DEFENSE LOGISTICS AGENCY
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DLMSO

October 27, 2009

MEMORANDUM FOR SUPPLY PROCESS REVIEW COMMITTEE (PRC) MEMBERS

SUBJECT: Approved Defense Logistics Management System (DLMS) Change (ADC) 344, Revised
DLMS Shipment Status (856S) in Support of Navy Enterprise Resource Program (ERP)
and Commercial Asset Visibility II (CAV II) Systems (Supply) (Staffed as PDC 350)

    The attached change to DOD 4000.25-M, DLMS, is approved for testing and subsequent
implementation effective immediately. The updated DLMS Supplement (DS) will be posted to the
Defense Logistics Management Standards Office (DLMSO) Web site http://www.dla.mil/j-
6/dlmso/elibrary/TransFormats/formats.asp within **10** days from the above date.

    Addressees may direct questions to the DLMSO points of contact, Ms. Ellen Hilert, Chair, Supply
Process Review Committee, 703-767-0676, DSN 427-0676, or e-mail: ellen.hilert@dla.mil. Others must
contact their Component designated representative

                                S. David Walker, Maj, USAF
                          for   DONALD C. PIPP
                                Director
                                Defense Logistics Management
                                Standards Office

Attachment

cc:
DUSD(L&MR)SCI

ADC 344
Revised DLMS Shipment Status (856S) in Support of Navy ERP and CAV II Systems.

1. ORIGINATOR: NAVSISA, 717-605-5660 (DSN = 430)

2. FUNCTIONAL AREA: Supply/Logistics

3. REQUESTED CHANGE:

    a. Description of Change: This change establishes revisions to the DLMS shipment status (DLMS Supplement (DS) 856S) to support continued use of the CAV business process known as "Proof of Shipment (POS)." This transaction will be used as the interim vehicle to transmit shipment information from CAV II to Navy-ERP (with an information copy to the receiving distribution depot when applicable). This change also increases the field length carrier as it appears in the Shipment Status and Material Release Advice. Revisions subsequent to staffing are identified in blue highlighting.

    b. Background Information:

        (1) The 856S CAV Shipment Status for POS is an interim measure. At this point, Navy ERP 1.1 Integrated Systems Testing (IST) is underway and the integrated test is geared toward an 856S transaction coming in from the extremely small universe of WEBCAV contractors not yet under the Navy "Ready for Issue (RFI)" process.

        (2) For contractors currently under the Navy RFI process (which is most of them and ultimately all of them), POS is being obtained from the Electronic Retrograde Management System (eRMS) transportation data base by the Navy In Transit Accountability (NITA) tracking application for overdue outbound RFI shipments by the contractor or by a user if they need to trace an end use shipment from the contractor to them which did not arrive. Staffing Note: DLMSO comments that the NITA process does not support DoD goal of capturing shipment information exchanges within Global Transportation Network (GTN) and its migration system Integrated Data Environment - GTN (IGC). Additionally, this does not satisfy the DLMS requirement for shipment notification via DLMS 856S or WAWF 856 to the distribution depot receiving reparables from the maintenance activity.

        (3) Wide Area Work Flow (WAWF)

            (a) DLMSO advised Navy that under release 4.1 the WAWF 856 transaction contains additional shipment information, such as carrier and tracking numbers not previously available. The 856 GFP Transfer supports providing a shipment notice to the owning ICP (property book) and Distribution Depot. Additionally, under WAWF 4.1 there is a separate Reparable Receiving Report (RRR) specifically intended for repair contractors to ship repaired items back to DoD. However, the Distribution Depot is not yet capable of receiving the RRR. The Navy ERP is capable of receiving the WAWF 856, although DLMSO is not aware if all variants of the WAWF 856 can be processed successfully by the Navy ERP.

(b) Navy will research whether additional information from WAWF can be effectively used by Navy for material tracking, and Navy will explore possibility of enhancing 1.1 to effectively use this data after the February 2010 implementation date.

c. Procedures: Revise the DLMS 856S as indicated in Enclosure 1. Refer to Enclosure 2 for proposed design concept. Revise DoD 4000.25-M, DLMS Manual upon approval.

(1) In the Stock In Transit (SIT) scenario, when WEBCAV contractors not under the Navy "Ready for Issue (RFI)" process ship material to a Defense Depot, if no receipt occurs within a parameter number of days from that Defense Depot, NAVSUP Headquarters policy mandates that shipment status be available by the WEBCAV contractor under CAV requirements. Under current procedures the Navy refers to the data-rich shipment status from the contractor as "Proof of Shipment (POS)." The progression mandated by policy is to obtain valid Proof of Shipment first, and follow up next to the freight agent for proof that the shipment was delivered to the receiving site. Once these are obtained, NAVICP then follows up to the intended receiver requesting a receipt transaction. From a SIT follow-up perspective, NAVICP cannot make the receiver accountable until POS and POD are obtained.

(2) For the majority of WEBCAV contractors, NAVICP has brought the contractors under a process entitled "RFI". For these contractors categorized as "RFI," freight agents designated by the Navy transport the material and directly update the Navy's main ERMS transportation data base which resides in the ERMS web-based application. They update it with critical Proof of Shipment and Proof of Delivery data for easy access by today's SIT tracking application (PM76) and the new tracking application NITA which will be connected via interface to the SAP 1.1 application.

