

GMI Carrier EDI 214 Business Documentation



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Executive Summary

This documentation addresses both business and some technical information for General Mills EDI 214 freight order status messages. It is meant to help EDI carrier partners understand why General Mills systems might reject an EDI 214 Freight order Status Message, and how EDI 214 data is used to calculate Detention/Layover charges once it is accepted.



The first two pages of “Did you know?” facts will help you understand the broader view of General Mills system environments and requirements. More specific, detailed, information and technical data is contained in the following pages.

Questions or comments regarding any of the information supplied in this documentation should be directed to Transportation.SystemsSupport@genmills.com.

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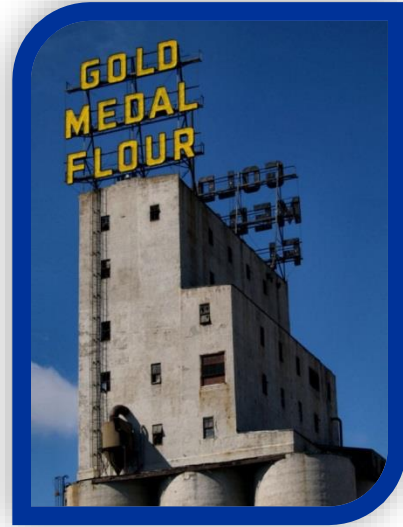
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GMI EDI 214 Freight order Status Document Requirements

1. GMI Uses One System to Generate EDI 204 Data

General Mills utilizes two environments to create EDI 204 load tenders, SAP Transportation Management System (TMS). General Mills tenders to our carriers both outbound finished goods and inbound raw materials and packaging. We also tender to our carriers return freight orders. There are some manual freight orders, and these will always be communicated to you. These still require an EDI invoice.



2. GMI may send the DO, CR or both in the EDI 204

Depending on when a freight order is generated in SAP TMS. You may only receive a CR on the first load tender. When a delivery number is added later, the DO will be sent in an update tender. If the freight order is generated after the delivery number is added to the order, both the CR and DO will be sent on the initial tender. You will need to submit the appropriate number(s) and qualifier(s) back when sending in the EDI 214 data according to which type(s) were supplied to you in the EDI 204. **GMI prefers you send back the DO on the 214.** Only send back the CR if the DO is not available. If you send the CR # back to GMI, our system will find the corresponding DO # and post the 214 data to it. When multiple deliveries apply to the same inbound raw material freight order (backorder), you **MUST** send the DO for the information to post.

3. There are only slight differences between GMI Inbound & Outbound freight orders?

Inbound Freight orders:

- These are freight orders from GMI vendors into GMI facilities (ex: raw ingredients, packaging)
- Have an 8-digit PO number beginning with "1", that is referred to as the CR #.
- Have a 10-digit delivery number that will start with a "1" and not be preceded by zeroes.
- Have an 8-digit freight order number that is preceded by two zeroes. The freight order number will begin with a "8".

Outbound Freight orders:

- These are freight orders from General Mills manufacturing facilities directly to our customers or interplant transfers.
- An interplant transfer is an order written from GMI facilities, co-packers, or 3rd party warehouses into other GMI facilities, co-packers, or 3rd party warehouses.
- Have an 8-digit order number beginning with a "3" or a "5" that is referred to as the CR #.
- Have a 10-digit delivery number that will start with a "2" and not be preceded by zeroes.
- Have an 8-digit freight order number that is preceded by two zeros. The freight order number will begin with a "8".

4. GMI requires Carriers to send EDI 214 data for all freight orders

General Mills requires our truckload carriers and LTL carriers to provide 214 delivery information. This information is critical and is used to determine if detention/layover charges are applicable.

5. GMI inbound raw materials may have the same PO# (CR) on multiple Freight Orders

GMI often splits the PO with product shipping on multiple dates (backorders). When this happens, it is best to send in the 214 data on the DO on each delivery on the freight order. If you send you 214 data on the CR, GMI will accept the CR # on the first freight order, but not on the second freight order. GMI system will reject it as a PO already with data sent in.

6. GMI requires EDI 214 data even if the Load Tender was not received via EDI 204

General Mills requires EDI 214 Freight order Status Message information on all freight orders regardless of how they were offered. Your EDI Technical support will have to make it possible to create a 214 manually on your end so that it can be sent out to us via EDI.

7. GMI DOES NOT require EDI 214 data on any RETURN freight orders

EDI 214 data is not required on GMI return freight orders, but it is OK to do so. GMI will post the information in our SAP system, but does not use it for On Time Delivery Reports. If you do send in 214 data on a GMI return, it must be sent in on the 10-digit delivery number (DO).

8. GMI requires only one of each freight order status type be sent per transmission

If more than one of the same freight order status messages are received per CR or DO it will populate in our system and GMI will use the last status sent in to calculate Detention/Layover charges.

9. GMI requires EDI 214 data prior to paying Detention/Layover charges

If a detention or layover charge is sent in on your EDI 210 and the EDI 214 data substantiating these charges has not previously been sent, your freight auditor will kick your invoice back to you in a rejection status for changes and indicate that you must provide this data to receive payment.

10. GMI requires seven Freight order Status Messages for each DO or CR

General Mills requires seven freight order status messages for every Delivery Order number (DO) or Customer Reference number (CR) associated with a freight order. If the Freight order is delayed we require an eighth freight order (delivery) status.

- 1) Pick-up Appointment Date/Time (AA status) in the AT703.
- 2) Arrival at Pick-up Location Date/Time (X3 status) in the AT701.
- 3) Completed Loading at Pick-up Location Date/Time (CP status) in the AT701.
- 4) Delivery Appointment Date/Time (AB status) in the AT703.
- 5) Arrival at Delivery Location Date/Time (X1 status) in the AT701.
- 6) Completed Unloading at Delivery Location Date/Time (D1 status) in the AT701.

- 7) COR/COE - (AI status) in the AT7 segment along with detail in the associated MS2 segment.
- 8) **Required if Freight order is Delayed*** – Freight order Delayed (SD status) in the AT701.

*When sending a SD status, a valid reason code (NOT NORMAL STATUS NA/NS) is required in AT702, and the ETA date/time is required in AT705). If a carrier sends a ship delay with an NA or NS, you will receive and EDI 214 rejection email.

11. Open Window Appointments or Drop Trailer Appointments need to be reported differently

If you have open window appointment and you MUST send in an ETA appt date (AA or AB statuses), and then you will need to send in subsequent (AA or AB statuses) to reflect your actual arrival time.

