

VOLKSWAGEN

AKTIENGESELLSCHAFT

Volkswagen DELJIT-SYNCRO 3.4

3.4
JIS

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Introduction

1. Introduction

These guidelines describe the technical requirements of VOLKSWAGEN for sending a supplier's automated ready-for-transport message to a regional carrier.

This guideline is based on the VDA Recommendation 4933 T1.

2. The process scenario at Volkswagen

The VDA 4933 T1 is normally generated by the supplier on the day before the scheduled pick up and sent to Volkswagen. Volkswagen forwards the unchanged data to the regional carrier that is included in the message. The key for the forwarding is the DUNS no. or the local supplier number of the carrier. It is absolutely imperative that the data is correct at this point!

The notification is carried out once a day and must be transmitted no later than the time specified in the General Shipping Instructions. Changes are not transmitted by EDI and instead need to be clarified with the carrier on a bilateral basis outside of the EDI process.

Suppliers who themselves are not in a position to send a VDA 4933 T1 by classic EDI have the option of using the DISCOVERY web application to notify the carrier about the pick-up of their goods.

3. Scope

As a rule, this recommendation applies to all VOLKSWAGEN brands and locations participating in the process.

4. References

Volkswagen application manuals & technical parameters VFN etc.

http://www.vwgroupsupply.com/one-kbp-pub/en/kbp_public/information/electronic_data_interchange/electronic_data_interchange.html

Validation portal

<https://portal.gefeg.com/Volkswagen.htm>

VDA recommendation

<https://www.vda.de/de/verband/organisation/organisation-ausschuesse/arbeitskreis-kit/ak-kit-empfehlungen.html>

Global DESADV

<http://www.odette.org/publications>

Changelog

| SG | Se | No | DE | Date | Version | Description |
|-----|-----|-----|--|------------|---------|------------------------------|
| | | | | 2024-01-15 | 3.4 | LOC+11 Unloading Point added |
| SG4 | LOC | 018 | | | | |
| | | | | 2019-07-25 | 3.4 | DE 0007 added |
| | | | Partner identification code qualifier ZZZZ | | | |
| | | | UNB 001 0007 | | | |
| | | | Latest shipment date of this reference number | 2019-07-23 | 3.4 | Status M => D |
| SG4 | DTM | 014 | | | | |
| | | | planned M1 date / time (delivery date, estimated), | 2019-07-23 | 3.4 | Status M => D |
| SG4 | DTM | 013 | | | | |
| | | | planned ZP 8 time (production date) | 2019-07-23 | 3.4 | Status M => D |
| SG4 | DTM | 012 | | | | |
| | | | planned ZP 8 time (production date), standard for reference data | 2019-07-23 | 3.4 | Status M => D |
| SG4 | DTM | 011 | | | | |
| | | | ID for recording date (SEC) | 2019-07-23 | 3.4 | Status M => D |
| SG4 | DTM | 010 | | | | |
| | | | ID for recording date (SEV / sequenced call-off) | 2019-07-23 | 3.4 | Status M => D |
| SG4 | DTM | 009 | | | | |
| | | | Header segment of message, Message identification / reference number | 2017-01-23 | 3.2 | Code "EFL" added |
| | | | Document/message name, coded 30 | | | |
| | | | BGM 003 1001 | | | |
| | | | Supplier number | 2014-08-22 | 3.1 | Format: an..9 => an..10 |
| SG2 | NAD | 007 | 3039 | | | |
| | | | Party id. identification | | | |
| | | | Manufacturing department code, not transmitted in the reference data and sequence preview of LAFES-JIT | 2014-08-21 | 3.1 | Status C => M |
| | | | Place/location identification | | | |
| SG4 | LOC | 017 | 3225 | | | |
| | | | Latest shipment date of this reference number | 2014-08-21 | 3.1 | Status C => M |
| SG4 | DTM | 014 | 2380 | | | |
| | | | planned M1 date / time (delivery date, estimated), | 2014-08-21 | 3.1 | Status C => M |
| | | | Date/time/period | | | |
| SG4 | DTM | 013 | 2380 | | | |
| | | | planned ZP 8 time (production date) | 2014-08-21 | 3.1 | Status C => M |
| | | | Date/time/period | | | |
| SG4 | DTM | 012 | 2380 | | | |
| | | | planned ZP 8 time (production date), standard for reference data | 2014-08-21 | 3.1 | Status C => M |
| | | | Date/time/period | | | |
| SG4 | DTM | 011 | 2380 | | | |
| | | | ID for recording date (SEC) | 2014-08-21 | 3.1 | Status C => M |
| | | | Date/time/period | | | |
| SG4 | DTM | 010 | 2380 | | | |

| SG | Se | No | DE | Date | Version | Description |
|-----|-----|-----|------|------------|-------------|--|
| | | | | | | ID for recording date (SEV / sequenced call-off) |
| | | | | 2014-08-21 | 3.1 | Status C => M |
| SG4 | DTM | 009 | 2380 | | | |
| SG2 | | | | 2014-08-21 | 3.1 | Status C => M |
| SG2 | | | | 2014-08-21 | 3.1 | Status C => M |
| | | | | 2014-08-19 | 3.1 | Latest shipment date of this reference number |
| | | | | | | Date/time/period format qualifier |
| SG4 | DTM | 014 | 2379 | | | 203 |
| | | | | 2014-08-19 | 3.1 | Explanation of date codes deleted |
| | | | | 2014-08-19 | 3.1 | planned M1 date / time (delivery date, estimated), |
| | | | | | | Date/time/period format qualifier |
| SG4 | DTM | 013 | 2379 | | | 203 |
| | | | | 2014-08-19 | 3.1 | Explanation of date codes deleted |
| | | | | 2014-08-19 | 3.1 | planned ZP 8 time (production date) |
| | | | | | | Date/time/period format qualifier |
| SG4 | DTM | 012 | 2379 | | | 203 |
| | | | | 2014-08-19 | 3.1 | Explanation of date codes deleted |
| | | | | 2014-08-19 | 3.1 | planned ZP 8 time (production date), standard for reference data |
| | | | | | | Date/time/period format qualifier |
| SG4 | DTM | 011 | 2379 | | | 203 |
| | | | | 2014-08-19 | 3.1 | Explanation of date codes deleted |
| | | | | 2014-08-19 | 3.1 | ID for recording date (SEC) |
| | | | | | | Date/time/period format qualifier |
| SG4 | DTM | 010 | 2379 | | | 203 |
| | | | | 2014-08-19 | 3.1 | Explanation of date codes deleted |
| | | | | 2014-08-19 | 3.1 | ID for recording date (SEV / sequenced call-off) |
| | | | | | | Date/time/period format qualifier |
| SG4 | DTM | 009 | 2379 | | | 203 |
| | | | | 2014-08-19 | 3.1 | Header segment of message, Message identification / reference number |
| | | | | | | Document/message name, coded |
| | | | | | | 30 |
| | | | | | | BGM 003 1001 |
| | | | | 2014-08-18 | Version 3.1 | Sequence data, Header segment per JiT-module |
| | | | | | | Sequence number |
| SG4 | SEQ | 008 | 1050 | | | Description changed in regard to the assembly line. |

