuracy Training

## Shipping into the ODC or Pool

- You should only use a mode code of "C" if you are shipping into an ODC for normal moves. Reference page 35 to confirm mode code for expedited moves
- If you are shipping into the ODC, you **must** input "PP" in the **TD507** and the Pool Ship To Location in the **TD508** segment of the ASN. Failure to enter these codes may result in a Problem Report issued against your site.
- The Pool Codes are provided in the "Alt Dest Code" column of the Global Logistics Shipping Instructions (GLSI).
- Currently, the only valid Pool Ship To Location codes are:

<b><u>Code</u></b>	<b><u>ODC</u></b>	<b><u>Region</u></b>	<b><u>ODC Operator</u></b>
PC04A	Louisville	7	Penske Logistics
PC07A	Romulus	10	Logistics Insights
PC75A	Laredo	12	Penske Logistics
PC02A	San Luis Potosi		Penske Logistics

## EDI Conveyance Mode translation in DDL

	<b><u>ASN/EDI Code</u></b> <b><u>TD504</u></b>	<b><u>DDL CMMS3</u></b> <b><u>SMBA</u></b>
TL/Fast/Milkruns (direct to plant)	<b>M</b>	<b>M</b>
TL Broker Moves (direct to plant)	<b>M</b>	<b>M</b>
Air Charter (ATAO)	<b>AE</b>	<b>X</b>
Rail	<b>R</b>	<b>R</b>
Expedited Move (Truck or Air Freight)	<b>E</b>	<b>E</b>
Pool/Consolidation (Penske)	<b>C</b>	<b>C</b>
Roadrailer	<b>RR</b>	<b>Z</b>
Less than Truckload (LTL)	<b>LT</b>	<b>L</b>
Ocean (Containers)	<b>O</b>	<b>O</b>
Vendor Delivery/Private Carrier	<b>PC</b>	<b>M</b>
Piggyback / TOFC Direct	<b>G</b>	<b>G</b>

***It is critical for premium freight responsibility and payment, that the EDI ASN mode code matches the equivalent mode of transportation code on the CMMS3 line-up screen SMBA.***

***Ex. An air charter move should have AE on the electronic ASN and X on the line-up in CMMS3.***

***Please note: An air freight moves (E) through NLMI are never a charter move by Active Aero or Excel.***

# ASN Accuracy Training

## CMMS Screens to be used when Investigating

The following screens should be reviewed in Ford DDL System at the time of conveyance departure:

### **1. AJAA (ASN Journal)**

### **2. ADAA (ASN History) - Only accessible through AJAA screen**

- ✓ F5 – Formatted Detail
- ✓ F4 – Unformatted Detail
- ✓ F6 – ASN History

### **3. APAA (ASN Performance)**

### **4. eDDL screens**

- ✓ ASN Journal
- ✓ ASN History – Only accessible through ASN Journal screen
- ✓ Supplier Performance

# ASN Accuracy

## Global Logistics Shipping Instructions

The screenshot shows a web browser window displaying shipping instructions. On the left, four yellow callout boxes with black arrows point to specific fields in a table:

- TD302 Carrier Equipment field** points to the 'Carrier Scac (TD302)' column.
- TD508 Pool Ship-To Location** points to the 'Alt. Dest Cod' column.
- TD503 Broker field** points to the 'Broker Scac (TD503)' column.
- TD504 Conveyance (mode) code** points to the 'Mode Code' column.

The table contains the following data:

Route Number	Ship Days	Alt. Dest Cod	Plant Code	Dock	Mode Code	Carrier Scac (TD302)	Conv. Size	Pick Up Time	Time Zone	Depart Time	Live or Drop	Min. Wght	Broker Scac (TD503)	Effec. Date	TD504 Code	Returns
M7773	FMRT	PC07A	EPAA	05	Milkrun to ODC	LGSI	W	0900	E	1000		0	PSKL	0-FEB-06	C	Y
M7773	FMRTW	PC07A	EP17A	B	Milkrun to ODC	LGSI	53W	0900	E	1000		0	PSKL	06	C	Y

Below the table, there is a section titled 'Ocean And Rail Routes' with a similar table structure.

Contacts for each route are provided on the last page of the shipping instructions.

# ASN Accuracy

## Problem Solving Example # 1

**Broker SCAC Error, which is the TD503 segment of the ASN.**

**NOTE: Supplier has entered HAEI (Heartland Express) as the Broker.**

**IMPORTANT NOTE: The Ford DDL system "assumes" that the conveyance mode (TD504) field is correct and then looks for the acceptable Broker and Carrier SCAC codes.**

SCAC Error / Broker Error						
Plant	Ship Date	SCAC/Broker	Equipment Owner	Convey Mode	Bill Of Lading Number	Conveyance Number
AP15A	02-AUG-2007 09:48:00 AM	HAEI	HAEI	C	053077	12972
AP15A	16-AUG-2007 09:53:00 AM	HAEI	HAEI	C	053756	6017
AP15A	30-AUG-2007 10:19:00 AM	HAEI	HAEI	C	054442	13336

Carrier Equipment Initial Field Error						
Plant	Ship Date	SCAC/Broker	Equipment Owner	Convey Mode	Bill Of Lading Number	Conveyance Number
<b>No Detail Data Available!</b>						

Premium Freight Error						
Plant	Ship Date	SCAC/Broker	Equipment Owner	Convey Mode	Bill Of Lading Number	Conveyance Number



# ASN Accuracy

## Problem Solving Example # 1 (cont.)

```

CMMSAJAA                               ASN JOURNAL                               08/09/07 09:46:55
==>                                     PLT AP15A TC__

START DATE ASN PROCESSED: 06/21/2007   END DATE ASN PROCESSED: 08/09/2007

SHIP          PACKING          T ---STATUS-----
AC FROM      ASN NUMBER      SLIP          SHP DATE Y  CODE Description
-----
X           051275          51275         06/21/07 E 300  ASN RECEIVED.
           052416          52416         07/19/07 E 300  ASN RECEIVED.
           053077          53077         08/02/07 E 700  CONVEYANCE UPDATED.

F1=Help  F2=Resend ASN  F4=Unformatted Detail  F5=Formatted Detail  F6=ASN History
NO MORE RECORDS AVAILABLE                                     AA71K19

a                                     ↑A                                     09/005
connected to remote server/host tn3270server1.dearborn.ford.com using port 5031  \\wpc00004.wpc.ford.com\PR31639 on pr31639.w

```

From the AJAA (ASN Journal) screen, select the ASN, and F6 to go to the ADAA (ASN History) screen.

**Investigate the issue by first reviewing the ASN on the AJAA (ASN Journal) screen. From the AJAA screen, go to the ADAA (ASN History) screen.**

# ASN Accuracy

## Problem Solving Example # 1 (cont.)

Session A - [24 x 80]

File Edit View Communication Actions Window Help

CMMSADAA ASN DETAIL - UNFORMATTED ASN DATA 08/09/07 08:12:07  
==> PLT AP15A TC\_\_

SHIP FROM : M5478 ASN NBR : 051275  
PACKING SLIP: 051275 SHIP DATE : 06/21/07

Activity	Date	Time	Program	User ID	Comment/Part Number
020	06/21	11:10	CMMSN4AA		CMMSN4AA ROUTER COMPLETE.
PROCESSED BY N5AA.	06/21	11:10	CMMSN5A1		ASN PROCESSED BY CMMSN5AA.
VALID ASN - POST	06/21	11:10	CMMSN7A1		SCAC ASN ERROR.
306	06/21	11:10	CMMSC4A1	CMMSN7A1	REPLCEMNT CIF856 SENT TO LLP
ASN LINKED.	06/22	13:31	CMMSLCAA	AA66678	LINKED TO CONVEYANCE 157200
306	06/22	13:31	CMMSC4A1	AA66678	REPLCEMNT CIF856 SENT TO LLP
ASN LINKED.	06/22	23:29	CMMSLCAA	AA66650	LINKED TO CONVEYANCE 462635
306	06/22	23:29	CMMSC4A1	AA66650	REPLCEMNT CIF856 SENT TO LLP
CONVEYANCE UPDATED	06/23	07:25	CMMSCMAA	AA66586	CONVEYANCE NO. 462635
CONVEYANCE UPDATED	06/23	07:45	CMMSCMAA	AA41479	CONVEYANCE NO. 462635
CONVEYANCE UPDATED	06/23	07:50	CMMSCMAA	AA41479	CONVEYANCE NO. 462635
CONVEYANCE UPDATED	06/24	02:17	CMMSCMAA	AA41479	CONVEYANCE NO. 462635
CONVEYANCE UPDATED	06/26	13:39	CMMSCMAA	AA41479	CONVEYANCE NO. 462635

F1=Help F4=Unformatted Detail F5=Formatted Detail  
MORE RECORDS AVAILABLE

0071K19

Connected to remote server/host tn3270server1.dearborn.ford.com using port 5031

start

81639.w 2 AM

The ASN History displays the error.  
From here, F5 to go to the formatted detail.

# ASN Accuracy

## Problem Solving Example # 1 (cont.)

```
CMMSADAA          ASN DETAIL - UNFORMATTED ASN DATA          08/09/07 09:28:09
==>              PLT AP15A TC_

SHIP FROM      :          ASN NBR   : 051275
PACKING SLIP: 051275      SHIP DATE  : 06/21/07

Segment No:    1      Character Range:  1 - 357

856HD HEADER RECORD  Ship From      :          Ship To       : AP15A
856A PRIMARY CONTROL ASN No       : 051275      Ship From      : M5478
RECORD          Shipped Date    : 070621      Shipped Time   : 1010
                Arrival Date    :          Arrival Time  :
                Carrier Code    : HAEI          Mode of Transp : C
                Conveyance No   : 13016        Frt Bill       :
                Bill of Lading  : 051275      Ship To       : AP15A
                Int. Consign    :
                Gross Weight    : 0000000077LB Net Weight    : 0000000063LB

856RF REFERENCE RECORD Qualifier   : BM
                Number         : 051275

F1=Help  F4=Unformatted Detail  F6=ASN History
MORE RECORDS AVAILABLE          AA71K19

a                               ↑                               02/006
```

**TD503**  
Broker  
SCAC  
(HAEI) is  
displayed  
here

**TD504**  
Mode code  
("C") is  
displayed  
here

Press the F4  
key to view  
the  
unformatted  
data

**NOTE:** The Carrier SCAC (TD302) is not displayed on the Formatted Detail screen but is displayed in the Unformatted Detail. See next page.

Example # 1 continued on next page.

# ASN Accuracy

## Problem Solving Example # 1 (cont.)

Compare unformatted detail to the Ford Global Logistics Shipping Instructions

Example on next page

The screenshot shows a terminal window titled "Session A - [24 x 80]" with a menu bar (File, Edit, View, Communication, Actions, Window, Help) and a toolbar. The main content is "ASN DETAIL - UNFORMATTED ASN DATA" for "CMMSADAA". It displays shipping information: SHIP FROM: M5478, ASN NBR: 051275, PACKING SLIP: 051275, SHIP DATE: 06/21/07. Below this, it shows "Segment No: 1" and "Character Range: 1 - 854". The data is presented in a grid-like format with various alphanumeric strings. Three callouts point to specific parts of the data:
 

- TD504** points to "08/09/07 08:31:53" in the top right corner.
- TD302** points to "C P PC07AHAEI" in the middle of the data block.
- TD503** points to "00000000077LB00000000063LBHAEI" in the middle of the data block.

 At the bottom, there are function key definitions: F1=Help, F5=Formatted Detail, F6=ASN History. The status bar at the bottom shows "NO MORE RECORDS FOR THIS ASN" and "AA71K19". The Windows taskbar at the very bottom shows the start button and several open applications.

**TD503**  
Broker SCAC (HAEI) is displayed here

**TD302**  
Carrier SCAC is displayed here

**TD504**  
Mode code is displayed here

Example # 1 continued on next page.

# ASN Accuracy

## Problem Solving Example # 1 (cont.)

IMPORTANT: \*\*Plants listed more than once have multiple delivery locations and/or pick-up times. Separate packing slips are required for each delivery location. \*\*Dock numbers are subject to change. \*\*If the route is Metered, you will label, package and submit separate packing slips and ASNs for each 862 until your next ship day. Ex: For a Monday only pickup, you ship your M-F 862s on the route by adhering to the labeling and packaging requirements for Metered freight. \*\*If your route is LTL to ODC, you are required to call the carrier the morning of your pickup. They may pickup from you anywhere from 8AM to 5PM. \*\*\*\*\* Note: All Mexican suppliers shipping to Ford in the USA, where Ford is the importer of record, should use Ford's Mexican broker N.A.D. [Nogales 52(631)319-0497 to 99] [Juarez 52(956)629-1162 to 65] [Nuevo Laredo 52(867)711-1350 to 63]

**TD504**  
Conveyance Mode Code is "C" for ODC move.

Route Number	Ship Days	Alt. Dest Code	Plant Code	Dock	Mode Code	Carrier Scac (TD302)	Conv. Size	Pick Up Time	Time Zone	Depart Time	Live or Drop	Min. Wght	Broker Scac (TD503)	Effec. Date	Metered Plant?	TD504 Mode	Returnables
M7931	R	PC07A	AP15A	LA	Milkrun to ODC	HAEI	53W	0945	E	1015		0	PSKL	30-JUL-07		C	N

**TD302**  
Carrier SCAC Code is HAEI (Heartland Express)

**TD503**  
Broker SCAC Code is PSKL (Penske Logistics)

Example # 1 continued on next page.

# ASN Accuracy

## Problem Solving Example # 1 (cont.)

### **Solution:**

- ✓ On ASN 51275, per the DDL ADAA (ASN History) screen, the supplier received a SCAC/Broker error.
  
- ✓ The ASN showed the following:  
TD503: HAEI  
TD302: HAEI  
TD504: C
  
- ✓ The shipping instructions indicated that the ASN should reflect the following:  
TD503: PSKL  
TD302: HAEI  
TD504: C
  
- ✓ The ASN did not match the suppliers Ford issued Shipping Instructions, therefore it generated a SCAC Broker Error.
  
- ✓ **FIX – Populate the TD503 segment of the ASN to match the Ford issued shipping instructions.**

# ASN Accuracy

## Problem Solving Example # 2

**Carrier Equipment Error, which is the TD302 segment of the ASN**

**IMPORTANT NOTE:**  
The Ford DDL system "assumes" that the conveyance mode (TD504) field is correct and then looks for the acceptable Broker and Carrier SCAC codes.

