

General Mills, Inc.

EDI Documents For Transportation



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GENERAL MILLS

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EDI Transportation Documents Overview:

EDI 204 Load Tender (Outbound to Partner) – Tenders can be generated from one of two GMI Systems (TPVS or ERP). Most tenders originate from TPVS. Once the load has been accepted, the shipment is moved from TPVS to ERP.

- TM EDI 204 Tenders (typically Original tenders) are referred to internally at GMI as TM O60 documents
- TM/ERP EDI 204 Tenders (typically Change, Load Ready tenders) are referred to internally at GMI as O61 documents

EDI 990 Load Tender Response (Inbound from Partner) – All 990s are passed to TM for processing.

- Load Tender responses are referred to internally at GMI as I62 documents.

EDI 214 Shipment Status (Inbound from Partner) – All 214's are passed to ERP & TM system for processing.

- 1 Shipment Status is required to communicate Carrier of Execution information (AI).
- 6 Shipment Statuses are required to communicate Stages of Pick-up and Delivery (AA, X3, CP, AB, X1, D1)
- 1 circumstantial Shipment Status is required to communicate when a delivery is delayed (SD).
 - AI (Required) – SCAC of carrier hauling the load is sent in MS2 segment with AI status (see add'l notes below*)
 - AA (Required) – Pick-Up Appointment date/time
 - X3 (Required) – Arrived for Pick-Up date/time
 - CP (Required) – Completed Loading date/time
 - AB (Required) – Delivery Appointment date/time
 - X1 (Required) – Arrived for Delivery date/time
 - D1 (Required) – Completed Unloading date/time
 - SD (Circumstantial) – Shipment Delay (new ETA must be sent when driver is going to miss an appointment)
- EDI 214 Ship Status documents are referred to internally at GMI as ERP I44 documents.

****ADDITIONAL NOTES REGARDING EDI 214 AI Status for Carrier of Execution Reporting:***

- AI Status is REQUIRED for ALL loads (but is only required once per shipment so can be sent for just one delivery).
- This status requires an additional segment in the document (MS2) to identify SCAC of the asset/trailer to load.
- If Carrier accepting the load is also hauling the load, then their SCAC must be sent with the AI status.
- If a load is brokered to another carrier, then that carriers SCAC must be sent with the AI Status.
- This status should be sent as soon as it is known.
- This information is turned around and sent to the shipping facility to inform them of the asset/trailer to load.
- Drivers will not be loaded until Shipping Facility has been provided this information.

EDI 210 Freight Invoice (Inbound from Partner) – Specific requirements are based on each partner's contract terms.

- Each charge related to a shipment must be billed separately using codes listed in the GMI contract and spec.
- All qualifiers associated with a charge must be according to those outlined in the GMI spec.
- EDI 210 Freight Invoice documents are referred to internally at GMI as ERP I07 documents.

EDI 997 Functional Acknowledgement (Technical document, not used by the business)

General Mills requires 997s for all transmissions sent and sends 997s for all transmissions received.

- General Mills uses the 997 to reconcile all outbound EDI 204 transmissions.
- We recommend partners use the 997 to do the same for their outbound 990, 214, and 210 transmissions to GMI.

Example Test Plan for New Transportation Partners:

General Mills Test IDs: ISA = 08/925119TEST GS = 6125404455

General Mills Production IDs: ISA = 08/9251190000 GS = 6125404455

Documents are tested in the order listed below and aren't typically moved to production until testing for all is complete:

1.) 204 Load Tender *and* 990 Tender Response 2.) 214 Ship Status *including* Carrier of Execution 3.) 210 Freight Invoice

Test scenarios include the following:

➤ EDI 204 LOAD TENDER *and* 990 RESPONSE TO TENDER:

- **4 ORIGINAL TENDERS** (*NOTE: LTL Partners will test single-pick, single-drop loads only for each test*):

1. Outbound Load from our ERP system – Single Pick-up, Multiple-drop load. One or more of the drops will have multiple GMI Delivery Numbers associated with it.
2. Inbound Load from our ERP system – Multiple Pick-up, Single-drop load. One or more of the pick-ups will have multiple GMI Delivery Numbers associated with it.
3. Inbound Load from our TPVS system – May be single or multi-pick load.
4. Outbound Load from our TPVS system – May be single or multi-drop load.

- **LOAD TENDER RESPONSES:**

1. Partner should "Accept" Load#1
2. Partner should "Accept" Load#2
3. Partner should "Accept" Load#3
4. Partner should "Decline" Load #4

- **CHANGE TENDER and LOAD READY TENDER:**

Change to Load#1. Change will include Trailer Type, Length, Notes, and special instruction code of DNF or PFH.

- **LOAD TENDER RESPONSE:** Partner should "Accept" this change

Load Ready for Load#1.

- **LOAD TENDER RESPONSE:** Partner should "Accept" this Load Ready

- **CANCEL TENDER:**

Cancel Tender will be sent for Load#2

- **NO RESPONSE SHOULD BE SENT IN RETURN FOR CANCEL TENDERS!**

General Mills does not process EDI 990s for Cancel Tenders.

The EDI 997 FA is captured as verification that the cancel was received.

➤ EDI 214 SHIPMENT STATUS:

Partner will be required to send all statuses for Load#1, including Carrier of Execution Status (AI).