Message type

| Tag | No | St | MaxOcc | Name |
|-----|----|----|--------|---|
| UNB | 1 | M | 1 | Identification of transmission (header segment), once per transmission UNB+UNOA:2+00013000001VW R11+009999000000000029R88-I D:ZZZZ+991008:1459+12345' |
| UNH | 2 | M | 1 | Message Type Identification, first segment of a message UNH+98765+DELJIT:D:97A:UN' |
| BGM | 3 | M | 1 | Header segment of message, Message identification / reference number BGM+30::10:SYNCRO+456789:3' |
| DTM | 4 | M | 10 | Message creation date / time DTM+137:199910081459:203' |
| SG2 | | M | 3 | Customer Identification |
| NAD | 5 | M | 1 | Customer Identification NAD+BY+852369741::91' |
| SG2 | | M | 3 | Consignee, goods recipient (destination factory) |
| NAD | 6 | M | 1 | Consignee, goods recipient (destination factory) NAD+CN+28::92' |
| SG2 | | M | 3 | Supplier (goods sender) Identification |
| NAD | 7 | M | 1 | Supplier number NAD+CZ+013456700::92' |
| SG4 | | M | 9999 | Delivery Instruction Line |
| SEQ | 8 | M | 1 | Sequence data, Header segment per JiT-module SEQ+3+123456' |
| DTM | 9 | D | 1 | ID for recording date (SEV / sequenced call-off) DTM+194:199910081457:203' |
| DTM | 10 | D | 1 | ID for recording date (SEC) DTM+206:199910081457:203' |
| DTM | 11 | D | 1 | planned ZP 8 time (production date), standard for reference data DTM+101:199910081457:203' |
| DTM | 12 | D | 1 | planned ZP 8 time (production date) DTM+17:199910081457:203' |
| DTM | 13 | D | 1 | planned M1 date / time (delivery date, estimated), DTM+11:199910081457:203' |
| DTM | 14 | D | 1 | Latest shipment date of this reference number DTM+84:199910081457:203' |
| GIR | 15 | C | 99 | Vehicle data 1 GIR+ADD+123456789012:SSR+ABCDEFGHIJKL:SVS+P4A:ACO+ABCDEFGH H:PRI+123456:LSR' |
| GIR | 16 | M | 99 | Vehicle data 2 GIR+4+WVWZZZ1JZ1W204568:VV+9947143652:AN+991J0:TMA+ABCD:P |

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No = Consecutive segment number in the guide, MaxOcc = Maximum occurency of the segment/groups, St = Status (M/R=Mandatory/Required, C/O=Optional, D=Depending, A=Advised, N=Not used)

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| Tag | No | St | MaxOcc | Name |
|------|----|----|--------|---|
| | | | | GI ' |
| LOC | 17 | C | 5 | Manufacturing department code, not transmitted in the reference data and sequence preview of LAFES-JIT LOC+54+RB01 ' |
| LOC | 18 | O | 5 | Unloading Point LOC+11+002 ' |
| SG7 | | M | 9999 | Product Item Line |
| LIN | 19 | M | 1 | Part number (parts no, assembly no, LAW no) LIN+++ BKK A00 117 OS VD:IN ' |
| PIA | 20 | M | 10 | Additional information kind of parts (BESI- kind of parts) PIA+1+ABCD ' |
| SG11 | | M | 100 | Call-off quantity = delivery quantity per assembly / part number |
| QTY | 21 | M | 1 | Call-off quantity = delivery quantity per assembly / part number QTY+131:1:PCE ' |
| UNT | 22 | M | 1 | Final segment of message, Message check segment UNT+15+98765 ' |
| UNZ | 23 | M | 1 | Final segment of transmission file, terminates a transfer file and checks it for completeness UNZ+1+12345 ' |

INTERNAL

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Segment details

| | | | |
|------------|--------|---|---|
| UNB | No | 1 | Identification of transmission (header segment), once per transmission |
| | Status | M | |
| | MaxOcc | 1 | |

| St | Format | Usage | Example |
|------|----------|---|-------------------------------|
| UNB | | | UNB |
| S001 | M | SYNTAX IDENTIFIER | |
| 0001 | M a4 | Syntax identifier UNOA UN/ECE level A | +UNOA |
| 0002 | M n1 | Syntax version number 2 Version 2 | : 2 |
| S002 | M | INTERCHANGE SENDER | |
| 0004 | M an..35 | Sender identification Sender identifier, ODETTE-ID of data sender, in this case station R11 (ID contains 6 blanks) Sender identifier to be agreed before message installation. | +O0013000001V W R11 |
| S003 | M | INTERCHANGE RECIPIENT | |
| 0010 | M an..35 | Recipient identification Recipient identifier, as agreed. In standard cases the data recipient's Odette-ID of data recipientis entered. Recipient identifier to be agreed before message installation. | +O09999000000 000029R88-ID |
| 0007 | C an..4 | Partner identification code qualifier | : ZZZZ |
| S004 | M | DATE/TIME OF PREPARATION | |
| 0017 | M n6 | Date of preparation Date of preparation (conversion) of the transmission file YYMMDD | +991008 |
| 0019 | M n4 | Time of preparation Time of preparation (conversion) of the transmission file HHMM | : 1459 |
| 0020 | M an..14 | Interchange control reference VW-Format: n5; Unique reference number, assigned by sender to track the operation. | +12345 ' |

Comment: Volkswagen AG uses the standard separator characters. The UNA segment is not sent.