**Carrier Equipment Initial Field Error**

Plant	Ship Date	SCAC/Broker	Equipment Owner	Convey Mode	Bill Of Lading Number	Conveyance Number
<a href="#">TC11A</a>	13-JUL-2007 01:51:00 PM	NLMI	NLMI	M	761260	99999
<a href="#">TC11A</a>	17-JUL-2007 10:26:00 AM	NLMI	NLMI	M	761262	99999
<a href="#">TC11A</a>	18-JUL-2007 10:14:00 AM	NLMI	NLMI	M	761264	99999
<a href="#">TC11A</a>	19-JUL-2007 01:46:00 PM	NLMI	NLMI	M	761267	99999
<a href="#">TC11A</a>	19-JUL-2007 10:25:00 AM	NLMI	NLMI	M	761266	99999
<a href="#">TC11A</a>	20-JUL-2007 02:29:00 PM	NLMI	NLMI	M	761270	99999
<a href="#">TC11A</a>	20-JUL-2007 10:39:00 AM	NLMI	NLMI	M	761269	99999
<a href="#">TC11A</a>	23-JUL-2007 09:34:00 AM	NLMI	NLMI	M	761272	99999
<a href="#">TC11A</a>	23-JUL-2007 09:43:00 AM	NLMI	NLMI	M	761273	99999
<a href="#">TC11A</a>	24-JUL-2007 09:44:00 AM	NLMI	NLMI	M	761276	99999
<a href="#">TC11A</a>	26-JUL-2007 10:40:00 AM	NLMI	NLMI	M	761279	99999
<a href="#">TC11A</a>	27-JUL-2007 02:40:00 PM	NLMI	NLMI	M	761281	99999
<a href="#">TC11A</a>	31-JUL-2007 09:59:00 AM	NLMI	NLMI	M	761286	99999

**Example # 2 continued on next page.**

# ASN Accuracy

## Problem Solving Example # 2 (cont.)

From AJAA,  
F5 to view  
Unformatted  
Detail

```
CMMSADAA          ASN DETAIL - UNFORMATTED ASN DATA          08/15/07 10:36:2
=> _____ PLT TC11A VDR
SHIP FROM      :          ASN NBR      : 761260
PACKING SLIP: 761260          SHIP DATE  : 07/13/07

      Segment No:      1      Character Range:      1 - 759

856HD20200719458508338415S237FTC11A,          ,          *8560 761260          S237F00077131
540707131351          000000013879LB000000010769NLMI          M          NLMI 99
          761260          TC11AS237          07131358
          856RFBM761260
          856TDSKD9000000009856P 7T4P 7J322 BB
          BP000001890PC0000000168000000001680          761260          S237F0
07131351856C 000000210000009SKD90856L 850111306856L 85011130856L 850111308856
850111309856L 850111310856L 850111311856L 850111312856L 850111313856L 8501113
4856P TA386 S237F          RC000000099PC000000000000000000000000000000000000
761260          S237F0707131351856T 00016000001989

F1=Help  F5=Formatted Detail  F6=ASN History
NO MORE RECORDS FOR THIS ASN          AA71K19
```

TD302  
Carrier  
SCAC is  
displayed  
here

TD503  
Broker  
SCAC is  
displayed  
here

TD504  
Mode code is  
displayed here

Example # 2 continued on next page.



# ASN Accuracy

## Problem Solving Example # 2 (cont.)

### Solution:

- ✓ Supplier entered the following:
  - TD503: NLMI
  - TD302: NLMI
  - TD504: M
  
- ❖ NOTE: "M" is an acceptable conveyance mode when NLMI is the broker for a normal shipment (i.e. carrier did not pickup, overcube, etc.)
  
- ✓ The TD302 field must always be the SCAC code of whom is actually carrying the freight. This segment can never contain NLMI or MMDT, which are brokers.
  
- ✓ **FIX: Enter the SCAC of the *actual* carrier into the TD302 to avoid penalization. So, if HAEI was actually picking up the freight, that is the SCAC code to be entered.**

# ASN Accuracy

## Problem Solving Example #3 (cont.)

**Broker SCAC code error:**  
**CWCE (Conway) was entered in the TD503 segment of both ASNs listed.**  
**NOTE: The TD504 segment is "M", indicating a truck move.**

ASN Accuracy:

SCAC Error / Broker Error						
Plant	Ship Date	SCAC/Broker	Equipment Owner	Convey Mode	Bill Of Lading Number	Conveyance Number
<a href="#">EF03A</a>	02-AUG-07	CWCE	CWCE	M	145010523	31361
<a href="#">EF03A</a>	09-AUG-07	CWCE	CWCE	M	145010665	41750

**IMPORTANT NOTE:**  
 The Ford DDL system "assumes" that the conveyance mode (TD504) field is correct and then looks for the acceptable Broker and Carrier SCAC codes.

**Example # 3 continued on next page.**

# ASN Accuracy

## Problem Solving Example #3 (cont.)

pickup from you anywhere from 8AM to 5PM. \*\*\*\*\* Note: All Mexican suppliers shipping to Ford in the USA, where Ford is the importer of record, should use Ford's Mexican broker N.A.D. [Nogales 52(631)319-0497 to 99] [Juarez 52(956)629-1162 to 65] [Nuevo Laredo 52(867)711-1350 to 63]

Route Number	Ship Days	Alt. Dest Code	Plant Code	Dock	Mode Code	Carrier Scac (TD302)	Conv. Size	Pick Up Time	Time Zone	Depart Time	Live or Drop	Min. Wght	Broker Scac (TD503)	Effec. Date	Metered Plant?	TD504 Mode	Returnables
M8038	T	PC07A	EF03A	MA	Milkrun to ODC	TFLQ	53W	1245	E	1315			PSKL	27-AUG-07		C	N

Ocean And Rail Routes

Route Number	Alt. Dest Code	Dock	Plant Code	Mode Code	Conv. Size	Route Leg	Carrier Scac	Call for	Min. Wgt	Broker Scac (TD503)	Effec. Date	TD504 Code	Returnables
--------------	----------------	------	------------	-----------	------------	-----------	--------------	----------	----------	---------------------	-------------	------------	-------------

**Compare the shipping instructions to what was on the ASN. It appears that this supplier deviated from the normal routing instructions. Next, verify that the SCAC/mode code combination is listed on pages 33-35 of the this manual.**

Example # 3 continued on next page.

# ASN Accuracy

## Problem Solving Example #3 (cont.)

### **Solution:**

- The supplier in this example deviated from their normal routing instructions. When deviating, suppliers should be setting up their ASN using one of the acceptable SCAC/mode code combinations listed on pages 33-35 of this (SDPR) manual for non-normal modes including premium.
- In this example, the SCAC code CWCE (Conway) is not an acceptable combination with a MoT of "M".
- **FIX: If the supplier would have used the correct MoT of LT noted on page 34, they would not have been penalized.**

# ASN Accuracy

## Problem Solving Example #4

Part Number Error – Note that these are container part numbers.

Part Number Error				
Plant	Ship Date	Part Error Transmitted	Bill Of Lading Number	Packing Slip Number
<a href="#">AP03A</a>	16-JUL-2007 12:00:00 AM	-SB31--	M8130197	20040858
<a href="#">AP06A</a>	16-JUL-2007 12:00:00 AM	-SB31--	M8130197	20040856
<a href="#">AP06A</a>	16-JUL-2007 12:00:00 AM	-ST41--	M8130197	20040857
<a href="#">AP03A</a>	17-JUL-2007 12:00:00 AM	-SB31--	M8130198	20040916
<a href="#">AP06A</a>	17-JUL-2007 12:00:00 AM	-SB31--	M8130180	20040914
<a href="#">AP06A</a>	17-JUL-2007 12:00:00 AM	-ST41--	M8130198	20040915
<a href="#">AP06A</a>	17-JUL-2007 12:00:00 AM	-SB31--	M8130198	20040914
<a href="#">AP03A</a>	18-JUL-2007 12:00:00 AM	-SB31--	M8130199	20040968
<a href="#">AP06A</a>	18-JUL-2007 12:00:00 AM	-SB31--	M8130199	20040966
<a href="#">AP06A</a>	18-JUL-2007 12:00:00 AM	-ST41--	M8130199	20040967
<a href="#">AP03A</a>	19-JUL-2007 12:00:00 AM	-SB31--	M8130200	20040988
<a href="#">AP06A</a>	19-JUL-2007 12:00:00 AM	-ST41--	M8130200	20040987
<a href="#">AP06A</a>	19-JUL-2007 12:00:00 AM	-SB31--	M8130200	20040986

- In this example, the supplier sent an ASN without the suffix in the container part number of a Supplier Owned Container (SOC).
- **FIX:** Per the Ford Returnable Container ASN Guidelines (<https://web.fsp.ford.com/gtc/docs/ReturnableContainerASN.xls>), all SB and ST containers require a suffix.

**Example: SB31-ABCDE**

# ASN Accuracy

## Container Part Numbers Set-up Incorrectly

For instances where Ford plants do not have container numbers set-up correctly in CMMS, which will result in delivery rating penalization, please use the following process:

- 1) Confirm that Ford DDL DBIA (Returnable and Export Container Details) and DAIA (Supplier/Part Packaging) screens are setup as listed on Form 150.
  - The DBIA screen must be setup by Ford.
  - Contact the Rack Coordinator at the plant to ensure that the ADFA and SEGA screens are set up properly. **Please note that these screens are not visible to suppliers.** The Rack Coordinator can be found on the FBBA screen. The Ford screens must be set up so that the suppliers' rating will not be affected.
  - The DAIA screen must be setup by the supplier and cannot be updated until DBIA screen is updated.
  - ❖ NOTE: This is not disputable unless supplier provides ticket number or documentation confirming they contacted Ford *prior to* ASN being sent.
- 2) Contact the Ford Container Management Hotline at (313) 594-7218 to log an issue. At that point, you will be assigned a ticket number.
  - Container Management can verify if the Ford DDL ADFA (Part Maintenance) and SEGA (Part Supplier Maintenance) screens are setup. Please note that these screens are not visible to suppliers.
- 3) Review the next ASN on the AJAA/ADAA screens to verify that issue has been correct.
- 4) Follow dispute guidelines on pages 116-125 of this manual and the Supplier Dispute Worksheet ([https://web.mpl7.ford.com/mplbox/docs/SMPG\\_DisputeCoverSheet.xls](https://web.mpl7.ford.com/mplbox/docs/SMPG_DisputeCoverSheet.xls)) to get points returned.

# eDDL

## Web Based Direct Data Link

- eDDL is a web-based communication tool available to Ford Motor Company suppliers that replaces traditional mainframe DDL.
  - ❖ **eDDL has most of the primary screens used in DDL but does not include all screens.**
- A user friendly, real-time web application to the existing mainframe system (CMMS3).
- A web application available to any supplier shipping to a Ford customer plant.
- The reference guide may be accessed by selecting Library Services once the user has gained access to the FSP. Enter "eDDL" in the Library Search text box and then select the reference guide. A link is also available on MP&L-in-a-Box at <https://web.mpl7.ford.com/mplbox/docs/eDDLReferenceGuide.pps>.
- In 2006, an eDDL course has been launched at the FTDC. It is a one day course that details the DDL screen equivalents in eDDL. Please ensure your site has had DDL CMMS3 training prior to attending.
  - Suppliers can register through the FTDC at: (888) 993-3673 or (313) 845-5255.
  - The course number is 3632.

# ASN Accuracy

## DDL vs eDDL

### DDL CMMS3- AJAA (ASN Journal) screen

Session A - [24 x 80]  
File Edit View Communication Actions Window Help

CMMSAJAA ASN JOURNAL 02/06/06 12:15:00  
==> \_\_\_\_\_ PLT EF17A EEP\_

START DATE ASN PROCESSED: 01/31/2006 END DATE ASN PROCESSED: 02/06/2006

SHIP AC FROM	ASN NUMBER	PACKING SLIP	SHP DATE	T Y	---STATUS---	Description
H	242814	242814	01/31/06	E 300		ASN RECEIVED.
H	242838	242838	02/01/06	E 300		ASN RECEIVED.
H	242859	242859	01/31/06	E 300		ASN RECEIVED.
H	242867	242867	02/02/06	E 300		ASN RECEIVED.
H	242892	242892	02/03/06	E 300		ASN RECEIVED.
H	242921	242921	02/06/06	E 133		SCAC ASN ERROR.

F1=Help F2=Resend ASN F4=Unformatted Detail F5=Formatted Detail F6=ASN History  
NO MORE RECORDS AVAILABLE AA71K02

Mâ a 11/002

Connected to remote server/host tn3270 using port 5031 HP LaserJet 5/5M PostScript on LPT1:

**F5 to go to the formatted detail**



# ASN Accuracy DDL vs eDDL

1. Log into eDDL.
2. Click "ASN" in left frame.
3. Click "ASN Journal"

## ASN Journal eDDL screen

AA71K02 - Mon Feb 6 2006 EST 12:32:37

ASN Journal

Start Date ASN Processed: 01/31/2006 End Date ASN Processed: 02/06/2006 Plant: EF17A

Ship From: M093H ASN Number: Type: All

Ship Date: Packing Slip: Status Code:

ASN Number	Ship From	Packing Slip	Ship Date	Type	Status Code	Status Description
<a href="#">242814</a>	M093H	242814	01/31/06	E	300	ASN RECEIVED.
<a href="#">242838</a>	M093H	242838	02/01/06	E	300	ASN RECEIVED.
<a href="#">242859</a>	M093H	242859	01/31/06	E	300	ASN RECEIVED.
<a href="#">242867</a>	M093H	242867	02/02/06	E	300	ASN RECEIVED.
<a href="#">242892</a>	M093H	242892	02/03/06	E	300	ASN RECEIVED.
<a href="#">242921</a>	M093H	242921	02/06/06	E	133	SCAC ASN ERROR.

Last Updated: 06/10/02  
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Clicking on the ASN will take you to the ASN History screen

CMMS3 screen equivalent is located in upper left corner.  
NOTE: The last letter is replaced by a "W".

# ASN Accuracy

## DDL CMMS3 – ADAA (ASN History) screen

**SCAC ASN error is displayed**

Session A - [24 x 80]  
File Edit View Communication Actions Window Help

CMMSADAA ASN DETAIL - UNFORMATTED ASN DATA 02/06/06 15:17:12  
==> PLT EF17A EEP\_

SHIP FROM : M093H ASN NBR : 242859  
PACKING SLIP: 242859 SHIP DATE : 01/31/06

Activity	ate	Time	Program	User ID	Comment/Part Number
020	01/31	14:06	CMMSN4AA		CMMSN4AA ROUTER COMPLETE.
PROCESSED BY N5AA.	01/31	14:06	CMMSN5AA		ASN PROCESSED BY CMMSN5AA.
VALID ASN - POST	01/31	14:06	CMMSN7A4		SCAC ASN ERROR.
306	01/31	14:06	CMMSC4A4	CMMSN7A4	REPLCEMNT CIF856 SENT TO LLP
CONVEYANCE UPDATED	02/01	01:19	CMMSCMAA	AA15072	CVY 23062 ETA 02/02/06 14:04
306	02/01	01:19	CMMSC4A4	AA15072	REPLCEMNT CIF856 SENT TO LLP
CONVEYANCE UPDATED	02/01	06:13	CMMSPPAA	EF83217	CONVEYANCE 23062
ASN UPDATED.	02/01	06:13	CMMSPPAA	EF83217	
ASN RECEIVED.	02/01	07:11	CMMSPPAA	EF83217	CONVEYANCE 23062

F1=Help F4=Unformatted Detail F5=Formatted Detail  
NO MORE RECORDS AVAILABLE AA71K02  
MA a 02/006  
Connected to remote server/host tn3270 using port 5031 HP LaserJet 5/5M PostScript on LPT1:

# ASN Accuracy

## DDL vs eDDL

### ASN History eDDL screen

ADAW

AA71K02 - Mon Feb 6 2006 EST 12:33:00

### ASN History

Print Help

View Additional Details: [Formatted](#) [Unformatted](#)

Ship From: M093H ASN Number: 242859 Packing Slip: 242859 Ship Date: 01/31/06

Activity	Date	Time	Program	User ID	Comment/Part Number
020	01/31	14:06	CMMSN4AA		CMMSN4AA ROUTER COMPLETE.
PROCESSED BY N5AA.	01/31	14:06	CMMSN5A4		ASN PROCESSED BY CMMSN5A.A.
VALID ASN - POST	01/31	14:06	CMMSN7A4		SCAC ASN ERROR.
306	01/31	14:06	CMMSC4A4	CMMSN7A4	REPLCEMNT CIF856 SENT TO LLP
CONVEYANCE UPDATED	02/01	01:19	CMMSCMAA	AA15072	CVY 23062 ETA 02/02/06 14:04
306	02/01	01:19	CMMSC4A4	AA15072	REPLCEMNT CIF856 SENT TO LLP
CONVEYANCE UPDATED	02/01	06:13	CMMSPPAA	EF83217	CONVEYANCE 23062
ASN UPDATED.	02/01	06:13	CMMSPPAA	EF83217	
ASN RECEIVED.	02/01	07:11	CMMSPPAA	EF83217	CONVEYANCE 23062

Close

Last Updated: 06/10/02  
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CMMS3 screen equivalent is ADA A

Click here to see Formatted Detail screen

ASN error will be displayed.

