



# **PROJECT eRMA**

## **DESADV Examples**

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**Version 1.0**

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## 1. COIL EXAMPLE

UNB+UNOA:2+AAAAA+ ERMA1+990412:1030+0201+++++1	
UNH+1+DESADV:D:97A:UN	<b>UNH</b> message header. <b>1</b> is sequence id; <b>DESADV</b> indicates dispatch advice; <b>D</b> is version; <b>97A</b> is year and revision number; <b>UN</b> indicates that the controlling agency is the United Nations
BGM+351+123456789+9	<b>BGM</b> – Beginning of DESADV message; <b>351</b> indicates DESADV, <b>123456789</b> indicates unique supplier assigned number that is not repeated within a year; <b>9</b> indicates original document, use 1 to indicate cancellation.
DTM+137:200004161400:203	<b>DTM</b> – Date/Time Segment; <b>137</b> indicates document generation date/time, <b>200004161400</b> is date and time, <b>203</b> indicates YYYYMMDDHHMM format
DTM+11:200004161500:203	<b>DTM</b> – Date/Time Segment; <b>11</b> indicates dispatch date/time <b>200004161500</b> is date and time; <b>203</b> indicates YYYYMMDDHHMM format
MEA+AAX+G+KGM:9999	<b>MEA</b> – Measurement Segment. <b>AAX</b> indicates consignment measurement; <b>G</b> indicates gross weight; <b>KGM</b> indicates kilograms, <b>9999</b> is the weight
MEA+AAX+N+KGM:8888	<b>MEA</b> – Measurement Segment. <b>AAX</b> indicates consignment measurement; <b>N</b> indicates net weight; <b>KGM</b> indicates kilograms, <b>8888</b> is the weight
RFF+MB:1114562211	<b>RFF</b> – Reference Segment. <b>MB</b> indicates Bill of Lading; <b>1114562211</b> is the Bill of Lading
RFF+PK:12345678	<b>RFF</b> - reference segment; <b>PK</b> indicates packing slip number; <b>12345678</b> is packing slip number
NAD+ST+X740E::92	<b>NAD</b> – Name and Address. <b>ST</b> indicates ‘ship to’; <b>X740E</b> is a FORD code identifying where steel is being shipped to; <b>92</b> indicates previous field is a FORD assigned code.
NAD+SF+D867C::92	<b>NAD</b> – Name and Address. <b>SF</b> indicates ‘ship from’; <b>D867C</b> is a FORD code identifying where steel is being shipped from; <b>92</b> indicates previous field is a FORD assigned code.
TDT+12++J++BBBBB	<b>TDT</b> – Transport Details. <b>12</b> indicates Transport Stage qualifier; <b>J</b> indicates Motor as type of transport; <b>BBBBB</b> is SCAC code;
EQD+TE+KDY1964	<b>EQD</b> – Equipment Detail. <b>TE</b> indicates a trailer; <b>KDY1964</b> is trailer number
SEL+12345ABD	<b>SEL</b> – Seal Number. <b>12345ABD</b> is the number

----- ORDER GROUP -----	
CPS+1++4	<b>CPS</b> - Consignment packing sequence. <b>1</b> is hierarchical ID number, this must be unique within a document. <b>4</b> indicates no specifiable level of packaging, this is the only structure supported by ERMA.
LIN+1++RM2000 18222 ERMA:IN	<b>LIN</b> - Line item, <b>1</b> is sequence number, only one part is allowed per DESADV document for ERMA. <b>RM2000 18222 ERMA</b> is the part number; <b>IN</b> is buyer's item number
QTY+3:234568:KGM	(not required by ERMA) <b>QTY</b> quantity segment. <b>3</b> indicates cumulative quantity; <b>234568</b> is the is quantity since start of inventory year; <b>KGM</b> indicates kilograms
QTY+12:8888:KGM	<b>QTY</b> quantity segment. <b>12</b> indicates actual quantity being shipped; <b>8888</b> is the is the actual quantity; <b>KGM</b> indicates kilograms
RFF+ON:1234567	<b>REF</b> - reference segment; <b>ON</b> purchase order number; <b>1234567</b> is purchase order number
----- ITEM GROUP 1 -----	
PCI+15+12345678	<b>PCI</b> – label serial number segment; <b>15</b> indicates supplier number; <b>12345678</b> is label serial number
MEA+PD+WT+KGM:4444	<b>MEA</b> –dimensions; <b>PD</b> indicates physical dimension; <b>WT</b> indicates weight; <b>KGM</b> indicates kilograms; <b>4444</b> is weight
QTY+12:1:CL	<b>QTY</b> quantity segment; <b>12</b> indicates actual quantity being shipped; <b>1</b> is the is quantity; <b>CL</b> indicates coils
GIN+BX+BC123HVU144Z	<b>GIN</b> – heat code number; <b>BX</b> is batch number; <b>BC123HVU144Z</b> is heat code
----- ITEM GROUP 2 -----	
PCI+15+12345678	<b>PCI</b> – label serial number segment; <b>15</b> indicates supplier number; <b>12345678</b> is label serial number
MEA+PD+WT+KGM:4444	<b>MEA</b> –dimensions; <b>PD</b> indicates physical dimension; <b>WT</b> indicates weight; <b>KGM</b> indicates kilograms; <b>4444</b> is weight
QTY+12:1:CL	<b>QTY</b> quantity segment; <b>12</b> indicates actual quantity being shipped; <b>1</b> is the is quantity; <b>CL</b> indicates coils
GIN+BX+BC123HVU579X	<b>GIN</b> – heat code number; <b>BX</b> is batch number; <b>BC123HVU579X</b> is heat code
UNT+25+1	<b>UNT</b> – message trailer; <b>25</b> is number of segments; <b>1</b> is message reference number (from UNH)
UNZ+1+0201	