Example: UNB+UNOA : 2+O0013000001V R11+O0999900000000000029R88-ID : ZZZZ+9
91008 : 1459+12345 '

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| | | | | |
|------------|--------|---|--|--|
| UNH | No | 2 | Message Type Identification, first segment of a message | |
| | Status | M | | |
| | MaxOcc | 1 | | |

| St | Format | Usage | Example |
|------|----------|---|---------|
| UNH | | | UNH |
| 0062 | M an..14 | Message reference number Message reference number / unique ref. no., UNH is counted through once per data transfer by data sender. | +98765 |
| S009 | M | MESSAGE IDENTIFIER | |
| 0065 | M an..6 | Message type identifier DELJIT Delivery just in time message | +DELJIT |
| 0052 | M an..3 | Message type version number D Draft version/UN/EDIFACT Directory | :D |
| 0054 | M an..3 | Message type release number 97A Release 1997 - A | :97A |
| 0051 | M an..2 | Controlling agency UN UN/ECE/TRADE/WP.4 | :UN' |

Comment: UNH is counted per data transmission.

Example: UNH+98765+DELJIT : D : 97A : UN'

INTERNAL

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| | | | |
|------------|--------|---|---|
| BGM | No | 3 | Header segment of message, Message identification / reference number |
| | Status | M | |
| | MaxOcc | 1 | |

| St | Format | Usage | Example |
|------|----------|--|----------|
| BGM | | | BGM |
| C002 | C | DOCUMENT/MESSAGE NAME | |
| 1001 | M an..3 | Document/message name, coded DIS Production planning information EFL End of changes FAV References from preliminary FU 30 Sequenced call-off (PAB) REF Reference data (from weekly / daily target) SEV Sequence forecast (e.g. body-in-white call-off) SEC Sequence control (e.g. M 2 sequence) STO Cancellation order, data belonging to this order should be deleted completely. STC Cancellation sequence call (PAB), a sequence cal sent before is cancelled. 30L Block call-off Block call-off with several vehicles. STC = Cancellation sequence call (PAB), a sequence cal sent before is cancelled. The order keeps valid and will be called once more later. The status is to reset. Other codes may be agreed for various JiT installations. | +30 |
| 1131 | N | Not used | : |
| 3055 | C an..3 | Code list responsible agency, coded 10 ODETTE | :10 |
| 1000 | M an..35 | Document/message name 'SYNCRO', is used only from SYNCRO-Version 2 | : SYNCRO |
| C106 | C | DOCUMENT/MESSAGE IDENTIFICATION | |
| 1004 | M n6 | Document/message number call-off no., counted through once per document/application | +456789 |
| 1056 | M an..9 | Version Identifier of VW-SYNCRO-Version, is transmitted with version 3. | : 3' |

Comment: VW uses the SYNCRO message as a vehicle-specific message. The message applications Sequenzvorschau SEV and Sequenzkontrolle SEC are optional and must be agreed if required.

Example: BGM+30 : : 10 : SYNCRO+456789 : 3'

INTERNAL

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| | | | |
|------------|--------|----|-------------------------------------|
| DTM | No | 4 | Message creation date / time |
| | Status | M | |
| | MaxOcc | 10 | |

| St | Format | Usage | Example |
|------|----------|---|---------------|
| DTM | | | DTM |
| C507 | M | DATE/TIME/PERIOD | |
| 2005 | M an..3 | Date/time/period qualifier 137 Document/message date/time | +137 |
| 2380 | M an..35 | Date/time/period Date / time: Reference data (REF) and sequence forecast (SEV): Time file created in LAFES-JIT PAB SEV, SEC: Time message created in FIS-JIT | :199910081459 |
| 2379 | M an..3 | Date/time/period format qualifier 203 CCYYMMDDHHMM | :203' |

Comment:

Example: DTM+137:199910081459:203'

INTERNAL

No = Consecutive segment number in the guide, MaxOcc = Maximum occurency of the segment/groups, St = Status (M/R=Mandatory/Required, C/O=Optional, D=Depending, A=Advised, N=Not used)

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| | | |
|------------|--------|---|
| SG2 | Status | M |
| | MaxOcc | 3 |
| NAD | No | 5 |
| | Status | M |
| | MaxOcc | 1 |

Customer Identification

Customer Identification

| St | Format | Usage | Example |
|------|---------|---|-------------------|
| NAD | | | NAD |
| 3035 | M an..3 | Party qualifier BY Buyer | +BY |
| C082 | C | PARTY IDENTIFICATION DETAILS | |
| 3039 | M an..9 | Party id. identification VW-Format: an..9 Suppliers customer id, is used only if agreed (Code 91) VW-Format: an..5 Customer name, unless bilaterally agreed differently the brand name is used as standard. (Code 92): VW (in reference data, currently including Volkswagen Brüssel, Volkswagen Nutzfahrzeuge, Volkswagen Sachsen (Mosel), Autoeuropa) AUDI, SKODA, SEAT VWB = Volkswagen Brüssel VWN = Volkswagen Nutzfahrzeuge VWS = Volkswagen Sachsen (Mosel) VWAE = Autoeuropa | +852369741 |
| 1131 | N | Not used | : |
| 3055 | C an..3 | Code list responsible agency, coded 91 Assigned by seller or seller's agent 92 Assigned by buyer or buyer's agent | : 91 ' |

Comment: This segment is always sent. The recipient plant is sent in a separate NAD segment.