**IMPORTANT NOTE:**

Only 1 ASN error will be displayed. This screen will NOT indicate if there are multiple errors on the same ASN.

# ASN Accuracy

## DDL vs eDDL

### DDL CMMS3 ADAA (ASN History) – Formatted Detail

**TD503**

**Broker  
SCAC is  
displayed  
here**

```
Session A - [24 x 80]
File Edit View Communication Actions Window Help
CMMSADAA          ASN DETAIL - UNFORMATTED ASN DATA          02/06/06 12:18:40
==>              PLT EF17A EEP_

SHIP FROM   : M093H          ASN NBR    : 242859
PACKING SLIP: 242859        SHIP DATE  : 01/31/06

Segment No:   1      Character Range:  1 - 357

856HD HEADER RECORD   Ship From   : H995B          Ship To     : EF17A
856A PRIMARY CONTROL ASN No     : 242859          Ship From   : M093H
RECORD           Shipped Date : 060131          Shipped Time: 1404
                  Arrival Date  :                    Arrival Time:
                  Carrier Code  : TTOL              Mode of Trans: E
                  Conveyance No : 23002            Ent. Pkgt  :
                  Bill of Lading: 242859          Ship To     : EF17A
                  Int. Consign  :
                  Gross Weight  : 0000003616LB Net Weight : 0000002916LB

856RF REFERENCE RECORD Qualifier   : BM
                        Number      : 242859

F1=Help  F4=Unformatted Detail  F6=ASN History
MORE RECORDS AVAILABLE          AA71K02
MA a                             02/006
Connected to remote server/host tn3270 using port 5031  HP LaserJet 5/5M PostScript on LPT1:
```

**TD504**

**Mode code is  
displayed  
here**

# ASN Accuracy

## DDL vs eDDL

**ASN History – Formatted Detail eDDL Screen**

ADAW AA71K02 - Mon Feb 6 2006 EST 12:34:08

**ASN Formatted Detail**

View Additional Details: [History](#) [Unformatted](#)

Ship From:	ASN Number: 242859	Packing Slip: 242859	Ship Date: 01/31/06
<b>856HD Header Record</b>			
Ship From:		Ship To:	EF17A
<b>856A Primary Control Record</b>			
ASN Number:	242859	Ship From:	
Shipped Date:	060131	Shipped Time:	1404
Arrival Date:		Arrival Time:	
Carrier Code:	TTOL	Mode of Transportation:	E
Conveyance Number:	23062	Freight Bill:	
Bill of Lading:	242859	Ship To:	EF17A
Int. Consignment:		Net Weight:	0000002916 LB
Gross Weight:	0000003616 LB		
<b>856RF Reference Record</b>		<b>856TD Carrier Detail Record</b>	
Qualifier: BM	Number: 242859	Quantity Containers:	00000004
<b>856P Part Record</b>			
Part Number:	5F2E 9430 BA	<b>856C Container Record</b>	
Quantity Shipped:	000000192	Unit of Measure: EA	Parts Per Container: 000000096
Cumulative Shipped:	00000035904	Containers Per Parts:	0000002

**TD503**  
Broker SCAC  
is displayed  
here

**TD504**  
Mode code  
is displayed  
here

# ASN Accuracy

## DDL vs eDDL

### DDL CMMS3 ADAA (ASN History) – Unformatted Detail

The screenshot shows a terminal window titled "Session A - [24 x 80]" with a menu bar (File, Edit, View, Communications, Actions, Window, Help). The main content is titled "CMMSADAA ASN DETAIL - UNFORMATTED ASN DATA" and includes a timestamp "02/06/06 12:21:34" and "PLT EF17A EEP\_".

Key data points from the terminal output:

- SHIP FROM : M093H
- ASN NBR : 242859
- PACKING SLIP: 2
- SHIP DATE : 01/31/06
- Segment No: 1
- Character Range: 1 - 821

The main data line is: 856HD20200603106070455564H995BEF17A, \*856P 242859 M093H00000013114

Below this, several lines of data are shown, including "TTOL" and "E" circled in white. A yellow callout box "TD504 – Mode code is displayed here" points to the "E" character.

At the bottom, a yellow callout box "TD503 – Broker SCAC is displayed here" points to "M093H" and another yellow callout box "TD302 – Carrier SCAC is displayed here" points to "M093H".

Footer information includes: "F1=Help F5=Formatted Detail F6=ASN History", "NO MORE RECORDS FOR THIS ASN", "AA71K02", and "02/006".

**TD503 – Broker SCAC is displayed here**

**TD302 – Carrier SCAC is displayed here**

**TD504 – Mode code is displayed here**

# ASN Accuracy

## DDL vs eDDL

**ASN History – Unformatted Detail eDDL Screen**

ADAW AA71K02 - Mon Feb 6 2006 EST 12:37:57

**ASN Unformatted Detail**

Print ? Help

View Additional Details: [History](#) [Formatted](#)

Ship From: M093H	ASN Number: 242859	Packing Slip: 242859	Ship Date: 01/31/06
856HD2000000106070455564H995BEF17A,	*856HD242859	M093H06013114	
040601311404856C	000000003616180000002916	TTOL	E
2	242859	EF17A093H	TTOL
856RFBM242859		__311406	
	856TDPLT90000000	SF2E 9430 BA	
BP000000192EA000000359040000003590411111	242859	M093H06	
01311404856C 000000096000002PLT90856L 01113048 856L 01113047 856P 4F2E			
BP000000192EA0000003590400000035904JS0260	242859	M093H	
0601311404856C 000000096000002PLT90856L 01113050 856L 01113049 856P SB17			
RC000000004EA000000000000000000000000000000	242859		
3H0601311404856T 000130000000388			

Close

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**TD503 – Broker SCAC is displayed here**

**TD504 – Mode code is displayed here**

**TD302 – Carrier SCAC is displayed here**

# ASN Accuracy

## DDL vs eDDL

**Important Note: SCAC/Broker, Carrier Equip, and Premium Errors will NOT be displayed!**

```

Session A - [24 x 80]
File Edit View Communication Actions Window Help
CMMSAPAA SUPPLIER ASN PERFORMANCE 02/06/06 12:28:52
==> PLT EF17A EEP_
SHIP FROM: ..... Supplier Name: ENTERPRISE AUTOMOTIVE SYS
BEGIN MTH: 01 YEAR: 2006 END MTH: 01 YEAR: 2006

Tot Elec Part Rcpts: 56 Tot Man Part Rcpts: 0 0 %
Tot Elec ASN Parts: 62 Tot ASN Part Labels: 40 98 %
Tot Elec Hdr Rcpts: 19 Tot Man Hdr Rcpts: 0 0 %

Type of Error Cur Range Qty % 12 Mth Qty %
-----
Post Time < Ship Time 1 5 3 2
Post Time > Ship Time 0 0 57 32
Consol ASN (No Supp ASN) 0 0 0 0
Duplicate ASN 0 0 0 0
No Packing Slip 0 0 0 0
Packing Slip Changes 0 0 0 0
Part Number Errors 2 3 3 1
Unit of Measure Changes 0 0 0 0
Pool ID Errors 0 0 3 2
Quantity Changes 0 0 0 0
Other ASN Errors 0 0 0 0

F1=Help F4=Next Ship From F5=Total Ship From F9=Prev Range F10=Next Range
INQUIRY SUCCESSFUL AA71K02
MA a 02/006
Connected to remote server/host tn3270 using port 5031 HP LaserJet 5/5M PostScript on LPT1:
  
```

**ASN  
Timeliness**



**Part Number  
Errors**





# ASN Accuracy

## DDL vs eDDL

**Important Note: SCAC/Broker, Carrier Equip, and Premium Errors will NOT be displayed!**

**CMMS3 screen equivalent is APAA**

**ASN Timeliness**

**Part Number Errors**

Supplier Performance

Supplier: **APAA** Supplier Name: ENTERPRISE AUTOMOTIVE SYSTEMS Plant: EF17A

Begin Month: 01 Year: 2006 End Month: 01 Year: 2006

Total Electronic Part Receipts: 56 Total Manual Part Receipts: 0 0%

Total Electronic ASN Parts: 62 Total ASN Part Labels: 40 98%

Total Electronic Header Receipts: 19 Total Manual Header Receipts: 0 0%

Type of Error	Current Range Qty	12 Month Qty
Post Time < Ship Time	1 5%	3 2%
Post Time > Ship Time	0 0%	57 32%
Consol ASN (No Supp ASN)	0 0%	0 0%
Duplicate ASN	0 0%	0 0%
No Packing Slip	0 0%	0 0%
Packing Slip Changes	0 0%	0 0%
Part Number Errors	2 0%	0 0%
Unit Of Measure Changes	0 0%	0 0%
Pool ID Errors	0 0%	3 2%
Quantity Changes	0 0%	0 0%
Other ASN Errors	0 0%	0 0%

Last Updated: 06/10/02  
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# ASN Accuracy

## Approaches to eliminate ASN Accuracy issues

- Make sure that your returnable containers are set-up properly at the plant. ADFa and SEGA need to be accurate. For assistance, contact one of the following via FBBA:
  - **Packaging Engineer:** Enter NAASY in the Plant code field (PLT) and "PACK1" in the Location Code field
  - **Plant On-site Rack Coordinators:** Enter the plant code (AP01A, EF01A, etc.) in the PLT and Location code fields and "CONMGT" in the FUNC CODE
  - **Central Container Management:** Enter QMPGO in the PLT and Location code fields and "CONMGT" in the FUNC CODE
- Have the latest "Normal" shipping instructions available. Routing instructions can be obtained from: <https://web.mplb2b.ford.com/shipping/cgi-bin/index.cgi>. Penske requires suppliers to review these daily.
- Ensure that your ASN work instructions specify each segment that needs to be completed on the ASN.
- Set up a template for each shipping situation (ex. Normal, expedite with NLMI, etc.).
- If your normal mode is Conveyance Mode "C" and you deviate from this, make sure you eliminate your Pool Codes.
- Utilize the "CPCA" in CMMS3 to reference carrier SCAC codes.
- Review Ford EDI guidelines at <https://web.gsec.ford.com>.
- Review SIM weekly details to correct errors on a weekly basis. Please note, the SIM weekly details are for informational purposes only, and not 100% correct.

# Category I – Communication

## ASN Accuracy Calculation Example:

- 42 ASN Header Records shipped for month
- 1 ASN with SCAC / Broker error
- 1 ASN with Premium Freight error
- 40 ASN Header Records transmitted 100% accurately

ASN Header Records Transmitted 100% Accurately

ASN Header Record count (denominator used is a memo in SIM)

$$\frac{40}{42} = .95238 \times 100 = 95.23 \text{ or } 95.2\% \text{ accurate ASNs}$$

**-14 point deduction (reference matrix, page 68)**

❖ *Please note that the percentages are not rounded up but are truncated to tenths.*

# Category I – Communication

## ASN Timeliness & Accuracy Matrix

ASN Timeliness & Accuracy	
PERCENT	POINTS
	LOST
100	0
99.9 - 99.5	3
99.4 - 99.0	6
98.9 - 98.5	7
98.4 - 98.0	8
97.9 - 97.5	9
97.4 - 97.0	10
96.9 - 96.5	11
96.4 - 96.0	12
95.9 - 95.5	13
95.4 - 95.0	14
94.9 - 94.5	15

Note: One (1) instance equals three (3) point deduction;  
More than one (1) instance references the matrix.

❖ ***Please note that the percentages are not rounded up but are truncated to tenths.***

# Category I – Communication

## Unanswered DDL Shortages

### ➤ **Requirements:**

- ✓ All shortages, including new model launch parts are answered accurately and in accordance with the Ford DDL procedures (**parameters are stated in Module 1 of the DDL training manual for CMMS3**)
- ✓ All parts on the JBBA shortage screen must be in “ANS” status when the system snapshot is taken at 11am EST. Answer between 10:45-10:59 EDT/EST.
- ✓ All new model parts on VABA must be answered on VBBA daily between 10:45-10:59 EDT/EST.

#### ❖ ***Important Notes:***

- *Print JBBA/VABA screens between 10:45am – 10:59am (EDT/EST). Print Screens are required for disputes.*
- *Parts found assigned to the wrong Group Follow-up Analyst in CMMS3 should be directed to PLM (313-594-7218) to be assigned to correct book code. If disputing, supplier must provide print screen of Ford DDL SEBA screen to verify that book code has been reassigned.*

### ➤ **Calculation:**

- ✓ Point deduction is determined by the number of shortages in critical status that a supplier does not answer on a daily basis within the month
- ✓ Reference Unanswered DDL Shortages Matrix for point deduction (page 72).

# Unanswered DDL Shortages

## Approaches to eliminate Unanswered DDL Shortages Issues

- Print JBBA/VABA screen between 10:45am – 10:59am (EDT/EST).
- Remember this is a mechanical process – To avoid being penalized, suppliers must answer ALL shortages until to the part drops off the screen.
- When switching from JBBA to VABA screen, please make sure to re-inquire at the top of VABA screen by entering an "I" after the => and pressing enter. This will ensure that supplier is able to view all parts.
- Questions regarding build-out parts, including final releases, should be directed to the Ford Release Analyst. Their contact information is listed on the Ford DDL AAIA (Supplier Release) screen.

# Unanswered DDL Shortages

## Calculation Example:

- 1 shortage in critical status not answered on 1<sup>st</sup> working day of the month by 11am EDT/EST
  - 1 New Model shortage not answered on VBBA by 11am EDT/EST
- 2 instances of shortages equals a 6 point deduction (reference matrix, page 72)

***Additional information for CMMS3 users under Group Follow Up Analyst 606 (Penske managed), 607 (ILVS) and 602 (Mexico to Mexico) and suppliers shipping to a managed route:***

- ✓ Must still review the JBBA and VABA five times daily
- ✓ Not responsible for answering their JBBA shortage screen unless any of the following conditions exist:
  1. Behind schedule situation
  2. Review is required (based on parameters)
  3. Part has become a critical shortage
  4. All Launch parts prior to Job-1

# Category I – Communication

## Unanswered DDL Shortages Matrix

Unanswered Shortages	
INSTANCES	POINTS LOST
0	0
1	3
2	6
3	9
4	12
5 OR MORE	15



# Category I – Communication

## Supplier Delivery Contact (SDC)

- **Purpose:** This information is used by SMPG for important communications about the delivery rating and to contact the supplier with questions on delivery performance. This is an annual requirement that should be completed in addition to updating the FBBA screen in CMMS3.
- **Who should be the Supplier Delivery Contact?** The delivery contact should be someone within your Material Planning organization. This person should be very familiar with the Supplier Improvement Metrics (SIM), the delivery rating, and the Materials Management Operations Guideline (MMOG).
- **How to update:** Instructions for how to updated the Supplier Delivery Contact (SDC) is available on the Supplier Delivery Ratings page of MP&L-in-a-Box (<https://web.mpl7.ford.com/mplbox/index.html>).

# Category I – Communication

## Supplier Delivery Contact (SDC) Update

- Suppliers must update their Delivery Contact (SDC) via GSDB on-line:
  - ✓ Annually – last update must be within 12 months of current date
  - ✓ When a new delivery contact is **DESIGNATED**
  
- Suppliers should contact their CSA (Corporate Security Administrator) for update capability in GSDB on-line.
  - At least 1 employee must have the GSDB Online “Update” token and a 2<sup>nd</sup> employee must have the “Email” token.
  - For additional information of GSDB Online access reference  
[https://web.mpl7.ford.com/mplbox/docs/GSDB\\_Token\\_Rules\\_for\\_GSDB\\_Online.doc](https://web.mpl7.ford.com/mplbox/docs/GSDB_Token_Rules_for_GSDB_Online.doc).
  
- **Calculation:**
  - ✓ A problem report may be assessed for incorrect or missing delivery contact information as displayed in SIM. Point deduction will escalate based on frequency.
  
