

General Mills Inc.

# GMI Carrier EDI 210 Invoicing Guidelines

EDI

General Information regarding General Mills Shipments and EDI 210 Invoice requirements:

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This documentation addresses both business and technical guidelines for General Mills EDI 210 invoicing. It is meant to help EDI carrier partners understand why the General Mills system might reject an EDI 210 Invoice, and how an EDI 210 Invoice is processed for payment once it is accepted.

The first four pages of “Did you know?” facts are helpful in understanding the broader view of General Mills Freight Payment. More specific, detailed, information and technical data is contained in the pages that follow.

**Questions or comments regarding any of the information in this documentation should be directed to your account Freight Auditor.**

➤ **There is no advantage to invoicing immediately after load is delivered.**

General Mills freight carriers should wait to bill until after **all charges** are known including detention and unloading fees. Billing early result in additional work on both parties to process balance due invoices.

The *original* EDI 210 Invoice should include all incidental accessorial charges (such as detention, reconsignment, layover, unloading, etc.), thus avoiding the need for additional *subsequent* invoicing.

➤ **The EDI 997 document is the carrier's EDI 210 Invoice receipt.** The EDI 997 document is a functional acknowledgement that can (and should) be used to verify that EDI data was received by General Mills. General Mills automatically returns one EDI 997 document to its carriers for every EDI 210 Invoice that is received. It is recommended that carriers reconcile these documents daily.

Examples:

- 50 EDI 210 Invoices are transmitted to General Mills. Carrier receives 50 EDI 997 documents in return. Carrier is assured that all 50 EDI 210 Invoices were received by General Mills.
- 50 EDI 210 Invoices are transmitted to General Mills. Carrier receives 40 EDI 997 documents in return. Carrier should be looking at their own system and/or VAN to find – and re-transmit - the 10 EDI 210 Invoices that were not received by General Mills.

**NOTE:** The 997 document does not indicate whether or not the EDI 210 Invoice has updated or rejected ... it simply indicates that the data was received by General Mills. Please consult with your EDI support group about implementing a reconciliation process if one is not currently in place.

➤ **GMI Inbound & Outbound shipments**

Inbound Shipments:

- These are shipments from GMI vendors into GMI facilities (ex: raw ingredients, packaging)
- Have an 8-digit PO number beginning with a "1" that is referred to as the CR #.
- Have a 10-digit delivery number beginning with a "1" (not preceded by zeroes), DO #
- Have an 8-digit Freight Order number that is preceded by two zeroes. The Freight Order will begin with a "8" or "5" (manual shipment, not common).

Outbound Shipments:

- These can be shipments direct to customer movements, STO, (**S**tock **T**ransport **O**rders also called interplants) which are shipments from a GMI facility, Co-packer, or 3<sup>rd</sup> party warehouse into another GMI facility, co-packer, or 3<sup>rd</sup> party warehouse.
- Have an 8-digit order number beginning with a "2" (production to truck), "3" (interplant) or a "5" (sales order) that is referred to as the CR #.
- Have a 10-digit delivery number that will start with a "2" (not preceded by zeroes), DO #
- Have an 8-digit Freight Order number that is preceded by two zeroes. The Freight Order will begin with a "2," (production to truck), "8" or "5" (manual shipment not common).

✓ **Paper billing**

EDI 210 Invoices should be transmitted for all shipments, regardless of whether they were electronically tendered via EDI or not but some exceptions require paper billings only. **Examples include: TONU/VNU "Truck/vehicle ordered not used", Trailer Detention, and loads moved against a GMI Purchase Order vs a Freight Order.**

Purchase Order loads

- ✓ Reference the GMI Purchase Order number, contact person, email or phone number when submitting your invoice

## ➤ ABOUT THE EDI 210 INVOICE DOCUMENT

- A valid GMI Freight Order number is required to process via EDI 210. If you receive a rejection stating that the Freight Order number is invalid, please contact the Carrier Partner who manages the shipping location or General Mills Operations.
- All GMI EDI carriers must have the ability to transmit both an **original** (technical definition, an unpopulated B308 element) and **subsequent** (technical definition, a populated B308 element) EDI 210 invoice. Do not submit prior paid amounts on your subsequent billing.
- The GMI system requires one - and will process only one - original EDI 210 invoice per Freight Order. Once an *original* invoice has processed, any other *original* EDI 210 invoice received for that Freight Order will be rejected with error message stating: **Original invoice already received by General Mills.**
- The GMI system will not process a *subsequent* EDI 210 invoice without first processing an *original* invoice for the Freight Order. A *subsequent* EDI 210 invoice received before an *original* invoice will be rejected with error message stating: **Subsequent invoice cannot be processed. Original not received.**

### What charge codes can/should be used for billing?

In addition to the list of valid GMI charge codes listed below, you can also find charge codes referenced in the signed Appendices B, C and D of carrier contracts. If no charge code exists that accurately describes what is to be invoiced, the carrier must work with your Freight Auditor to determine how to invoice the charge.

The EDI 210 charge codes:

DEL – Premium Delivery Charge – billed flat rate.  
 DSC – Discount – billed flat rate.  
 DTL – Detention w/power at Loading – can be rated per minute or per hour - see contract  
 DTU – Detention w/power at Unloading – can be rated per minute or per hour - see contract  
 EAX – Extra Axles – billed flat rate.  
 FUE – Fuel charge – Can be flat rate, or per mile or percent of revenue, check your contract.  
 GST – Canada Goods and Services Tax Charge – billed flat rate.  
 IHT – Interstate/Highway Toll – billed flat rate.  
 LAB – Extra Labor (Lumper) – billed flat rate.  
 LH - Linehaul  
 LAY – Layover Charges at Destination, per day charge.  
 LYC – Layover Charge at Origin, per day charge.  
 PAE – Premium Transportation – billed flat rate.  
 PDY –On Carriage– billed flat rate.  
 PEC – Pallet Exchange Charge (per pallet charge)  
 PSC – Protective Service – Cold, - billed flat rate.  
 RCC – Reconsignment/Redelivery Charge – billed flat rate.  
 SEG – Sort & Segregate – billed flat rate.  
 SOC – Stop-off Charge – billed flat rate.  
 SPT – Spotting of Trailer – billed flat rate.  
 SUR – Surcharge – billed flat rate trailer fuel surcharge.  
 VOR – Vehicle ordered not used (see below for specific usage guide)