➤ EDI 210 FREIGHT INVOICE:

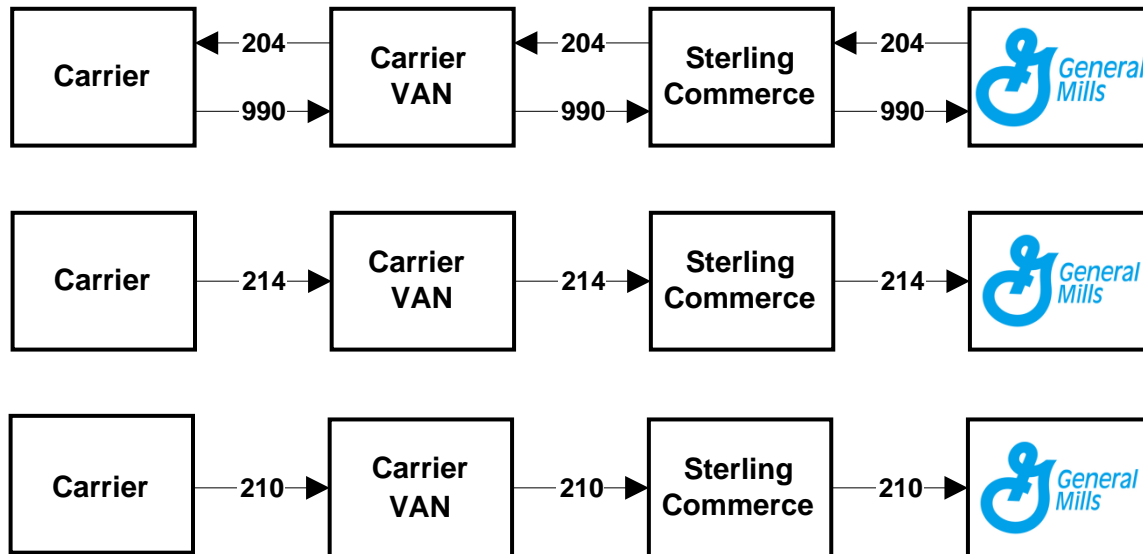
GMI EDI Analyst will provide a list of charges to be tested, based on contract specifics supplied by the GMI Business Team. In all cases Line Haul and Fuel will be tested. In most cases the following charges will also be tested: Detention at Loading and Unloading, Layover at Loading and Unloading, Lumper/Labor, Reconsignment, and Stop-Off Charges.

- Qualifiers noted in spec for each charge are the qualifiers required for billing. Invalid qualifiers will be rejected.
- A subsequent Invoice will be required for testing – any charge can be sent for this test.
- A Balance Due Invoice will be required for testing – any charge previously billed but (imagine) short paid.

Connectivity Options:

VAN:

General Mills uses a VAN, Sterling Commerce, for all EDI transactions. Partners must make arrangements for the 204 to be received from Sterling Commerce, either directly or via interconnect from another VAN. Likewise, the 990, 214 and 210 must be sent to General Mills through Sterling Commerce, either directly or via interconnect through another VAN.



What EDI connection will you be using?

If VAN:

- What VAN are you using?
- ISA/GS routing IDs for Prod and Test if applicable:
- Qualifier for Prod and Test if applicable:

If AS2 Direct Connection:

- How many partners do you currently have in production on AS2?
- Do you have in-house AS2 capabilities or are you using a third party/hosted vendor?

If you're hosting your AS2 in-house, what AS2 software provider are you using and is it Drummond Certified (DrummondGroup.com)?

- Do you operate AS2 communications 24/7?

Preliminary information we need to begin AS2 setup and configurations:

- Partners outbound IP addresses to GMI:
- Partners AS2 URL and port assignment:
- Partner AS2 and ISA/GS routing ID's:
- Qualifier:
- Support, and individuals email addresses and phone numbers:
- Partners production encryption certificate. (Test certificate too if applicable).
 - Certificates should be sent to GMI in a ZIP formatted attachment via email.

General Mills (GMI) EDI Contacts:

EDI Connectivity: GMI EC Technologies team, as2.support@genmills.com

Technical EDI: Technical Group Email, Team.GMIEDI@Genmills.com



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EDI 204 Motor Carrier Load Tender & 990 Tender Response

GENERAL INFORMATION

❖ EDI 204 LOAD TENDER

The EDI 204 Motor Carrier Load Tender is used to electronically communicate a shipment offer to a carrier. General Mills EDI Load Tenders are sent continuously throughout the day. General Mills sends four types of Load Tenders (See raw data examples on following pages):

- Original Tender – Identified by “00” in the B2A01.
A 990 Response is required for each Original.
- Award Tender – Identified by “06” in the B2A01.
The Award Tender contains all shipment detail.
A 990 Response is required for each Award.
- Change Tender – Identified by “04” in the B2A01.
The Change Tender contains all shipment detail and is a replacement of the original tender.
A 990 Response is required for each Change.
- Change/Load Ready Tender – Identified by “04” in the B2A01.
When load is ready for pick up 204 is sent where all original text is replaced with “LOAD READY” text.
A 990 Response is required for each Load Ready.
- Cancel Tender – Identified by “01” in the B2A01.
The Cancel Tender is notification that a shipment has been canceled and should not be booked.
A 990 Response should NOT be returned for Cancels (997/FA is used to verify cancel was received).
- Broadcast Quote Tender – Identified by “00” in the B2A01 & BRDCSTQUOT in the L1101 element.
The BRDCSTQUOT Tender contains all shipment details.
A 990 is required if accepting. Must include an L11 segment with a rate.

❖ EDI 990 RESPONSE TO LOAD TENDER

The 990 Response is used to electronically accept or decline the offer.

The 990 is expected to be returned within two hours of an offer!

Loads not responded to within two hours will be reported as “not accepted” and will be offered to another carrier.

General Mills accepts two – and only two - types of Responses (See raw data examples below):

- Accept – Identified by “A” in the B104. This indicates that the carrier is accepting the offer.
- Decline – Identified by “D” in the B104. This indicates that the carrier is declining the offer.