(3) A Stock In Transit scenario occurs when Navy material is moved from stock already reported on hand at the issuing site to be reported as stock on hand when it is received by the intended consignee on the same MILS document number, i.e., the material is not being shipped on an end use requisition for immediate consumption by the receiving site. In the Navy ERP Phase 1.1 design, SAP will match SIT receipts to SIT issues. All SIT issues and receipts will be sent from SAP to an external tracking application called NITA. The NITA application will display the unmatched issue document to the shipping site and receiving sites. However, until the issuing site provides POS, that site remains liable for the unresolved issue.

(4) In the scenario for WEBCAV contractors not covered by the ERMS RFI process, the SAP design requires a DLMS 856S POS transaction containing the WEBCAV contractor's POS data. SAP will then forward this data to NITA so that NITA can continue tracking to the freight agent and ultimately to the receiver for resolution of the overdue SIT shipment. If the 856S POS transaction is not successfully obtained by SAP from DAAS for relaying to NITA, tracking to the receiver will be delayed while NITA has to wait for the contractor to obtain POS again. Delays in obtaining POS adversely impact the resolution of the SIT shipment especially if the response to the NITA query is late. This is why the 856S POS transaction connectivity between the WEBCAV contractor, DAAS, SAP and NITA is important to facilitate resolution of any WEBCAV SIT shipment that remains unmatched.

(5) Staffing Note: Unlike standard DoD practice, under Navy CAV separate shipment transactions are created for each item shipped. For the Issue transaction there is both a summary and separate detail transactions. However, for the 856S POS there is no summary transaction for total quantity shipped. A separate individual shipment status is provided for each item, regardless of whether multiple items are shipped as a single shipment or as partial shipments.

(6) Staffing Note: DLMSO has advised Navy that there is a DoD requirement for repair contractors to provide shipment status to the Distribution Depot ship-to location. This requirement may be satisfied by the DLMS 856S or the WAWF 856. Currently, neither Navy ERP nor CAV contractors provide 856S shipment status to the Distribution Depot as required under MILSTRIP/DLMS. Pending full WAWF implementation with expanded capability, DLMSO recommends, that the CAV POS be distributed to the ship-to distribution depot when applicable. This may be accomplished with a second iteration of the "To" activity in the contractor-prepared POS, causing DAAS to prepare a copy of the transaction for the ship-to site as well as the Navy ICP. DSS would not be required to accept all the CAV unique data elements. Alternatively, the Navy ICP could provide standard DLMS shipment status to the depot based upon the CAV POS.

d. Detailed Procedures:

(1) Within the functionality of CAV II, POS transactions are used by the CAV contractors during the Repair and Requisition (DVD/PBL) Processes.

(2) CAV business rules do not require CAV reporters to create 'Proof of Shipment' transactions when performing the routine steps, Receipt, Induct, Complete, and Ship, during the CAV II Repair Process. The POS is an optional function. [Note: The 'POS' is required for contractors who are ATAC - Enabled and make shipments on their own. There is no requirement for non-ATAC-enabled CAV reporters to perform POS on shipments.]

(3) Upon successful completion of the CAV II 'Ship' process, all assets that have been recorded as 'shipped' in the CAV II database are eligible to have (1) 'proof of shipment' data captured, (2) recorded in the CAV database, and (3) forwarded to the Legacy System. These 'POS' transactions (outgoing) are created during the CAV II end-of-day process (described below).

(4) POS (856S) generation varies by shipment type:

    (a) For Shipments from CAV Repair to depot storage: POS is created after the shipment (i.e., right after or later the same day).

    (b) For Shipments from CAV Repair in support of a customer requisition: POS is created at the same time of shipment (but, could be created right after).

(5) Item Unique Identification (IUID)

    (a) Serial number tracking is an interim requirement pending transition to UII-based tracking. The Navy long term plan is to use IUID in ERP when each activity in the Supply Chain can provide that number starting from the time of requisition. Currently all applications do not provide this number. Standard ERP requires the IUID from everyone once the IUID is posted for a specific material (NIIN). Whenever the Goods Movement chain is broken on a IUID, subsequent movements for that item will fail. For example, if a receiving site uses an application which doesn't record IUID

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receives an "A" condition item, then ships it to a receiving site which reports that IUID number on the receipt, the receipt will fail because ERP never saw the RFI issue of that item. Given this, it was decided that IUID tracking by standard SAP won't be activated until all legacy applications are upgraded to report IUID via DLMS transactions. Overall reviews of IUID implementation are ongoing and it will be used long term once each site is ready.

(b) DLMSO recommends Navy evaluate inclusion of both the serial number and the unique item identifier (UII) in the 856 POS.

(6) **Transportation Control Number (TCN).** The NITA tracking application which will be used in conjunction with Navy ERP will accept TCNs along with other information such as Pro Account Number. In order to pass the DLMS 856S criteria which requires a TCN for each 856S transaction, CAV will change to assign a TCN for each shipment made by the contractor. The TCN assignment must be consistent with the requirements under the Defense Transportation Regulation and DLMS. That is, the TCN should contain a partial indicator if the shipment is physically shipped as separate units. However, if separate POS transactions are created for a single physical shipment, each POS will contain the same TCN resulting in multiple shipment status transactions with the same document number/suffix and TCN, differing only by the Navy-unique Repair Cycle Document Number (RCDN).