12. Detention for Open Window Appts Calculation

GMI calculates detention on an Open Window Appointment Pick-up location based on the actual arrival time at pickup location. GMI calculates detention on an Open Window Appointment Delivery location from actual arrival time at destination. Since this is now reviewed manually by a freight auditor, they will review your appointment time data against actual arrival time. If a freight auditor rejects a window appointment due to it being a 'late delivery' even if it was within the window, please inform your freight auditor of the window you were given.

13. Single drop loads may have more than one Customer Reference number (CR) or Delivery Order number (DO) associated.

When there are multiple CR's or DO's delivering to one address, each of them must have separate, reported, ship status information with each reporting the same information. A single drop load with 4 CR or DO numbers will require 24 statuses (6 statuses for each of the 4 CR's or DO's).

14. GMI can have up to 16 delivery numbers on a GMI freight order

Some customer freight orders may be built as ship-with loads which may have as many as 16 delivery numbers or more. Our EDI limits us to 16 DO per freight order and EDI 214 statuses must be sent in for each delivery #. In the event that more than 16 DO exist, this will be manually communicated to you via email.

15. The EDI 997 document is the carrier's EDI 214 Freight order Status 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 214 Freight order Status Message that is received. It is recommended that carriers reconcile these documents daily.

- Example: 50 EDI 214 Freight order Status Messages are transmitted to General Mills. Carrier receives 50 EDI 997 documents in return. Carrier is assured that all 50 EDI 214 Freight order Status Messages were received by General Mills.

- Example: 50 EDI 214 Freight order Status Messages 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 214 Freight order Status Messages that were not received by General Mills.

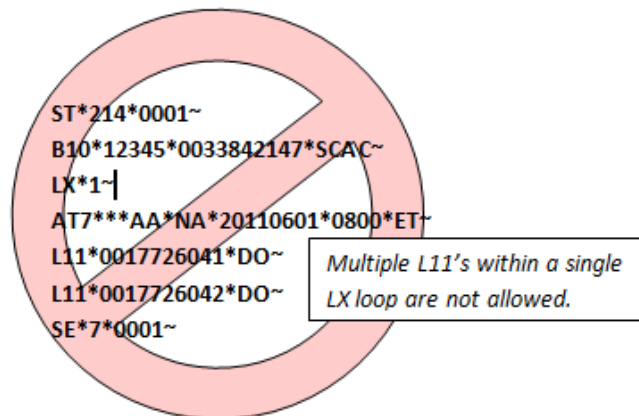
*NOTE: The 997 document does not indicate whether or not the EDI 214 Freight order Status Message has updated or rejected, it simply indicates that the data was received by General Mills. Carrier's business EDI personnel should talk with their technical EDI support group about implementing a reconciliation process if one is not currently in place.

16. GMI supplies a Missing Delivery Report to assist in resolving missing EDI 214 data

When a freight order is "NOS'd" in the GMI system the data will show up on this report if any of the required EDI 214 data is missing for the Deliveries. The missing "pick-up" data will not show up on this report, only the missing delivery information. The Missing Delivery Report is setup to auto e-mail to our carrier partners every Tuesday and Friday morning. If you are not getting it twice a week or have changes to the recipients, please contact transportation.systemssupport@genmills.com

17. Only one L11 is allowed per LX loop.

When multiple deliveries exist at a single stop, separate LX loops are required for each delivery.



18. 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 #, you may send the CR# only until we have sent the DO#, at that point you must send the DO#

Examples of the GMI EDI 214 Shipment Status Document - Customer Reference or Delivery Number

This example is of a 214 using the **Delivery Number** from the L11*02 of the EDI 204 data. The following is a summary of the ship status information.

- The carrier's PRO number is 7842675.
- The FOR ID is 0087572452.
- The carrier's SCAC code is "SCAC".
- The Delivery number is 2085010180.
- The Customer Reference number is 0051853278.
- The load tender had a Requested Arrival Date of 01/03/2014.
- The actual arrival date for is 01/03/2014, the same as requested.
- This delivery was on time. Therefore, a reason code of "NS" for "Normal Status" was used in the AT702.

Below is an example of the 214 EDI raw data for an original 210 invoice for the above information using the GMI Delivery number.

```
ST*214*596500008
B10*7842675*0087572452*SCAC
LX*1
AT7***AA*NA*20140102*2359*ET
AT7*X3*NS***20140102*1618*ET
AT7*CP*NS***20140102*2146*ET
AT7***AB*NA*20140103*1700*ET
AT7*X1*NS***20140103*1656*ET
AT7*D1*NS***20140103*1907*ET
L11* 2085010180*DO
SE*11*596500008
```

Below is an example of a single delivery 214 using the **Customer Reference** number (**General Mills Order number**) from the L11*02 of the 204 EDI data

```
ST*214*596500009
B10*7842675*0082431297*SCAC
LX*1
AT7***AA*NA*20140102*2359*ET
AT7*X3*NS***20140102*1618*ET
AT7*CP*NS***20140102*2146*ET
AT7***AB*NA*20140103*1700*ET
AT7*X1*NS***20140103*1656*ET
AT7*D1*NS***20140103*1907*ET
L11*0051853278*CR
SE*11*596500009
```

Breakdown of the EDI 214 Status Message

ST*214*576070006
 B10*7807115*0087574312*SCAC
 LX*1
 AT7***AA*NA*20131217*2359*CT
 L11*2085015809*DO
 SE*6*576070006

B1001 = Carriers Pro/Invoice number

B1002 = GMI Shipment ID (from B204 of Load Tender). Specs say min/max of 1/30. GMI system only accepts 10 or fewer digits.
Send this exactly as it appears in the 204.

B1003 = Carriers SCAC (must be upper case!)

LX01 = Transaction set indicator. 1 = 1st loop of information, 2 = 2nd loop of information, etc. One L11 segment completes each LX "loop".

*There can be one, and only one, L11 segment for each LX loop. Multiple loops are allowed within a 214, thus the indicator in the LX01.

AT7 = Segments with AA qualifier (in the 03 element) indicates that "Pick-up Appointment Date and Time" information follows.

* The 01 and 02 elements are paired elements. If one is present, then the other must also be present. The 02 should indicate shipment status reason code.

ST*214*580520012
 B10*7807115*0087574312*SCAC
 LX*1
 AT7***AB*NA*20131218*1000*ET
 L11*2085015809*DO
 SE*6*580520012

AT7 = Segments with AB qualifier (in the 03 element) indicates that "Delivery Appointment Date and Time" information follows.