EDI 990 Raw Data Examples – Accept and Decline:

Accept:

ST*990*4230001~
B1*SCAC*0033956770**A~
SE*3*4230001~

BRDCSTQUOT

ST*990*658960001~
B1*SCAC*82852252*20190513*A~
L9*TCM*2400~
SE*4*658960001~

Decline:

ST*990*4230001~
B1*SCAC*0033956770**D~
SE*3*4230001~

EDI 204 Raw Data Example – Original Tender:

1.) Original tender - Multi-Pick, Single-Drop with **multiple orders** at the first pickup stage:

ST*204*0001~
B2**SCAC**0032545531**CC~
B2A*00~
L11*BROADCAST*OK~
MS3*SCAC*B**M~
AT5*PFH~
NTE**Dry~
NTE**Protect From Heat. Set reefer at 65d F~
N1*PF*General Mills - Freight A/P*9*0062507400000~
N3*P.O. Box 1137~
N4*Minneapolis*MN*554201137~
N7**NONE*****TF*****5300~
S5*1*PL*5893*L*8606*PC*291*E~
L11*0044002429*CR~
L11*1180103451*DO~
L11*PO12345*PO~
L11*0044002431*CR~
L11*1180103453*DO~
G62*69*20101014~
N1*SH*TATE & LYLE*93*0000044550~
N3*MAIN ST~
N4*DECATUR*IL*62525~
OID*0044002429*PO12345**PC*5750*L*5750*E*288~
L5**FREIGHT - ALL KINDS~
G61*IC*John Doe*EM*John.Doe@genmills.com~
OID*0044002431***PC*2856*L*143*E*3~
L5**FREIGHT - ALL KINDS~
G61*IC*Jane Doe*EM*Jane.Doe@genmills.com~
S5*2*CL*10000*L*10000*PC*500*E~
L11*0044002430*CR~
L11*1180103452*DO~
G62*69*20101014~
N1*SH*CONAGRA ALTON IL*93*0000179100~
N3*145 W BROADWAY~
N4*ALTON*IL*62002~
OID*0044002430***PC*10000*L*10000*E*500~
L5**FREIGHT - ALL KINDS~
S5*3*CU*15893*L*18606*PC*791*E~
L11*0044002429*CR~
L11*1180103451*DO~
L11*0044002431*CR~
L11*1180103453*DO~
L11*0044002430*CR~
L11*1180103452*DO~
G62*70*20101016~
N1*ST*General Mills Operations, Inc.*9*1234567890~
N2*Hannibal Manufacturing~
N3*1 Red Devil Rd*Plant - 587~
N4*Hannibal*MO*63401~
L3*15893*G*****790*E*18606*L~

"CC" in the B206 indicates that this is an Inbound Shipment.
("PP" in this field identifies it as an Outbound Shipment)
This value should be sent back in the B3*04 element of the EDI 210 Invoice to ensure successful payment processing.

L11 – "BROADCAST" is sent when tender has been tendered to multiple carriers at once, else is "PRIMARY" or "NONPRIMARY"

PFH – When AT5*01 = PFH (Protect from Heat), or DNF (Do Not Freeze) instructions sent in the NTE segments must be followed!

General Mills use of N711 Codes:

TF – Dry Freight (ignore when AT501=PFH. See AT5 note above)

FF – Set reefer at -10d F/-23d C

RT – Set reefer at 34d F/1d C

TW – Set Refer at -18d F/-28d C

Loading stages of Inbound Shipments [and Unload stages of Outbound Shipment]:

Each L11 Order Number (w/CR qualifier here) will have a corresponding OID data loop w/order level detail.
If available, the PO# is referenced in the OID*02.

Each OID "Loop" consists of an OID segment, an L5 segment, and a G61 segment when available.

*N104 NOTE

General Mills allows shipping to/from non-standard addresses. Because of this, the code provided in the N104 may or may not relate to the actual ship to/from address, which is transmitted in the N2-N4 segments.

GENERAL Mills requires that you not work off of codes sent in the N104 element to pull address information from an internal table on your end. **Please use actual ship to/from address information provided in the N2-N4 segments that follow the N1.**

EDI 204 Raw Data Example – Change/Load Ready Tender:2.) Change Tender – Load Ready:

(04 = change) →

(When only change is that load is ready for Pickup,
all original NTE text is replaced with Load Ready text) →

```

ST*204*0002~
B2**SCAC**0033952537**PP~
B2A*04~
L11*PRIMARY*OK~
MS3*SCAC*B**M~
NTE**----- LOAD READY ----- LOAD READY -----~
N1*PF*General Mills - Freight A/P*9*0062507400000~
N3*P.O. Box 1137~
N4*Minneapolis*MN*554201137~
N7**SCAC27653*****RT***5300~
S5*1*CL*4935*L*861*PC*179*E~
L11*0017795427*DO~
G62*69*20110626*U*2359~
N1*SH*General Mills Operations, LLC*9*0062507405973~
N3*128 E Slosson Ave*Plant - 5973~
N4*Reed City*MI*49677~
S5*2*CU*4935*L*861*PC*179*E~
L11*0017795427*DO~
G62*70*20110628~
N1*ST*General Mills Operations, LLC*9*0581881290000~
N2*INTERSTATE MURFREESBORO REFRIG~
N3*2125 JOE B JACKSON PKWY*CSF - 1505~
N4*MURFREESBORO*TN*37127~
OID*0034405667***PC*861*L*4935*E*179~
L5**FREIGHT - ALL KINDS~
L3*4935*G*****179*E*861*L~
SE*27*0002~

```

EDI 204 Raw Data Example – Cancel Tender:3.) Cancel Tender:

(01 = cancel) →

```

ST*204*0001~
B2**SCAC**0033940367**PP~
B2A*01~
L11*PRIMARY*OK~
MS3*SCAC*B**M~
NTE**Dry~
N1*PF*General Mills - Freight A/P*9*0062507400000~
N3*P.O. Box 1137~
N4*Minneapolis*MN*554201137~
N7**SCACNONE*****TF***5300~
S5*1*CL*36403*L*64*PC*2999*E~
L11*0034401983*CR~
G62*69*20110627*U*0900~
N1*SH*General Mills Operations, LLC*9*0062507406120~
N2*Covington West Cereal - Snacks~
N3*16200 Avenue Of Champions*Plant - 6120~
N4*Covington*GA*30014~
S5*2*CU*36403*L*64*PC*2999*E~
L11*0034401983*CR~
G62*70*20110627~
N1*ST*General Mills Operations, LLC*9*0062507401603~
N2*SOCIAL CIRCLE CSF~
N3*1871 WILLOW SPRINGS CHURCH RD*CSF - 1603~
N4*SOCIAL CIRCLE*GA*30025~
OID*0034401983***PC*64*L*36403*E*2999~
L5**FREIGHT - ALL KINDS~
L3*36403*G*****2999*E*64*L~