Vehicle Detention (Trailer Detention) must be billed PAPER per day charge. \* SEE BELOW

➤ **Points at which an EDI 210 Invoice can be rejected.**

- **EDI translator** – When raw data is not EDI compliant, an Inbound Translation Failure is created. Questions are directed to EDI hotline at 763-293-3000 or [team.gmiedi@genmills.com](mailto:team.gmiedi@genmills.com).
- **GMI payment system (SAP)** – When an EDI 210 Invoice passes to the payment system but does not pass an edit check, a 210 EDI Error is created. Questions regarding these rejections should be directed to your Freight Auditor.
- **Freight Auditor** - When invoice amounts do not match expected GMI amounts, the entire invoice is suspended for a freight auditor to approve or reject. Rejections here are titled Carrier Invoice Rejections and questions are directed to the email address noted at bottom of each rejection report.

➤ **Detention and Layover for Origin and Destination must be sent in under separate charge codes.**

- What we pay you for Detention at Origin (DTL), Detention at Destination (DTU), Layover at Origin (LYC), and Layover at Destination (LAY) will be based on what is calculated on the EDI 214 event statuses that carriers are required to provide to GMI for each Origin and/or Destination Event, for the EDI 210 Invoice to be accepted in.

➤ **Trailer Detention**

- ✓ Paper billing ONLY, no EDI accepted
- ✓ Invoice must CLEARLY state the location where the trailer detention occurred. This will allow A/P to quickly route the invoice for approval.
- ✓ **Customer** trailer detention is NOT billable to General Mills. This is your agreement with the customer and is not a GMI expense.
- ✓ Can be billed as a summary invoice by location for daily, weekly, or monthly shipments
- ✓ Include BOL copy with invoice as well as a sheet with the data elements below

To request a Trailer Detention guide, contact your account Freight Auditor.

➤ **TONU or VNU (Truck or Vehicle Not Used)**

General Mills requires pre-approval of all Truck Order Not Used charges and you must send the GMI Operations approval email with your submission.

TONU can be billed EDI or Paper but is dependent on specific factors. The scenarios below will provide guidance.

*Scenario 1 = A TONU event occurs, and you are NOT the carrier who eventually moves the freight order or freight order does not begin with the 8 series*

- ✓ The carrier must obtain approval from a GMI transportation manager (>\$2500) or Service Coordinator (<\$2500) prior to billing and send the approval with the Paper billing.
- ✓ TONU invoices must **ALWAYS** be billed as PAPER. Charges billed EDI using charge code VOR will NOT be accepted.
- ✓ Carrier needs to provide all the relevant GMI reference numbers (sales / purchase order, delivery or freight order) on the invoice.
- ✓ In case of inbound shipments, the GMI Purchase order number is required.
- ✓ The amount billed for TONU / VNU is determined in the Appendix B of the contract.

*Scenario 2 = A TONU event occurs, and you ARE the carrier who eventually moves the freight order and the freight order begins with the 8 series*

- ✓ The carrier must obtain approval from a GMI transportation manager (>\$2500) or Service Coordinator (<\$2500) prior to billing the charge to General Mills.

- ✓ Written approval (Email) must be added as an attachment to the Freight Order either by your onsite Carrier Partner or by your authorized carrier representative within the TM Portal.
- ✓ The amount billed for TONU / VNU is determined in the Appendix B of the contract.

If a shipment is cancelled after a carrier has arrived for pick-up, that shipment is no longer available in our system for payment. As well, if the shipment was not cancelled, but rather hauled by a different carrier, that carrier is the only one who can be paid via the system (EDI billing) for hauling the shipment. In either case, for the TONU shipment, a manual (paper) invoice is necessary for Truck Order Not Used payment and you must reference the original Freight Order that was tendered to you.

➤ **Return shipments.**

- Outbound to Customer or STO (interplant), paid via EDI, will have GMI R/A # which is the CR # (return authorization number) and a new GMI Freight Order number. Use the Freight Order number for billing via EDI.
- Inbound – raw materials are paper billed, no R/A #, refer to original shipment #

If driver detention occurs on a return shipment, the detention would need to be billed against the ORIGINAL Freight Order reference number.

If carrier does not receive a GMI Freight Order number or RA number, they should contact the assigned facility Carrier Partner or the Service Coordinator.

➤ **When to send in a DO or CR.**

GMI always prefers the DO #.

If you have the DO # send only the DO # in.

If you have the DO # and CR # in, send in the DO # **only**.

If you have only the CR #, the GMI system can find the corresponding DO # and will post your data to the DO # (outbound freight only).

**GMI DO #s archive after 6 months.**

It is imperative to have your 210 invoice processed within 6 months of the ship date. If you do not, you can no longer send in the DO #. Once archived, you will have to find the CR# and use that for the following three GMI charge in the LX loop.

They are as follows:

- Detention = DTL and DTU
- Labor/Lumper = LAB
- Layover = LAY and LYC

Raw data example of Original EDI 210 Invoice:

**B303 for Outbound must contain the GMI Freight Order Number.**

This number begins with a 2, 5, or 8 and are 8 digits long (typically preceded by two zeroes)