* The 01 and 02 elements are paired elements ... If one is present, then the other must also be present. The 02 should indicate shipment status reason code.

* The 03 and 04 elements are paired elements. If one is present, then the other must also be present. The 04 should indicate appointment reason code.

* The 05 and 06 elements should indicate the Scheduled Date and Time of Arrival.

IMPORTANT!! If the date sent in this segment matches the Requested Arrival Date (RAD) sent in the 204-load tender (G62 with 70 qualifier) the code in the AT702 of this segment will be NS. If the date sent in this segment does NOT match the RAD, the code in the AT702 of this segment must explain why the load did not arrive on that Requested Arrival Date.

ST*214*580720003
 B10*7807115*0087574312*SCAC
 LX*1
 AT7*X3*NS***20131217*1437*CT
 L11*2085015809*DO
 SE*6*580720003

AT7 = Segments with X3 qualifier (in the 01 element) indicates that "Arrived at Pick-up Location" information follows.

* The 01 and 02 elements are paired elements ... If one is present, then the other must also be present. The 02 should indicate shipment status reason code.

* The 05 and 06 elements should indicate the Actual Date and Time of Arrival.

ST*214*581990003
 B10*7807115*0087574312*SCAC
 LX*1
 AT7*CP*NS***20131218*1427*CT
 L11*2085015809*DO
 SE*6*581990003

AT7 = Segment with **CP** qualifier (in the 01 element) indicates that "Completed Loading at Pick-up Location" information follows.

* The 01 and 02 elements are paired elements ... If one is present, then the other must also be present. The 02 should indicate shipment status reason code.

ST*214*582050009
 B10*7807115*0087574312*SCAC
 LX*1
 AT7*SD*AM***20131219*1230*ET
 L11*2085015809*DO
 SE*6*582050009

AT7 = Segment with **SD** qualifier (in the 01 element) indicates that "Shipment Delayed" information follows.

* The 01 and 02 elements are paired elements ... If one is present, then the other must also be present. The 02 should indicate appointment reason code

* The 05 and 06 elements should indicate the Estimated Date and Time of Arrival (ETA)

A SHIP DELAY SHOULD NEVER BE SENT WITH A NORMAL

ST*214* 584060024
 B10*7807115*0087574312*SCAC
 LX*1
 AT7*X1*AM***20131219* 1356*ET
 L11*2085015809*DO
 SE*6* 584060024

AT7 = Segment with **X1** qualifier (in the 01 element) indicates that "Arrived at Delivery Location" information follows.

* The 01 and 02 elements are paired elements ... If one is present, then the other must also be present. The 02 should indicate shipment status reason code.

ST*214* 584060025
 B10*7807115* 0087574312*SCAC
 LX*1
 AT7*D1*NS*** 20131219* 1444*ET
 L11*2085015809*DO
 SE*6* 584060025

AT7 =Segment with **D1** qualifier (in the 01 element) indicates that "Arrived at Delivery Location" information follows.

* The 01 and 02 elements are paired elements ... If one is present, then the other must also be present. The 02 should indicate shipment status reason code.

* It is typical to send the exact same data and time for the X1 and D1 statuses if the delivery is a drop.

L11 L11 = Delivery number (L11 with DO qualifier of Load tender). This segment completes the LX loop. A 214 must be sent for every Delivery Order Number associated with a shipment.

!!! IMPORTANT NOTES REGARDING ALL AT7 SHIP STATUS DATA !!!

- Time zone codes are required in the AT707.
- "LT" is NOT a valid time zone code for any AT707! Some examples of valid AT707 codes are: PT (Pacific Time), MT (Mountain Time), CT (Central Time), ET (Eastern Time).
- 24:00 is not a valid time. Please transmit midnight as 00:00 (with morning date).

EDI 214 On Multiple Stop Loads

Multi-stop loads may have multiple Delivery numbers going to different addresses or multiple Delivery numbers going to the same address.

This will require many more statuses. Even though you have multiple delivery #s going to the same address, each delivery # will require the 6 or 7 statuses.

*Note: A 4-drop load with 2 DO's or CR's at each drop will require 48 statuses (6 statuses for each of the 8 DO's or CR's)

```
ISA*00*          *00*          *02*SCAC          *08*9251190000
*071220*1356*U*00401*000058420*0*P*>~
GS*QM*SCAC*6125404455*20131220*1356*58420*X*004010~
```

```
ST*214*37737654~
B10*7815436*0087737654*SCAC~
```

B10*02 element must contain the General Mills Freight Order Number.

```
LX*1~
AT7***AA*NA*20131220*0700*ET~
AT7*X3*NS***20131220*1100*ET~
AT7*CP*NS***20131220*1145*ET~
AT7***AB*NA*20131221*0700*ET~
AT7*X1*AD***20131221*0700*ET~
AT7*D1*NS***20131221*0745*ET~
L11*20850224355*DO~
```

The specific delay reason code can be sent along with the [SD] or subsequently with the updated delivery appointment [AB] in the AT7*04. When an [SD] is sent to inform General Mills of a Shipment delay, a valid reason code is required in the AT7*02 that explains the reason why this actual arrival date is not equal to our customer's Requested Arrival Date (RAD) from the load tender. "NS" is not a valid reason code for ship delay.

```
LX*2~
AT7***AA*NA*20131220*0700*ET~
AT7*X3*NS***20131220*1100*ET~
AT7*CP*NS***20131220*1145*ET~
AT7***AB*NA*20131221*0700*ET~
AT7*X1*AD***20131221*0700*ET~
AT7*D1*NS***20131221*0745*ET~
L11*2085021109*DO~
```

When sending the appointment [AA] or [AB] status, the date/time should contain the appointment date/time.

When the appointment is based on an open window, the latest time should be sent. When expecting payment based upon the arrival date/time, a subsequent [AA] or [AB] status must be sent that represents the actual Pick-up or Delivery arrival date/time.

```
LX*3~
AT7***AA*NA*20131220*0700*ET~
AT7*X3*NS***20131220*1100*ET~
AT7*CP*NS***20131220*1145*ET~
AT7***AB*NA*20131221*0800*ET~
AT7*X1*AD***20131221*0800*ET~
AT7*D1*NS***20131221*0845*ET~
L11*2085020128*DO~
```

When sending shipment updates of [X3], [CP], [X1], or [D1], the dates should be the actual arrival or unload date/time.