```



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EDI 214 Shipment Status Message & Carrier of Execution Reporting

General Mills uses the 214 document for **two distinctly different purposes:**

- 1.) Carrier of Execution Communication (See raw data examples – this 214 MUST INCLUDE the MS2 segment)
- 2.) Shipment Status Reporting (See raw data examples – this 214 must NOT include the MS2 segment)

GENERAL INFORMATION

❖ EDI 214 CARRIER OF EXECUTION REPORTING

General Mills uses the 214 document to obtain Carrier of Execution information.
This information must be sent in a 214 with “AI” status (following pages provide specific detail).

Partners must provide Carrier of Execution information as soon as it is known.

❖ EDI 214 SHIPMENT STATUS MESSAGE

The 214Transportation Carrier Shipment Status Message is used to electronically communicate all pickup and delivery information related to a shipment.

Six separate statuses are required for each delivery associated with a shipment (following pages provide specific detail).

Each status should be sent to General Mills as soon as it is known.

General Mills recognizes a shipment as “reported” only after all six required statuses are posted for each delivery associated with the shipment.

A 7th status is also required if the scheduled appointment is delayed (following pages provide specific detail)

Successful 214 Shipment Status Reporting is important! This data is used by General Mills to calculate a carrier’s percent of volume reported and on-time performance percentage.

Successful 214’s are critical for payment! If a carrier bills detention or layover, the General Mills payment system references the 214 data to verify minutes/hours/days being billed. If the 214 data is missing or does not validate the billed units, payment is not made.

EDI 214 Carrier of Execution Reporting (COE) Detail and Raw Data Example:

General Mills requires Carrier Partners to send Carrier of Execution (COE) information via the EDI 214 document for all loads. This information must be sent within 2 hours of shipment acceptance. It is used to provide shipping facilities advance notification of the asset to load. Carrier of Record and Carrier of Execution are two different things:

- **Carrier of Record** = Carrier that has accepted the GMI load.
Carrier of Record is paid by General Mills.
- **Carrier of Execution** = Actual physical Carrier/Asset to be loaded for a shipment.
Carrier of Execution may be the same as Carrier of Record.
Carrier of Execution (if other than Carrier of Record) is paid by the Carrier of Record.

COE is reported via the EDI 214 ship status "AI" (AT7 segment) along with detail in the associated MS2 segment.

- ✓ MS2*01 and *02 elements contain COE SCAC and Equipment Number ("NONE" if unknown) respectively.
- ✓ MS2 data is only used/mapped by General Mills when it is within an AT7 loop where AT7*01 = AI.
- ✓ The MS2 segment should **not** be sent with any status other than AI.

Example:

```
ST*214*102260001~  
B10*AB412979YZ*0032142741*SCAC(COR)~  
LX*1~  
AT7*AI*RC***20100202*2251*MT~  
MS2*SCAC(COE)*NONE~  
L11*0016511500*DO~  
SE*6*102260001~
```

NOTES:

- B10*03 (Carrier of Record SCAC) = **Carrier that has accepted the load.**
This is the carrier that will be paid by General Mills.
- AT7*01 (ship status) **AI** = Shipment has been re-consigned
GMI usage of AI status = "Asset to Load" has been Identified
- AT7*02 (status reason code) **RC** = re-consigned
- MS2*01 (Carrier of Execution SCAC) = **Asset to be loaded**
- MS2*02 (Equipment #) = "**NONE**". If equipment number is known, sent it here. If equipment # is unknown at time of transmission, send "NONE" (per EDI standards this element is mandatory when MS2*01 is present).
- L11*01 (**GMI Delivery #**) AI status is only required for 1 DO# from the load

General Mills Business System (SAP) logic:

- When AT7*01 = AI, MS2*01 and *02 values are posted to Carrier of Execution and Equipment# fields.
- When AT7*01 = AI and MS2 is missing/empty, nothing is posted to Carrier of Execution or Equipment#

The **AI** status may be transmitted multiple times. Each **AI** status will overlay currently posted data – until the time the Notice of Shipment (NOS) is processed by the shipping facility (which, ideally, is done the moment the driver signs for the load). After that time, all other 214 statuses will post as usual, but the **AI** status will be ignored.

NOTES:

- Do not send temporary SCACs (placeholders) for COE. This information should only be sent once it is known.
- All registered SCACs are acceptable as COE. These SCACs must be provided by the Carrier of Execution.
- Equipment number is not required by General Mills but is a "nice to have" if you can provide it.
- Because MS2*01 and *02 are paired technically, the equipment number is still required from an EDI standpoint (the word NONE is acceptable) when the trailer number is unavailable.
- If changing COE and therefore sending a subsequent COE status, the subsequent status should be reported on the same CR/DO (order or delivery) number as used for the original COE status.

Frequently Asked Questions about Carrier of Execution Reporting:

What is the new required status qualifier for Carrier of Execution?

The status qualifier for Carrier of Execution is **AI** (Letter **A**, Letter **I**)

Does this new status have to be sent with *each delivery* on a load?

No. This data is posted at the shipment level so you only need to send once per shipment.

What if the new status is sent with each delivery? Will that cause a problem?

No. This will not cause a problem. Most recent AI status will overlay whatever is currently posted.

Is the MS2 segment now required for all statuses?

No. The MS2 segment should only be sent with the AI status.

If Carrier of Execution is the same at the Carrier of Record, does the COE status still need to be sent?