ST\*210\*12345  
B3\*\*1234567\*0080128503\*PP\*L\*20140314\*261887\*\*20050228\*140\*SCAC

C3\*USD

N9\*CN\*1234567

G62\*11\*20140317

R3\*SCAC\*B\*\*M

N1\*SH\*GENERAL MILLS INC-DRY

N3\*8000 AUDUBON ROAD

N4\*CHANHASSEN\*MN\*55317

N1\*CN\*US FOODSERVICE

N3\*8024 TELEGRAPH RD

N4\*SEVERN\*MD\*21144

N1\*BT\*GENERAL MILLS

N3\*ONE GENERAL MILLS BLV

N4\*MINNEAPOLIS\*MN\*55426

N7\*SCAC\*11768\*\*\*\*\*RT

LX\*1

L5\*1\*FROZEN FOODS

L0\*1\*1\*FR\*33096\*G\*\*\*1569\*PCS\*\*L

L1\*1\*1811\*FR\*181100

L7\*\*\*\*\*1162\*T

LX\*2

L5\*2\*LUMPER CHARGES

L1\*2\*140\*FR\*14000\*\*\*\*LAB

LX\*3

L5\*3\*EXTRA STOP AT ELKTON, MD

L1\*3\*60\*SP\*6000\*\*\*\*SOC

LX\*4

L5\*4\*OUT OF ROUTE

L0\*4\*41\*DM\*0\*G\*\*\*1\*PCS\*\*L

L0\*4\*41\*DM

L1\*4\*1.35\*PM\*5535\*\*\*\*EXM

L7\*\*\*\*\*41\*T

LX\*5

L5\*5\*FUEL SURCHARGE

L1\*5\*223.12\*FR\*22312\*\*\*\*FUE

LX\*6

L5\*6\*DETENTION/UNLOADING

L0\*6\*60\*NU\*0\*G\*\*\*60\*PCS\*\*L

L1\*6\*1.16\*PU\*6960\*\*\*\*DTU

LX\*7

L5\*7\*DETENTION/UNLOADING

L0\*7\*30\*NU\*0\*G\*\*\*30\*PCS\*\*L

L1\*7\*1.16\*PU\*3480\*\*\*\*DTU

L3\*33096\*G\*\*\*239387\*\*\*\*\*L

SE\*46\*12345

Unpopulated B308 element indicates “original” invoice.

GMI system requires one - and will process only one - *original* EDI 210 Invoice per shipment. Once an original invoice has processed, any other *originals* received for that shipment will be rejected with error message stating “Original invoice already received by General Mills.”

G6201 Must indicate “11” and the G6202 Must indicate the actual date Shipped (date picked up from the Vendor/Facility) in Format CCYYMMDD

Empty or non-existent L108 element indicates Linehaul.

If a charge code is inadvertently removed or left off of another charge loop so that no code is transmitted in the L108 element, the charge is read as Linehaul. This would likely be rejected with error message stating “Multiple Linehaul charges w/conflicting units not allowed.” See page 23 for example of this rejection message.

Each L108 element contains a charge code (except in the case of Linehaul) that identifies what is being invoiced. Refer to the list above and appendix B, C, and D of carrier contract for lists of valid GMI EDI charge codes.

An invalid code here would be rejected with error message stating: Carrier charge code and/or rate qualifier XXX not according to GMI Std.

Raw data example of *original* EDI 210 Invoice with multiple charges:

**B303 for Outbound must contain the GMI Freight Order Number.**

This number begins with a 2, 5, or 8 and are 8 digits long (typically preceded by two zeroes)

ST\*210\*12345  
B3\*\*1234567\*0081023456\*PP\*L\*20100924\*261887\*\*20100924\*140\*SCAC\*20100924

C3\*USD

N9\*CR\*0036000000

N9\*DO\*0020800000

G62\*11\*20170204

R3\*SCAC\*\*\*M

N1\*SH\*GENERAL MILLS INC-DRY

N3\*8000 AUDUBON ROAD

N4\*CHANHASSEN\*MN\*55317

N1\*CN\*US FOODSERVICE

N3\*8024 TELEGRAPH RD

N4\*SEVERN\*MD\*21144

N1\*BT\*GENERAL MILLS

N3\*ONE GENERAL MILLS BLV

N4\*MINNEAPOLIS\*MN\*55426

N7\*SCAC\*11768\*\*\*\*\*5300

LX\*1

L5\*1\*FROZEN FOODS

L0\*1\*1\*FR\*33096\*G\*\*\*1569\*PCS\*\*L

L1\*1\*1811\*FR\*181100

L7\*\*\*\*\*1162\*T

LX\*2

N9\*CR\*0048659969~

L1\*200\*FR\*20000\*\*\*\*LAB\*\*\*\*LUMPER~

L5\*2\*LUMPER CHARGES

L1\*2\*140\*FR\*14000\*\*\*\*LAB

LX\*3~

N9\*DO\*0017257819~

L0\*4\*30\*NU~

L1\*1.16\*PU\*3480\*\*\*\*DTU\*\*\*\*DETENTION UNLOADING

LX\*4

L5\*3\*EXTRA STOP AT ELKTON, MD

L1\*3\*60\*SP\*6000\*\*\*\*SOC

LX\*5

L5\*5\*FUEL SURCHARGE

L1\*5\*223.12\*FR\*22312\*\*\*\*FUE

LX\*6

N9\*DO\* 17257819

L5\*6\*DETENTION/UNLOADING

L0\*6\*60\*NU\*0\*G\*\*\*60\*PCS\*\*L

L1\*6\*1.16\*PU\*6960\*\*\*\*DTU

LX\*7

N9\*DO\*17257819 L0\*9\*1\*TD L1\*9\*200.00\*PD\*20000\*\*\*\*LAY

L3\*33096\*G\*\*\*239387\*\*\*\*\*L

SE\*46\*12345

Unpopulated B308 element indicates “*original*” invoice.

GMI system requires one - and will process only one - *original* EDI 210 Invoice per shipment. Once an original invoice has processed, any other *originals* received for that shipment will be rejected with error message stating “Original invoice already received by General Mills.”

G6201 Must indicate “11” and G6202 Must indicate the actual date Shipped (date picked up from the facility) in Format [CCYYMMDD].

N9 reference segment is required with the CR/DO and must be sent within the LX Loop used to communicate charges. This is for Charges DTU, LAY and LAB ONLY. The N9 must contain either the CR or DO.

Empty or non-existent L108 element indicates Linehaul. If a charge code is inadvertently removed or left off of another charge loop so that no code is transmitted in the L108 element, the charge is read as Linehaul. This would likely be rejected with error message stating “Multiple Linehaul charges w/conflicting units not allowed.”