(7) **End-of-Day (EOD) Process.**

(a) CAV provides the opportunity for a CAV reporting contractor who has also been designated as a PBL contractor (one who is contractually obligated to warehouse government assets for the purpose of filling government requisitions) to perform the 'proof of shipment' functionality automatically. This automated function is executed whenever a CAV II requisition is filled or partially filled. Creation of the POS record is not completed if (1) the CAV contractor chooses a shipper of "Other" and (2) does not enter any shipper data. When POS shipment data is provided, it is captured, recorded in the CAV database and forwarded to the Legacy System.

(b) The CAV reporter will perform the following during the 'Proof of Shipment Process':

[1] An Open Requisition is selected to be filled

[2] Asset(s) are selected to be Shipped

[3] DD1348 data is collected via CAV data entry

[4] DD1348 is created and SHIP/POS step is provided

[5] Carrier is selected for shipment/POS

[6] Requisition Shipment/POS data is collected via CAV data entry

[7] Assets are recorded as "Shipped" and Proof of Shipment transactions are created during the CAV II End-of-Day process.

(c) POS data output by CAV II includes:

NSN	Mode of Shipment
Ship to DoDAAC	Standard Carrier Alpha Code (SCAC)
Shipment	Bill of Lading
Shipment Date	Reversal Indicator
Contractor- From RIC	Supply Condition Code
Shipment Number	RCDN
Contractor Reference Number	Contract Number
Order Number	CLIN
ICP RIC (RIC To)	Serial Number
Pro/Account Number	Documentation (POS) Date
Document Number	Document Number Suffix

(8) ERP/NITA Interface: The ATAC freight agent provides service under a TRANSCOM contract and meets all standard reporting requirements, including sending EDI 214s to GTN. In Navy experience, GTN is not a viable option for tracking shipments. The freight agent also inputs the data directly into eRMS and that is the data utilized by the NITA module for SIT tracking. Under the ERP 1.1 design, once a SIT issue is sent to NITA by ERP via a unique ERP/NITA interface, NITA will use the Proof of Shipment Data and Proof of Delivery posted by the freight agent as tools to force accountability and resolution from the last known holder of the shipment. ERP will provide SIT receipts on a daily basis to totally close or reduce the quantity of a SIT issue being tracked in NITA. The CAV 856 POS transaction is meant to provide shipment information when either the vendor is not on the RFI program or the vendor incorrectly ships items instead of waiting for the ATAC-arranged transportation. In these cases, under Navy ERP 1.1, the incoming 856S transaction will be translated to a Document Identifier of POS. The data on the POS transaction will be stored in Navy ERP for audit trail purposes and forwarded to NITA for recording against the contractor's issue in NITA. If the SIT issue becomes overdue, NITA uses this POS data to obtain Proof of Delivery from the Freight Agent designated by the SCAC Code on the POS and then move to the Receiving Site for resolution.

4. REASON FOR CHANGE: The 'Proof of Shipment' (POS) transaction is required in order to transmit shipping information to the Navy ERP and CAV II Systems. Currently, the 'Proof of Shipment' transactions are created by the CAV II contractors. These transactions provide the Inventory Managers and CAV Administrators the ability to monitor and track the shipment of repair items. The CAV Administrators require the contractors (Non-ATAC) to enter 'POS' data on the selected CAV screens during the time of shipment. Secondly, the use of the 'POS' assists the Navy Inventory Control Points (NAVICPs) in satisfying the Command's MIT/SIT objectives.

5. ADVANTAGES AND DISADVANTAGES:

    a. Advantages: This change will to allow the NAVICPs and impacted systems to track and monitor shipping information. Thus, the critical mission of the Supply System will be accomplished - 'Satisfying the Fleet and Customer Focus'.

    b. Disadvantages:

        (1) DLMSO identified the CAV POS as redundant to existing WAWF requirements for the repair contractor to provide GFP transfer or Reparable Receiving Report information (WAWF 856

transaction or 857 Combo).   Redundant requirements which deviate from standard DoD requirements generate additional costs to the Government.

(2) Navy Response: Once Integrated Systems Testing and User Acceptance Testing is complete for Navy's first deployment of ERP 1.1, NAVSUP, NAVICP, NAVSISA and any other key personnel required will review the full range of DLMSO requirements for the 856S, including the use of WAWF 4.1 data in place of the WEBCAV POS for the contractors not under the Navy RFI process. For contractors under the RFI process, which is the majority of WEBCAV contractors, per Navy In-Transit policy, the official Proof of Shipment and Proof of Delivery are obtained from the eRMS transportation data base supporting the RFI process. The RFI process has given the Navy effective traceability for WEBCAV contractor outbound RFI shipments by having the freight agent record critical data at each touch point in the shipment and delivery process. For the contractors not using RFI, if WAWF 4.1 offers the same data as WEBCAV POS, and if that data can be mapped into SAP standard or customized data fields, then Navy will consider the WEBCAV 856S as redundant to WAWF. Until such time that this type of review and decision are completed, the 856 POS is the Navy ERP 1.1 tool for WEBCAV contractors not under RFI.