YES! Carrier of Execution **MUST ALWAYS** be sent ... even if it is the same as Carrier of Record.

- GMI shipping facilities will rely on this value – especially when loading dropped trailers.
- COE reporting will depend on this value being present.
- GMI business will be required to handle COE manually if the data is not provided via the 214.

When is the best time to send COE status?

- Send the COE as soon as it is known.
- Do not send this status if the COE is not known.
- In order for the COE to be useful it must arrive before the shipping facility prepares the shipment for pick up.

What if the COE becomes unknown (Carrier can no longer haul but we don't have a replacement yet)?

If the COE becomes unknown, send another AI status with UNKN as the SCAC (report using same DO/CR number used for the original AI status). Obviously, timing is critical in this scenario but if we receive "UNKN" before the load is prepared for shipping, it will ensure that no trailer is loaded until another status is sent with a valid COE.

What if the COE changes to a different carrier?

If COE changes to a different carrier, send another AI status (report using same DO/CR number used for the original AI status) with updated COE information.

What happens if no COE status is sent?

- 1.) Drivers arriving to pick up (at GMI locations relying on this data) with incorrect or missing COE information **WILL NOT** be loaded until the Carrier of Record is contacted and able to verify the Carrier of Execution.
- 2.) COE data will be captured in reports that are monitored by the GMI Transportation Management Group. If COE data is not present, a GMI Transportation Manager will contact the carrier for resolution.

EDI 214 Shipment Status Message Detail and Raw data Examples:

(Used to report percent of volume reported, on-time delivery, and to verify detention and layover billing charges)

General Mills requires six statuses for each Delivery Number (DO) associated with a shipment.

Customer Order# (CR) should be reported only if Delivery# (DO) is not available! The 6 required statuses are:

1. Arrival at Pick-up Location – Planned (**AA** status, Appointment at Pick-up)
2. Arrival at Pick-up Location – Actual (**X3** status, Arrival at Pick-up)
3. Loaded at Pick-up Location - Actual (**CP** status, Loaded/Departed from Pick-up)
4. Arrival at Delivery Location – Planned (**AB** status, Appointment at Delivery)
5. Arrival at Delivery Location – Actual (**X1** status, Arrival at Delivery)
6. Unloaded at Delivery Location – Actual (**D1** status, Unload/Departure from Delivery)

A 7th status, Ship Delay (**SD**), is also required if a driver is delayed and won't make the scheduled appointment.

Important: Single-drop loads do NOT necessarily have just one Delivery Order (DO) associated with them! When there are multiple orders delivering to one address, each of the DO's requires separate ship status information - even though the data for all of them will be exactly the same.

Example: A single-drop load with 3 orders all going to the same place requires a total of 18 statuses
(6 statuses for each of the 3 orders).

Important: Multi-drop loads may also have multiple Delivery Orders (DO) at one or more of the drops. These loads will require many more statuses than actual drops on the load.

Example: A 3-drop load with 2 orders at each drop requires a total of 36 statuses
(6 statuses for each of the 6 Orders).

EDI 214 Segment/Element notes:

B1002 - This should match the shipment number that was sent in the B204 of the EDI 204 Load Tender.

B1003 - Carrier SCAC must always be sent in Upper Case

AT7 segment with **X3** qualifier indicating "actual arrival at pickup" – The reason code sent with this status should explain why the driver did not make the original pickup appointment (AA status) as planned, or should be NS (Normal Status) if the original appointment was made.

AT7 segment with **X1** qualifier indicating "actual arrival at delivery" – The reason code sent with this status should explain why the driver did not make the original delivery appointment (AB status) as planned, or should be NS (Normal Status) if the original appointment was made.

AT707 - Time zone is required in the AT707. LT is **NOT** valid!

L11 segment – ONLY ONE L11 segment is allowed per LX Loop →→

L1101 – This should match the order or delivery number sent in the L1101 with the DO or CR qualifier in the Load Tender.
The same qualifier from the Load Tender should be sent back in the 214.

DO is preferred! CR should only be sent if the DO number is unavailable.

```
ST*214*0001~  
B10*12345*0033842147*SCAC~  
LX*1~  
AT7*X3 *NS ***20110601*0750*ET~  
L11*0017726039*DO~  
SE*6*0001~
```

```
ST*214*0001~  
B10*12345*0033842147*SCAC~  
LX*1~  
AT7***AA*NA*20110601*0800*ET~  
L11*0017726041*DO~  
L11*0017726042*DO~  
SE*7*0001~
```

Multiple L11's within a single LX loop are not allowed.

Example of 214 Shipment Status reporting for a multi-drop load (two pages):

Shipments and deliveries	TrspPlanPt	ShpToParty	Address
0033842147	CM		
0017726039		SOUTH HOLLAND PAPER CO	US 60411 SO CHICAGO HEIGHTS
0017726041		SAMS WASHINGTON COURT HOUSE	US 43160 WASHINGTON COURT HOUSE
0017726042		SAMS WASHINGTON COURT HOUSE	US 43160 WASHINGTON COURT HOUSE

The following pages contain examples of EDI 214 statuses that required for shipment shown above.