- ❖ **IMPORTANT NOTE: This is a mechanical process. Suppliers must review contact information and actually click the “update” button annually to generate a new review date EVEN if the contact information has not changed, or they will be penalized.**

# Supplier Delivery Contact Confirm Update

## Key Contacts

### Site Listing

Listed below are the Site Codes for which you have been granted access by your CSA. Click on the button in the View / Update column for the position you would like to update.

Supplier Code	Site Code	Site Status	Site Name	View / Update	Last Update	Address	Country
ABCD	ABCDE	Active	ABC AUTOMOTIVE	<input type="button" value="Plant Manager"/> <input type="button" value="QC Manager"/> <input type="button" value="Delivery Contact"/>	27- OCT- 2005  25- AUG- 2006  14- MAR- 2007	5111 AUTO CLUB DR DEARBORN, MI 48126	UNITED STATES

14-  
MAR-  
2007

**MUST be updated within 12 months of "Last Update".**

# Materials Management Operations Guidelines (MMOG)

- Ford MP&L adopted MMOG as the Q1 endorsement criteria in August 2001. Suppliers must score a Level "A" on the MMOG Self-Assessment to receive and maintain MP&L's endorsement for Q1.
- A supplier's MMOG score (Level A, B, or C) must be submitted annually via GSDB Online (available through FSP)
  - ✓ Initial MMOG score must be submitted within 6 months of 1<sup>st</sup> production shipment.
  - ✓ A missing or expired MMOG Self-Assessment score (MMOG certification date is 12 or more months old) in GSDB Online will result in penalization in the North American Production Delivery Rating.
  - ✓ Supplier MMOG score must be an level "A" in order to receive the MP&L Q1 Endorsement.
- Suppliers who are not MMOG level "A" are subject to be issued a 20-point Problem Report against their NA PROD delivery rating.
  - ✓ Instructions on how to update MMOG is available on MP&L-in-a-Box at:  
([https://web.mpl7.ford.com/mplbox/docs/GSDB\\_MMOGUpdateforGSDBOnline.doc](https://web.mpl7.ford.com/mplbox/docs/GSDB_MMOGUpdateforGSDBOnline.doc))
  - ✓ MMOG level may be verified, via an on-site audit, by the Supplier Manufacturing Performance Group.
- Questions concerning MMOG should be directed to your Supplier Performance Specialist.
- **Calculation:**
  - ✓ A problem report may be assessed for a missing, delinquent, or insufficient MMOG score information as displayed in SIM. Point deduction will escalate based on frequency.
- ❖ **IMPORTANT NOTE: Supplier must ensure that the MMOG score and "Certification Date" fields are updated in GSDB Online or they will be penalized. Failure to update the correct field is not disputable.**

# Category I – Communication Problem Reports

- Can be issued by Ford, Penske, Pacer, RGL, and other LLP personnel
- Originator emails copy to SMPG and a copy to the supplier
- Supplier responds back to Originator with one of the following:
  1. Concurrence and corrective actions
  2. Disagreement with supporting documentation and request for the Originator to rescind the problem report
    - If a problem report is rescinded by the originator, the originator must send the reversal request to Supplier Performance via the [smpg@ford.com](mailto:smpg@ford.com) email. **Suppliers cannot dispute problem reports via formal dispute process.**
- Example reasons for issuing (not limited to the following examples):
  1. Supplier Delivery Contact not updated.
  2. Delinquent, missing, or insufficient MMOG/LE score in GSDB Online.
  3. Ship Documents (Missing or incorrect packing slip or bill of lading)
  4. Conveyance number incorrect
  5. Promise inaccurate, inadequate, or incomplete
  6. Container part number / quantity not on ASN
  7. Untrained personnel (DDL, FBBA not updated, etc...)
  8. Failure to communicate critical issues
  9. No electronic ASN
- **Calculation**
  - ✓ Three (3) point deduction for each problem report processed (point deductions may vary based on magnitude and/or frequency of issue)

# Category II – Shipping Performance

Suppliers are rated on two categories:

I. Ford Supplier Communication System (25 points)

- ASN Timeliness
- ASN Accuracy
- Unanswered DDL Shortages
- Supplier Delivery Contact Update
- Problem Reports

**II. Shipping Performance (75 points)**

- **Behind Schedule to Release**
- **Supplier Caused Off-Line / Production Loss / Build Constraints**
- **Unconfirmed Packaging**
- **Cum Disagree**
- **Shipping Discrepancy**
- **Problem Reports**

# Category II – Shipping Performance Behind Schedule

## ➤ **Requirements:**

- ✓ Suppliers must maintain up-to-schedule status to their release and does not incur "S" coded (Supplier Responsibility) premium freight.

## ❖ **IMPORTANT NOTES:**

- ✓ Suppliers must ensure they contact PLM, AAI or SBU for proper premium freight coding on every part that they are shipping. Suppliers must ensure that the part number(s), ship date and MoT in the ASN matches the PLM lineup in DDL.
  - \* Please note that the ASN MoT codes that have 2 letters have a different equivalent on the line-up screen (SLBA/SMBA). Reference page 82 for mode of transportation equivalents.
- ✓ Please ensure to have EVERY part on every shipment coded when shipping premium freight. Suppliers should get the first part coded prior to sending the ASN by PLM, and then call PLM back to have the remainder of the parts coded after the ASN has been sent. The same process must be followed for AAI or SBU coding.
- ✓ **If the supplier is penalized in behind schedule for a premium freight move that was caused by the supplier not getting proper premium freight coding or not using proper mode of transportation codes in their ASN and/or DDL line-up, will NOT be able to dispute this in their delivery rating.**
- ✓ For additional information on PLM coding reference the Premium Freight Guidelines page of MP&L-in-a-Box (<https://web.mpl7.ford.com/mplbox/index.html>).

## ➤ **Calculation:**

- ✓ The delivery rating Behind Schedule calculation reviews 2 supplier releases to determine up-to-schedule status. A supplier must be behind to both release reviews **AND** incur "S" coded premium freight within 7 days or transit, whichever is greater, of the day behind.
- ✓ Behind Schedule point deduction is based on the number of instances incurred. Reference the Behind5Schedule Matrix for point deductions (page 85).

# Behind Schedule

## Release calculation

- Suppliers with Daily (11), Weekly (21-25), or Multiple days of the week (26-29) ship frequencies are rated using the 862 daily releases.
  - Ship frequencies are noted on the Ford DDL AAIA (Supplier Release) screen.
- Offshore suppliers and suppliers with Bi-Monthly (31-32) and Monthly (41-44) ship frequencies are rated using the 830 planning release.
- In consideration of release fluctuations, either two 862 releases or two 830 releases are used, depending on the suppliers ship frequency, in each behind schedule calculation.
- The Behind Schedule calculation for suppliers measured against the 830 release runs every Saturday. Behind Schedule is being calculated for the week preceding each Saturday.



# Behind Schedule Release calculation

Plant	Day Behind	Part Number	Book	Release Check 2	Release Check 1	Cum Shipped	Qty Behind Schedule	Last Cons Shipment
<a href="#">APO2A</a>	11-JUN-07	7L14_3A428_AA		<b>61992</b> Rel 725-35 08-Jun-2007	<b>61984</b> Rel 725-41 11-Jun-2007	<b>61824</b>	<b>160</b>	11-Jun-2007
<a href="#">APO2A</a>	13-JUN-07	7L14_3A427_AA		<b>62768</b> Rel 725-42 12-Jun-2007	<b>62768</b> Rel 725-43 13-Jun-2007	<b>62352</b>	<b>416</b>	11-Jun-2007

**EX: Subtract Cum Shipped from lowest cum required:**

<b>Lowest Cum (Release Ck 1)</b>	<b>61984</b>
<b>Cum Shipped</b>	<b>-61824</b>
<b>Qty Behind Schedule</b>	<b>160</b>

### Field Definitions:

**Plant:** The plant shipped to.

**Day Behind:** Same as Release Check One.

**Part Number:** The part number being shipped.

**Book:** The Group Follow-Up analyst.

**Release Check 2:** The cum required from the Release Check 2 date for the Behind Schedule Date.

**Release Check 1:** The cum required from the Release Check 1 date for the Behind Schedule Date.

**Cum Shipped:** The cumulative quantity shipped through the Last Considered Shipment date.

**Qty Behind Schedule:** The net quantity behind schedule to the lowest of the 2 cum requirements displayed.

**Last Cons Shipment:** The last considered shipment/cum date used in the behind schedule calculation.

### How Behind Schedule is Calculated:

For each behind schedule instance there are 2 opportunities given to a supplier to be up to schedule:

1. The cum required through Release Check 1 for the day behind is compared to the Cum Shipped through the Last Considered Shipment day. (Yesterday for Yesterday)
2. The cum required through Release Check 2 for the day behind is compared to the Cum Shipped through the Last Considered Shipment day. (Day before for Yesterday)
3. The releases are not measured on Saturday. So, if release check one falls on a Monday, than release check two is for the previous Friday.

**An instance of behind schedule is issued if the lowest cum required in the above 2 scenarios is not met and an "S" coded premium freight move has occurred within 7 days or transit, whichever is greater, of the day behind.**

## Behind Schedule - EDI Conveyance Mode translation in DDL

	<b><u>ASN/EDI Code</u></b> <b><u>TD504</u></b>	<b><u>DDL CMMS3</u></b> <b><u>SMBA</u></b>
TL/Fast/Milkruns (direct to plant)	<b>M</b>	<b>M</b>
TL Broker Moves (direct to plant)	<b>M</b>	<b>M</b>
Air Charter (ATAO)	<b>AE</b>	<b>X</b>
Rail	<b>R</b>	<b>R</b>
Expedited Move (Truck or Air Freight)	<b>E</b>	<b>E</b>
Pool/Consolidation (Penske)	<b>C</b>	<b>C</b>
Roadrailer	<b>RR</b>	<b>Z</b>
Less than Truckload (LTL)	<b>LT</b>	<b>L</b>
Ocean (Containers)	<b>O</b>	<b>O</b>
Vendor Delivery/Private Carrier	<b>PC</b>	<b>M</b>
Piggyback / TOFC Direct	<b>G</b>	<b>G</b>

***It is critical for premium freight responsibility and payment, that the EDI ASN mode code match the equivalent mode of transportation code on the CMMS3 line-up screen SMBA.***

***Ex. An air charter move should have AE on the electronic ASN and X on the line-up in CMMS3.***

***Please note: Air freight moves (E) through NLMI are never charter moves by Active Aero or Excel.***

# Behind Schedule

Suppliers must ensure that the **part number(s)**, **ship date**, and **mode code** (TD504) on the ASN matches the part number(s), ship date *and* mode code in the PLM line-up. Reference the chart on the previous page. If ANY of these fields DO NOT match, the premium code will default to blank, which indicates supplier expense.

**NOTE:**  
Suppliers should print screens after the PLM lineup has been updated and retain copies in case a dispute is required.

Mode Code

Premium Freight Code

A	C Plant Promise Remarks	N Remk/Shp M Date	M Promise T Qty F	P ASN	Actual Qty
	AP02A	11/21/05	M	88 S	160
	AP02A	11/21/05	M	88 S	
	AP02A	11/22/05	M	88 S	160

F1=Help F2=SLBA F4=SNBA F5=SEBA F6=TAB A F9=NEXT SUPP/PART FOR ANL  
 F10=PREV SUPP/PART FOR ANL F11=NEXT PART FOR SUPP F13=MEBA  
 NO MORE RECORDS AVAILABLE AA71K72

MA a 09/018

Connected to remote server/host tn3270 using port 5031 \\wpc00004\pr31653 on Ne03:

# Behind Schedule Calculation Example:

- 10 Behind Schedule instances based on 2 look calculation
- 6 of 10 instances result in premium freight

6 instances of Behind Schedule penalized in rating due to incurrence of supplier responsible premium freight.

**-6 point deduction (reference matrix, page 85)**

# Category II – Shipping Performance

## Behind Schedule

Behind Schedule	
Instances	Points Lost
0	0
1	1
2	2
3	3
4	4
5	5
5 or More	Points Lost = Number of Instances (max of 25)

# Category II – Shipping Performance

## Supplier Caused Off-Line / Production Loss / Build Constraints

### ➤ **Requirements:**

- ✓ No manufacturing or service interruptions have occurred due to supplier failure (Off-Line / Production Losses)
- ✓ Supplier is able to supply release requirements as agreed upon eliminating Build Constraint conditions
- ✓ Any questions regarding the responsibility of the Production Loss or Off-Lines must be addressed directly with the Plant and PLM group. Plant has to agree to rescind Production Loss/Offlines.

### ➤ **Calculation:**

- ✓ Twenty (20) point deduction for each supplier caused Off-Line / Production Loss / Build Constraint

# Category II – Shipping Performance

## Unconfirmed Packaging

### ➤ **Requirements:**

- ✓ Supplier must maintain 100% accurate and confirmed packaging data in the Ford DDL System for all parts on release prior to first shipment, this includes PSW/PPAP shipments.
  - » Reference the Module 15 of the Ford DDL training manual for CMMS3.
  
- ✓ **NOTE:** eDDL is a good tool for managing parts that not yet been confirmed.
  - » The eDDL Home page summarizes how many part numbers have Unconfirmed Packaging.
  - » Packaging can be copied from one part number to another. The 3270 Access does not have this functionality.
  - » eDDL can be accessed at <https://web.cmmseddl.ford.com/eddl/logon.jsp>.
  - » For additional information on the Ford eDDL system reference: <https://web.mpl7.ford.com/mplbox/docs/eDDLReferenceGuide.pps>

### ➤ **Calculation:**

- ✓ Confirmed Packaging percent is calculated by dividing the number of parts with confirmed packaging by the Packaging count (memo SIM)
  
- ✓ Reference Confirmed Packaging Matrix for point deduction (page 93).

# Unconfirmed Packaging

## Ford DDL Packaging & Container Management Screens

- DBIA (Returnable Container Details)
  - Updated by Ford Packaging Engineering
  - Contact the Packaging Engineer or Rack Coordinator (FBBA screen)
  
- DAIA (Supplier/Part Packaging) screen
  - Updated by Supplier
  - After updating, please contact Rack Coordinator at the Ford Plant to confirm the ADFA and SEGA screens are updated. The ADFA and SEGA screens are not visible to suppliers.
  
- DCIA (Container Effective Dates)
  - Updated by Ford Plant
  
- CWBA (Container for Suppliers)
  - Updated by Ford Plant to launch container loop.

**For instructions on updating Packaging screens and examples of the different types of packaging, reference Module 15 (Packaging) of the Ford DDL manual ([https://web.mpl7.ford.com/mplbox/docs/MANUAL\\_DDL\\_Module15Packaging.doc](https://web.mpl7.ford.com/mplbox/docs/MANUAL_DDL_Module15Packaging.doc)). Additional information is available on the Packaging and Returnable Container Management pages of MP&L-in-a-Box.**



# DBIA Screen - Returnable Container Details

```

Session A - 3270.WS - [24 x 80]
File Edit Transfer Appearance Communication Assist Window Help
-----
CMMSDBIA          RETURNABLE & EXPORT CONTAINER DETAILS          06/13/02 08:53:25
==> _____          _____          PLT QMPGO _____
CONTAINER NO:      ST21 _____
Desc: 1/12 SHORT HT STRAIGHT WALL TOTE          Metric Meas (M/E): E

----- Container Details -----
Length:           12.0   S.U.Stacking Hgt:      9   Container Weight:      1.6
Width:            15.0   Whs Stack Hgt:         6   Container Type:         01
Height:           5.0    Qty/Min S.U.:          12  Container Owner:
Collapsed Hgt:    5     Max Wt Capacity:      35  Container Cost:         0.00
Nestable :        1 : 1
Ford Cont/Phone: COT00LE      810 826 7551   Last Update: TD730CL   12/10/1998
Container Notes: ORBIS ID

----- Shipping Unit Components -----
AC      Component          Description          Qty/Min S.U.  Owner  CC  Type
--      -
          SP2SL1             ROBINSON 32X36 TWIN SHEET          1          02
          SP8SL8             ROBINSON 45X48 ID PALL/LI          1          02
          SP8SL9             ROBINSON 45X48 ID (BLUE)          1          02
          SP16SL2            CONTICO ID PALLET/LID SET          1          02
          SP7SL10            ROBINSON 45X48 OD PALLET/          1          02
          SP8SL10            ROBINSON 45X48 ID (BLUE)          1          02
F1=Help F4=DAIA F5=DCIA
NO MORE RECORDS AVAILABLE          AA71K19
MA  a          02/006
  
```

- ❖ Updated by Ford Packaging Group
- ❖ Must be updated for suppliers to input a returnable container in their DAIA screen.
- ❖ Contact the Rack Coordinator at the plant for assistance.