6. IMPACT:

a. **Systems/Applications**: The CAV Shipment Status (POS) transaction impacts Navy ERP and CAV II Systems.   CAV II changes have been incorporated and documented in the CAV II mapping. Updates based upon the approved change will be made. NAVSUP HQ will start to address, CAV becoming compliant with DLMS standards, after Navy ERP completes the Single Supply Solution Release 1.1 implementation in 2012.

b. **DAASC Mapping:** Updates are required to the DAASC mapping from CAV UDF to DLMS 856S. DAAS will NOT convert CAV Shipment Status to MILS AS_, Shipment Status. In addition, DAASC needs to be ready to test this process with Navy ERP and CAV in October 2009, if Navy is going to be able to put this into production with the initial Go-Live of Navy ERP.   If DLMSO and DAASC cannot support the above change, the mapping changes will have to be done after release 1.1 Phase 1, Feb 2010.

c. **Navy ERP:** The Navy ICP shall take action to prepare a standard DLMS 856, Shipment Status, for the receiving activity upon receipt of the POS transaction when the POS identifies a Distribution Depot as the ship-to, pending implementation of the applicable WAWF 856 for GFP by the CAV contractor. This will comply with DLMS procedures and satisfy the Defense Distribution Center request shipment status in response to staffing of this DLMS change. DLMSO preference is for the Navy ICP to provide the standard DLMS format (as the Navy currently prepares for customer ship-to activities based upon requisitioning), vice creation of an addition 856S by CAV or by DAAS in the POS format.

d. **Integrated Data Environment (IDE)/Global Transportation Network (GTN) Convergence (IGC).** Developers must carefully review this ADC, as it may impact how they parse these types of 856S, which are not equivalent to the traditional DLMS Shipment Status. If they decide to parse these POS 856S transactions, then they'll need to evaluate the issue of multiple 856S with the same

document number/suffix and TCN pairings with the RDCN as the sole differentiator.

   e. **Publication(s):** Operation Concept Description (OCD), CAV II, Version 7.3; Interface Design Description (IDD), CAV II, Version 7.3; Software Design Description (SDD), CAV II, Version 7.3; Data Base Design Description (DBDD), CAV II, Version 7.3; DOD 400.25-M; DLMS and DS 856S.

   f. DLMS Data Elements.

   (1) Field length. Carrier is expanded to 60 positions. A comparable change will be made to the 945A.

   (2) Added: The following data elements have been added to the 4030 856S.

#	Data Element	Data Element Mapping
1.	Proof of Shipment Indicator	BSN07/0100/WTP, Waiting for Proof
2.	National Item Identification Number	2/LIN02/0200/NN, National Item Identification Number
3.	Repair Cycle Document Number (RCDN)	2/REF01/1500/Q9, Repair Order Number
4.	CAV Contractor's Reference Number	2/REF01/1500/X9, Internal Control Number
5.	Shipment Number	2/REF01/1500/SI, Shipper's Identifying Number for Shipment (SID)
6.	Contract Line Item	2/REF04-05/1500/C7, Contract Line Item Number
7.	Shipment Document Date	2/DTM01/2000/999, Document Date
8.	CAV Repair Site	2/N101/2200/RN, Repair or Refurbish Location
9.	Supply Condition Code	2/LQ01/3500/83, Supply Condition Code

Enclosure 1, DLMS Supplement 856S Revisions

#	Location	Revision to 4030 856S, Shipment Status	Notes
1	DLMS Introductory note	<u>Add ADC 344 to DLMS introductory note 3:</u> *- ADC 344, Revised DLMS Shipment Status (856S) in Support of Navy Enterprise Resource Program (ERP) and Commercial Asset Visibility (CAV) II.* <u>*The CAV Shipment Status enables the Navy Proof of Shipment (POS) process by supporting Navy CAV-unique data and process requirements via the DLMS 856S on an interim basis pending full DLMS compliance. Refer to ADC 344 for details.*</u>	To identify DLMS changes included in the DS.
2	1/BSN06/0100	<u>Revise DLMS notes as follows:</u> **AS Shipment Advice** **DLMS Note:** 1. Use to indicate this transaction ~~set~~ provides shipment status information related to requisitions. 2. Also applies to Army Total Package Fielding. *3. Use with BSN07=WTP to identify CAV Shipment Status.*	Qualifier AS identifies MILSTRIP AS_, Shipment Status, under DLMS
3	1/BSN07/0100	<u>Add the following code and associated DLMS note:</u> **WTP Waiting for Proof** **DLMS Note:** *Use to indicate that Commercial Asset Visibility (CAV) shipment status is provided by a contractor under Navy CAV requirements. Also known as "Proof of Shipment (POS)."*	Qualifier WTP used in conjunction with standard shipment status identification indicates CAV Shipment Status (Proof of Shipment)
4	2/LIN02/0200	<u>Add the data element level note revision and the following code and associated DLMS note:</u> **Product/Service ID Qualifier** **DLMS Note:** *1. Use one of codes A1, A2, A4, FB, FS, FT, MG, NN, YP or ZZ to identify the materiel shipped. Must use National Stock Number (NSN) when known, except, when appropriate, brand name subsistence items are identified by the subsistence identification number. An exception is also authorized for CAV Shipment Status where materiel may be identified by the National Item Identification Number (NIIN) when the Federal Supply Code (FSC) is not available.* **NN National Item Identification Number** *1. Use only for CAV Shipment Status when the NSN (FSC plus NIIN) is not available.* *2. Qualifier NN is a migration code approved for use*	Navy CAV-unique requirement: FSC is not included in the CAV database, and the submitter of the CAV POS transaction does not have access to it. If he/she happens to know it, then he/she could provide it, but it is highly unlikely that the CAV user (a contractor at the CAV site) will have that information. It would require a significant change to the CAV system to be able to access that information from either Navy ERP or FLIS. NAVSUP will explore including the FSC in this field when we make the changes in CAV and Navy ERP to become fully DLMS compliant, after we complete Navy ERP implementation in FY12. However, Navy cannot make those changes