**Raw data example of Subsequent EDI 210 Invoice for same shipment:**

In this example, the carrier is transmitting a *subsequent* EDI 210 Invoice [to *original* on previous page] for pallets (PEC) that were not transmitted with the *original* EDI 210 Invoice, as well as an additional \$150.00 of unloading (LAB).

ST\*210\*12345  
 B3\*\*1234567\*0081028503\*PP\*L\*20140317\*261887\*AD\*20140314\*140\*SCAC  
 C3\*USD  
 N9\*CN\*1234567  
 G62\*76\*20140317  
 R3\*SCAC\*B\*\*M  
 N1\*SH\*GENERAL MILLS INC-DRY  
 N3\*8000 AUDUBON ROAD  
 N4\*CHANHASSEN\*MN\*55317  
 N1\*CN\*US FOODSERVICE  
 N3\*8024 TELEGRAPH RD  
 N4\*SEVERN\*MD\*21144  
 N1\*BT\*GENERAL MILLS  
 N3\*ONE GENERAL MILLS BLV  
 N4\*MINNEAPOLIS\*MN\*55426  
 N7\*SCAC\*11768\*\*\*\*\*RT  
 LX\*1  
 L5\*1\*PALLET EXCHANGE  
 L0\*1\*19\*NP\*0\*G\*\*\*19\*PCS\*\*L  
 L1\*1\*5\*PP\*9500\*\*\*\*\*PEC  
 LX\*2  
 L5\*2\*LUMPER CHARGES  
 L1\*2\*150\*FR\*15000\*\*\*\*\*LAB  
 L3\*33096\*G\*\*\*24500\*\*\*\*\*L  
 SE\*25\*12345

B303 element must contain the General Mills Freight Order Number.

Populated B308 element indicates *subsequent* invoice.

GMI system will not process a *subsequent* EDI 210 Invoice without first processing an original invoice for the freight order. A *subsequent* invoice received before an original will be rejected with error message stating “Subsequent invoice can’t be processed. Original not received”. See page 18 for example of this rejection message.

**NOTE:** Any EDI standard code can be sent in the B308 element to indicate *subsequent* invoice. The GMI system reads this field only as unpopulated (*original*) or populated (*subsequent*) with no regard to the specific code sent.

## EDI BALANCE DUES AND ADJUSTMENTS – **modify this section to give carriers a checklist for how to confirm payment via the Portal.**

**General Mills does not pay general or miscellaneous, lump sum amounts for balance dues.** Balance due amounts must be traced back to a specific charge and invoiced accordingly. Before transmitting any balance due, carrier should verify amounts paid for each specific charge using the Carrier Portal information against their contract.

Carrier should only transmit remaining charges on a *subsequent* EDI 210 Invoice.

The flowchart that follows on page 10 takes the EDI carrier through several questions that will help with how and when you should balance due a short pay and transmit a *subsequent* EDI 210 Invoice.

**YOU MUST FIRST DETERMINE WHAT SPECIFIC CHARGE WAS SHORT PAID BY COMPARING THE CARRIER PORTAL INFORMATION AND YOUR GMI CONTRACT**

**Flat rate charges:**

Discount (**DSC**)  
 Fuel (**FUE**)  
 Canada Goods & Services Tax (**GST**)  
 Linehaul (**LH**)  
 On Carriage Truck (**PDY**)  
 Premium Delivery (**DEL**)  
 Protective Temp service (**PSC**)  
 Reconsignment/Redelivery (**RCC**)  
 Sort & Segregate (**SEG**)  
 Spotting (**SPT**)  
 Stop Offs (**SOC**)  
 Tolls (**IHT**)  
 Unloading/Lumper (**LAB**)

**Per unit charges:**

Detention w/Power at origin (**DTL** with NU and PU qualifiers)  
 Detention w/Power at origin (**DTL** with TH and PR qualifiers)  
 Fuel (**FUE** with DM and PM qualifiers)  
 Detention w/Power at destination (**DTU** with NU and PU qualifiers)  
 Detention w/Power at destination (**DTU** with TH and PR qualifiers)  
 Layover at Destination (**LAY** with TD and PD qualifiers)  
 Layover at Origin (**LYC** with TD and PD qualifiers)  
 Line-Haul (with DM and PM qualifiers)  
 Pallets\* (**PEC** with NP and PP qualifiers)  
 (Whitewood only! Chep is no pay; Pallets on STO shipments are not eligible for EDI Pymt.)

**NOTE:** Number of Units is checked for Reasonableness.

Did you invoice the amount you meant to?

YES

Validate the GMI payment in the Carrier Portal keeping in mind that if you accepted a lower payment amount, no further billing should be sent to General Mills.

Refer to GMI Carrier Contract.

Is amount paid for specific charge(s) according to contract terms?

YES

Transmit *subsequent* EDI 210 invoice for amount not billed on previous invoice(s).

NO

Transmit *subsequent* EDI 210 invoice for amount not billed on previous invoice(s).

Send email to your Freight Auditor regarding discrepancy. The Freight Auditor will issue an email indicating the need for EDI 210 Subsequent Invoice or manual (paper) invoice and will see that rate is corrected in GMI system for future shipments.

**!! Send EDI 210 subsequent invoice, or  
 !! Send manual (paper) invoice with copy of email.**

Did you invoice the number of units you meant to?

NO

YES

Refer to Carrier Portal to calculate/verify amount paid per unit for specific charge(s)

Refer to GMI Carrier Contract.  
 Is the per unit rate paid for specific charge(s) according to contract terms?

NO

YES

## THREE DIFFERENT TYPES OF EDI 210 INVOICE REJECTIONS

If/when a carrier receives a rejection for any part of an EDI 210 Invoice, the entire invoice is rejected. There are three points at which an EDI 210 Invoice can reject. Each point generates a unique rejection report and GMI contact personnel are different for each one:

### 1. Translator

When raw EDI data is not compliant with EDI standards, the data does not make it into the GMI system at all. An automated rejection message titled: **Inbound IDOC Translation Failure** (also the subject line of the email) is sent from Team GMI EDI via email to the carrier.