# DAIA Supplier - Returnable / Expendable Example

```

Session A - 3270.WS - [24 x 80]
File Edit Transfer Appearance Communication Assist Window Help
CMMSDAIA SUPPLIER/PART PACKAGING 08/07/02 08:23:41
PLT QMPGO
PART: RFXW4P 7006 AE SUPP: G938A Bus%: STATUS:
Desc: 5R V8 4.0L RS CASE CASTING EFF DTE: 09/13/99 MM: E
Returnable & Export Container Dtls ----- Expendable Packaging Unit -----
Container No: ZE22 Container Type: COP
Component No 1: Container Type Desc: CARTONS ON PALLET
Component No 2:
Pcs/Cont: 550 Cont/Layer: 1 Pcs/Cont Type: 25 Length: 83
Pcs/Layer: 550 Layers/S.U.: 1 Width: 58
Pcs/S.U.: 550 SU Grs: 20839 Tare Weight: 4409.1 Height: 48
S.U. Lt: 84.5 Wd: 54.0 Ht: 49.5 Gross Weight: 5334 Confirm: C
Exp Aids: Exp Wgt: 0.0000 Pkg Pc Cost: 1.00000 Curr Cd: US
Exp Pc Cst: 0.00000 Confirm: C
Pkg Pc Cst: 0.00001 Curr Cd: USD
Plts: ATNP SHV Plts:
----- Part Packaging Details ----- ----- Cartons on Pallet -----
Piece Weight: 37.00000 Pcs Per Carton: 25 Length: 89
Last User Updt: AA72201 07/31/02 Cartons Per Layer: 1 Width: 53
Cont/Tel#: F.LUX 317-421-8648 Layers Per Pallet: 1 Height: 48
Pkg Remarks:
F2=Unq pkg F4=Nxt Prt/This St F5=Nxt Unq Plt F6=Cntr F10=Nxt Plts F13=CurrCnv
PART DISCONTINUED OR UNAUTHORIZED AT ONE OR MORE PLANTS AA71K19
MA a 02/006
    
```

Enter Metric Measurement in English (E) or Metrics (M)

Acceptable packaging confirmation codes are:  
 C – Confirmed  
 R – Rollover (System Generated Code - Color Spec Confirmed Distribution)  
 L – Levelled (System Generated Code - Engineering Change, mechanical)

# Supplier / Part Packaging

## Expendable Packaging Container Types

<b><u>CONTAINER TYPE</u></b>	<b><u>DESCRIPTION</u></b>
BAG	BAG
BDL	BUNDLE
COP	CARTONS ON PALLET
CTN	CARTON
FPB	FLIPSIDE PALLET BOX
LSE	LOOSE
PBX	PALLET BOX
PTP	PALLET TRAY PACK
PLT	PALLET

Expendable packaging guidelines can be found through Covisint, search on Packaging Guidelines.

# DCIA Screen - Container Effective Dates

```

Session A - 3270.WS - [24 x 80]
File Edit Transfer Appearance Communication Assist Window Help
CMMSDCIA          CONTAINER EFFECTIVE DATES          06/13/02 08:55:55
==>
PART:      1S7G      6333 DB      SUPPLIER:
Desc: BRG-CRKSHT MN UPR      Name: GLACIER VANDERVELL INC
----- E F F E C T I V E   D A T E S ----- - Input   Source -
AC Plant S %Bus   Returnable Pkg - Lev   Expendable Pkg - Lev   Date       User
-----
0146A N    0       11/24/00      3
NO MORE RECORDS AVAILABLE
F1=Help F4=DAIA F6=Returnable Cntr F9=Next Supplier/This Part
MA a
AA71K19
02/006
  
```

- ❖ Updated by the Ford Plant (contact the plant after adding or changing info on DAIA as level may default to 3)
- ❖ Controls which type packaging, returnable or expendable, supplier is designated to ship in
- ❖ Controls the unit level for parts to be released to each individual plant
  - Level 1 = ship unit level
  - Level 2 = layer level
  - Level 3 = container level

# Unconfirmed Packaging Calculation Example

- 2 parts with unconfirmed packaging
- 35 parts reviewed for Packaging

Packaging count - Parts w/ Unconfirmed Packaging = Parts w/ Confirmed Packaging

Parts w/ Confirmed Packaging  
Packaging count (denominator used is a memo SIM)

$$35 - 2 = 33, \frac{33}{35} = .94285 \times 100 = 94.28\% \text{ or } 94.2\%$$

-8 point deduction (reference matrix, page 94)

❖ ***Please note that the percentages are not rounded up but are truncated to tenths.***

# Category II – Shipping Performance

## Unconfirmed Packaging Matrix

PACKAGING COMPLIANCE	
PERCENT	POINTS
	LOST
100	0
99.9 - 99.0	3
98.9 - 98.0	4
97.9 - 97.0	5
96.9 - 96.0	6
95.9 - 95.0	7
94.9 - 94.0	8
93.9 - 93.0	9
Below 93	10

Note: One (1) instance equals three (3) point deduction;  
More than one (1) instance references the matrix.

❖ ***Reminder: Percentages are not rounded up but are truncated to tenths.***

# Category II – Shipping Performance

## Cum Disagree

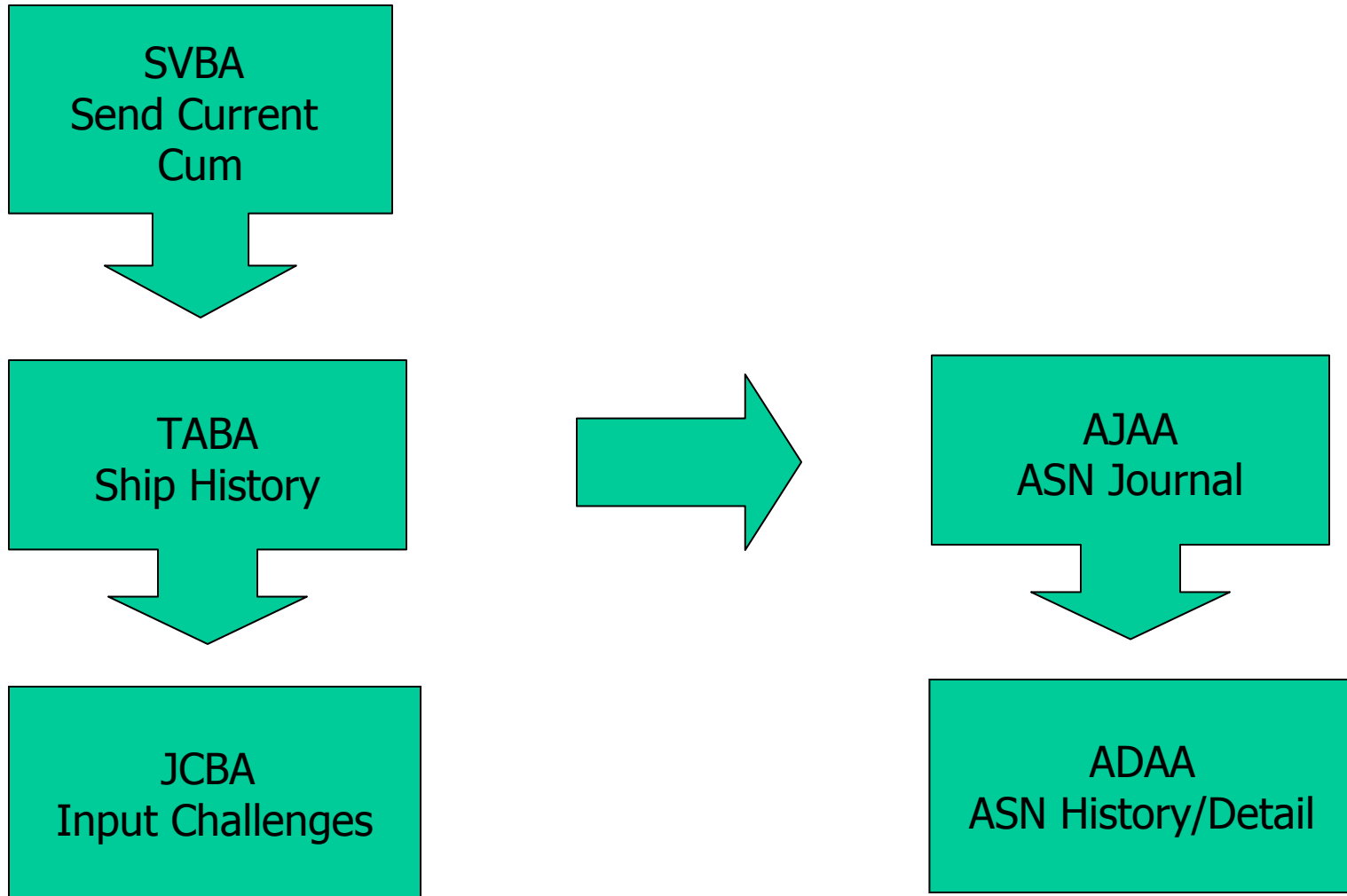
### ➤ **Requirements:**

- ✓ Suppliers must maintain 100% cum agreement on all shipments.
- ✓ Suppliers must review Ford DDL SVBA (Reconciliation by Supplier) screen to monitor for Cum Disagrees.
- ✓ Supplier must reconcile Cum Disagrees immediately. A challenge should be issued within 24 hours when the PLANT'S records are incorrect.
  - » Once the challenge has been entered, contact plant for follow up.
  - » DO NOT issue a challenge if the SUPPLIERS records are incorrect, supplier should correct their cums in their next ASN.
  - » Reference Module 8 of the Ford DDL training manual for CMMS3 for additional instructions.
- ***Suggestion:*** Review the Ford DDL SVBA screen at the time of conveyance departure for cums in disagreement **AND** cums in 'challenged answered' status; reconcile immediately.
- ***Additional Notes:***
  - » CMMS3 requires current cum including shipment be sent on ASN.
  - » When shipping Friday and Saturday requirements on the same conveyance, be sure you are transmitting your ASNs in the correct order (i.e. Friday first with the lower cum, then Saturday with the higher cum).
  - » When transmitting multiple ASNs at the same time, be sure they are sent in the correct cum order (i.e. lowest packing slip with lowest cum first).

### ➤ **Calculation:**

- ✓ Cum Agreement is determined by comparing the supplier ASN cum to the Ford plant cum as indicated on TABA
- ✓ Cum Agreement percent is calculated by dividing the number of part receipts in cum agreement by the ASN Part Record count transmitted for the month
- ✓ Reference Cum Disagree Matrix for point deduction (page 111).

# Cum Reconciliation process





# Cum Disagreements

## SVBA (Reconciliation by Supplier)

Session A - [24 x 80]

File Edit View Communication Actions Window Help

CMMSSVBA RECONCILIATION BY SUPPLIER 01/26/06 15:43:19  
 ==> \_\_\_\_\_ PLT NAASY NA

FOLLOW-UP ANALYST: \_\_\_\_\_ RECON CODE: **A** (A,B,C,D,N) PART STATUS: \_\_\_\_\_  
 SUPPLIER CODE: \_\_\_\_\_ Supplier Name: \_\_\_\_\_  
 Challenges: \_\_\_\_\_

A	PLANT	PART NUMBER	+/- Supp Cums	Cum Rct + Intrans	--Last Ship-- Qty	Date	Last Agrd
AP12A	6L34-	15219A64-AA3JA6		39744	576	01/25	01/25
AP12A	6L34-	15219A64-CC3CHR		4564	200	11/28	11/30
AP12A	6L34-	15219A64-CD3CHR		3188	144	01/25	01/25
AP12A	6L34-	15219A65-AA3JA6		39024	576	01/25	01/25
AP12A	6L34-	15219A65-CC3CHR		4558	335	11/28	11/30
AP12A	6L34-	15219A65-CD3CHR		3188	288	01/25	01/25
AP12A	4L34-	15224A60-AB3JA6		222000	6000	01/25	01/25
AP12A	5L34-	15265B28-AA		35661	221	12/12	12/12
AP12A	5L34-	15265B28-AB		12096	1728	01/23	01/23
AP12A	5L34-	15265B29-AA		35566	627	12/07	12/07

F2=Help F2=Recon by F/U Anal F4=Trans History

### Select filter:

**A = AGREE** - Supplier ASN cum matches the plant cum.

**B = BLANK** - The Blank is used for Rollback usually 10 working days after the rollback date to allow you to update your systems. "B" would also indicate there has been no ASN activity on the part during the current model year or the ASN contained an incorrect part number or unit of measure that had to be changed to receive the part.

**C = CHALLENGE** - There are two kinds of challenges; an open challenge is made by the supplier to indicate the error and the corrective action. The other is an answered challenge made by the Ford analyst, usually to request additional data.

**D = DISAGREE** - Supplier ASN cum does not match the plant cum.

**N = NO CUM** - Supplier ASN cum is null.

# Cum Disagree

## SVBA (Reconciliation by Supplier)

**To view list of parts in Cum Disagree status, input "D" in RECON CODE field.**

```
Session A - [24 x 8]
File Edit View Communication Actions Window Help
CMMSSVBA RECONCILIATION BY SUPPLIER 10/26/05 13:12:18
==> PLT AP17A WI
FOLLOW-UP ANALYST: RECON CODE: D (A,B,C,D,N) PART STATUS:
SUPPLIER CODE: ABCDE Supplier Name: S
Challenges:
A +/- Supp Cum Rct --Last Ship-- Date
C PLANT PART NUMBER Cums + Intrans Qty Date Last Agrd
-----
AP17A 4W13- 17682-CB53WL 2- 9 1 05/31 05/26
AP17A 6W13- 17682-AG5UAW 2 4 2 10/07 09/29
AP17A 6W13- 17682-AG52PK 1 2 1 10/07 09/29
AP17A 6W13- 17682-AG53WL 1 3 1 10/07 09/29
AP17A 6W13- 17682-BG52PK 1 3 1 10/07 09/29
AP17A 6W13- 17682-BG53WL 1 2 1 10/07 09/29
AP17A 6W13- 17682-BG54LL 1 3 1 10/07 09/29
AP17A 6W13- 17682-BG54NJ 1 2 1 10/07 09/29
AP17A 6W13- 17682-BG56XY 2 6 2 10/07 09/29
AP17A 6W13- 17683-BG5UAW 2 4 2 10/07 09/29
F1=Help F2=Recon by F/U Anal F4=Trans History
F5=Supp Premium Anal F6=Reconciliation Update F9=Answered/Unanswered
MORE RECORDS AVAILABLE AA71K65
04/045
hNe01:
```

**Suggestion: Print screen and keep until delivery rating has been published to be used as supporting evidence in case a dispute must submitted.**

# Cum Disagree

## SVBA (Reconciliation by Supplier)

```

Session A - [24 x 80]
File Edit View Communication Actions Window Help
CMMSSVBA RECONCILIATION BY SUPPLIER 10/26/05 13:33:36
==> _____ PLT NAASY NA
FOLLOW-UP ANALYST: _____ RECON CODE: C (A,B,C,D,N) PART STATUS: _____
SUPPLIER CODE: _____ Supplier Name: _____
Challenges: ANSWERED

A +/- Supp Cum Rct --Last Ship-- Date
C PLANT PART NUMBER Cums + Intrans Qty Date Last Agrd
-----
AP17A 6W13- 17682-AD5UAW 8- 1886 13 10/26 09/10
AP17A 6W13- 17682-AD5ZGF 10- 1025 8 10/26 09/10
AP17A 6W13- 17682-BD5UAW 15- 894 27 10/26 09/10
AP17A 6W13- 17682-BD52DJ 4- 294 6 10/26 09/09
AP17A 4G7V- 17683-AC 745 14 10/17 10/14
AP17A 4W13- 17683-BB54LL 1 06/16 06/24
AP17A 4W13- 17683-CB53WL 1 06/16 06/24
AP17A 4W13- 17683-CB54LL 1 06/16 06/24
AP17A 6W13- 17683-AD56XY 1 3 2 09/29 03/02
AP17A 6W13- 17683-AG53WL 2 3 1 10/07 08/05

F1=Help F2=Recon by F/U Anal F4=Trans History
F5=Supp Premium Anal F6=Reconciliation Update F9=Answered/Unanswered
MORE RECORDS AVAILABLE AA71K65
  
```

**To view answered challenges, input "C" in Recon Code field, and hit F9.**

**Note:** Answered challenges that are not accepted by the plant will result in the part to go back into Cum Disagree status. The supplier's cum must be adjusted before the next shipment or they will incur another penalty for Cum Disagree. Cum Disagrees resulting from this situation are not disputable.