AI/Carrier of Execution Reporting for Shipment #0033842147:

ST*214*0001~	
B10*12345*0033842147*SCAC~	B10*03 must contain Carrier of <u>Record</u> SCAC
LX*1~	
AT7* A *RC***20110529*1100*ET~	AI = Carrier of <u>Execution</u> Status
MS2*SCAC*NONE~	SCAC = CARRIER OF <u>EXECUTION</u> , trailer# is unknown so is "NONE"
L11*0017726039*DO~	Any Delivery Number from the shipment can be listed
SE*7*0001~	

Ship Statuses for Delivery Number 0017726039:

(Multiple statuses are sent together in these examples. Each status can be sent individually as well)

ST*214*0001~	
B10*12345*0033842147*SCAC~	
LX*1~	
AT7*** AA *NA*20110601*0800*ET~	Arrival at Pick-up Location – <i>Planned</i> , for DO #0017726039
L11*0017726039*DO~	
LX*2~	
AT7*** AB *NA*20110604*0700*ET~	Arrival at Delivery Location – <i>Planned</i> , for DO #0017726039
L11*0017726039*DO~	
SE*9*0001~	
ST*214*0001~	
B10*12345*0033842147*SCAC~	
LX*1~	
AT7* X3 *NS ***20110601*0750*ET~	Arrival at Pick-up Location – <i>Actual</i> , for DO #0017726039
L11*0017726039*DO~	
LX*2~	
AT7* CP *NS***20110601*0900*ET~	Loaded at Pick-up Location – <i>Actual</i> , for DO #0017726039
L11*0017726039*DO~	
SE*9*0001~	
ST*214*0001~	
B10*12345*0033842147*SCAC~	
LX*1~	
AT7* SD * AO ***20110604*1600*ET~	Ship Delay, reason code AO = weather related
L11*0017726039*DO~	
LX*2~	
AT7*** AB * AO *20110604*1700*ET~	New 'Arrival at Delivery – Planned', reason code AO = weather related
L11*0017726039*DO~	
SE*9*0001~	
ST*214*0001~	
B10*12345*0033842147*SCAC~	
LX*1~	
AT7* X1 * AO ***20110604*1610*ET~	Arrival at Delivery Location – Actual, for DO #0017726039
L11*0017726039*DO~	Reason code in AT702 with X1 status must explain why <u>ORIGINAL</u> appt was missed.
LX*2~	
AT7* D1 *NS***20110604*1800*ET~	Unloaded from Delivery Location – Actual, for DO #0017726039
L11*0017726039*DO~	
SE*9*0001~	

Ship Statuses for Delivery Numbers 0017726041 and 0017726042:

(Multiple statuses are sent together in these examples. Each status can be sent individually as well)

ST*214*0001~	
B10*12345*0033842147*SCAC~	
LX*1~	
AT7***AA*NA*20110601*0800*ET~	(Arrival at Pick-up Location – Planned, for 0017726041)
L11*0017726041*DO~	
LX*2~	
AT7***AA*NA*20110601*0800*ET~	(Arrival at Pick-up Location – Planned, for 0017726042)
L11*0017726042*DO~	
LX*3~	
AT7***AB*NA*20110606*0500*ET~	(Arrival at Delivery Location – Planned, for 0017726041)
L11*0017726041*DO~	
LX*4~	
AT7***AB*NA*20110606*0500*ET~	(Arrival at Delivery Location – Planned, for 0017726042)
L11*0017726042*DO~	
SE*15*0001~	
ST*214*0001~	
B10*12345*0033842147*SCAC~	
LX*1~	
AT7*X3*NS ***20110601*0750*ET~	(Arrival at Pick-up Location – Actual, for 0017726041)
L11*0017726041*DO~	
LX*2~	
AT7*X3*NS ***20110601*0750*ET~	(Arrival at Pick-up Location – Actual, for 0017726042)
L11*0017726042*DO~	
LX*3~	
AT7*CP*NS***20110601*0900*ET~	(Loaded at Pick-up Location – Actual, for 0017726041)
L11*0017726041*DO~	
LX*4~	
AT7*CP*NS***20110601*0900*ET~	(Loaded at Pick-up Location – Actual, for 0017726042)
L11*0017726042*DO~	
SE*15*0001~	
ST*214*0001~	
B10*12345*0033842147*SCAC~	
LX*1~	
AT7*X1*NS ***20110606*0515*ET~	(Arrival at Delivery Location – Actual, for 0017726041)
L11*0017726041*DO~	
LX*2~	
AT7*X1*NS ***20110606*0515*ET~	(Arrival at Delivery Location – Actual, for 0017726042)
L11*0017726042*DO~	
LX*3~	
AT7*D1*NS***20110606*0600*ET~	(Unloaded from Delivery Location – Actual, for 0017726041)
L11*0017726041*DO~	
LX*3~	
AT7*D1*NS***20110606*0600*ET~	(Unloaded from Delivery Location – Actual, for 0017726042)
L11*0017726042*DO~	
SE*15*0001~	



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GENERAL MILLS

EDI 210 Motor Carrier Freight Details and Invoice

GENERAL INFORMATION

- The EDI 210 Invoice is “tied” to the EDI 214 Shipment Status data. When Detention or Layover is billed, the 214 Ship Status times must support what is being billed. If 214 data is not present at the time the Invoice is received or does not support what is being billed, the entire Invoice will be held for manual review or rejected.
- The EDI 210 Invoice is required for payment of all loads hauled by a General Mills EDI partner. If, for some reason, a Load Tender is not sent via EDI, the associated Invoice must still be sent electronically for payment.
- General Mills requires that all EDI partners send an Original Invoice (Identified by an unpopulated B3*08 element) for initial payment. This invoice can contain all charges associated with a shipment, or just charges that are known at the time.
- General Mills requires that all EDI partners send a Subsequent Invoice (Identified by a populated B3*08 element) for charges left off of the original bill.
- General Mills requires that all EDI partners send a Subsequent Invoice (Identified by a populated B3*08 element) for charges that were short paid on the original (Balance Due charges).
- Only one “Original Invoice” can be processed per GMI shipment.
- Subsequent invoices are identified by a populated B308 element any valid EDI code is accepted in the B308 General Mills Payment system only reads the B308 as empty (Original Invoice) or populated (Subsequent invoice) regardless of code
- Subsequent Invoices are not processed until the Original has been processed for that shipment. IMPORTANT – if there is a technical failure with the Original Invoice, it must be corrected and sent again as an Original (unpopulated B3*08). Our system requires one Original Invoice per shipment.
- Multiple “Subsequent Invoices” are allowed per GMI shipment.
- Only Charge Codes listed in the GMI spec are allowed. Other charge codes are rejected by the business. All charge codes must be accompanied by appropriate qualifiers as noted in this documentation
- Not all Charge Codes listed in the GMI spec pertain to all partners. You need to know your specific contract details in order to know what charges are relevant for the SCAC being billed.