If carrier has questions regarding this message or needs to change the email address that the report is being sent to they should contact the GMI technical EDI group by email at [team.gmiedi@genmills.com](mailto:team.gmiedi@genmills.com) as stated in the email message.

See example and more detail on **page 12.**

### 2. GMI payment system (TMS and SAP)

When the EDI 210 Invoice makes it through the translator, it is passed to the GMI payment systems (TMS and SAP) where there are a number of edit checks. If the EDI 210 Invoice is rejected here a rejection report titled: 210 EDI Error Summary is sent via email with a subject line of **SCAC – CARRIER NAME. Please fix errors and re-transmit corrected EDI data.** These rejections are addressed in detail on pages 17-28 of this documentation.

**These rejections are not suggesting that a manual (paper) invoice be sent! These rejections must be corrected and the EDI 210 Invoice re-transmitted!**

If carrier has questions after reading through this documentation or needs to change the email address that the rejection report is sent to, they should contact their Freight Auditor.

NOTE: This report can be set up to go to one email address only. Carrier should consider setting up a group email if they want more than one person to have access to these reports.

See example of the 210 EDI GMI payment system errors on **page 13.**

### 3. GMI Freight Audit

When the EDI 210 Invoice makes it through both the translator and the TMS/SAP edit checks, it is processed for payment. When the amount billed on the carrier invoice does not match the expected amount in the GMI system, the entire invoice is moved to a Freight Auditor for review and possible rejection back to the carrier. If the invoice is rejected, it will go to the carrier portal to review. Your assigned Freight Auditor will provide information on getting setup on the portal for appropriate staff to process.

## 1. Example of rejection generated from the EDI Translator ...

From: Team GMI EDI  
 Sent: Monday, May 16, 2005 11:40 AM  
 To: carrier email address  
 Cc: Team GMI EDI  
 Subject: Inbound IDOC Translation Failure - Carrier name (210)

This message was automatically generated from the Production EDI system at General Mills Inc. It indicates that documents electronically received from you via EDI have not passed translation. These documents will need to be corrected and resubmitted.

Please REPLY to this email adding your comments. Team.GMIEDI@genmills.com <<mailto:Team.GMIEDI@genmills.com>>

\*\*\*\*\*

::000,lftran , Translation started:Mon May 16 11:35:58 2005

::103,lftran , Conditional Element Compliance Check Error: Segment # = 12  
 TPCode: I07SCAC  
 Interchange: 000008051 Group: 8051 Set: 80510007  
 L0

Rule: When 02 or 03 present, both must be

::000,lftran , Translated sets without errors: 15  
 ::000,lftran , Untranslated sets with errors: 1

::000,lftran , Enveloped sets without errors: 1  
 ::000,lftran , Unenveloped sets: 0

::000,lftran , Elapsed time: 00:00:00

\*\*\*\*\*  
 ISA\*00\* \*00\* \*02\*SCAC \*08\*9251190000 \*050516\*0942\*U\*00401\*000008051\*0\*P\*\  
 GS\*IM\*SCAC\*6125404455\*20050516\*0942\*8051\*X\*004010  
 ST\*210\*80510007  
 B3\*\*123456\*0050320187\*PP\*\*20050513\*68615\*\*20050513\*140\*SCAC\*20050513  
 N1\*SH\*VERNON FLOUR MILL  
 N3\*4309 Fruitland Ave  
 N4\*VERNON\*CA\*90058  
 N1\*CN\*SMART & FINAL  
 N3\*2050 Latham Drive  
 N4\*MODESTO\*CA\*95354  
 N7\*SCAC\*53279  
 LX\*1  
 L5\*1\*GMI PRODUCT  
 L0\*1\*\*FR\*42885\*G  
 L1\*1\*550.00\*FR\*55000  
 LX\*2  
 L5\*2\*FUEL CHARGE  
 L0\*2\*550\*MV\*42885\*G  
 L1\*2\*15.31\*PW\*8415\*\*\*FUE  
 LX\*3  
 L5\*3\*TEMPORARY FUEL SURCHRG  
 L0\*3\*550\*MV\*42885\*G  
 L1\*3\*4.00\*PW\*2200\*\*\*ENS  
 LX\*4  
 L5\*4\*EXTRA LABOR-HELPER SRV  
 L1\*4\*30.00\*FR\*3000\*\*\*LAB  
 L3\*42885\*G\*\*\*68615\*\*\*\*\*1133  
 SE\*26\*80510007  
 GE\*1\*8051  
 IEA\*1\*000008051

Questions regarding this type of rejection should be directed to the email address noted here.

## 2. Example of rejection generated from the GMI Payment System (SAP)...**PULL CURRENT EXAMPLE**

Exact data from the N902 element of the carrier's EDI 210 invoice. GMI DO or CR #.

Exact data from the B303 element of carrier's EDI 210 Invoice. GMI Freight Order #

Exact data from the B302 element of carrier's EDI 210 Invoice.

Exact data from the ST02 element of carrier's EDI 210 Invoice.

Idoc information is for GMI purposes only, listing date and time of rejection. Each Idoc represents one 210.

Messages sent to carrier. Issues must be corrected and EDI 210 Invoice re-transmitted for payment.

Partner: SCAC – CARRIER NAME. Please fix errors and re-send corrected EDI data.

210 EDI Error Summary				
PO / CR / Delivery Number	Shipment / Vendor BOL#	Carrier Pro #	Control #	Message
2181078522	0037809785	4663528	376910001	Idoc: 332425612 04/04/2014 14:07:23
				Invalid or Missing Shipment Date for GMI Shipment/Delivery Reference 0037809785

## GMI SYSTEM (SAP) GENERATED EDI 210 REJECTION MESSAGES – **GET NEW EXAMPLES**

### Example 1: GMI Payment System (SAP) Rejection Report

Partner: SCAC – CARRIER NAME. Please fix errors and re-send corrected EDI data.