# Cum Disagreements

## SVBA (Cum Reconciliation) Screen

- Review all parts with recon codes of:
  - ✓ D- Disagree
  - ✓ C- Challenged- Hit F9 to see challenges answered
  
- If the number in the +/- supplier cum is *positive*, it indicates the supplier cum is less than Ford.
  - ✓ Common Cause-Duplicate receipt/duplicate manual/electronic ASN.
  
- If the number is *negative* supplier cum is greater than Ford's cum.
  - ✓ Common Cause-Missing or deleted ASN
  
- "X" the part on the screen and hit F4 to go to TABA (Transaction Register) screen.

# Cum Disagree Example

**Session A - 3270.WS - [24] Ford DDL ADAA (ASN History) - Formatted Detail screen**

```
CMMSADAA          ASN DETAIL - UNFORMATTED ASN DATA          05/13/03 15:32:10
==>              PLT AP06A KC__

SHIP FROM       : F
PACKING SLIP: 174748
ASN NBR        : 174748
SHIP DATE      : 04/28/03

Segment No:      1      Character Range: 358 - 617

856RF REFERENCE RECORD Qualifier      : BM
                    Number           : 707118

856TD CARRIER DETAIL  Qty Containers: 00000001

856P PART RECORD      Part Number     : F57B 14A541 BC
                    Qty Shipped    : 000001075      UoM : EA
                    Cum Shipped    : 00000196725
                    PO Number      : 000010      Pack Slip : 174748

856C CONTAINER RECORD Parts per Cont: 000000215
                    Cont per Parts: 000005

F1=Help  F4=Unformatted Detail  F6=ASN History
MORE RECORDS AVAILABLE
MA a
AA71K19
02/006
```

Cum (196,725) on ASN #174748 is compared to cum on TABA

To access the supplier ASN, go to the AJAA screen.  
To view the cum for each part number sent in the ASN by the supplier, go to the ADAA screen.

# Cum Disagree Example (cont.)

Cum on TABA for  
ASN #174748 is  
197,800.  
Cum does not  
match ADAA  
screen (from  
previous page).

Session A - 3270.WS - [24 x 80]

File Edit Transfer Appearance Communication Assist Window Help

CMMSTABA INVENTORY TRANSACTION HISTORY GENERAL 05/13/03 15:28:50  
 ==> \_\_\_\_\_ PLT AP06A KC\_\_\_\_\_

PART NUMBER: F57B- 14A541-BC START DATE: 01/01/2003  
 SUPPLIER: CUSTOMER: TRANS CODE: \_\_\_\_\_

A	Trn	SHIP	Rcpt	Process	Cum From	Reference	Convey	Misc	C		
C	Cd	Date	Date	Date	Quantity	08/01/02	Number	Number	Info	I	UM
63	042803	042903	042903	1075	197800	174748	7				EA
63	043003	050203	050203	1075	198875	174971	466092				EA
67D	043003			1075	199950	175110	318799				EA
63	050103	050503	050503	1290	201240	175259	463032				EA
63	050203	050703	050703	1075	202315	175423	463281				EA
63	050503	050603	050603	1075	203390	175662	26936				EA
63	050503	050803	050803	1075	204465	175543	465099				EA
CM	050503		050603	1	204465				CLOSED		
63	050603	050903	050903	430	204895	175700	461799				EA
63	050703	051203	051203	1290	206185	175846	462142				EA
67	050803			1075	207260	175976	460317				EA

F1=Help F2=Reconciliation Update F4=Other Trans F6=Next Supplier/Customer  
 F10=Transaction Detail F11=Transaction Correction

MORE RECORDS AVAILABLE

MR a

AA71K19  
02/006

Start | Inbo... | Suppl... | Avay... | Ses... | Explo... | SMP... | Micro... | 3:30 PM

# Cum Disagreements

## TABA (Transaction Register) Screen

- 67 transaction- **in transit shipment**
- 63 transaction- **production receipt**
- 64 transaction- **supplier return** for “overshipment” or “rejected stock”.
- Returned overshipment **WILL REDUCE** your cum. Returned rejected stock **WILL NOT**.
- If “Process date” is after “receipt date” then it might make the error more difficult to find.
- 65 transaction- shipping discrepancy. Quantity received is over/under ASN quantity. Difference is shown as a 65 transaction.
- Look for missing receipts, duplicate receipts, and receipts that have been changed. X-R-C in CI column.

# Cum Disagreements

## TBBA Transaction Details

- If ASN Number is preceded by five zero's it is usually a manual ASN.
- If the ASN number field is correct but the Agree/Disagree indicator is blank, check your packing slip information. This is an indication that the part number or unit of measure was changed in order to receive the material.



# Cum Disagreements

## TBBA (Transaction History Detail) Screen

From the TABA (Transaction Register) screen, F10 key for access TBBA screen

63 = Receipt

A = Cums Agree  
D = Cums Disagree

```

Session A - [24 x 80]
File Edit View Communication Actions Window Help
CMMSTBBA INVENTORY TRANSACTION HISTORY DETAIL 01/26/06 16:02:47
==> PLT G9W1A FLR

Part Number: 6R33- 3600-8635B8 SHIP Date: 10/31/05
Customer/Supplier: M1F3L Tran Code: 63
Part Description: WHL OSY STNG Part Type: 00
Process Date: 11/09/05 Quantity: 72
Process Time: 11:01 User ID: ALC1667
Unit of Measure: EA User Name: NANCY PINTER
Reference No: 627048 User Phone: 734-782-6412
Upper Level Part: Corr Ind:

CONVEYANCE NUMBER: 881468 DATE RECEIVED: 11/09/2005
TIME RECEIVED: 11:01:03 PACKING SLIP NO: 627048
PREMIUM FREIGHT: CARRIER CODE: 000T
BILL OF LADING: 1177304 ASSES/DSAGREE CD: A
FREIGHT BILL NO: 1177304 PURCHASE ORDER: 111111
LIFT TAG NUMBER: MODE OF TRANS: M
ASN NUMBER: 627048 IFA LOG NUMBER:
ACT REC LOC CODE: CNTNRS PRT QTY: 1
SUPPLIER TYPE CD: PAYMENT INDICATOR:
BATCH NUMBER:
F1=Help F9=Transaction General F11=Transaction Correction
RECORD FOUND AA71K02
MA a 02/006
Connected to remote server/host tn3270 using port 5031 HP LaserJet 5/5M PostScript on LPT1:
  
```

# Cum Disagreements

## JCBA – Challenge screen

**If the error discovered is in Ford's records, take the part to the JCBA screen to input a challenge. From the TABA screen, place an "X" next to the transaction and press the F2 function key to proceed to the JCBA screen.**

Session A - [24 x 80]  
 File Edit View Communication Actions Window Help

CMMSJCBA RECONCILIATION UPDATE 01/26/06 16:08:49  
 ==> \_\_\_\_\_ PLT AP05A DB\_

SUPP: G977A --Reconciliation-- -Quantity- -Status-  
 PART: 5L34- 16219A64-CC3CHR Supplier Ship Cum: 24626 CHALLENGE  
 Part Stat: D ---Challenge Codes--- +/- Supplier Cum: 17712- ROLLBACK  
 CM=Missing Receipt Cum Rcpt + Intran: 6314 --Plg--  
 CR=Chal Receipt (63) Last Agree Cum: 24626 08/22/05  
 CX=Chal Return (64) Last Disagree Cum:  
 CD=Chal Dscrpncy (65) Last Considered: 50 08/23/05

A	SHIP	CHALLENGE	Process	Reference	Reason	Challenge		
C	DATE	CODE	Date	Quantity	Number	Code	Date	User ID
-	08/19/05	CD	08/22/05	36-	668626		09/23/05	AA01415
	Supplier Remarks: SHIPPED 432, SENT DISP. TO ZIELINSKI						09/23/05	AA01415
	Plant Remarks:							
	Supplier Remarks:							
	Plant Remarks:							

F1=Help F2=Recn by Sup F4=Recn by FU F5=Trns Hist F6=Nxt Part F9=Set Agree  
 NO MORE RECORDS AVAILABLE AA71K02

MA a 02/006

**Suggestion: Print screen and keep until delivery rating has been published to be used as supporting evidence in case a dispute must submitted.**

# Cum Disagreements

## JCBA – Challenge screen

- ONLY input a challenge when the discrepancy is a Ford caused error.
  
- Use the “Supplier Remarks” field to tell the plant the type of proof you are sending (i.e., copy of missing shipper).
  
- Follow up with the Plant after challenge has been entered.
  - » Plant contacts for cum reconciliation are listed on the Ford DDL FBBA (Contact List Update) screen.

# Cum Disagree

## Example – Systems Issue

In some instances, the error is a system's limitation at the supplier site. For example, some suppliers will create multiple ASNs and place them into a queue where the ASNs are batched before they are sent to SOLMIS. If the ASNs are not sent out in the same order, (first in/first out of queue), the ASNs will not post correctly into CMMS.

### **EXAMPLE:**

A supplier has 2 shipments to ASN. They create ASN 2501 and place it into the queue and then create the second ASN 2502 and place it into their queue to be sent. When their system sends out the EDI transactions, the supplier must ensure that ASN 2501 is sent out first.

If their system is unable to reverse the order so the ASNs are sent in first in/first out sequence, the supplier will need to create the first ASN 2501, send it, and wait until the 997 is received. Then they should create the second ASN 2502, send it, and retrieve the 997.

This is necessary because SOLMIS time stamps the ASNs down to the millisecond, and CMMS3 calculates the CUMS in the order in which it receives the ASNs, NOT in the sequence of the ASN number or any other method. Receipt is strictly measured by the time stamp.

- ❖ **Because this is a supplier systems issue, receiving CUM's out of order is no longer a valid dispute. Please investigate these issues internally.**

# Cum Disagreements

## Error Types

<b>Kind of error</b>	<b>Action needed</b>
Current cum error (supplier caused)	Fix next ASN
Duplicate Receipt	Enter a challenge
Missing Receipt	Enter a challenge
Receipt you did not ship	contact plant
Manual ASN with wrong Qty	Fax copy of packing slip

# Cum Disagree Calculation Example

- 11 Part Receipts in cum disagreement
- 1184 ASN Part Record count

ASN Part Record count – Part Receipts in Cum Disagreement = # Part Receipts in Cum Agreement

$$\frac{\# \text{ Part Receipts in Cum Agreement}}{\text{ASN Part Record count (denominator used is a memo SIM)}}$$

$$1184 - 11 = 1173, \frac{1173}{1184} = .99070 \times 100 = 99.07\% \text{ or } 99.0\%$$

**-3 point deduction (reference matrix, page 111)**

❖ *Please note that the percentages are not rounded up but are truncated to tenths.*

# Category II – Shipping Performance

## Cum Disagree Matrix

CUM AGREEMENT	
PERCENT	POINTS
	LOST
100	0
99.9 - 99.0	3
98.9 - 98.0	4
97.9 - 97.0	5
96.9 - 96.0	6
95.9 - 95.0	7
94.9 - 94.0	8
93.9 - 93.0	9
Below 93	10

Note: One (1) instance equals three (3) point deduction; more than one (1) instance references the matrix.

❖ ***Reminder: Percentages are not rounded up but are truncated to tenths.***

# Category II – Shipping Performance

## Shipping Discrepancy

### ➤ **Requirements:**

- ✓ Supplier has zero Shipping Discrepancies.

### ➤ **Suggestions:**

- Suppliers should ensure their EDI system is requesting 861's. An 861 is a receipt advice, it will indicate if a shipping discrepancy has occurred at the time of receipt.
- Shipping Discrepancies posted on TABA and/or in the SIM Weekly Delivery Details should be investigated immediately. Do not wait until these are published in your monthly delivery rating.

- ❖ **Note: Suppliers must update the Ford DDL FBBA screen to include a 2714 (Shipping Discrepancy) contact at your site. Information should be entered under function code: TQE. Make sure to include the contacts email, fax, and phone number. For instructions on how to access and update the FBBA screen, reference module 13 of the Ford DDL Training Manual**

### ➤ **Calculation:**

- ✓ Shipping Discrepancy percent is calculated dividing total ASN Part Record Count transmitted accurately by the ASN Part Record count.
  - ASN Part Record Count = The total number of parts transmitted on an ASN for the month.
  - ASN Part Records transmitted accurately = Total ASN Part Record Count – Total Number of Shipping Discrepancies.
- ✓ Reference Shipping Discrepancy Matrix for point deduction (page 113).



# Shipping Discrepancy Calculation Example

- 4 shipping discrepancies
- 1184 Receipts

# of ASN Part Records transmitted accurately

Number of receipts (denominator used is a memo SIM)

$$\frac{1180}{1184} = .9967 \times 100 = 99.67\% \text{ or } 99.6\%$$

-5 point deduction (reference matrix, page 114)

❖ ***Please note that the percentages are not rounded up but are truncated to tenths.***

# Category II – Shipping Performance

## Shipping Discrepancy Matrix

SHIPPING DISCREPANCIES	
PERCENT	POINTS
	LOST
100	0
99.9 - 99.8	3
99.79 - 99.7	4
99.69 - 99.6	5
99.59 - 99.5	6
99.49 - 99.4	7
99.39 - 99.3	8
99.29 - 99.0	9
BELOW 98.9	10

Note: One (1) instance equals three (3) point deduction;  
More than one (1) instance references the matrix.