When sending an [SD] status, the estimated time of arrival (ETA) should be used.

LX*4~
AT7***AA*NA*20131220*0700*ET~
AT7*X3*NS***20131220*1100*ET~
AT7*CP*NS***20131220*1145*ET~
AT7***AB*NA*20131221*0800*ET~
AT7*X1*AD***20131221*0800*ET~
AT7*D1*NS***20131221*0845*ET~
L11*2085020914*DO~

SE*35*XXXXXXXXXX~
GE*1*58420~
IEA*1*000058420~

A time zone code of [LT] – local time is NOT VALID in AT7*07

L11*01 must contain the Delivery Order (DO) or Order (CR) number, supplied in the L1101 of the EDI 204 Load Tender or by the facility that tendered you the shipment.

L11*02 must contain either the “CR” or “DO”, supplied in the L11*02 of the EDI 204 Load Tender.

General Mills Shipment Delay (SD)

A shipment delay message should be sent anytime a freight order is expected to be delayed from the original scheduled appointment time or date.

ORIGIN - carriers must be able to send in the following 3 origin statuses:

- AA – Pickup appt date and time (AT703)
- X3 - Actual pickup arrival date and time (AT701)
- CP - Actual pickup loading complete (AT701)

DESTINATION – carriers must be able to send in a 214-destination status update for each delivery on a shipment:

- AB - Delivery planned appt date and time (AT703)
- X1 - Actual delivery arrival date and time (AT701)
- D1 - Actual depart, unloading complete/empty (AT701)

Carriers are expected to report shipment delays (SD) for deliveries that will not meet their scheduled appt date and time. The shipment delay will contain:

- Estimated Time of Arrival
- Reason Code for delay – see your EDI technical person for list of acceptable delay reason codes

General Mills Carrier of Execution and Carrier of Record (COE/COR)

General Mills requires our carriers to include “Carrier of Execution” (COE) details in the EDI 214 data for all shipments. The data will also contain “Carrier of Record” (COR). This status provides GMI shipping facilities with advance notification of which assets are to be loaded for GMI shipments.

Carrier of Record - Carrier that has accepted the GMI load tender.

- 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 COR) is paid by the Carrier of Record

COE is reported via EDI 214 shipment 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 by General Mills when it is within an AT7 loop where AT7*01 = AI.

Example:

ST*214*780990004~

B10*8665141*0037694355*SCAC~

LX*1~

AT7*AI*RC***20140210*0903*CT~

MS2*SCAC*NONE~

L11*0035253572*CR~

SE*7*780990004~

When AT7*01 = AI, MS2*01 and *02 then the values are posted to Carrier of Execution and Equipment fields.

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

The **AI** status may be transmitted multiple times. Each **AI** status will overlay currently posted data – up until the time that the Notice of Shipment (NOS) is processed by the shipping facility (which, ideally, is done within minutes of the driver signing 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 in temporary SCACs (placeholders) for COE. COE information should only be sent once it is known.
- All registered SCACs are acceptable as COE. These SCACs must be verified and provided by the Carrier of Record.
- 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, please report the subsequent status using the same CR/DO (order or delivery) number as used for the original status.

Frequently Asked Questions about COE/COR

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

The status qualifier for Carrier of Execution is **AI**

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

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

What if the COE is sent with every delivery? Will this cause a problem?

No. This will not cause a problem. The most recent AI status sent, will overlay whatever is previously posted.

Is the MS2 segment now required for all statuses?

No. The MS2 segment should be sent only with the AI status. It is not mapped or recognized with other statuses.

If the Carrier of Execution is the same as 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 the Carrier of Record.

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

When is the best time to send COE status?

Send 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 loading.

What if the COE becomes unknown (Carrier can no longer handle the shipment, but you 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 in with a valid COE.

What if the COE changes to a different carrier?

If COE changes to a different carrier, send in 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?

Drivers arriving to pick up shipments without noted COE's will NOT be loaded until the Carrier of Record is contacted and able to verify the Carrier of Execution. COE data will be captured in reports that are monitored by the GMI Transportation Ops Mgrs. If COE data is not present, a GMI Transportation Ops Manager will contact the Carrier of Record for resolution.

Missing Delivery Report

If you have questions about these rejection messages, please consult with your own internal EDI group first. They may have to pull raw data to see what is happening on your end and should be able to help you understand and correct any of these errors.

The Reference Order Number, Delivery, Freight Order, Carrier Pro #, and Control # fields on this report are all carrier data fields. The data shown in this report is not translated in any way by General Mills. When a rejection is created, these fields are populated with the raw data that we received from the carrier. When a 214 is rejected, it is the same as not being received at all, no part of it is processed.

GMI shipments are not considered “reported” until each delivery/order number on the shipment has the following statuses reported successfully. AA, X3, CP (pickup statuses), AB, X1, D1 (delivery statuses).

The General Mills 214 EDI Error Summary Report looks like this:

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

Reference / Order Number	Delivery	Freight Order	Carrier Pro #	Control #	Message
0051863141	2085016604	0087576621	ABC123	000016914	Idoc: 106413704 12/19/2013 14:23:19
					General Mills Rejection Message: Indicating the issue causing the rejection

Exact data from L1101 element (with CR qualifier in L1102) of carrier raw 214 data. This should be the General Mills Customer Reference Order (CR) Number.

Exact data from L1101 element (with DO qualifier in L1102) of carrier raw 214 data. This should be the General Mills Delivery Order (DO) Number.

Exact data from B1002 element of carrier raw 214 data. This should be the General Mills Shipment Number.

Exact data from B1001 element of carrier raw 214 data. This should be the carrier's pro/invoice number.

GMI data indicating when rejection was created

Control number from ST02 element of carrier raw 214

Raw 214 data example:

```

ST*214*000016914
B10*ABC123*0087576621*SCAC
LX*1
AT7***AB*NA*20040313*2100*PT
AT7*X1*AD***20040313*2100*PT
AT7*D1*NS***20040313*2200*PT
L11*0051863141*CR
SE*8*000016914

```

214 Error Examples

Example 1 - Shipment 0037685759 not a valid GMI Shipment Number

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

214 EDI Error Summary

Reference / Order Number	Delivery	Shipment	Carrier Pro #	Control #	Message
0051925528	2085083625	0037685759	8664135	698910011	Idoc: 323635701 01/30/2014 16:13:37
					Shipment 0037685759 not a valid GMI Shipment Number

What does this message mean?