210 EDI Error Summary				
PO / CR / Delivery Number	Shipment / Vendor BOL#	Carrier Pro #	Control #	Message
	37388983	1616792	662490001	Idoc: 333288243 04/11/2014 09:53:07
				Shipment 37388983: Original invoice already received by General Mills.

## Q. WHAT DOES THIS REJECTION MESSAGE MEAN?

A. General Mills system (SAP) has already processed an *original* invoice so, because only one *original* invoice is allowed per shipment, this one cannot be processed. Refer to page 3 for more detail.

- How does General Mills system (SAP) know an *original* EDI 210 Invoice from a *subsequent*?

Raw data looks like this for an Original EDI 210 Invoice:

```
ISA*00**00**02*SCAC*08*9251190000*040325*1649*U*00401*000117934*0*P*\
GS*IM*SCAC*6125404455*20140325*1649*117934*X*004010
ST*210*179340001
B3**4413303*38034517*PP*L*20040325*138081**20040203*035*SCAC*20140325
```

B308 element of raw data is empty

Raw data looks like this for a Subsequent EDI 210 Invoice:

```
ISA*00**00**02*SCAC*08*9251190000*040216*1649*U*00401*000117934*0*P*\
GS*IM*SCAC*6125404455*20140325*1649*117934*X*004010
ST*210*179340001
B3**4413303*38034156*PP*L*20140325*138081*BD*20140325*035*SCAC*20140325
```

B308 element of raw data is populated.  
Any standard EDI code is acceptable.

## Q. HOW DO I FIX IT?

A. Re-transmit the EDI 210 Invoice as a *subsequent* (populated B308 element of raw data).

If you thought you had transmitted a *subsequent* EDI 210 Invoice, you will need to involve your technical EDI Department to find out why it was transmitted as an *original*, rather than a *subsequent*. If you intended to transmit an *original*, then this is not necessarily a bad message. It informs you that we have already received and processed an earlier *original* invoice. Payment is either in process or complete.

## Example 2: GMI Payment System (SAP) Rejection Report

Partner: SCAC – CARRIER NAME. Please fix errors and re-send corrected EDI data.

210 EDI Error Summary				
PO / CR / Delivery Number	Shipment / Vendor BOL#	Carrier Pro #	Control #	Message
	37888482	3800041	480001	Idoc: 331782972 03/31/2014 15:18:50
				Shipment 0037888482: Subsequent invoice can't be processed. Original not received.

## Q. WHAT DOES THIS REJECTION MESSAGE MEAN?

A. General Mill's system (SAP) requires that an *original* EDI 210 Invoice be processed before a *subsequent*. No *original* has been processed for this shipment yet so this *subsequent* cannot be processed.

- How does SAP know an *original* from a *subsequent*?

Raw EDI data looks like this for an *original* EDI 210 Invoice:

```
ISA*00**00**02*SCAC*08*9251190000*040216*1649*U*00401*000117934*0*P*\
GS*IM*SCAC*6125404455*20140216*1649*117934*X*004010
ST*210*179340001
B3**4413303*38064802*PP*L*20140216*138081**20040203*035*CRDF*2014021
```

B308 element of raw data is empty

Raw EDI data looks like this for a *subsequent* EDI 210 Invoice:

```
ISA*00**00**02*SCAC*08*9251190000*040216*1649*U*00401*000117934*0*P*\
GS*IM*SCAC*6125404455*20140216*1649*117934*X*004010
ST*210*179340001
B3**4413303*38054417*PP*L*200140216*138081*AJ*20040203*035*CRDF*20040216
```

B308 element of raw data is NOT empty. Any standard EDI code is acceptable in this field.

## Q. HOW DO I FIX IT?

A. Re-transmit the EDI 210 Invoice as an *original* (unpopulated B308 element of raw data). You may need to involve your technical EDI department if you are unsure how to do this.

### Example 3: GMI Payment System (SAP) Rejection Report

Partner: SCAC – CARRIER NAME. Please fix errors and re-send corrected EDI data.

210 EDI Error Summary				
PO / CR / Delivery Number	Freight Order / Vendor BOL#	Carrier Pro #	Control #	Message
	-	21886795	24280019	Idoc: 329804878 03/14/2014 15:32:29
				GMI Freight Order is missing - Invoice can't be processed.

## Q. WHAT DOES THIS REJECTION MESSAGE MEAN?

A. You did not transmit anything in the B303 raw data element of your EDI 210 Invoice. Since the B303 element was empty, GMI could not post the 210 invoice. GMI pulls the shipment # from the B303 element to process the requested charges. Since this element was left empty, the 210 invoice was not processed. Contact your technical EDI department to find out why this happened.

## Q. HOW DO I FIX IT?

A. Re-transmit the EDI 210 Invoice with a valid GMI Freight Order in the B303 element of raw data. You will need to involve your technical EDI department if you are unsure how to do this.

### Example 4: GMI Payment System (SAP) Rejection Report **NEW EXAMPLE NEEDED**

Partner: SCAC – CARRIER NAME. Please fix errors and re-send corrected EDI data.

PO / CR / Delivery Number	Freight Order / Vendor BOL#	Carrier Pro #	Control #	Message
2085226054	0077907716	JC59847	741940003	Idoc: 330665391 03/21/2014 16:08:34
				Shipment 0077907716 not a valid GMI Freight Order
	0037428522	2346467841	5484	Idoc: 332161497 04/03/2014 06:58:33
				Invalid GMI shipment / Delivery Reference Number
	0036838012	2346300651	5486	Idoc: 332163591 04/03/2014 06:58:32
				Invalid GMI shipment / Delivery Reference Number

Shipment 0077907716 is not a valid GMI shipment number.

In these two examples the shipment numbers do follow the GMI sequence using 8 digits starting with a 2, 3 or 5; however they are not valid GMI shipments in SAP.

## Q. WHAT DOES THIS REJECTION MESSAGE MEAN?

A. You transmitted a number in the B303 raw data element of your EDI 210 invoice that is not a valid GMI Freight Order number.