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		in X12 version 5020. This is an authorized DLMS enhancement.	right now, because we are in the midst of integrated system testing of the CAV-Navy ERP processes. **Staffing Note:** DLMSO is authorizing the use of a <u>migration code</u> for identification of the NIIN when passed in the 856S. Use of a "migration code" refers to establishing an agreement with all trading partners to use a valid X12 code from a higher version, with its approved X12 definition, at a lower version of X12. Manual intervention may be needed for some commercial applications to accept the higher version code. (Approved DLMS Change 329, Use of Borrowed and Migration Codes in DLMS Supplements)
5	2/SN102/0300	<u>Add new DLMS note 4</u>: **Number of Units Shipped** **Federal Note:** *Express as a whole number with no decimals.* **DLMS Note:** *1. For shipment status and lateral redistribution shipment status, use to identify the shipped quantity.* *2. For pseudo shipment status (BSN06 code NC), use to identify the Material Release Order (MRO) quantity.* *3. A field size exceeding 5 positions may not be received or understood by the recipient's automated processing system; see introductory DLMS note 2d.* *4. For CAV Shipment Status (BSN06=WTP), use to indicate quantity shipped or quantity reversed. Always enter a quantity of one (1). A separate CAV Shipment Status is prepared for each individual item shipped. To reverse, enter a quantity of minus one (-1).*	Navy CAV-unique requirement: CAV Shipment Status is prepared for each individual item separately, and so the quantity will always equal 1. Adds reversal capability for CAV only: CAV reporters have the capability to do POS reversal transactions to allow them to correct any erroneous data originally entered [Examples: typed data on the POS Transaction; POS entered on the wrong RCDN]. Also, if corrections need to be made to the issue transaction, CAV logic requires the POS needs to be reversed before the issue can be reversed.
6	2REF01/1500	<u>Add the following code</u>: Q9 **Repair Order Number** **DLMS Note:** *Must use for CAV Shipment Status to indicate the unique Repair Cycle Document Number (RCDN) assigned by the CAV II System. The RCDN identifies an individual item at the contractor's plant and is used for tracking purposes. Position (1-6) identifies the Contractor's DODAAC, Julian Date (pos 7-10) and Serial Number (pos 11-14). It is assigned when the item(s) is receipted into CAV. Each item has its own unique*	Navy CAV-unique requirement

		RCDN. A 'POS' is created for each item citing that item's unique RCDN (e.g., N994179077002). Refer to ADC 344.	
7	2REF01/1500	<u>Add the following code:</u> **X9 Internal Control Number** **DLMS Note:** *Contractor's Reference Number is used to indicate the unique number used by the CAV II System to identify and track EDI transactions. Refer to ADC 344.*	Navy CAV-unique requirement **Staffing Note:** This data field requires a new business rule under DLMS to suppress this data element from the DLMS transaction when not available (rather than duplicating the document number/suffix as filler under current CAV-process)
8	2REF01/1500	<u>Add code and DLMS Notes:</u> **SI Shipper's Identifying Number for Shipment (SID)** **DLMS Note:** *1. Must use in CAV Shipment Status (BSN06=WTP) to identify the contractor-assigned shipment number as shown on the shipping documentation. Normally applicable to a Materiel and Inspection Receiving Report (DD 250), but may apply to a DD 1348-1A employed by CAV contractors.* *2. The shipment number may be 7 or 8 positions. If 8, the last position must be Z, indicating final shipment.* *3. Authorized DLMS enhancement; see introductory DLMS 2a.*	Provides a cross-reference to the GFP shipment information. This is the DFARS Shipment Number required on the receiving report (DD 250). Navy reports that CAV contractors may perpetuate this value to the DD 1348-1A. Staffing Note: Shipment Number on a DD 1348-1A is non-standard process. Navy please provide example.
9	2/REF04-01/1500	<u>Revise data element level DLMS note 1:</u> *Use ... with REF01 code TG (TCN) to identify a secondary transportation number. Where applicable, two secondary transportation numbers may be provided, e.g. for CAV Shipment Status the carrier tracking number (PRO) may be identified in REF04-01 and the bill of lading number (commercial or Government) may be identified in REF04-02.* --- **08 Carrier Assigned Package Identification Number** **DLMS Note:** *1. Use to identify carrier ~~package~~ tracking (PRO) ~~identification~~ number (when carrier is other than the United States Postal Service). Use recommended in conjunction with identification of the carrier (2/N101/2200 qualifier CA).* *2. Authorized DLMS migration enhancement; see introductory DLMS 2f.*	Clarification. DLMS business rules require the use of a TCN as the primary transportation tracking number.
10	2/REF04-01/1500	<u>Revise date element level DLMS Note 2:</u> **Reference Identification Qualifier** **DLMS Note** *(note 1 not shown)* 2. Use one of codes CT *(Contract Number)* or W3	Provides a cross-reference to the GFP contract and shipment information. DLMS business rule is that the contract number is linked from composite to shipment number in REF01.