You have sent a number in the B1002 element of the raw data that is not a valid General Mills shipment number. In the example here, the carrier sent in 0037685759, which is not a valid GMI shipment number. GMI shipment #s are 8 digits long and begin with a “3” or “5”.

Easy Definition: carrier transmitted a number that is not the GMI shipment #. It is a very common error to send in the GMI delivery # as the GMI shipment #. AND often, GMI changes the original shipment to a new shipment #. Review and resend correct #.

How do I correct it?

Send a valid General Mills shipment number in the B1002 element of the raw data.

Example 2 - Invalid GMI Shipment/Delivery Reference Number

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

214 EDI Error Summary					
Reference / Order Number	Delivery	Shipment	Carrier Pro #	Control #	Message
0035249029	2085075890	0007674215	ABC123	000016914	Idoc: 323208682 01/23/2014 14:10:14
Invalid GMI Shipment/Delivery Reference Number					

What does this message mean?

You have sent a number in the B1002 element of the raw data that is not a valid General Mills shipment number. In the example here, the carrier sent in **007674215**, which is not a valid GMI shipment number.

Easy Definition: Remember, GMI shipment #s are always 8-digit numbers that begin with a “3” or a “5”. This example is a 7-digit # beginning with a “7”. Review correct shipment #. Typos are possible!

How do I correct it?

Send a valid General Mills shipment number in the B1002 element of the raw data.

Example 3 - Delivery 00037674216 not a valid GMI Delivery Number

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

214 EDI Error Summary					
Reference / Order Number	Delivery	Shipment	Carrier Pro #	Control #	Message
0035249036	00037674216	0037674216	ABC123	000016914	Idoc: 106413704 12/19/2014 14:23:19 Delivery 00037674216 not a valid GMI Delivery Number

What does this message mean?

You have sent a number in the L1101 element of the raw data that is not a valid General Mills delivery or order number. In the example here, the carrier sent in 00037674216, which is not a valid General Mills delivery order number. Remember, GMI delivery #s are 10-digit numbers beginning with a “1” if inbound and a “2” if outbound.

Easy Definition: Not a valid GMI delivery #. GMI delivery numbers all begin with a “1” or a “2” and are 10 digits long.

How do I correct it?

Send a valid General Mills delivery order (DO) number in the L1101 element of the raw data.

Example 4 - Delivery 2085076254 not valid for Shipment 0037674206

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

214 EDI Error Summary					
Reference / Order Number	Delivery	Shipment	Carrier Pro #	Control #	Message
0035249119	2085076254	0037674206	KK10137		Idoc: 106413704 12/19/2014 14:23:19 Delivery 2085076254 not valid for Shipment 0037674206

What does this message mean?

You have sent a number in the L1101 element of the raw data that is in the General Mills system, but is not associated with the shipment number you have transmitted in the B1002 element of the raw data. Either the General Mills delivery # or shipment # is incorrect.

Easy Definition: The delivery # sent in does not match with the shipment # sent in. Sometimes GMI removes original shipment # and adds back on a new shipment #. Review delivery and shipment # and resend.

How do I correct it?

Send a valid shipment number (in the B1002 element of the raw data) and delivery number or order number (in the L1101 element of the raw data) combination. An incorrect number in either field can cause this error.

Example 5 - Loading at Pick Up Location: Invalid Time Zone LT.

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

214 EDI Error Summary					
Reference / Order Number	Delivery	Shipment	Carrier Pro #	Control #	Message
0035249141	2085076095	0037674248	KK10137		Idoc: 106413704 12/19/2014 14:23:19
					Loading at Pick Up Location: Invalid Time Zone LT.
					Arrival at Pick Up Location: Invalid Time Zone LT.
					Unloading at Delivery Location: Invalid Time Zone LT.
					Arrival at Delivery Location: Invalid Time Zone LT.

What does this message mean?

You have sent in an invalid time zone code in the AT707. The General Mills system does not accept “LT”.

How do I correct it?

Send in a valid time zone code (any valid EDI standard code is acceptable except “LT”).

Valid GMI time zone codes:

AT Alaska Time
CT Central Time
ET Eastern Time
MT Mountain Time
PT Pacific Time

Example 6 - Actual Pickup Arrival “X” must be <= to Actual Pickup Complete “Y”.

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

214 EDI Error Summary					
Reference / Order Number	Delivery	Shipment	Carrier Pro #	Control #	Message
0035245063	2085065215	0037660997	8661597	690580002	Idoc: 324120127 01/30/2014 13:53:04 Actual Pickup Arrival 01/30/2014 00:01:00 must be <= to Actual Pickup Complete 01/29/2014 20:30:00.

What does this message mean?

You have sent an Actual Complete Load date/time in the AT705 element of the raw data (with X3 qualifier) that is prior to the Actual Depart “empty” (CP qualifier). In the example, Depart Empty/CP date/time is 1/29/2013 at 20:30:00 and the Actual Arrival/X3date/time date is 1/30/2014 00:01:00. This is illogical and must be corrected.

Easy definition: “You can’t complete loading at ship location before you have arrived”. Review dates and send update in correct time sequence.

How do I correct it?

Send a date in the AT705 element of the raw data (with X3 qualifier) that is not later than the date that you completed pickup (in CP qualifier).

Example 7 - Arrival at Delivery Location: Actual Date “X” must be equal to or less than transmission date “Y”

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

214 EDI Error Summary					
Reference / Order Number	Delivery	Shipment	Carrier Pro #	Control #	Message
0035259296	2085104763	0037714016	NW1109		Idoc: 106413704 12/26/2014
					Arrival at Delivery Location: Actual Date 01/27/2014 must be equal to or less than transmission date 01/26/2014 .

What does this message mean?

You have sent a date in the AT705 element of the raw data (with X1 qualifier) that is in the future. In the example, transmission date is 1/26/2014. “Arrival” date that was sent in the AT705 element of the raw data (with X1 qualifier) is 1/27/2014 ... a future date (obviously a “typo” in the year). This is illogical and must be corrected.

How do I correct it?

Send a date in the AT705 element of the raw data (with X1 qualifier) that is not later than the date that you are transmitting the 214 document.

Example 8 - Loaded at Pick Up Location : Actual Date “X” must be equal to or less than transmission date “Y”.

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

214 EDI Error Summary					
Reference / Order Number	Delivery	Shipment	Carrier Pro #	Control #	Message
0035246688	2085070959	0037669211	KK10137		Idoc:323739326 01/28/2014 08:54:00
					Loaded at Pick Up Location : Actual Date 10/27/2014 must be equal to or less than transmission date 01/28/2014.