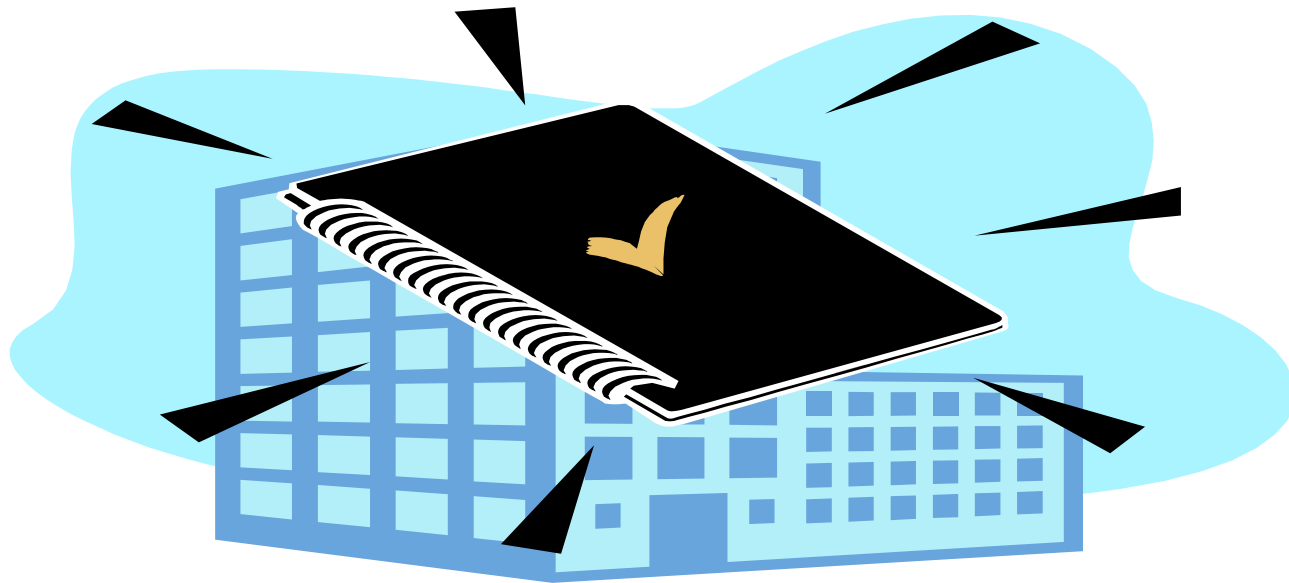
❖ ***Reminder: Percentages are not rounded up but are truncated to tenths.***

# Category II – Shipping Performance Problem Reports

- Can be issued by Ford, Penske, Pacer, RGL, and other LLP personnel
- Originator faxes or emails copy to SMPG and a copy to the supplier
- Supplier responds back to Originator with one of the following:
  1. Concurrence and corrective actions
  2. Disagreement with supporting documentation and request for the Originator to rescind the problem report
    - If a problem report is rescinded by the originator, the originator must send the reversal request to Supplier Performance via the [smpeg@ford.com](mailto:smpeg@ford.com) email. **Suppliers cannot dispute problem reports.**
- Example reasons for issuing (not limited to the following examples):
  1. Window Time Adherence
  2. Packaging Issues
  3. Over shipment to Release
  4. Ship Without Release
  5. Labeling Issues
  6. Insufficient or inaccurate shipping documents (i.e., Friday / Saturday / Holiday Ship Documents)
- **Calculation:**
  - ✓ Three (3) point deduction for each problem report processed (point deductions may vary based on magnitude and/or frequency of issue)

# Delivery Rating Dispute Process

## Required Documentation for Disputes



# Process for Disputing Ford N.A. PROD Rating

- **Suppliers can only dispute Ford caused errors. Failure to comply will result in a 3-point Problem Report to be issued.**
- Suppliers **should not** attempt to use the dispute process as a negotiation tool to manage their delivery rating.
- If the Ford Help Desk is contacted and the issue is confirmed to be caused by Ford, email the help desk ticket number to [smpg@ford.com](mailto:smpg@ford.com) immediately. This ticket number must also be referenced if formal dispute is submitted.
  - **IMPORTANT NOTE:** **Issues that are not logged with the Ford Help Desk at the time the penalty was incurred and/or if the ticket number was not forwarded to [smpg@ford.com](mailto:smpg@ford.com) in a timely manner are not disputable.**
- SMPG does not handle disputes for the following issues:
  - **Excess transportation charges:** Reference MP&L-in-a-Box for the DETC guide.
  - **Problem Reports:** Contact the originator of the problem report, the originator must notify [smpg@ford.com](mailto:smpg@ford.com) of any reversals. If SMPGA is listed as the originator contact [smpg@ford.com](mailto:smpg@ford.com) directly.
  - **Production loss or offlines:** Contact the appropriate plant and the PLM group.
  - **IMPORTANT NOTE:** **Disputes sent into the Dispute Analyst for the above scenarios will be disregarded**
- **Shipping Discrepancies must be resolved with the appropriate Ford plant;** notify SMPG to have the points reinstated *after* the shipping discrepancy (65 transaction) has been reversed in on the TABA screen in CMMS3 including the following information:
  - Dispute Worksheet ([https://web.mpl7.ford.com/mplbox/docs/SMPG\\_DisputeCoverSheet.xls](https://web.mpl7.ford.com/mplbox/docs/SMPG_DisputeCoverSheet.xls))
  - SIM Category II instance and percentage screen
  - SIM Category detail screen for Shipping Discrepancies
  - Copy of Ford DDL TABA (Transaction Register) screen with the 65 reversal posted.
  - ❖ **NOTE:** Dispute for Shipping Discrepancies can be faxed to the SMPG Dispute Analyst at anytime the reversal appears on Ford DDL TABA anytime after the delivery rating has been published. **Shipping discrepancies are not held to the five day dispute window.**

# Process for Disputing Ford N.A. PROD Rating

## ➤ **Supplier Disputes will only be processed if:**

1. All of the following documentation is included:
  - ✓ Suppliers must include the 5-character supplier code in the subject line of the email or fax or the dispute will be rejected.
  - ✓ Delivery Rating Dispute Worksheet ([https://web.mpl7.ford.com/mplbox/docs/SMPG\\_DisputeCoverSheet.xls](https://web.mpl7.ford.com/mplbox/docs/SMPG_DisputeCoverSheet.xls)) as the cover page. Please ensure that the Supplier Code is noted on dispute worksheet and provide brief explanation of the Ford caused error you are disputing in the comment field of the dispute worksheet.
  - ✓ A copy of the SIM Delivery Instance and Percent screen titled: (*Category I: Ford Supplier Communication System and/or Category II: Shipping Performance*).
  - ✓ A copy of SIM Detail for each rating element being disputed
  - ✓ ALL required supporting documentation (see the dispute documentation section of this manual). If required dispute documentation is not available, **do not dispute**.
2. The dispute is submitted to SMPG by the dispute deadline date, which is posted to the Ford DDL CMMS3 bulletin board at the time that SIM refreshes. The time frame to submit disputes is five business days from the date SIM refreshes. DISPUTES RECEIVED AFTER THE DEADLINE WILL NOT BE ACCEPTED.

## ➤ **Disputes are limited to 12 pages and must include the Delivery Rating Dispute Worksheet.**

- ✓ Suppliers can only submit one dispute package per month, do not send in separate disputes for each rating element.
- ✓ Excessive and unnecessary documents may result in a problem report. If you feel you must submit more than 12 pages, please contact the Dispute Analyst before submitting.

## ➤ **Disputes must be submitted via one of the following options, not both:**

- Email dispute to [smpgdisp@ford.com](mailto:smpgdisp@ford.com). This is the preferred method.
- Fax to 313-390-5615 ATTN:DISPUTE ANALYST.

❖ **IMPORTANT NOTE - Keep your original email or fax confirmation as record of your dispute submittal until you receive a response from the Dispute Analyst or the points are returned to your delivery rating.**

## ➤ **Suppliers will only be contacted if the dispute is DENIED.** If the dispute is ACCEPTED the supplier will see the adjustment when SIM refreshes with the next month's rating. If you were not contacted that your dispute was denied and the rating has not been adjusted when SIM refreshes, contact the Dispute Analyst to inquire on the status. Be sure to have the original email or fax confirmation available.

## ➤ **Please do not contact Dispute Analyst or the Supplier Performance Specialist to inquire if the dispute has been received, or accepted.**

## ➤ **FAILURE TO COMPLY WITH ANY OF THESE REQUIREMENTS COULD RESULT IN A PROBLEM REPORT TO BE ISSUED.**

# Ford North American PROD Rating Dispute Worksheet Instructions

- 1) Complete all information in the header.
- 2) Identify the categories you wish to dispute
- 3) For each category being disputed select that category ONLY ONCE within Dispute Worksheet (i.e. do not select ASN Timeliness more than once).
- 4) Please use the COMMENT field to address multiple instances within a single category, understanding the documentation necessary for disputing will be the same for each instance.
- 5) Verify that you have the necessary documentation to file a dispute by checking off each required piece of evidence in the boxes provided (include the documentation as part of your submission).
- 6) Verify that the evidence SUPPORTS your position.
- 7) Check boxes beside each criteria as appropriate.
- 8) DO NOT submit a dispute if the documentation called for within the Dispute Worksheet is unavailable or does not support your dispute.
- 9) Utilize the COMMENT section for any additional details and/or to identify specific instances being disputed/not disputed within each category. THIS SECTION SHOULD NOT BE USED TO JUSTIFY MISSING DATA.
- 10) Submit your dispute data to [smgdisp@ford.com](mailto:smgdisp@ford.com) or fax your data to 313.390.5615, ATTENTION: DISPUTE ANALYST.

\*\*\* Consistent with the dispute rules stated in the Delivery Manual, disputes should not exceed 12 pages, but if you need to send more, contact the Dispute Analyst.

10/10/2006

Month & Year of Dispute \_\_\_\_\_  
 Parent Code & Parent Name \_\_\_\_\_  
 Ship Code & Site Name \_\_\_\_\_

Dispute Issuer \_\_\_\_\_  
 Issuer's E-mail Address \_\_\_\_\_  
 Issuer's Phone Number \_\_\_\_\_

**A three point problem report may result from submitting disputes without the required documentation per this checksheet.**

<p>CAT 1 - ASN Timeliness          CAT 1 - ASN Accuracy          CAT 1 - Unanswered Shortages          CAT 2 - Behind Schedule</p> <p>COMMENTS:</p>	<p>Raw Data of the relevant ASN (856) AND <input type="checkbox"/></p> <p>Relevant Functional Acknowledgement (997) AND <input type="checkbox"/></p> <p>Is ASN departure time within 29 min of time ASN was accepted? AND <input type="checkbox"/></p> <p>Was your BTIA screen updated correctly prior to your timeliness errors? <input type="checkbox"/></p>	<p>CAT 1 - ASN Timeliness          CAT 1 - ASN Accuracy          CAT 1 - Unanswered Shortages          CAT 2 - Behind Schedule</p> <p>COMMENTS:</p> <p>For part number error, a copy of AAIA screen showing part/plant relationship AND 856 data of the relevant ASN AND/OR <input type="checkbox"/></p> <p>For container number error, copy of DBIA showing container is valid in Ford system, copy of DAIA for parts shipped AND 856 data for ASN <input type="checkbox"/></p> <p>For Premium Freight/SCAC errors, raw data of the relevant ASN (856) AND Routing Instructions or Non-Normal Mode page from Delivery Manual <input type="checkbox"/></p> <p>For Routing errors, copy of routing instructions AND raw data of the relevant ASN (856) <input type="checkbox"/></p>
<p>CAT 1 - ASN Timeliness          CAT 1 - ASN Accuracy          CAT 1 - Unanswered Shortages          CAT 2 - Behind Schedule</p> <p>COMMENTS:</p>	<p>JBBA (current production) / VABA (new model) screen print showing that shortages were answered with a CMMS3 timestamp between 10:45 - 10:59 a.m. (EST) AND <input type="checkbox"/></p> <p>If JBBA, does the screen print show in "ANS" or "N/M" on shortage status column? If VABA, does the screen print show "AVA", "N/P", or promise date in promise date field? <input type="checkbox"/></p> <p>If JBBA / VABA is blank, submit the blank screens showing the timestamp of 10:45 - 10:59 a.m. (EST) <input type="checkbox"/></p> <p>For 'managed route' or ILVS parts assigned to wrong book, please check box and contact appropriate PLM supervisor to have part assigned properly <input type="checkbox"/></p>	<p>CAT 1 - ASN Accuracy          CAT 1 - Unanswered Shortages          CAT 2 - Behind Schedule          CAT 2 - Cum Disagree          CAT 2 - Unconfirmed Packaging</p> <p>COMMENTS:</p> <p>A copy of SMBA/VBBA screen (for single part coding) / PFAA (for multiple part coding) with the line-up showing premium freight code other than "S" AND <input type="checkbox"/></p> <p>The raw data of the ASN (856) with matching mode of transportation OR <input type="checkbox"/></p> <p>For ILVS parts set up in the wrong book, please check box and contact appropriate PLM supervisor to have part assigned properly <input type="checkbox"/></p>

EXAMPLE



4/12/2007

Month & Year of Dispute \_\_\_\_\_  
 Parent Code & Parent Name \_\_\_\_\_  
 Ship Code & Site Name \_\_\_\_\_

Dispute Issuer \_\_\_\_\_  
 Issuer's E-mail Address \_\_\_\_\_  
 Issuer's Phone Number \_\_\_\_\_

**A three point problem report may result from submitting disputes without the required documentation per this checksheet.**

CAT 1 - ASN Accuracy CAT 1 - Unanswered Shortages CAT 2 - Behind Schedule CAT 2 - Cum Disagree CAT 2 - Unconfirmed Packaging	Raw data of the relevant ASN (856) AND A copy of the TABA screen showing CUMS matched <input type="checkbox"/>
COMMENTS:   	Does the TABA screen show a valid challenge was issued within 24 hours? <input type="checkbox"/>
	Do the ADA and TABA screens show matching cums? <input type="checkbox"/>
	<input type="checkbox"/>

CAT 2 - Behind Schedule CAT 2 - Cum Disagree CAT 2 - Unconfirmed Packaging CAT 2 - Shipping Discrepancy ALL OTHER	A copy of the DAIA screen <input type="checkbox"/>
COMMENTS:   	Does the DAIA screen show confirmed packaging prior to the initial shipment date? <input type="checkbox"/>
	<input type="checkbox"/>
	<input type="checkbox"/>

EXAMPLE

CAT 1 - Unanswered Shortages CAT 2 - Behind Schedule CAT 2 - Cum Disagree CAT 2 - Unconfirmed Packaging CAT 2 - Shipping Discrepancy	Has the Shipping Discrepancy been reconciled with the Ford Plant involved? <input type="checkbox"/>
COMMENTS:   	Does the TABA screen show a 65 transaction for the entire quantity of the original discrepancy? <input type="checkbox"/>
	<input type="checkbox"/>
	<input type="checkbox"/>

CAT 2 - Behind Schedule CAT 2 - Cum Disagree CAT 2 - Unconfirmed Packaging CAT 2 - Shipping Discrepancy ALL OTHER	Do not submit a dispute for either CATEGORY I or II problem reports. Contact problem report originator. <input type="checkbox"/>
COMMENTS:   	Do not submit disputes for production losses/offlines. Contact the plant and PLM group <input type="checkbox"/>
	Do not submit disputes for premium freight charges. Please refer to MP&L in a box, and the DETC guide <input type="checkbox"/>
	<input type="checkbox"/>

# Process for Disputing Ford N.A. PROD Rating Required Support Documentation

## **ASN Timeliness (Early or Late ASNs)**

1. Raw Data of the Relevant ASN (856) AND
2. Relevant Functional Acknowledgement (997) AND
3. Is the ASN departure time within 29 minutes of the time the ASN was accepted?
4. Was your BTIA screen updated correctly prior to your timeliness errors?

**Note: Delays due to transmissions between the GEC Hub and CMMS3 are excluded from the rating. Delays due to VAN or ANX downtime are not excluded from the rating and are not disputable.**

## **ASN Accuracy**

1. For part number error, a copy of AAIA screen showing part/plant relationship AND 856 data of the relevant ASN AND/OR
2. For container number error, a copy of DBIA showing container is valid in the Ford system, copy of DAIA for parts shipped and 856 data for ASN.
3. Does the part number or container number in Ford's system exactly match the part or container number on the ASN?
4. For routing errors, copy of routing instructions AND raw data of relevant ASN (856).