Example: **NAD+BY+852369741 : : 91 '**

INTERNAL

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| | | |
|------------|--------|---|
| SG2 | Status | M |
| | MaxOcc | 3 |
| NAD | No | 6 |
| | Status | M |
| | MaxOcc | 1 |

Consignee, goods recipient (destination factory)

Consignee, goods recipient (destination factory)

| St | Format | Usage | Example |
|------|---------|---|---------|
| NAD | | | NAD |
| 3035 | M an..3 | Party qualifier CN Consignee | +CN |
| C082 | C | PARTY IDENTIFICATION DETAILS | |
| 3039 | M an..3 | Party id. identification VW/Audi plant code (plant to be delivered to), example 28 = Werk Mosel | +28 |
| 1131 | N | Not used | : |
| 3055 | M an..3 | Code list responsible agency, coded 92 Assigned by buyer or buyer's agent | : 92 ' |

Comment:

Example: NAD+CN+28 : : 92 '

INTERNAL

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| | | |
|------------|------------------------------|---|
| SG2 | Status M MaxOcc 3 | Supplier (goods sender) Identification |
| NAD | No 7 Status M MaxOcc 1 | Supplier number |

| St | Format | Usage | Example |
|------|----------|--|------------|
| NAD | | | NAD |
| 3035 | M an..3 | Party qualifier CZ Consignor | +CZ |
| C082 | C | PARTY IDENTIFICATION DETAILS | |
| 3039 | M an..10 | Party id. identification Local supplier code | +013456700 |
| 1131 | N | Not used | : |
| 3055 | C an..3 | Code list responsible agency, coded 92 Assigned by buyer or buyer's agent | : 92 ' |

Comment:

Example: NAD+CZ+013456700: : 92 '

INTERNAL

No = Consecutive segment number in the guide, MaxOcc = Maximum occurency of the segment/groups, St = Status (M/R=Mandatory/Required, C/O=Optional, D=Depending, A=Advised, N=Not used)

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| | | |
|------------|------------------------------|---|
| SG4 | Status M MaxOcc 9999 | Delivery Instruction Line |
| SEQ | No 8 Status M MaxOcc 1 | Sequence data, Header segment per JiT-module |

| St | Format | Usage | Example |
|------|----------|---|------------|
| SEQ | | | SEQ |
| 1245 | C an..3 | Status indicator, coded Information status; This identifier controls processing at the JiT supplier 1 Amendment Changes. This qualifier is transmitted only with changes in SG 4, DTM, DE 2005 with codes 17 or 11 2 Cancellation Delete record * 3 Created new JiT-call-off / New record (first access) 5 Replacement replacement only with BGM Code SEC = sequence control 9 Test/do not deliver Test / No delivery 10 Already delivered Already delivered / Re-order | +3 |
| C286 | C | SEQUENCE INFORMATION | |
| 1050 | M an..10 | Sequence number Present VW format: an..6 nnxxxx = Assembly sequence data In sequenced call-off (PAB): nn = assembly line no., xxxx = sequence no. on assembly line. Note: Counter reset is dependent on local FIS-JIT installation Sequence forecast (SEV), Production Planning Data (DIS), References from preliminary FU (FAV) and Reference data (REF) an assembly line may be transmitted if it planned for an vehicle order. Otherwise "00" is transmitted. | +123456' |

Comment: The data are allocated by way of the file name and the allocation reference in UNH.

In transmission of reference data (REF) from LAFES-JiT only:
3 = New record (first access), 2 = Delete record, 3 = Change record = New record after delete record
The change service is applied to complex individual assemblies described by more than one part number only for the changed range of part numbers, not for all part numbers of the individual assembly.
9 = Test / No delivery!

In transmission of the sequence forecast (SEV):
3 = New record (first access), 9 = Test / No delivery!

In transmission of the PAB from FIS-JIT
3 = JiT-call-off , 9 = Test / No delivery!, 10 = Already delivered / Re-order; for complex individual assemblies subsets (one or more part numbers) may also be re-ordered. Re-order codes in segment GIR must be observed in further processing.
If a number of individual assemblies with different module identifiers in GIR DE 74 02 'PGI' (= parts group identifier) are called for one identification number, the SeG 4 is repeated for each module / module identifier.
The change service is applied to complex individual assemblies described by more than one part number only for the changed range of part numbers, not for all part numbers of the individual assembly.

INTERNAL

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Example: SEQ+3+123456'

INTERNAL

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| | | |
|------------|--------|------|
| SG4 | Status | M |
| | MaxOcc | 9999 |

Delivery Instruction Line

| | | |
|------------|--------|---|
| DTM | No | 9 |
| | Status | D |
| | MaxOcc | 1 |

ID for recording date (SEV / sequenced call-off)

| St | Format | Usage | Example |
|------|----------|--|---------------|
| DTM | | | DTM |
| C507 | M | DATE/TIME/PERIOD | |
| 2005 | M an..3 | Date/time/period qualifier 194 Start date/time ID for recording date (SEV / sequenced call-off) | +194 |
| 2380 | M an..35 | Date/time/period For sequence forecast data (FIS-JIT) and sequenced call-off the time of code number entry is set at the agreed recording point . | :199910081457 |
| 2379 | M an..3 | Date/time/period format qualifier 102 CCYYMMDD YYYYMMTT possible for M1 date 103 YYWWD YYWWD for reference data 203 CCYYMMDDHHMM YYYYMMDDHHMM for registration point data | :203' |

Comment: In transmission of reference data from the weekly assembly program the DTM segment is not transmitted.
 As of implementation of the K to K process, the week and day given in the identification number will no longer have any meaning as a ZP-8 scheduling date. It is therefore planned that in connection with K to K the scheduled ZP-8 date will be sent as a straight date in the reference data. It is important for JiT suppliers to be able to process the ZP-8 date when they use the reference data to manage their production (e.g. electrical systems). By agreement, the planned M1 date may be entered instead of the ZP-8 date if the ZP-8 date does not provide a sufficiently accurate indication of the assembly date.
 The DTM segment is always sent, however with different codes depending on the process.