## Q. HOW DO I FIX IT?

A. Review your 204 load tender to validate the correct GMI Freight Order + delivery number (DO) or order number (CR). If incorrect, re-transmit the EDI 210 invoice with a valid information. If your information matches the original EDI 204 you received, please contact your GMI Carrier Partner for clarification. If unable to resolve, contact GMI Transportation System Support.



**Example 5: GMI Payment System (SAP) Rejection Report**

Partner: SCAC – CARRIER NAME. Please fix errors and re-send corrected EDI data.

210 EDI Error Summary				
PO / CR / Delivery Number	Freight Order / Vendor BOL#	Carrier Pro #	Control #	Message
	0080324796	1008815	715280032	Idoc: 329532519 03/13/2017 07:10:47
				Invalid SCAC Code WXYZ for Shipment 0080324796. Call GMI on-site rep for assistance.

UPDATE EXAMPLE # AND WORDING

**Example 11: GMI Payment System (SAP) Rejection Report**

Partner: SCAC – CARRIER NAME. Please fix errors and re-send corrected EDI data.

210 EDI Error Summary				
PO / CR / Delivery Number	Shipment / Vendor BOL#	Carrier Pro #	Control #	Message
	0038161935	79756	2050002	Idoc: 338937684 05/28/2014 12:47:52
				Delivery/Order Number Required When Sending LAY, LAB, DTU charges

**Q. WHAT DOES THIS REJECTION MESSAGE MEAN?**

A. All GMI 210 invoices require you to identify the GMI delivery or order (#DO or CR #) associated with the requested charge code. In every 210 invoice, you must submit an N901 (#DO or CR #) and N902 (GMI number). This information indicates the DO or CR will be followed by request for LAY, LAB or DTU charges. However, if you do not submit the required N901 and N902 data, the below error will occur.

The example below is the raw data for the error listed above. In the raw data, you can see the carrier did not submit an N9 segment.

**EXAMPLE: Missing N901 & N902**

```
LX*9
L0*9*1*TD
L1*9*200.00*PD*20000*****LAY
```

**Example: Correct N901 & N902**

```
LX*9
N9*DO*20851234
L0*9*1*TD
L1*9*200.00*PD*20000*****LAY
```

## Q. HOW DO I FIX IT?

Review GMI 204 load tender for and resubmit 210 invoices to include an N901 element with #DO or CR # qualifier and the N902 with a valid GMI number when billing.

## RETURNS

Each return requires a new Freight Order number for invoicing. A return authorization number (RA#) is NOT a Freight Order number. When a return authorization (RA) number is created, a new Freight Order must also be created.

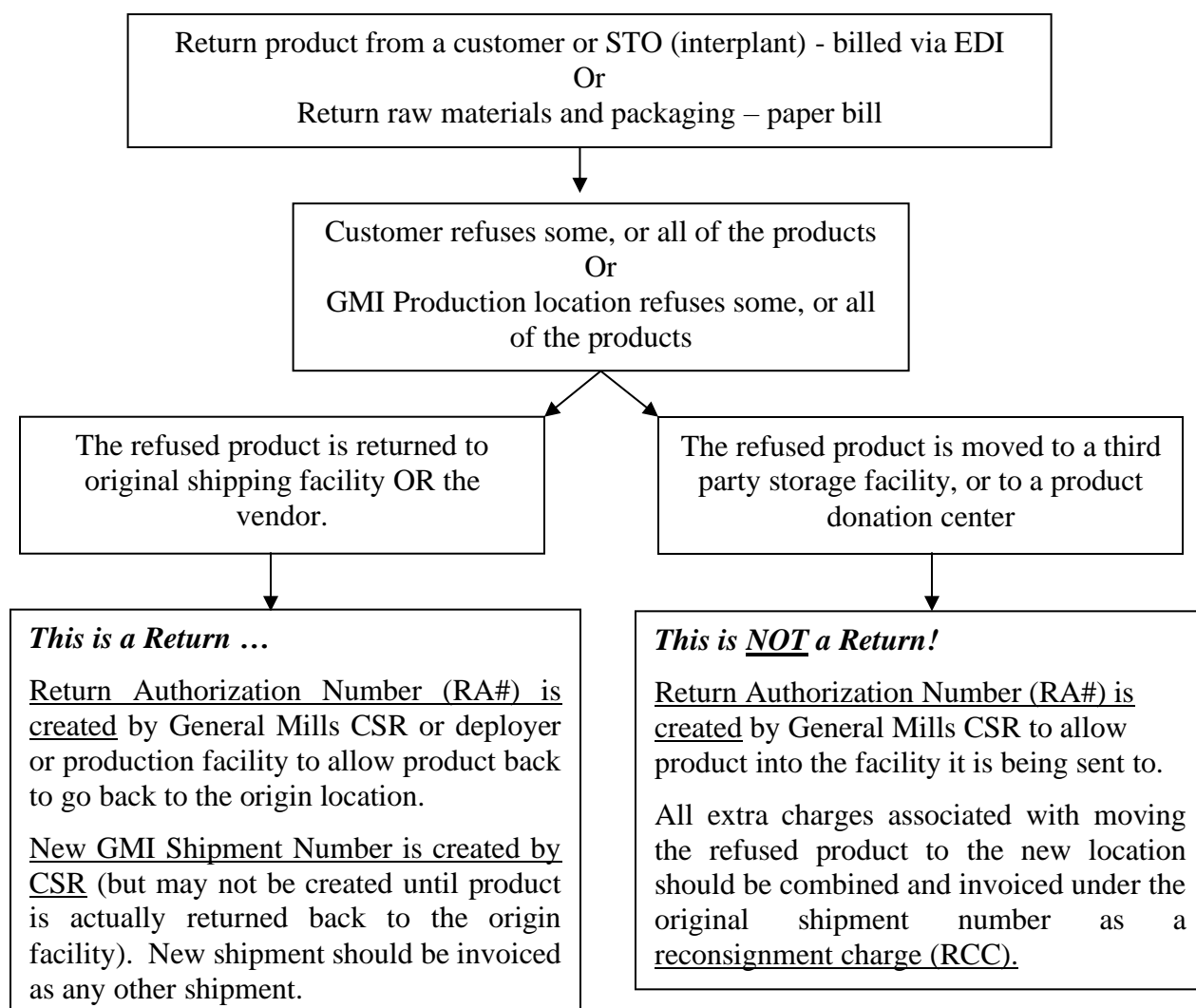
The RA number is needed for getting the product back into the facility it is being returned to.