EDI 210 Raw Data Example - Original Invoice:

ST*210*197970001~
B3**152732C*33888300*CC**20110621*138371***SHKE~
N9*DO*1180369859~
N9*DO*1180366285~
G62*11*20110615~

Unpopulated B3*08 element
indicates "Original Invoice"

N1*SF*MIDWEST WAREHOUSE COCOA POWDER~
N3*505 Northwest Ave~
N4*Northlake*IL*60164~
N1*ST*General Mills Operations, LLC~
N3*8000 Audubon Rd~
N4*Chanhassen*MN*55317~
N7*SHKE*2840*****5300~
M7*12345~

S5*1*PL~
N1*SF*MIDWEST WAREHOUSE COCOA POWDER~
N3*505 Northwest Ave~
N4*Northlake*IL*60164~

S5*2*CL~
N1*SF*CALM WAREHOUSE~
N3*1445 E 98th Place~
N4*Chicago*IL*60628~

S5*3*CU~
N1*ST*General Mills Operations, LLC~
N3*8000 Audubon Rd~
N4*Chanhassen*MN*55317~

Charge Loop

LX*1~
L0*1*433*DM~
L1*1*1.84*PM*79672*****Linehaul~

Charge Loop

LX*2~
L0*2*433*DM~
L1*2*.709*PM*30699****FUE****Fuel~

Charge Loop

LX*3~
N9*DO*1180369859~
L0*3*1*FR~
L1*3*80.00*FR*8000****LAB****Lumper~

Charge Loop

LX*4~
L0*4*1*FR~
L1*4*50.00*FR*5000****SOC****Stop Off Charges~

Charge Loop

LX*5~
N9*DO*1180369859~
L0*5*3*TH~
L1*5*50.00*PR*15000****DTU****Detention at Unloading~
L3*16665*G~
SE*43*197970001~

Certain Charges require an N9
segment to identify where the
charge occurred.

EDI 210 Raw Data Example - Subsequent Invoice:

- This subsequent invoice is billing for detention at Loading
- B308 is populated
- B307 includes only charges associated with this transmission

ST*210*197970001~
B3**152732C*33888300*CC**20110621*5500*BD***SHKE~
N9*DO*1180369859~
N9*DO*1180366285~
G62*11*20110615~
N1*SF*MIDWEST WAREHOUSE COCOA POWDER~
N3*505 Northwest Ave~
N4*Northlake*IL*60164~
N1*ST*General Mills Operations, LLC~
N3*8000 Audubon Rd~
N4*Chanhassen*MN*55317~
N7*SHKE*2840*****5300~
M7*12345~
LX*5~
N9*DO*1180366285~
L0*5*1*TH~
L1*5*55.00*PR*5500****DTL****Detention at Loading~
L3*16665*G~
SE*31*197970001~

General Mills system reads the N3*08 element as either unpopulated (Original) or populated (Subsequent). Any EDI standard reason code can be sent here to indicate "Subsequent" bill.

Charge Loop

EDI 210 Raw Data Examples of allowable Charge Codes:

(Qualifiers are required as shown for each charge type)

The pages that follow contain raw data examples of General Mills EDI charge loops for different types of charges. Rates and amounts are *dummy* data for example purposes only and likely do not reflect carrier contracted rates. Note:

- Not all charge codes shown pertain to all carriers. Each carrier should refer to their specific contract or Motor Freight Agreement to see what charges are eligible for billing.
- The 3-character charge code must be sent in the L108 element for each charge except for Line-haul. General Mills System reads an empty or non-existent L108 element as Line-haul.
- Multiple instances of a charge type within a 210 Invoice must contain consistent qualifiers.
Example: Two instances of fuel must not be sent as one instance of FR (flat rate) and one instance of PM (per mile). They must both be sent as a flat rate or both be sent as per mile.
- EDI 210 Partner data is compared to GMI internal data to verify that both parties are using correct rates. If the EDI 210 unit or rate is missing, GMI data is compared to zero and payment is held up.

Delivery (1 Flat Rate of \$150.00)

LX*1

LO*1*1*FR

L1*1*150.00*FR*15000******DEL******Delivery Charge

Deadhead Mileage (41 miles at \$0.80 per mile, for a total of \$32.80)

LX*2

LO*2*41*DM

L1*2*.80*PM*3280******DMC******Deadhead Miles

Discount (1 Flat Rate of \$20.00)

LX*3

LO*3*1*FR

L1*3*20.00*FR*2000******DSC******Discount

Detention (Vehicle) *Canadian Shipments only! US must be billed manually!* (2 days at \$30.00 per day, for a total of \$60.00)

LX*4

LO*4*2*TD

L1*4*30.00*PD*6000******DTV******Canada Vehicle Detention

Driver Detention at Loading (Per Minute) (110 minutes at \$1.00 per minute, for a total of \$110.00)

LX*5

N9*DO*1181234567~

←N9 segment is required with charge DTL!

LO*5*110*NU

L1*5*1.00*PU*11000******DTL******Detention at Loading

Driver Detention at Loading (Per Hour) (2 hours at \$50.00 per hour, for a total of \$100.00)

LX*6

N9*DO*1181234567~

←N9 segment is required with charge DTL!

LO*6*2*TH

L1*6*50.00*PR*10000******DTL******Detention at Loading

Driver Detention at Unloading (Per Minute) (110 minutes at \$1.00 per minute, for a total of \$110.00)

LX*6

N9*DO*1181234567~

←N9 segment is required with charge DTU!

LO*6*110*NU

L1*6*1.00*PU*11000******DTU******Detention at Unloading

Driver Detention at Unloading (Per Hour) (2 hours at \$50.00 per hour, for a total of \$100.00)

LX*7

N9*DO*1181234567~

←N9 segment is required with charge DTU!