Example: DTM+194 : 199910081457 : 203'

INTERNAL

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| | | |
|------------|-------------------------------|------------------------------------|
| SG4 | Status M MaxOcc 9999 | Delivery Instruction Line |
| DTM | No 10 Status D MaxOcc 1 | ID for recording date (SEC) |

| St | Format | Usage | Example |
|------|----------|--|---------------|
| DTM | | | DTM |
| C507 | M | DATE/TIME/PERIOD | |
| 2005 | M an..3 | Date/time/period qualifier 206 End date/time ID for recording date (SEC) | +206 |
| 2380 | M an..35 | Date/time/period For sequence forecast data (FIS-JIT) and sequenced call-off the time of code number entry is set at the agreed recording point . | :199910081457 |
| 2379 | M an..3 | Date/time/period format qualifier 102 CCYYMMDD YYYYMMTT possible for M1 date 103 YYWWD YYWWD for reference data 203 CCYYMMDDHHMM YYYYMMDDHHMM for registration point data | :203' |

Comment: In transmission of reference data from the weekly assembly program the DTM segment is not transmitted.
 As of implementation of the K to K process, the week and day given in the identification number will no longer have any meaning as a ZP-8 scheduling date. It is therefore planned that in connection with K to K the scheduled ZP-8 date will be sent as a straight date in the reference data. It is important for JiT suppliers to be able to process the ZP-8 date when they use the reference data to manage their production (e.g. electrical systems). By agreement, the planned M1 date may be entered instead of the ZP-8 date if the ZP-8 date does not provide a sufficiently accurate indication of the assembly date.
 The DTM segment is always sent, however with different codes depending on the process.

Example: DTM+206:199910081457:203'

INTERNAL

No = Consecutive segment number in the guide, MaxOcc = Maximum occurency of the segment/groups, St = Status (M/R=Mandatory/Required, C/O=Optional, D=Depending, A=Advised, N=Not used)

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| | | |
|------------|-------------------------------|---|
| SG4 | Status M MaxOcc 9999 | Delivery Instruction Line |
| DTM | No 11 Status D MaxOcc 1 | planned ZP 8 time (production date), standard for reference data |

| St | Format | Usage | Example |
|------|----------|---|---------------|
| DTM | | | DTM |
| C507 | M | DATE/TIME/PERIOD | |
| 2005 | M an..3 | Date/time/period qualifier 101 Production date, no schedule established as of planned ZP 8 time (production date), standard for reference data | +101 |
| 2380 | M an..35 | Date/time/period For sequence forecast data (FIS-JIT) and sequenced call-off the time of code number entry is set at the agreed recording point . | :199910081457 |
| 2379 | M an..3 | Date/time/period format qualifier 102 CCYYMMDD YYYYMMTT possible for M1 date 103 YYWWD YYWWD for reference data 203 CCYYMMDDHHMM YYYYMMDDHHMM for registration point data | :203' |

Comment: In transmission of reference data from the weekly assembly program the DTM segment is not transmitted.
As of implementation of the K to K process, the week and day given in the identification number will no longer have any meaning as a ZP-8 scheduling date. It is therefore planned that in connection with K to K the scheduled ZP-8 date will be sent as a straight date in the reference data. It is important for JiT suppliers to be able to process the ZP-8 date when they use the reference data to manage their production (e.g. electrical systems). By agreement, the planned M1 date may be entered instead of the ZP-8 date if the ZP-8 date does not provide a sufficiently accurate indication of the assembly date.
The DTM segment is always sent, however with different codes depending on the process.

Example: `DTM+101:199910081457:203'`

INTERNAL

No = Consecutive segment number in the guide, MaxOcc = Maximum occurency of the segment/groups, St = Status (M/R=Mandatory/Required, C/O=Optional, D=Depending, A=Advised, N=Not used)

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| | | |
|------------|--------|------|
| SG4 | Status | M |
| | MaxOcc | 9999 |

Delivery Instruction Line

| | | |
|------------|--------|----|
| DTM | No | 12 |
| | Status | D |
| | MaxOcc | 1 |

planned ZP 8 time (production date)

| St | Format | Usage | Example |
|------|----------|---|----------------------|
| DTM | | | DTM |
| C507 | M | DATE/TIME/PERIOD | |
| 2005 | M an..3 | Date/time/period qualifier 17 Delivery date/time, estimated planned M1 date / time (delivery date, estimated), special agreement for reference data | +17 |
| 2380 | M an..35 | Date/time/period For sequence forecast data (FIS-JIT) and sequenced call-off the time of code number entry is set at the agreed recording point . | :199910081457 |
| 2379 | M an..3 | Date/time/period format qualifier 102 CCYYMMDD YYYYMMTT possible for M1 date 103 YYWWD YYWWD for reference data 203 CCYYMMDDHHMM YYYYMMDDHHMM for registration point data | :203' |

Comment: In transmission of reference data from the weekly assembly program the DTM segment is not transmitted.
As of implementation of the K to K process, the week and day given in the identification number will no longer have any meaning as a ZP-8 scheduling date. It is therefore planned that in connection with K to K the scheduled ZP-8 date will be sent as a straight date in the reference data. It is important for JiT suppliers to be able to process the ZP-8 date when they use the reference data to manage their production (e.g. electrical systems). By agreement, the planned M1 date may be entered instead of the ZP-8 date if the ZP-8 date does not provide a sufficiently accurate indication of the assembly date.
The DTM segment is always sent, however with different codes depending on the process.