What does this message mean?

You have sent a date in the AT705 element of the raw data (with CP qualifier) that is in the future. In the example here, transmission date is 1/28/2014 08:54:00 “Load” date that was sent in the AT705 element of the raw data (with CP qualifier) is 10/27/2014.... a future date. This is illogical and must be corrected.

Easy Definition: In this example, the loaded at pickup location is in the future, *October 27th*, 2014. Current date is 1/28/2014. You can not actually load on a future date. This would be 10 months in the future!

How do I correct it?

Send a date in the AT705 element of the raw data (with CP qualifier) that is not later than the date that you are transmitting the 214 document.

Example 9 - Loading at Delivery Location: Actual Date “X” must be equal to or less than transmission date “Y”.

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

214 EDI Error Summary					
Reference / Order Number	Delivery	Shipment	Carrier Pro #	Control #	Message
0055102150	1191051617	0053760525	KK10137		Idoc: 106413704 12/13/2013 18:54:00
					Loading at Delivery Location: Actual Date 12/24/2013 must be equal to or less than transmission date 12/13/2013.

What does this message mean?

You have sent a date in the AT705 element of the raw data (with CP qualifier) that is in the future. In the example here, transmission date is 12/13/2013. “Actual Depart Load” date that was sent in the AT705 element of the raw data (with CP qualifier) is 12/24/2014, a future date. This is illogical and must be corrected.

Easy definition: You can not report sometime that has not yet happened (in the future). Review dates and resend.

How do I correct it?

Send a date in the AT705 element of the raw data (with CP qualifier) that is equal to or less than (not later) than the date that you are transmitting the 214 document.

Example 10 - Unloading at Delivery Location: Actual Date “X” must be equal to or less than transmission date “Y”.

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

214 EDI Error Summary					
Reference / Order Number	Delivery	Shipment	Carrier Pro #	Control #	Message
	1181018358	0037513744	LN08177		Idoc: 325964046 12//23/2014
					Unloading at Delivery Location: Actual Date 1/24/2021 must be equal to or less than transmission date 01/24/2014.

What does this message mean?

You have sent a date in the AT705 element of the raw data (with D1 qualifier) that is in the future. In the example here, transmission date is 1/24/2014. “Unload” date that was sent in the AT705 element of the raw data (with D1 qualifier) is 1/02//2021 ... a future date. This is illogical and must be corrected.

How do I correct it?

Send a date in the AT705 element of the raw data (with D1 qualifier) that is not later than the date that you are transmitting the 214 document.

Example 11 - Arrival actual date/time “X” must be <= to Unload actual date/time “Y”.

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

214 EDI Error Summary					
Reference / Order Number	Delivery	Shipment	Carrier Pro #	Control #	Message
00352506239	2085080111	0037678827	KK10137		Idoc: 323246958 01/04/2014 10:49:00. Arrival actual date/time 01/08/2014 12:20:00 must be <= to Unload actual date/time 01/04/2014 10:49:00.

What does this message mean?

You have sent an Unload date/time (in the AT705 element of the raw data - with D1 qualifier) that is prior to the Arrival date/time (in the AT705 element of the raw data - with X1 qualifier). In the example here, the Unload Actual date/time is 01/04/2014 10:49:00. Actual Arrival date/time is 01/08/2014 12:20:00. This is illogical and must be corrected.

Easy Definition: “You can not unload at destination before you arrive at destination”. Review dates and send update.

How do I correct it?

Send in dates/times that support a logical sequence of events ... Actual Arrival (X1) before Actual Unloading (D1).

Example 12 - No Pickup or Delivery information was sent

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

214 EDI Error Summary					
Reference / Order Number	Delivery	Shipment	Carrier Pro #	Control #	Message
0051936721	2085084243	0037687777	KK10137		Idoc: 323232437 01/23/2014 16:31:02
No Pickup or Delivery information was sent					

What does this message mean?

You have sent in NO STATUS or a status that General Mills does not recognize. The statuses that General Mills accepts - and requires - are the Pick-up Appointment Date and/or Time (AA status is only allowed in the AT703 element, Arrived at Pick-up Location (X3 status – is only allowed in the AT701 element), Completed Loading at Pick-up Location (CP status – is only allowed in the AT701 element), Shipment Delayed (SD status- is only allowed in the AT701 element), Appointment at delivery (AB status – is only allowed in the AT703 element), Arrival at delivery (X1 status – is only allowed in the AT701 element), and Unload at delivery (D1 status – is only allowed in the AT701 element).

Easy Definition: check to see if you have sent in the 6 required statuses in the correct element and with the correct qualifier. Our 6 qualifiers are: AA, X3, CP, AB, X1 and D1. Any other alpha codes are unacceptable.

How do I correct it?

Re-transmit the 214 document with the Pick-up Appointment Date and/or Time (AA) status, Arrived at Pick-up Location (X3) status, Completed Loading at Pick-up Location (CP) status, Shipment Delayed (SD) status, Appointment at delivery (AB) status, Arrival at delivery (X1) status, and/or Unload at delivery (D1) status.

Example 13 - Arrival at Delivery Location: Invalid delay reason code ZZ.

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

214 EDI Error Summary					
Reference / Order Number	Delivery	Shipment	Carrier Pro #	Control #	Message
0051517628	2084686144	0037084416	1573950	395360001	Idoc: 325784691 2/12/2014 14:23:19
Arrival at Delivery Location: Invalid delay reason code ZZ.					

What does this message mean?

The date sent in the AT705 with X1 qualifier is the Arrival at Delivery Location date. It refers to the Actual Arrival Date (X1). This date does not equal the RAD (Requested Arrival Date) in our system. Since the dates are not equal, “NS” (normal status) is not acceptable. In this example, “ZZ” was sent in as the reason code and “ZZ” is not an acceptable code either.

FYI ... It is possible (and not uncommon) for a RAD date to be changed after the load has been tendered. The person making the change should be letting you know about it – either via fax, phone call, or an EDI “change” load tender. If you believe the RAD is being changed and you are not being made aware of it, please contact Transportation.systemssupport@genmills.com

How do I correct it?

Send a reason code in the AT702 element (with X1 status) that explains why you did not arrive on the Requested Arrival Date (RAD). Valid GMI reason codes are listed on pages 11.12 and 13.