## **Unanswered Shortages on JBBA or VABA**

1. JBBA (current production)/ VABA (new model) screen showing that shortages were answered with a CMMS3 timestamp between 10:45 – 10:59 a.m. (EST) AND
2. If JBBA, does the screen print show in "ANS" or "N/M" on the shortage status column? If VABA, does the screen print show "AVA", "NP", or promise date in the promise date field?
3. If JBBA/VABA is blank, submit the blank screens showing the timestamp of 10:45 – 10:59 a.m. (EST).
4. For a 'managed route' or ILVS parts assigned to the wrong book, please check the box and contact the appropriate PLM supervisor to have part signed appropriately.

# Process for Disputing Ford N.A. PROD Rating Required Support Documentation

## **Behind Schedule**

- 1) A copy of the SMBA/VBBA screen (for single part coding)/ PFAA (for multiple part coding) with the line-up showing premium freight code other than "S" AND
- 2) the raw data of the ASN (856) with matching mode of transportation.
- 3) For ILVS parts set up in the wrong book, please check box and contact the appropriate PLM supervisor to have the part assigned properly.

**PLEASE NOTE: EMAIL Authorization from Ford Personnel will be taken into consideration and is good support, but it does not replace the supporting documentation needed.**

Note: A supplier will not be able to dispute Behind Schedule instances if the "S" coded premium freight was a result of the supplier incorrectly filling out their line-up in CMMS3 (SLBA/SMBA) and/or their ASN. The details on the DDL line-up must match the ASN for the plant, part, supplier, mode of transportation and promise date must be < or = to ship date. If the line-up and ASN do not match on all of these fields, the premium freight code, entered by PLM will not be applied and the supplier will pay for the shipment. Please note the mode of transportation on the ASN is not always the same alpha that is used on the DDL line-up (reference page 82).

## **Unconfirmed Packaging**

- 1) A copy of the DAIA screen
- 2) Does the DAIA screen show that packaging was confirmed prior to the initial shipment date?

## **Cum Disagreements**

- 1) Raw data of the relevant ASN (856) AND A copy of the TABA screen showing that the CUMS matched
- 2) Does the TABA screen show a valid challenge was issued within 24 hours?
- 3) Do the ADAA and TABA screens show matching CUMS?

## Process for Disputing Ford N.A. PROD Rating Required Support Documentation

### **Shipping Discrepancy**

- 1) Has the shipping discrepancy been reconciled with the Ford plant involved?
- 2) Does the TABA screen show a 65 transaction for the entire quantity of the original discrepancy and a 65 transaction for the reversal of that quantity?
- 3) Shipping Discrepancy penalties may have points returned after the 5 day dispute period has ended, there is no deadline for this type of dispute.

### **ALL OTHER**

- 1) Do not submit a dispute for either CATEGORY I or II problem reports. Contact the originator.
- 2) Do not submit disputes for production losses/offlines. Contact the plant and PLM group.
- 3) Do not submit disputes for premium freight charges. Please refer to MP&L in a box, and the DETC guide.

# Process for Disputing Ford N.A. PROD Rating Required Supporting Documentation

## **Inability to access the GEC Hub**

- If suppliers are unable to send electronic ASNs because **the GEC Hub is down**, they should contact the Ford Help Desk (888) 317-4957, maintain a log of the issue, including the help desk ticket #, and email [smpg@ford.com](mailto:smpg@ford.com) upon receipt of the ticket number. Suppliers should then transmit a manual ASN via DDL.
- If suppliers are unable to send electronic ASNs because **THEIR EDI system is down or THEIR VAN** is having problems, **DO NOT** contact the Ford Help Desk. Suppliers should have a documented back-up plan to include one or more of the following:
  1. Create ASN manually within DDL When creating a manual ASN, be sure not to send an electronic also.
    - Supplier can also use EDDL to send ASNs.
  2. Call sister plant to input ASN on your behalf
  3. Utilize 3<sup>rd</sup> party provider
  4. Contact PLM, only in emergency when 1-3 are not available

### ❖ **Notes:**

- Reference module 11 of the Ford DDL CMMS3 training manual for instructions on how to send a manual ASN.
- **In all cases, provide written back-up procedure and log of events as part of dispute package.**

## **Inability to Access DDL:**

- Suppliers should contact the Ford Help Desk (313) 317-4957, maintaining a log of the issue, including help desk ticket #. Suppliers must contact [SMPG@ford.com](mailto:SMPG@ford.com) immediately with the ticket number if it is determined to be a FORD caused issue.
- Then contact PLM for part shortage status:
  - PTO PLM (Engine and Transmission) (313) 594.7218
  - VO PLM (Assembly Plants) (313) 594-7218
  - MSO Contact Individual Plant

# Q1 2002 Requirements for MP&L Endorsement "PROD" Delivery

**For a supplier to obtain MP&L's endorsement they must meet the following performance metrics at a minimum:**

- Clear understanding of Ford's delivery requirements as outlined in the Ford *MP&L Supplier Reference Guide* and the *Supplier Delivery Performance Rating Manual* ([https://web.mpl7.ford.com/mplbox/docs/RatingManual\\_PROD.pdf](https://web.mpl7.ford.com/mplbox/docs/RatingManual_PROD.pdf)).
- The ship point must have 6 months of active delivery ratings.
  - **NOTE: Q1 Scoring process for the Delivery Rating in SIM applies the same score to all manufacturing sites that utilize a common ship point**
- Minimum Delivery Rating requirement:
  - ✓ "Six Month Weighted Average" (6MWA) must be greater than or equal to 81 (as displayed in SIM)
  - ✓ 3 most recent monthly delivery ratings must **all** be greater than or equal to 81 (as displayed in SIM)
- The Material Management Operations Guideline (MMOG/LE) score must be an "A-Level".
  - ✓ Must use MMOG/LE version 2, published in 2006 (available through AIAG).
  - ✓ MMOG self-assessment must be updated in GSDB on-line and current (within last 12 months).
  - ✓ MMOG EDI requirements are implemented.
  - ✓ MMOG Evidence Book is also required for endorsement.

# Q1 2002 Requirements for MP&L Endorsement "PROD" Delivery

## **Additional Notes:**

- If after a petition for MP&L endorsement is submitted, a new monthly delivery rating becomes available, that rating must also meet the minimum Q1 requirement of 81 or greater.
- If Ford Delivery Rating is not available, the Q1 criteria will be limited to the Supplier Delivery Performance Specialist endorsement and plant endorsements (only "as required" suppliers).
- Further review of the MMOG Self-Assessment in the form of an on-site verification may be required (consult your Supplier Performance Specialist).
- Where a supplier has multiple facilities involved in providing products to Ford, such as a facility which manufactures products and ships them to a warehouse, which in turn ships them to Ford, both facilities must comply with the MMOG requirements, and a **joint** MMOG self-assessment is required.
- Q1 Scoring process for the Delivery Rating in SIM applies the same score to **ALL** manufacturing sites that utilize a common ship point. Q1 endorsement and/or revocation therefore will be applied consistently to each manufacturing site based on the common delivery rating score.
- MP&L Endorsement does not include service delivery. A separate request for endorsement for service (quality and delivery) must be submitted to FCSD.
- F2 MEDIUM impact elements in the MMOG/LE assessment may be a HIGH impact element to Ford and, therefore, required for the MP&L Endorsement.

# Q1 2002 REQUIREMENTS FOR MP&L ENDORSEMENT "PROD" DELIVERY

- For a complete list of details on the Q1 petition process reference the *Q1 Requirements for MP&L Endorsement* document at [https://web.mpl7.ford.com/mplbox/docs/Q1\\_RequirementsForMPLEndorsement.doc](https://web.mpl7.ford.com/mplbox/docs/Q1_RequirementsForMPLEndorsement.doc).
- Once all requirements have been met, to process the MP&L "Request for Customer Endorsement", the supplier must submit the following Q1 Petition Package to their Supplier Performance Specialist:
  - ✓ Completed Request for *Customer Endorsement (PRO FORMA)*
  - ✓ Completed *Q1 Petition Evaluation Form: Sections I and II*
  - ✓ Supplier Information Worksheet
  - ✓ MMOG Self Assessment and Supporting Evidence
    - ❖ Reference *Q1 Requirements for MP&L Endorsement* document for complete listed or evidence required when petitioning for endorsement.
    - ❖ Please label supporting evidence with corresponding MMOG/LE element.
- All Q1 forms and documents are available in the *Q1 Documents* page of MP&L-in-a-Box: <https://web.mpl7.ford.com/mplbox/index.html>
- **Include your supplier code on all documents and send to:**
  - SUPPLIER MANUFACTURING PERFORMANCE GROUP*
  - West Park Center, MD 640*
  - 5111 Auto Club Drive Dearborn, MI 48126*
  - or fax to (313) 390-5615*
  - or email to your Supplier Performance Specialist (\*preferred method)*



# General Information

# Supplier Manufacturing Performance Group

## Important Web Sites:

- MP&L-in-a-Box: <https://web.mpl7.ford.com/mplbox/index.html>
- Ford EDI Guidelines: <https://web.gsec.ford.com>
- Shipping Instructions: <https://web.mplb2b.ford.com/shipping/cgi-bin/index.cgi>
- Covisint:  
[https://portal.covisint.com/wps/public/lang/en/\\_pagr/108/\\_pa.108/121](https://portal.covisint.com/wps/public/lang/en/_pagr/108/_pa.108/121)

# CMMS3 Bulletin Board

**REVIEW DAILY – Please update "C" to "A" to see all topics. Bulletin boards are expiring after 72 hours.**

CMMSAG0A
BULLETIN BOARD TOPICS
09/30/04 12:37:49

==>
LOCATION CMMS

Functional Category Selection: SUP DDL ASY    Display Current or All Topics: C

A	C	A	C	A	C
DATE	Time	Cat	Topic	Del	Date
09/30/04	12:37	ASY	NEW MODEL PART SHORTAGE ANSWERING (VABA) - REV	12/31/06	
09/30/04	12:25	SUP	DISPUTES FOR N.A. FORD PROD RATING	11/30/04	
09/30/04	12:24	SUP	DISPUTES FOR FORD NORTH AMERICAN PROD RATING	11/30/04	
09/30/04	11:25	SUP	REV-SHORTAGE ANSWERING FOR NEW MODEL PARTS	11/30/04	
09/30/04	07:00	DDL	WINDSOR TMEP 862 RELEASE ERROR-9/30/2004	10/30/04	
09/29/04	12:16	DDL	TC04A- LIVONIA 6R-2006 TRANSMISSION DUNNAGE	10/29/04	
09/29/04	03:58	DDL	ALL CONTINENTAL SUPPLIERS TO VALENCIA PLANT	10/29/04	
09/27/04	11:11	ASY	INCORRECT RELEASES FOR IE0GA- TAIWAN	10/02/04	
09/27/04	05:37	DDL	- ALL SUPPLIERS TO PLANT CODES TT & TR	10/27/04	
09/27/04	04:50	DDL	WRONG SUPPLIER REL. PROGRAM 693-3 FOR FI1LF	10/27/04	
09/25/04	11:39	ASY	WEEKEND & DOWNTIME OPERATING PLAN	09/01/05	
09/24/04	11:00	ASY	WIXOM DOWNTIME FOR WK OF 10/18/04	10/24/04	
09/24/04	10:05	DDL	ALL CONTINENTAL SUPPLIERS TO VAL PLANT 0145A	10/04/04	
09/23/04	08:01	ASY	AP12A 1P2 P221 2005.5 JOB #2 SHORTAGE MTG	10/11/04	

F1=Help    F2=BB Mailbox Subscription    F12=Return
AA71K19

MORE RECORDS AVAILABLE
02/006

# Calendar of Annual Updates

## **Supplier Delivery Contacts:**

Suppliers are required to update their Supplier Delivery Contact on GSDB on-line (this can be done via SIM - there is a button labeled "Update" next to the Supplier Delivery Contact - click on this button to get into GSDB on-line). This information must be **reviewed and updated on a yearly basis**. GSDB must be updated from the date you initially updated, every year. If the information in SIM is correct, you still need to go into GSDB, review the information, and hit the update button. This will then reflect the most recent date that the supplier reviewed. Therefore, the supplier will not get penalized. Suppliers should contact their CSA (Corporate Security Administrator) for update capability in GSDB on-line if they do not already have this capability. If you do not know who your CSA is, you can enter your GSDB (site code) on this website for a list of active CSAs for your company:

[https://us.register.Covisint.com/CommonReg/secured?cmd=COMPANY\\_SEARCH](https://us.register.Covisint.com/CommonReg/secured?cmd=COMPANY_SEARCH). Failure to update this information will result in a 3 point Problem Report. For every subsequent month GSDB is not updated, the problem report point deduction will be increased. DO NOT fax in the old "SUPPLIER DELIVERY CONTACT" form - these sheets will be discarded and do not constitute compliance with this requirement.

## **Material Management Operating Guidelines (MMOG):**

Suppliers are required to submit an updated Materials Management Operations Guideline (MMOG) Self-Assessment **on a yearly basis**, using version 2, release 0 (6/2006). The current self-assessment is good for one year only from the date of submission. Failure to do so could lead to a 250 point deduction from your Q1 score and loss of points in your Delivery Rating. Information on how to get access to GSDB on-line can be obtained by going to the Ford Supplier Portal, select Applications and then select GSDB Online. Your Corporate Security Administrator must first provide you with individual access to this website. You must change the certification date and, if necessary, the certification level, which is your actual self-assessment score from MMOG. Scores must be input for the MANUFACTURING SITE CODE. Please contact your Supplier Performance Specialist listed in SIM with any questions. Failure to input your self-assessment score will result in a Problem Report issued against your site.

## **Ford DDL BTIA (Supplier Time Zone) screen:**

Suppliers are required to verify their information on the screen BTIA in CMMS is accurate and up to date. This includes Daylight Savings Time (DST) information for the current year. If your site recognizes DST, **this information needs to be updated by March 1st on a yearly basis**. The update should only require you to change the DST start and end dates. Failure to update this screen with the accurate information will result in Delivery Rating point deductions in ASN Timeliness that will not be disputable. If you do not recognize DST, no further action is required. For information on DST, you can visit this website: <http://webexhibits.org/daylightsaving/b.html>.

# Cum Rollback Process – January 1, 2008

In order to streamline internal systems processing and become aligned with regions outside of N.A., Ford Motor Company is changing the timing for its annual Model Year Rollback start and end date to a calendar-year basis. This change will impact suppliers shipping to Ford NA Assembly, Mfg and FCSD.

Currently in N.A., the rollback effective date is August 1st each year, and historically takes place in late 4th Quarter. Other regions around the globe operate based on a full calendar year, January 1st through December 31st. With this change, rollback in NA would actually occur on January 1st without a several month overlap. Suppliers would no longer need to keep 'dual cums' for a 3-4 month period.

This change will go into effect beginning January 1, 2008 and will require new ship cums on ASNs (856) from suppliers from that date forward through December 31. This process will start over again each proceeding year.

Any questions related to this matter can be directed to the Ford Help Desk at 313-317-4957. Thank you.

# 6 – Month Weighted Average

Production Delivery																Immature
Ship Code	Site	Ford Org	Region	Jan 2003	Feb 2003	Mar 2003	Apr 2003	May 2003	Jun 2003	Jul 2003	Aug 2003	Sep 2003	Oct 2003	Nov 2003	Dec 2003	Jan 2004
		PROD	N	94	82	75	81	62	64	76	85	85	87	90	74	89
Supplier Delivery Contact: STEVE MILLER										6 Month Weighted Avg: 83						

6MWA calculation is based on the mature ratings listed in SIM. Example above for North America PROD rating would be calculated as follows:

Rating Month	Score	x	Weight factor	=	Total
Dec. 2003 Rating:	74		6		444
Nov. 2003 Rating:	90		5		450
Oct. 2003 Rating:	87		4		348
Sep. 2003 Rating:	85		3		255
Aug. 2003 Rating:	85		2		170
Jul. 2003 Rating:	76		1		76
			21		1743

Total Score / Total of Weight Factors = 6MWA 1743 / 21 = 83