Example: **DTM+17 :199910081457 :203'**

INTERNAL

No = Consecutive segment number in the guide, MaxOcc = Maximum occurency of the segment/groups, St = Status (M/R=Mandatory/Required, C/O=Optional, D=Depending, A=Advised, N=Not used)

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| | | |
|------------|--------|------|
| SG4 | Status | M |
| | MaxOcc | 9999 |

Delivery Instruction Line

| | | |
|------------|--------|----|
| DTM | No | 13 |
| | Status | D |
| | MaxOcc | 1 |

planned M1 date / time (delivery date, estimated),

| St | Format | Usage | Example |
|------|----------|--|---------------|
| DTM | | | DTM |
| C507 | M | DATE/TIME/PERIOD | |
| 2005 | M an..3 | Date/time/period qualifier 11 Despatch date and or time Estimated shipment date of this reference number | +11 |
| 2380 | M an..35 | Date/time/period For sequence forecast data (FIS-JIT) and sequenced call-off the time of code number entry is set at the agreed recording point . | :199910081457 |
| 2379 | M an..3 | Date/time/period format qualifier 102 CCYYMMDD YYYYMMTT possible for M1 date 103 YYWWD YYWWD for reference data 203 CCYYMMDDHHMM YYYYMMDDHHMM for registration point data | :203' |

Comment: In transmission of reference data from the weekly assembly program the DTM segment is not transmitted.
 As of implementation of the K to K process, the week and day given in the identification number will no longer have any meaning as a ZP-8 scheduling date. It is therefore planned that in connection with K to K the scheduled ZP-8 date will be sent as a straight date in the reference data. It is important for JiT suppliers to be able to process the ZP-8 date when they use the reference data to manage their production (e.g. electrical systems). By agreement, the planned M1 date may be entered instead of the ZP-8 date if the ZP-8 date does not provide a sufficiently accurate indication of the assembly date.
 The DTM segment is always sent, however with different codes depending on the process.

Example: DTM+11:199910081457:203'

INTERNAL

No = Consecutive segment number in the guide, MaxOcc = Maximum occurency of the segment/groups, St = Status (M/R=Mandatory/Required, C/O=Optional, D=Depending, A=Advised, N=Not used)

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| | | |
|------------|--------|------|
| SG4 | Status | M |
| | MaxOcc | 9999 |

Delivery Instruction Line

| | | |
|------------|--------|----|
| DTM | No | 14 |
| | Status | D |
| | MaxOcc | 1 |

Latest shipment date of this reference number

| St | Format | Usage | Example |
|------|----------|--|---------------|
| DTM | | | DTM |
| C507 | M | DATE/TIME/PERIOD | |
| 2005 | M an..3 | Date/time/period qualifier 84 Shipment date/time, requested for (prior to and including) Latest shipment date of this reference number | +84 |
| 2380 | M an..35 | Date/time/period For sequence forecast data (FIS-JIT) and sequenced call-off the time of code number entry is set at the agreed recording point . | :199910081457 |
| 2379 | M an..3 | Date/time/period format qualifier 102 CCYYMMDD YYYYMMTT possible for M1 date 103 YYWWD YYWWD for reference data 203 CCYYMMDDHHMM YYYYMMDDHHMM for registration point data | :203' |

Comment: In transmission of reference data from the weekly assembly program the DTM segment is not transmitted.
 As of implementation of the K to K process, the week and day given in the identification number will no longer have any meaning as a ZP-8 scheduling date. It is therefore planned that in connection with K to K the scheduled ZP-8 date will be sent as a straight date in the reference data. It is important for JiT suppliers to be able to process the ZP-8 date when they use the reference data to manage their production (e.g. electrical systems). By agreement, the planned M1 date may be entered instead of the ZP-8 date if the ZP-8 date does not provide a sufficiently accurate indication of the assembly date.
 The DTM segment is always sent, however with different codes depending on the process.

Example: DTM+84 : 199910081457 : 203'

INTERNAL

No = Consecutive segment number in the guide, MaxOcc = Maximum occurency of the segment/groups, St = Status (M/R=Mandatory/Required, C/O=Optional, D=Depending, A=Advised, N=Not used)

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| | | |
|------------|--------------------------------|----------------------------------|
| SG4 | Status M MaxOcc 9999 | Delivery Instruction Line |
| GIR | No 15 Status C MaxOcc 99 | Vehicle data 1 |

| St | Format | Usage | Example |
|------|----------|--|-----------------------|
| GIR | | | GIR |
| 7297 | M an..3 | Set identification qualifier ADD Additional Data | +ADD |
| C206 | M | IDENTIFICATION NUMBER | |
| 7402 | M an..35 | Identity number system synchronisation number transmitted only in the PAB and only by assembly plants with two or more parallel JiT assembly lines. The entries of parallel recording points in FIS are counted consecutively with one synchronisation number. The data for all assembly lines are transmitted over one logical link. After a fault/line break the synchronisation number is used to restore the logical sequence where there are several parallel assembly lines. | +123456789012 |
| 7405 | C an..3 | Identity number qualifier SSR Systems Sequence Reference | : SSR |
| C206 | C | IDENTIFICATION NUMBER | |
| 7402 | M an..35 | Identity number max. 12 characters. special specifications: Field assignment must be agreed dependent on assembly, e.g. for Audi: prototype, interior equipment and trim. Supplementary description for vehicle, not transmitted in the standard case; only transmitted if additional information is agreed At present special specifications can only be transmitted in the messages from FIS-JIT. | +ABCDEFGH IJKL |
| 7405 | M an..3 | Identity number qualifier SVS Qualifier Additional Vehicle Specifications | : SVS |
| C206 | C | IDENTIFICATION NUMBER | |
| 7402 | M an..35 | Identity number re-order code; Data element group transmitted only in event of re-orders from FIS-JIT. (see comments). | +P4A |
| 7405 | C an..3 | Identity number qualifier ACO Additional Call-off | : ACO |
| C206 | C | IDENTIFICATION NUMBER | |
| 7402 | M an..35 | Identity number memo no. For pilot (prototype) vehicles the reference number of the memo is transmitted. The data element is only used for 'memo' vehicles. At present the memo no. is only available in the messages from FIS-JIT | +ABCDEFGH |
| 7405 | M an..3 | Identity number qualifier PRI Qualifier Pilot Run Identification | : PRI |
| C206 | C | IDENTIFICATION NUMBER | |
| 7402 | M an..35 | Identity number Sequence call off reference (see comment) nnxxxx = reference data from registration point for delivery in sequence of production (30 = PAB): nn = assembly line number xxxx = serial number on assembly line Note: the zeroing of the counter depends on the local FIS-JIT installation. | +123456 |

INTERNAL

No = Consecutive segment number in the guide, MaxOcc = Maximum occurency of the segment/groups, St = Status (M/R=Mandatory/Required, C/O=Optional, D=Depending, A=Advised, N=Not used)

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| St | Format | Usage | Example |
|------|---------|---|---------|
| 7405 | C an..3 | Identity number qualifier LSR Qualifier Logical Sequence Reference | :LSR' |

Comment: Comments:
 The GIR segment 'additional vehicle data 1' is not sent in the reference data and sequence forecast from LAFES-JIT. The data element group C206 with qualifier LSR is only sent in the message application for sequence control 'SEC'. The sequence control version is only agreed and installed in exceptional cases. In special cases with regard to materials handling it is used to check and correct sequence data (qualifier = 30).
 When the sequence control message 'SEC' is sent the scope of data used in segment group 4 is restricted.

re-order code
 By way of the re-order code actions including creation of the electronic TSL (cost acceptance by VW-Audi) are controlled.