Scenario 1: Requested Arrival Date (RAD) from load tender ... 12/18/2013

Appointment the customer gave you ... 12/18/2013

You arrive on 12/18/2013 and use code "NS" as the reason code. “NS” equals Normal Status which is an acceptable GMI reason code.

This will not be rejected because you did arrive on the RAD.

Example 13 continued next page

Scenario 2: Requested Arrival Date (RAD) from load tender ... 12/18/2013
Appointment that the customer gave you ... 12/19/2013
You arrive on 12/19/2013 and use code "NS" as the reason code. "NS" equals normal status and you arrived a day late, so even though this is a valid reason code, you should not use it if you are late.

This will be rejected because "NS" fails to explain why you didn't arrive on the RAD.

Scenario 3: Requested Arrival Date (RAD) from load tender ... 12/18/2013
Appointment that the customer gave you ... 12/19/2013
You arrive on 12/19/2013 and use code "AD" (customer requested future delivery) as the reason code.
"AD" is an acceptable reason code.

This will not be rejected because "AD" adequately explains why you didn't arrive on the RAD.

Example 14 – No Pickup or Delivery Information was Sent

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

214 EDI Error Summary					
Reference / Order Number	Delivery	Shipment	Carrier Pro #	Control #	Message
	1181070895	0087084416	1668196	101080001	Idoc: 325784691 2/12/2014 14:23:19
No Pickup or Delivery information was sent					

What does this message mean? Carrier is sending in correct GMI shipment and delivery numbers, but with a status that is not valid for GMI shipments. GMI only accepts: AA, X3 and CP as loading statuses and AB, X1 and D1 as unloading statuses. In the above example, the status sent in the AT701 was *CD*. Raw data for this error is below. Transmitting any other status except AA, X3, CP, AB, X1 or D1 is not recognized at GMI and will be read as No Pickup or Delivery information being sent at all.

```

B10*11672174101*0037727967*SCAC~
LX*1~
AT7*CD*NS***20140207*1731*PT~
MS2*SCAC*NONE~
L11*0051951257*CR~
LX*2~
AT7*CD*NS***20140207*1731*PT~
MS2*SCAC*NONE~
L11*0051966950*CR~

```

How do I correct it? GMI accepts only X3, CP, X1 or D1 in the AT701 element. Review your shipment details to determine correct status you are trying to transmit and select the correct GMI status associated with the data. Retransmit with correct GMI status.

Example 15 - Invalid SCAC Code XXXX for Shipment 0053121228. Call GMI on-site rep for assistance.

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

214 EDI Error Summary					
PO / CR / Delivery Number	Shipment / Vendor BOL#	Shipment	Carrier Pro #	Control #	Message
		0053121228	1641016	101540016	Idoc: 322218165 01/16/2014 06:57:27
					Invalid SCAC Code XXXX for Shipment 0053121228. Call GMI on-site rep for assistance.

What does this message mean?

The SCAC transmitted in the B1003 EDI raw data element of the EDI 214 Ship Status Document does not match the SCAC and shipping conditions assigned to your scac code in the General Mills system. This message can only be generated for carriers having one or more parent/child relational SCACs.

How do I correct it?

If you realize that the SCAC you transmitted was indeed incorrect, you should re-transmit your EDI 214 Ship Status Document with the corrected SCAC in the B1003 EDI raw data element.

If you believe the SCAC you sent was correct, you will need to call your GMI on-site carrier partner (if you have one on site) to discuss next steps (General Mills system will need to be corrected before EDI can be re-sent).

Example 16 - Arrival at Delivery Location: Invalid Actual Start Date/Time “X”.

Partner: SCAC – Carrier Name . Please fix errors and re-send corrected EDI data.

214 EDI Error Summary					
Reference / Order Number	Delivery	Shipment	Carrier Pro #	Control #	Message
0052041683	2085073114	0037841505	3194548	287830004	Idoc: 329753691 03/14/2014 11:12:27
					Arrival at Delivery Location: Invalid Actual Start Date/Time 3/09/2014 02:18:00.

What does this message mean?

You have sent an Arrival date/time (in the AT705 and the AT706 element of the raw data - with X1 qualifier) that is invalid. In the example here, the arrival date/time is 3/09/2014 at 02:18:00. GMI recognizes Daylight Savings Time. General Mills sets their clock ahead 1 hour at 2am on the Daylight Savings day. The time between 2-3am never technically exists in EDI when this happens. Your data in the X1 indicates arrival at destination at 2:18am. The time of 2:18am didn't exist on that day because we lost one hour between the time frame of 2-3am.

Easy Definition: When Daylight Savings Time is happens, GMI changes our clocks ahead 1 hour at 2 AM, the time between 2 and 3 AM doesn't really exist ... which is referred to as Daylight Savings “Quiet Time”.

How do I correct it?

This error will only once a year on Daylight's Savings Time. Resend new data in the AT703, X1 qualifier that is outside of the black-out time of 2-3am during Daylight Savings Time and GMI will accept the data.

Example 17 - Loaded at Pick Up Location: Invalid Actual Start Date/Time 20110205 110000.

Partner: SCAC – Carrier Name . Please fix errors and re-send corrected EDI data.

214 EDI Error Summary					
Reference / Order Number	Delivery	Shipment	Carrier Pro #	Control #	Message
1181070895	0087084416	1668196	101080001	Idoc: 325784691	2/12/2014 14:23:19
Loaded at Pick Up Location: Invalid Actual Start Date/Time 20110205 110000					

What does this message mean? You are submitting 214 data on a GMI shipment that has already been archived.

In this example, on 2/10/2014 carrier is sending in 214 data on a shipment dated 2/5/2011. It is possible the date transmitted is a type-o in the year and needs to be corrected and resent. GMI archives shipments after 24 months. Data sent in after 24 months will not populate and detention can no longer be paid via EDI.

How do I correct it?

Contact your freight auditor for process on archived shipment #.

Example 18 - Arrival at Pick Up Location: Actual Date “X” must be equal to or less than transmission date “Y” .

214 EDI Error Summary					
Reference / Order Number	Delivery	Shipment	Carrier Pro #	Control #	Message
0051946884	2085098857	0037699582	JC10137		Idoc: 324711875 02/04/2014 08:01:12 Arrival at Pick Up Location: Actual Date 02/07/2014 must be equal to or less than transmission date 02/04/2014 .

What does this message mean?