		(**Manufacturing Directive Number**) to identify the procurement document which authorized the commercial contractor to *obtain*/requisition from DoD inventories Use with document number (REF01 Code TN). *3. For CAV Shipment Status, must use to identify the procurement document which authorized the commercial contractor to repair and ship Government Furnished Materiel into DoD inventories. Use with contractor-assigned shipment number (REF01 Code SI).* Add new DLMS Note 2 and revise DLMS Note 3: **CT Contract Number** **DLMS Note:** 1. Use on shipments of GFM to the contractor. *2. Must use for CAV Shipment Status, to identify the contract number authorizing repair/return of GFP.* 3. *Authorized* DLMS enhancement; see introductory DLMS 2a.	
11	2/REF04-03/ 1500	Add new DLMS Note 2 and revise DLMS Notes 1 and 3: **OQ Order Number** **DLMS Note:** 1. Use ~~in GFM transactions~~ with *contract number (*REF04-01 Code CT*)* to identify the call or order number, or the call or order number including the respective call or order modification associated with the applicable contract. *2. Must use for CAV Shipment Status.* 3. *Authorized* DLMS enhancement; see introductory DLMS 2a.	Provides a cross-reference to the GFP contract and shipment information.
12	2/REF04-05/1500	Add the following codes and notes: **C7 Contract Line Item Number** **DLMS** *Note:* *1. Use with contract number (REF04-01 code CT) to identify the application CLIN/SubCLIN.* *2. Must use for CAV Shipment Status.* *3. Authorized DLMS enhancement.* **BL Government Bill of Lading** **DLMS** *Note:* *1. Use to identify the government bill of lading.* *2. Authorized DLMS enhancement.* **BM Bill of Lading Number** **DLMS** *Note:* *1. Use to identify the shipment unit commercial bill of lading number.* *2. Authorized DLMS enhancement.*	Provides a cross-reference to the GFP contract and shipment information.
13	2/DTM01/2000	Add the following codes:	

			Navy CAV-unique requirement
		999 Document Date **DLMS Note:** *1. Must use for CAV Shipment Status to identify the 'Proof of Shipment Date.'* *2. This date identifies the preparation date on the supporting documentation for shipment from the contractor's plant.*	
14	2/DTM03/2000	<u>Open DTM03:</u> **DTM03 Time** **DLMS Note:** *1. Enter time shipped in "HHMMSS" format (in conjunction DTM01, Qualifier 999) to establish a unique date/time stamp.* *2. Must use for CAV Shipment Status.* *3. This is an authorized DLMS enhancement; see introductory DLMS 2f.*	Navy CAV-unique requirement (Time Code Qualifier not used as originally proposed by the Navy.)
15	2/N101/2200	<u>Add new code DLMS notes:</u> **RN Repair or Refurbish Location** **DLMS Note:** *1. Must use for CAV Shipment Status to identify the CAV repair site.* *2. Use two iterations of the N1 Loop to identify the repair site by both RIC and DoDAAC. Associate the Message From (N106) with the repair site RIC. Refer to ADC 344.*	To remove confusion regarding the standard use of the SB qualifier for distribution depots and the manner in which the From is identified for standard 856S transactions, DLMSO proposes use of a different qualifier and two iterations of N1 to identify both DODAAC (Navy requirement and RIC (common DoD usage).
16	2/N102/2200	<u>Revise field length (DLMS Note 5):</u> **Name associated with N101 CA, Carrier identified by SCAC Code** 5. Use with N101 code CA to identify the carrier by name. (Field length *for DLMS is 60* positions.)	Field length was previously restricted in the DLMS Supplement. It has been expanded to maximum X12 capability, consistent with recent modification of the 856S format within the Distribution Standard System. Staffing Note: Navy will discontinue use of pseudo SCAC values 'OTHR' (for other) and 'ATAC' (for identification of shipments to the ATAC hub) under DLMS.
17	2/LQ01/3500	<u>Add new DLMS note 2:</u> **0 Document Identifier Code** **DLMS note.** 1. The DLSS DI Code is retained in the DLMS to facilitate transaction conversion in a mixed DLSS/DLMS environment. Continued support of the DI Code in a full DLMS environment will be assessed at a future date. *2. Navy unique Document Identifier POS is authorized for CAV Shipment Status.*	Navy CAV-unique requirement.

		3. Future streamlined data; see introductory DLMS note 2c.	
18	2/LQ01/3500	Add the following code: **83 Supply Condition Code** *DLMS Note: Authorized DLMS enhancement; see introductory DLMS 2f.*	Condition Code identifies readiness of the repair item at time of shipment.