Code Fault type Proposal i.e. in
 Cost acceptance elec. TSL
 G.. Quality / damage` Charged to supplier
 P.. Damage in Prod. Charged to VW / Audi in TSL
 F.. Defective part Charged to supplier
 H.. Defective part Charged to VW / Audi in TSL
 L.. Misconstruction Charged to supplier
 K.. Misconstruction Charged to VW / Audi in TSL
 E.. TE problem Charged to VW / Audi in TSL Nachbestellkennzeichen

Example: GIR+ADD+123456789012 : SSR+ABCDEFGHIJKL : SVS+P4A : ACO+ABCDEFGH : PRI+123456 : LSR'

INTERNAL

No = Consecutive segment number in the guide, MaxOcc = Maximum occurency of the segment/groups, St = Status (M/R=Mandatory/Required, C/O=Optional, D=Depending, A=Advised, N=Not used)

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| | | |
|------------|--------------------------------|----------------------------------|
| SG4 | Status M MaxOcc 9999 | Delivery Instruction Line |
| GIR | No 16 Status M MaxOcc 99 | Vehicle data 2 |

| St | Format | Usage | Example |
|------|----------|--|------------------------|
| GIR | | | GIR |
| 7297 | M an..3 | Set identification qualifier 4 Vehicle reference set | +4 |
| C206 | M | IDENTIFICATION NUMBER | |
| 7402 | M an..17 | Identity number vehicle identification no., only transmitted in the sequenced call-off, important for safety parts, spares supply. | +WVWZZZ1JZ1W2 04568 |
| 7405 | C an..3 | Identity number qualifier VV Vehicle identity number | :VV |
| C206 | C | IDENTIFICATION NUMBER | |
| 7402 | M an..10 | Identity number PJKWT1234P = Order data / control no. PJ = Target production year, KW = Calendar week (ZP-8 planning date) T = Day (ZP-8 planning date) 1234 = Sequence no.. unique for each day of the week P = Test digit (Modulo 10, calculated via KWT1234) | +9947143652 |
| 7405 | M an..3 | Identity number qualifier AN Manufacturing reference number | :AN |
| C206 | C | IDENTIFICATION NUMBER | |
| 7402 | M an..5 | Identity number jjaaa = 2-character model year and 3-character model; as opposed to the sequenced call-off, in the reference data and sequence forecast data from LAFES-JIT '00' is transmitted as a constant in the model year, and the vehicle class in the model. | +991J0 |
| 7405 | M an..3 | Identity number qualifier TMA Qualifier Modell | :TMA |
| C206 | C | IDENTIFICATION NUMBER | |
| 7402 | M an..4 | Identity number Module Id (module code, formerly = part type group), is indicated by 4 characters starting in SYNCRO Version 3. The module code should be given in the module label barcode if use of the standard JiT label has been agreed. The module code should be given in the crate label barcode for delivery in sequence of production if use of the standard crate label for delivery in sequence of production has been agreed. | +ABCD |
| 7405 | C an..3 | Identity number qualifier PGI Parts group identifier | : PGI ' |

Comment: In SYNCRO Version 2, an identifier for the module ID (module code) was sent with two characters.
The module code combines all part numbers of a module. If a one logistics provider, for instance, sequences and delivers a number of individual assemblies (modules) for one code number, the module code is used to manage logistics operations, e.g. the assignment of location of assembly (installation cycles of modules / assemblies). In the event of changes to logistics operations, e.g. changing of installation cycles (locations of assembly) the assignment should only be changed for the logistics provider, but locations in JiT vehicle data records should not be changed. Because

INTERNAL

No = Consecutive segment number in the guide, MaxOcc = Maximum occurency of the segment/groups, St = Status (M/R=Mandatory/Required, C/O=Optional, D=Depending, A=Advised, N=Not used)

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the module code in most cases has an identical form to the module identifier in the parts list, an effort should be made to use the same designation. A 4-character module code allows a differentiation in the long term.

Example: GIR+4+WVWZZZ1JZ1W204568 : VV+9947143652 : AN+991J0 : TMA+ABCD : PGI '

INTERNAL

No = Consecutive segment number in the guide, MaxOcc = Maximum occurrence of the segment/groups, St = Status (M/R=Mandatory/Required, C/O=Optional, D=Depending, A=Advised, N=Not used)

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| | | |
|------------|-------------------------------|---|
| SG4 | Status M MaxOcc 9999 | Delivery Instruction Line |
| LOC | No 17 Status C MaxOcc 5 | Manufacturing department code, not transmitted in the reference data and sequence preview of LAFES-JIT |

| St | Format | Usage | Example |
|------|----------|---|---------|
| LOC | | | LOC |
| 3227 | M an..3 | Place/location qualifier 54 Manufacturing department | +54 |
| C517 | C | LOCATION IDENTIFICATION | |
| 3225 | M an..10 | Place/location identification VW-Format: an..4 Code for body recording point is transmitted. VW-Format: an..10 With re-orders an agreed delivery location is transmitted. | +RB01 ' |

Comment:

Example: LOC+54+RB01 '

INTERNAL

No = Consecutive segment number in the guide, MaxOcc = Maximum occurency of the segment/groups, St = Status (M/R=Mandatory/Required, C/O=Optional, D=Depending, A=Advised, N=Not used)

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| | | |
|------------|-------------------------------|----------------------------------|
| SG4 | Status M MaxOcc 9999 | Delivery Instruction Line |
| LOC | No 18 Status O MaxOcc 5 | Unloading Point |

| St | Format | Usage | Example |
|------|---------|--|---------|
| LOC | | | LOC |
| 3227 | M an..3 | Place/location qualifier 11 Place/port of discharge | +11 |
| C517 | C | LOCATION IDENTIFICATION | |
| 3225 | R an..5 | Place/location identification | +002 ' |

Comment: LOC+11, unloading point, is transmitted exclusively by Lamborghini at the time of publication of version 3.4 of the Guideline.