You have sent an Arrival at Pick Up date/time (in the AT705 and AT706 element of the raw data - with X1 qualifier) In the example here, the Arrival at Pick Up date/time is 02/07/2014. Transmission date is 02/04/2014. You can not report arrival at pickup location at a date after transmission date. This is illogical.

How do I correct it?

Send in dates/times that supports a logical date/time of events.

Example 19 - Arrival at Pick Up Location: Invalid delay reason code SD.

Partner: SCAC – Carrier Name . Please fix errors and re-send corrected EDI data.

214 EDI Error Summary					
Reference / Order Number	Delivery	Shipment	Carrier Pro #	Control #	Message
0051785988	2084985567	0037526681	BW1012	0001	Idoc: 324492097 02/03/2014 09:30:28 Arrival at Pick Up Location: Invalid delay reason code SD.

What does this message mean?

The date sent in the AT705 with X3 qualifier is the Actual Arrival at Pick Up Location. This date does not equal the Requested Ship date in our system. Since the dates are not equal, an acceptable Delay Reason code is required. “SD” is *not* a valid GMI delay reason code. **Normal Status and Normal Appointment are NOT valid in a ship delay.**

Easy Definition: If you actually picked up other than on the original planned/requested pick up/ship date, a valid GMI reason code is required.

How do I correct it?

Send a reason code in the AT702 element (with X3 status) that explains why you did not arrive on the Planned Appointment time for pickup. Valid GMI reason codes are listed on pages 11.12 and 13.

Example 20 - Arrival at Delivery Location: Invalid Planned Start Date/Time 20170205 070000.

Partner: SCAC – Carrier Name. Please fix errors and re-send corrected EDI data.

214 EDI Error Summary					
Reference / Order Number	Delivery	Shipment	Carrier Pro #	Control #	Message
0035247821	2085073114	0037669318	303778	0004	Idoc: 323930076 01/29/2014 11:12:27
					Arrival at Delivery Location: Invalid Planned Start Date/Time 20170205 070000.

What does this message mean?

You have sent an Arrival date/time (in the AT705 and the AT706 element of the raw data - with X1 qualifier) that is invalid. In the example here, the arrival date/time is 2/05/2017 at 07:00:00. This is illogical. You have sent in a date in the future. 2017 is an invalid year.

Easy Definition: This may also occur for any of the shipment statuses. If a ship month of anything other than 1 through 12, or ship date of 1 through 31 (depending on the month) or a future year is sent in, it will reject as an invalid Start Date/Time.

How do I correct it?

Send in dates/times that supports a ship month between 1-12, a ship date between 1-31 (depending on the month) and a ship year (not in the future).

Example 21 – Shipment 000UNKNOWN not a valid GMI Shipment Number

Partner: SCAC – Carrier Name . Please fix errors and re-send corrected EDI data.

214 EDI Error Summary					
Reference / Order Number	Delivery	Shipment	Carrier Pro #	Control #	Message
0051883105	2085073114	00UNKNOWN	303778	0004	Idoc: 323930076 01/29/2014 11:12:27
					Delivery 2085073114 not valid for Shipment 000UNKNOWN
					Shipment 000UNKNOWN not a valid GMI Shipment Number

What does this message mean?

You have sent an invalid GMI shipment # in the B1002 element of the raw data. General Mills valid shipment #s are always 8 digit numbers beginning with a “3” or a “5”. In this example, you have sent in the word 000UNKNOWN.

Easy Definition: 000UNKNOWN is not a valid GMI shipment #. The delivery # sent in to GMI in the L1101 element, might be a correct delivery #, but the shipment # being sent in is invalid. Sometimes GMI removes original shipment # and adds back on a new shipment #. Review delivery and shipment # and resend.

How do I correct it?

Send a valid shipment number (in the B1002 element of the raw data) and delivery number or order number (in the L1101 element of the raw data) combination. An incorrect number in either field can cause this error.

Example 22 - Invalid GMI Shipment/Delivery Reference Number.

Partner: SCAC – Carrier Name . Please fix errors and re-send corrected EDI data.

214 EDI Error Summary					
Reference / Order Number	Delivery	Shipment	Carrier Pro #	Control #	Message
-		0000046346	BS052514		Idoc: 324683082 2/4/2014 14:23:19 Invalid GMI Shipment/Delivery Reference Number.

What does this message mean?

You have sent a number in the B1002 element of the raw data that is not a valid General Mills shipment number or reference number. In this example, the shipment # sent in was 0000046346 and the delivery # was left blank. Every GMI load has a GMI shipment and delivery #.

GMI shipment #s are always 8 digits long and start with a “3” or a “5”. GMI delivery #s if inbound start with a “1” and if outbound start with a “2”.

How do I correct it?

Refer to the original EDI load tender to verify GMI correct shipment and delivery #s. Resend correct data

Example 23 – Sales order XXXXXXXX does not exist

Partner: SCAC – Carrier Name . Please fix errors and re-send corrected EDI data.

Sales order # is incorrect, GMI order #s do not start with a “9”. Review your data and resend with correct #.

214 EDI Error Summary					
Reference / Order Number	Delivery	Shipment	Carrier Pro #	Control #	Message
91114653	2084323126	0086516530	BS052514	49790001	Idoc: 324683082 2/4/2014 14:23:19
Sales order 91114653 does not exist					

Sales order # is correct, but order # has been archived at GMI due to age

214 EDI Error Summary					
Reference / Order Number	Delivery	Shipment	Carrier Pro #	Control #	Message
51114653	2084323126	0086516530	BS052514	49790001	Idoc: 324683082 2/4/2014 14:23:19
Sales order 51114653 does not exist					

What does this message mean?

This error can mean one of two things.

You have sent in an invalid GMI reference # or the reference # is correct, but it has been archived at GMI.

- 1.) In the first example above, the carrier sent in 0091114653, which is an invalid General Mills (CR) order number. Remember, GMI order #s are 8-digit numbers beginning with a “3” or a “5” .
- 2.) GMI order #s are archived 180 days after freight payment has been made. No subsequent 214 data can be accepted because once archived, GMI does not recognize that reference # with the corresponding shipment # it is attached too. In the second example above, 51114653 is a valid General Mills (CR) number, but since it is over 180 days old, it has been “archived”. Archived numbers no longer exist as a valid GMI (CR) number.

How do I correct it?

First, verify if you are sending correct GMI CR #.

If incorrect, simply resend data with the correct GMI CR # that begins with a “3” or “5”. If it is determined the CR is valid, but freight payment has been made over 180 days ago, you can no longer bill for detention via EDI. Contact your freight auditor for direction.