DLMS Supplement 945A Revision

#	Location	Revision to 4010 945A, Material Release Advice	Notes
1.	2/N102/80	Revised field length DLMS Note: Name associated with N101 CA, Carrier identified by SCAC Code DLMS Note: May be used to identify the carrier name. ~~Field length will be restricted to 20 positions.~~ *Field length for DLMS is 60 positions.*	Field length was previously restricted in the DLMS Supplement. It has been expanded to maximum X12 capability.

Enclosure 2, CAV-II IMPLEMENTATION FOR 856S (POS)

This appendix lists the data segments that the CAV-II system requires at the Header, Detail, and Trailer levels. It identifies the data values expected for each segment. The segment reference is formatted as Table Reference/Segment ID/Position Number.

Yellow highlights identify deviations from original Navy CAV 856S POS proposal.

DLMS 856S – X12 EDI Version 4030

Header Level Requirements

SEGMENT	VALUES		DESCRIPTION
1/ST/0100	**Mandatory**		
	01	856	Transaction Set Identifier Code (Ship Notice/Manifest)
	02	4-9 position	Enter Transaction Set Control Number

> **Note: Transaction Set Control Number is used to identify the control number including the batch and sequential number within the batch file. The originator of the transaction set assigns the control number.**

Example: ST*856*0001

SEGMENT	VALUES		DESCRIPTION
1/BSN/0200	**Mandatory**		
	01	00	Transaction Set Purpose Code (Original)
	02	ZZ	(Use "ZZ" to satisfy X12 syntax requirements)
	03	CCYYMMDD	Enter Date of Transaction Preparation
	04	HHMMSSDD	Enter Time of Transaction Preparation (Universal Time Coordinate)
	06	AS	Transaction Type Code (Shipment Advice)
	07	WTP	Status Reason Code (Waiting for Proof)

Example: BSN*00*ZZ*20080909*222817

Detail Level Requirements (1st HL Loop)

SEGMENT	VALUES		DESCRIPTION
2/HL/0100	**Mandatory**		Hierarchical ID Number
	01	1	Enter Hierarchical ID Number
	03	V	Hierarchical Level Code (Address Information – used to identify transaction originator)

Example: HL*1**V

2/N1/2200   **Mandatory**
                  01   RN   Repair or Refurbish Location
                  03   M4   Identification Code Qualifier (RIC)
                  04   3 position Enter Contractor's RIC
                  06   FR   Entity Identifier Code (Message From)

Example: N1*RN**M4*QMY**FR

Detail Level Requirements (2st HL Loop)

Detail Level Requirements (2st HL Loop)

SEGMENT   VALUES   DESCRIPTION

2/HL/0100   **Mandatory**   Hierarchical ID Number
               01   1   Enter Hierarchical ID Number
               03   W   Hierarchical Level Code (Transaction Reference Number – used for
                                            shipment information)

Example: HL*1**W

2/LIN/0200   **Mandatory**
               02   FS or NN   NSN or NIIN
               03   9 or 13 positions   Enter NSN or NIIN as applicable using applicable qualifier

               **Note: Full NSN is required under DLMS when qualifier FS is used, although FSC was
                        originally optional under CAV. Qualifier NN was added to allow transmission
                        of NIIN only.**

Example: LIN**FS*1234567890123

2/SN1/0300   **Mandatory**
               02   1, -1   Enter Quantity Shipped, Quantity Reversed
               03   2 position   Enter Unit of Issue

               **Note: Quantity used to indicate quantity shipped or quantity reversed.
                        For Proof of Shipment, enter a quantity of one (1). To reverse the
                        Proof of Shipment, enter a quantity of minus one (-1).**

Example: SN1**1*EA

2/TD5/1200　Mandatory
　　　　　　　04　　1 position　　Transportation Method/Type Code (Enter Mode of Shipment Code)

Note: Code specifying the method or type of transportation for the shipment. Mode is _mandatory_ under DLMS, although it was optional under CAV.

Example:　TD5****E

2/REF/1500　**Mandatory**
　　　　　　　01　　TN　　　　　　Transaction Reference Number
　　　　　　　02　　14 position　　Enter Requisition/Shipment Document Number
　　Optional
　　　　　　　04　　　　　　　　　Composite
　　　　　　　04C04001　　W8　　　　Suffix
　　　　　　　04C04002　　1 position　　Enter Suffix Code

Example:　REF*TN*V2302781901700**W8:A

2/REF/1500　**Mandatory**
　　　　　　　01　　Q9　　　　　　**Repair Order Number**
　　　　　　　02　　14 position　　Enter Repair Cycle Document Number (RCDN)

Note: Used to indicate _the unique number_ assigned by the CAV II System to identify and track CAV transactions.

Example:　REF*Q9*Q9891782530124

2/REF/1500　**Mandatory**
　　　　　　　01　　X9　　　　　　Internal Control Number
　　　　　　　02　　1-25 position　Enter Contractor's Reference Number

Note 1: Contractor's Reference Number is used to indicate _the unique number_ used by the CAV II System to identify and track EDI transactions.

Note 2: If the Contractor's Reference Number is not available, no entry will be provided or the words "NOT APPLICABLE" may be passed in the transaction.