Example: LOC+11+002 '

INTERNAL

No = Consecutive segment number in the guide, MaxOcc = Maximum occurency of the segment/groups, St = Status (M/R=Mandatory/Required, C/O=Optional, D=Depending, A=Advised, N=Not used)

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| | | |
|------------|-------------------------------|--|
| SG4 | Status M MaxOcc 9999 | Delivery Instruction Line |
| SG7 | Status M MaxOcc 9999 | Product Item Line |
| LIN | No 19 Status M MaxOcc 1 | Part number (parts no, assembly no, LAW no) |

| St | Format | Usage | Example |
|------|----------|---|------------------------|
| LIN | | | LIN |
| 1082 | N | Not used | + |
| 1229 | N | Not used | + |
| C212 | C | ITEM NUMBER IDENTIFICATION | |
| 7140 | M an..19 | Item number Part number / VW part number in structured print format (TTT MMM UUU II FFF), blanks at the end of the article number will not be sent. Form: ' ttt mmm uuu ii fff' ttt = Type identifier mmm = Mid group uuu = Subsidiary group ii = Index fff = Colour code; poss. logistics code | + BKK A00 117 OS VD |
| 7143 | M an..3 | Item number type, coded IN Buyer's item number | : IN' |

Comment: In standard case segment group 7 with LIN et sqq. is always sent. In transmittals of message type sequence control (SEC) the segment group 7 is not used.

Example: LIN+++ BKK A00 117 OS VD:IN'

INTERNAL

No = Consecutive segment number in the guide, MaxOcc = Maximum occurency of the segment/groups, St = Status (M/R=Mandatory/Required, C/O=Optional, D=Depending, A=Advised, N=Not used)

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| | | |
|------------|--------------------------------|---|
| SG4 | Status M MaxOcc 9999 | Delivery Instruction Line |
| SG7 | Status M MaxOcc 9999 | Product Item Line |
| PIA | No 20 Status M MaxOcc 10 | Additional information kind of parts (BESI- kind of parts) |

| St | Format | Usage | Example |
|------|---------|---|---------|
| PIA | | | PIA |
| 4347 | M an..3 | Product id. function qualifier 1 Additional identification | +1 |
| C212 | M | ITEM NUMBER IDENTIFICATION | |
| 7140 | M an..4 | Part type (BESI part type) | +ABCD ' |

Comment: The part type (BESI part type) combines the part numbers in BESI for logical checks. The part type may be used beginning with SYNCRO version 3.

Example: PIA+1+ABCD '

INTERNAL

No = Consecutive segment number in the guide, MaxOcc = Maximum occurency of the segment/groups, St = Status (M/R=Mandatory/Required, C/O=Optional, D=Depending, A=Advised, N=Not used)

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| | | |
|-------------|-------------------------------|---|
| SG4 | Status M MaxOcc 9999 | Delivery Instruction Line |
| SG7 | Status M MaxOcc 9999 | Product Item Line |
| SG11 | Status M MaxOcc 100 | Call-off quantity = delivery quantity per assembly / part number |
| QTY | No 21 Status M MaxOcc 1 | Call-off quantity = delivery quantity per assembly / part number |

| St | Format | Usage | Example |
|------|---------|---|---------|
| QTY | | | QTY |
| C186 | M | QUANTITY DETAILS | |
| 6063 | M an..3 | Quantity qualifier 131 Delivery quantity | +131 |
| 6060 | M n..15 | Quantity Call off quantity for each item no. (for each Order data / control no) | : 1 |
| 6411 | M an..3 | Measure unit qualifier PCE piece | : PCE ' |

Comment:

Example: QTY+131 : 1 : PCE '

INTERNAL

No = Consecutive segment number in the guide, MaxOcc = Maximum occurency of the segment/groups, St = Status (M/R=Mandatory/Required, C/O=Optional, D=Depending, A=Advised, N=Not used)

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| | | |
|------------|--------|----|
| UNT | No | 22 |
| | Status | M |
| | MaxOcc | 1 |

Final segment of message, Message check segment

| St | Format | Usage | Example |
|------|----------|---|----------|
| UNT | | | UNT |
| 0074 | M n..6 | Number of segments in a message Check counter for the total number of segments in the message (including UNH and UNT segments). | +15 |
| 0062 | M an..14 | Message reference number The reference number must be identical to UNH, DE 0062, and is assigned by the data sender. | +98765 ' |

Comment: The UNT segment serves to end a message and check its completeness.

Example: UNT+15+98765 '

INTERNAL

No = Consecutive segment number in the guide, MaxOcc = Maximum occurency of the segment/groups, St = Status (M/R=Mandatory/Required, C/O=Optional, D=Depending, A=Advised, N=Not used)

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| | | | |
|------------|--------|----|--|
| UNZ | No | 23 | Final segment of transmission file, terminates a transfer file and checks it for completeness |
| | Status | M | |
| | MaxOcc | 1 | |

| St | Format | Usage | Example |
|------|----------|--|---------|
| UNZ | | | UNZ |
| 0036 | M n..6 | Interchange control count Number of messages in a transmission | +1 |
| 0020 | M an..14 | Interchange control reference Transmission reference number, is allocated by sender. Reference number is identical to UNB DE0020. | +12345' |

Comment: The UNZ segment serves to end a transmission file and check its completeness.

Example: UNZ+1+12345'

INTERNAL

No = Consecutive segment number in the guide, MaxOcc = Maximum occurency of the segment/groups, St = Status (M/R=Mandatory/Required, C/O=Optional, D=Depending, A=Advised, N=Not used)

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