## 2. CUT SHEET / EACHES EXAMPLE

UNB+UNOA:2+AAAAA+ FORD+990412:1030+0201+++++1	
UNH+1+DESADV:D:97A:UN	<b>UNH</b> message header. <b>1</b> is sequence id; <b>DESADV</b> indicates dispatch advice; <b>D</b> is version; <b>97A</b> is year and revision number; <b>UN</b> indicates that the controlling agency is the United Nations
BGM+351+123456789+9	<b>BGM</b> – Beginning of DESADV message; <b>351</b> indicates DESADV, <b>123456789</b> indicates unique supplier assigned number that is not repeated within a year; <b>9</b> indicates original document, use 1 to indicate cancellation.
DTM+137:200004161400:203	<b>DTM</b> – Date/Time Segment; <b>137</b> indicates document generation date/time, <b>200004161400</b> is date and time, <b>203</b> indicates YYYYMMDDHHMM format
DTM+11:200004161500:203	<b>DTM</b> – Date/Time Segment; <b>11</b> indicates dispatch date/time <b>200004161500</b> is date and time; <b>203</b> indicates YYYYMMDDHHMM format
MEA+AAX+G+KGM:9999	<b>MEA</b> – Measurement Segment. <b>AAX</b> indicates consignment measurement; <b>G</b> indicates gross weight; <b>KGM</b> indicates kilograms, <b>9999</b> is the weight
MEA+AAX+N+KGM:8888	<b>MEA</b> – Measurement Segment. <b>AAX</b> indicates consignment measurement; <b>N</b> indicates net weight; <b>KGM</b> indicates kilograms, <b>8888</b> is the weight
RFF+MB:1114562211	<b>RFF</b> – Reference Segment. <b>MB</b> indicates Bill of Lading; <b>1114562211</b> is the Bill of Lading
RFF+AAK:12345678	<b>RFF</b> - reference segment; <b>AAK</b> indicates packing slip number; <b>12345678</b> is packing slip number
NAD+ST+X740E::92	<b>NAD</b> – Name and Address. <b>ST</b> indicates ‘ship to’; <b>X740E</b> is a FORD code identifying where steel is being shipped to; <b>92</b> indicates previous field is a FORD assigned code..
NAD+SF+D867C::92	<b>NAD</b> – Name and Address. <b>SF</b> indicates ‘ship from’; <b>D867C</b> is a FORD code identifying where steel is being shipped from; <b>92</b> indicates previous field is a FORD assigned code.

TDT+12++J++BBBB	<b>TDT</b> – Transport Details. <b>12</b> indicates Transport Stage qualifier; <b>J</b> indicates Motor as type of transport; <b>BBBBB</b> is SCAC code;
EQD+TE+KDY1964	<b>EQD</b> – Equipment Detail. <b>TE</b> indicates a trailer; <b>KDY1964</b> is trailer number
SEL+12345ABD	<b>SEL</b> – Seal Number. <b>12345ABD</b> is the number
----- ORDER GROUP -----	
CPS+1++4	<b>CPS</b> - Consignment packing sequence. <b>1</b> is hierarchical ID number, this must be unique within a document. <b>4</b> indicates no specifiable level of packaging, this is the only structure supported by ERMA.
LIN+1++RM2000 18222 ERMA:IN	<b>LIN</b> - Line item, <b>1</b> is sequence number, only one part is allowed per DESADV document for ERMA. <b>RM2000 18222 ERMA</b> is the part number; <b>IN</b> is buyer's item number
QTY+3:300:C62	<b>QTY</b> quantity segment. <b>3</b> indicates cumulative quantity; <b>300</b> is the is quantity since start of inventory year; <b>C62</b> indicates Eaches
QTY+12:350:C62	<b>QTY</b> quantity segment. <b>12</b> indicates actual quantity being shipped; <b>2</b> is the is the actual quantity; <b>C62</b> indicates Eaches
RFF+ON:1234567	<b>REF</b> - reference segment; <b>ON</b> purchase order number; <b>1234567</b> is purchase order number
----- ITEM GROUP 1 -----	
PCI+15+12345678	<b>PCI</b> – label serial number segment; <b>15</b> indicates supplier number; <b>12345678</b> is label serial number
MEA+PD+WT+KGM:4444	<b>MEA</b> –dimensions; <b>PD</b> indicates physical dimension; <b>WT</b> indicates weight; <b>KGM</b> indicates kilograms; <b>4444</b> is weight
QTY+12:150:C62	<b>QTY</b> quantity segment. <b>12</b> indicates actual quantity being shipped; <b>150</b> is the is the actual quantity; <b>C62</b> indicates Eaches
GIN+BX+BC123HVU144Z	<b>GIN</b> – heat code number; <b>BX</b> is batch number; <b>BC123HVU144Z</b> is heat code
----- ITEM GROUP 2 -----	
PCI+15+12345678	<b>PCI</b> – label serial number segment; <b>15</b> indicates supplier number; <b>12345678</b> is label serial number
MEA+PD+WT+KGM:4444	<b>MEA</b> –d+imensions; <b>PD</b> indicates physical dimension; <b>WT</b> indicates weight; <b>KGM</b> indicates kilograms; <b>4444</b> is weight
QTY+12:250:C62	<b>QTY</b> quantity segment. <b>12</b> indicates actual

	quantity being shipped; <b>250</b> is the is the actual quantity; <b>C62</b> indicates Eaches
GIN+BX+BC123HVU579X	<b>GIN</b> – heat code number; <b>BX</b> is batch number; <b>BC123HVU579X</b> is heat code
UNT+25+1	<b>UNT</b> – message trailer; <b>25</b> is number of segments; <b>1</b> is message reference number (from UNH)
UNZ+1+0201	