Example:　REF*X9*REFERENCENUMBERA

Detail Level Requirements (Cont'd)

SEGMENT   VALUES   DESCRIPTION

2/REF/1500   Optional

01	**SI**		**Shipper's Identifying Number for Shipment (SID)**
02	8 position		Enter DD250 Number
04			Composite
04C04001	CT		Contract Number
04C04002	13 position		Enter Contract Number
04C04003	OQ		Order Number
04C04004	4 position		Enter Order Number
04C04005	C7		CLIN
04C04006	4 or 6 position		Enter CLIN

Note 1: The 8th position of the DD250 Number must be blank or Z.

Example: **REF*BT*DD250NBZ**OQ:0001:C7:0101**

2/REF/1500   **Mandatory**

01	TG		Transportation Control Number (TCN)
02	17 position	Enter TCN	
04			Composite
04C04001	08		Carrier Assigned Package Identification Number
04C04002	1-20 position		Enter Pro Account Number
04C04003	BL or BM		Government Bill of Lading or
			Bill of Lading Number (Commercial)
04C04004	1-20 position		Enter bill of lading number

Note: TCN must be identified as the primary transportation number under DLMS.

Example: **REF*TG* V2302781901700XXX**08*PAN 8:BL:D1234567**

2/DTM/2000   **Mandatory**

01	011	Date Qualifier (Shipped)
02	CCYYMMDD	Enter Shipment Date

Example: **DTM*011*20080905**

Detail Level Requirements (Cont'd)

SEGMENT VALUES DESCRIPTION

2/DTM/2000 Mandatory
  01 999 Document Date
  02 CCYYMMDD Enter Proof of Shipment Date
  03 HHMMSSDD Enter Time of Proof of Shipment
  04 W Time Qualifier (Effective Time)

> **Note:** **The "HHMMSS" (6 position field) is used to indicate** _the unique Date Timestamp._

Example: **DTM*999*20080908*125822*W**

2/N1/2200 **Mandatory**
  01 Z4 Owning ICP
  03 M4 RIC
  04 3 position Enter ICP's RIC
  06 TO Message To

Example: **N1*Z4**M4*NRP**TO**

2/N1/2200 **Mandatory**
  01 ST Ship To
  03 10 DODAAC
  04 6 position Enter DODAAC to whom material was shipped

Example: **N1*ST**10*N12345**

> **Note:** **DLMS length is expanded to 60. CAV length may remain at 25; Navy ERP should plan for maximum DLMS length.**

2/N1/2200 Optional
  01 CA Carrier
  02 1-25 position Enter Carrier's Name - optional
  03 2 SCAC
  04 2-4 position Enter SCAC only

> **Note:** **DLMS length is expanded to 60. CAV length may remain at 25; Navy ERP should plan for maximum DLMS length.**

Example: **N1*CA*FED EX*2*XXXX**

Detail Level Requirements (Cont'd)

SEGMENT	VALUES		DESCRIPTION
2/LM/3400	**Mandatory**		
	01	DF	Department of Defense

Example: **LM*DF**

SEGMENT	VALUES		DESCRIPTION
2/LQ/3500	**Mandatory**		
	01	0 (zero)	Document Identification Code
	02	POS	Enter Doc ID (Proof of Shipment)

Example: **LQ*0*POS**

SEGMENT	VALUES		DESCRIPTION
2/LQ/3500	**Mandatory**		
	01	83	Supply Condition Code
	02	1 position	Enter Condition Code

Example: **LQ*83*A**

Detail Level Requirements (3rd HL Loop)

SEGMENT	VALUES		DESCRIPTION
2/HL/0100	**Mandatory**		Hierarchical ID Number
	01	1	Enter Hierarchical ID Number
	03	I	Hierarchical Level Code (Item – used for UID information)

Example: **HL*1**I**

SEGMENT	VALUES		DESCRIPTION
2/REF/1500	Optional		
	01	SE	Reference Identification Qualifier (Serial Number)
	02	1-32 position	Enter Serial Number

Example: **REF*SE*SERIALNUMBERA**

Trailer Level Requirements

3/SE/0200   **Mandatory**

        01   1-10 position Number of Included Segments
                                 (Total number of segments in this transaction
                                 set including ST and SE segments)

        02   4-9 position   Transaction Set Control Number
                                 (Contains the same number cited in ST02)

Example: SE*33*0001

Enclosure 3, DLMS Manual

Insert the following guidance in DOD 4000.25-M, DLMS Manual, Vol 2, Chapter 5, Status (exact paragraph number not available).

The DLMS authorizes a temporary non-standard use of the DLMS 856S, Shipment Status, to indicate that Commercial Asset Visibility (CAV) shipment status is provided by a contractor under Navy CAV requirements. This use of the DLMS transaction is known as "Proof of Shipment (POS)" and is recognized by the designator WTP, Waiting for Proof (in the beginning segment, BNR07). The 856S POS is the Navy ERP 1.1 tool for WEBCAV contractors not under "Ready for Issue (RFI)" process. This is an interim requirement pending implementation of standard DLMS transactional exchanges. When used, the 856S will carry Navy unique data content and will flow from the contractor to the Navy ICP. The quantity shipped will be a constant '1' as a separate transaction is prepared for each item, regardless of the actual shipment quantity.