LO*7*2*TH

L1*7*50.00*PR*10000******DTU******Detention at Unloading

Extra Axles (1 Flat Rate of \$100.00)

LX*8

LO*8*1*FR

L1*8*100.00*FR*10000******EAX******Extra Axles

Excess Mileage (50 miles at \$1.25 per mile, for a total of \$62.50)

LX*9

LO*9*50*DM

L1*9*1.25*PM*6250******EXM******Excess Mileage

Fuel (Per Mile) (41 miles at \$0.333 per mile, for a total of \$13.65)

LX*10

LO*10*41*DM

L1*10*.333*PM*1365****FUE****Fuel

Fuel (Flat Rate) (1 Flat Rate of \$30.00)

LX*11

LO*11*1*FR

L1*11*30.00*FR*3000****FUE****Fuel

Fuel (Percent of Revenue) (5 percent of \$600 Line Haul value, for a total of \$30.00)

LX*12

LO*12*600*MV

L1*12*5.0*PW*3000****FUE****Fuel

Goods & Services Tax (1 Flat Rate of \$22.00) ← Can be used for the Canadian HST tax charge)

LX*13

LO*13*1*FR

L1*13*22.00*FR*2200****GST****Goods and Services Tax

Interstate/Highway Toll (1 Flat Rate of \$8.00)

LX*14

LO*14*1*FR

L1*14*8.00*FR*800****IHT****Tolls

Extra Labor/Helper Service (1 Flat Rate of \$150.00)

LX*15

N9*DO*1181234567~

←N9 segment is required with charge LAB!

LO*15*1*FR

L1*15*150.00*FR*15000****LAB****Lumper

Layover (Destination) (2 days at \$200.00 per day, for a total of \$400.00)

LX*16

N9*DO*1181234567~

←N9 segment is required with charge LAY!

LO*16*2*TD

L1*16*200.00*PD*40000****LAY****Layover at Destination

Layover Service (Origin) (1 day at \$200.00 per day, for a total of \$200.00)

LX*17

N9*DO*1181234567~

←N9 segment is required with charge LYC!

LO*17*1*TD

L1*17*200.00*PD*20000****LYC****Layover at Origin

Line Haul Flat Rate (1 Flat Rate of \$842.00)

LX*22

LO*22*1*FR

L1*22*842.00*FR*84200*****Line Haul

Line Haul Per Mile Rate (600 miles at \$1.26 per mile, for a total of \$756.00)

LX*18

LO*18*600*DM

L1*18*1.26*PM*75600*****Line Haul

Line Haul MINIMUM based on Per Mile calculation (10 MI @ \$1.26 per mile, for minimum \$500.00).

*This is the **PREFERRED** billing. It shows the factors used for calculation, resulting in the Minimum Charge billing.*

LX*19

LO*19*10*DM

L1*19*1.26*PM*50000*****Minimum Line Haul

Line Haul MINIMUM based on Per Mile calculation (10 MI @ \$500.00 flat rate, for minimum \$500.00).

This is acceptable billing. It shows the miles involved so calculation can be made on our end.

LX*20

LO*20*10*DM

L1*20*500.00*FR*50000*****Minimum Line Haul

Line Haul Per Hundred-Weight (1186 pounds at \$22.57 per hundred-weight, for a total of \$267.68)

LX*21~

LO*21*1186*LB

L1*21*22.57*CW*26768*****Line Haul

Line Haul MINIMUM based on Per Hundred-Weight calculation (1000 LB @ \$22.57 per hundred-weight, for minimum \$500.00).

*This is the **PREFERRED** billing. It shows the factors used for calculation, resulting in the Minimum Charge billing.*

LX*19

LO*19*1000*LB

L1*19*22.57*CW*50000*****Minimum Line Haul

Line Haul MINIMUM based on Per Hundred-Weight calculation (1000 LB @ \$500.00 flat rate, for minimum \$500.00).

This is acceptable billing. It shows the weight involved so calculation can be made on our end.

LX*20

LO*20*1000*LB

L1*20*500.00*FR*50000*****Minimum Line Haul

Premium Transportation (1 Flat Rate of \$150.00)

LX*23

LO*23*1*FR

L1*23*150.00*FR*15000****PAE****Premium Transportation

Pickup and Delivery Beyond Service Area (1 Flat Rate of \$50.00)

LX*24

LO*24*1*FR

L1*24*50.00*FR*5000****PDY****Pickup Beyond Service Area

Pallet Exchange (36 pallets at \$4 per piece, for a total of \$144.00)

LX*25

LO*25*36*NP

L1*25*4.00*PP*14400****PEC****Pallet Exchange

Protective Service – Cold (1 Flat Rate of \$100.00)

LX*26

LO*26*1*FR

L1*26*100.00*FR*10000****PSC****Protective Service

Reconsignment (1 Flat Rate of \$50.00)

LX*27

LO*27*1*FR

L1*27*50.00*FR*5000****RCC****Reconsignment

Segregating/Sorting (1 Flat Rate of \$60.00)

LX*28

LO*28*1*FR

L1*28*60.00*FR*6000******SEG******Sorting

Stop-off (1 Flat Rate of \$50.00 – Send a loop for each stop)

LX*29

LO*29*1*FR

L1*29*50.00*FR*5000******SOC******Stop Off Charge

Spotting of Trailer (1 Flat Rate of \$50.00)

LX*30

LO*30*1*FR

L1*30*50.00*FR*5000******SPT******Spotting

Surcharge (1 Flat Rate of \$95.15)

LX*31

LO*31*1*FR

L1*31*95.15*FR*9515******SUR******Surcharge

Energy Surcharge (Per Mile) (41 miles at .333 per mile for a total of \$13.65)

LX*32

LO*32*200*DM

L1*32*.28*PM*560******ENS******Energy Surcharge