The Freight Order is required for invoicing.

If an RA number is transmitted in the EDI 210 Invoice, it will be rejected because it is not a recognized GMI Freight Order. Carriers must make sure they receive a Freight Order for invoicing whenever they are given an RA number for a return shipment. That shipment should then be invoiced as any other shipment.

If carrier does not receive a GMI shipment or RA number, they should contact the Transportation System Support at [Transportation.Systemssupport@genmills.com](mailto:Transportation.Systemssupport@genmills.com).

### ***What is considered a Return and what is not?***



## General Mills EDI 210 CHARGE LOOP EXAMPLES

Below are 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: Multiple instances of any 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.

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.

### Delivery (1 Flat Rate of \$150.00)

LX\*1  
L0\*1\*1\*FR  
L1\*1\*150.00\*FR\*15000\*\*\*\*\***DEL**\*\*\*\*Delivery Charge

### Discount (1 Flat Rate of \$20.00)

LX\*3  
L0\*3\*1\*FR  
L1\*3\*20.00\*FR\*2000\*\*\*\*\***DSC**\*\*\*\*Discount

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

LX\*5  
N9\*DO\*1181234567~  
L0\*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~  
L0\*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~  
L0\*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~  
L0\*7\*2\*TH  
L1\*7\*50.00\*PR\*10000\*\*\*\*\***DTU**\*\*\*\*Detention at Unloading

### Extra Axles (1 Flat Rate of \$100.00)

LX\*8  
L0\*8\*1\*FR  
L1\*8\*100.00\*FR\*10000\*\*\*\*\***EAX**\*\*\*\*Extra Axles

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

LX\*10  
L0\*10\*41\*DM  
L1\*10\*.333\*PM\*1365\*\*\*\*\***FUE**\*\*\*\*Fuel

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

LX\*11

L0\*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

L0\*12\*600\*MV

L1\*12\*5.0\*PW\*3000\*\*\*\***FUE**\*\*\*\*Fuel**Goods & Services Tax** (1 Flat Rate of \$22.00)

LX\*13

L0\*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

L0\*14\*1\*FR

L1\*14\*8.00\*FR\*800\*\*\*\***HT**\*\*\*\*Tolls**Extra Labor/Lumper** (1 Flat Rate of \$150.00)

LX\*15

N9\*DO\*1181234567~

L0\*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~

L0\*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~

L0\*17\*1\*TD

L1\*17\*200.00\*PD\*20000\*\*\*\***LYC**\*\*\*\*Layover at Origin**Line Haul Per Mile Rate** (600 miles at \$1.26 per mile, for a total of \$756.00)

LX\*18

L0\*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**

LX\*19

L0\*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**

LX\*20

L0\*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~

L0\*21\*1186\*LB

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

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

LX\*22

L0\*22\*1\*FR

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

**Premium Transportation** (1 Flat Rate of \$150.00)

LX\*23

L0\*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

L0\*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

L0\*25\*36\*NP

L1\*25\*4.00\*PP\*14400\*\*\*\*\***PEC**\*\*\*\*\*Pallet Exchange**Protective Service – Cold** (1 Flat Rate of \$100.00)

LX\*26

L0\*26\*1\*FR

L1\*26\*100.00\*FR\*10000\*\*\*\*\***PSC**\*\*\*\*\*Protective Service**Reconsignment** (1 Flat Rate of \$50.00)

LX\*27

L0\*27\*1\*FR

L1\*27\*50.00\*FR\*5000\*\*\*\*\***RCC**\*\*\*\*\*Reconsignment**Segregating/Sorting** (1 Flat Rate of \$60.00)

LX\*28

L0\*28\*1\*FR

L1\*28\*60.00\*FR\*6000\*\*\*\*\***SEG**\*\*\*\*\*Sorting**Shipment Date**

LX\*28

L0\*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 or combine all into one)

LX\*29

L0\*29\*1\*FR

L1\*29\*50.00\*FR\*5000\*\*\*\*\***SOC**\*\*\*\*\*Stop Off Charge**Spotting of Trailer** (1 Flat Rate of \$50.00)

LX\*30

L0\*30\*1\*FR

L1\*30\*50.00\*FR\*5000\*\*\*\*\***SPT**\*\*\*\*\*Spotting**Surcharge** (1 Flat Rate of \$95.15)

LX\*31

L0\*31\*1\*FR

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

**NOTE:** “Planned” Charges (Linehaul, Fuel, Discount, Circuitous Miles, Tolls and Stop off Charges) will always propose to pay the GMI contracted rate regardless of the amount sent in the 210. However, GMI DOES need the amounts (and any associated rates) sent in the 210 because the system will do a comparison to verify that both parties are recognizing the same amount/rate. If the amount and/or required rate is not sent in the 210 the system will compare the GMI contracted amount to "zero" and payment will be held up until someone can address the issue.

## CONTACT NAMES AND NUMBERS:

Technical EDI ..... [Team.GMIEDI@genmills.com](mailto:Team.GMIEDI@genmills.com)  
 Support and initial set-up

Business/EDI support  
 After setting up and testing is complete.....Transportation System Support at  
[Transportation.Systemssupport@genmills.com](mailto:Transportation.Systemssupport@genmills.com)

Freight Audit..... Your assigned Freight Auditor  
 All invoicing issues

Pricing/Procurement ..... [Transportation.Procurement@genmills.com](mailto:Transportation.Procurement@genmills.com)  
 Contracts / Rates

Customer Service Accounts Payable Team ..... General Mills, Freight A/P team  
 Payment summary reports 763-293-2755  
[customerservice@accountspayable.genmills.com](mailto:customerservice@accountspayable.genmills.com)