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

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

Questions or comments regarding any of the information in this documentation should be directed to Transportation.Systemssupport@genmills.com or your account Freight Auditor.
There is no advantage to invoicing immediately after load is delivered. General Mills freight carriers should wait to bill until all charges are known including detention and unloading fees. Billing early results in additional work on both parties to process balance due invoices.

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

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

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

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

GMI Inbound & Outbound Shipments

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

Outbound Shipments:
- These can be shipments direct to customer movements, STO, (Stock Transport Orders also called interplants) which are shipments from a GMI facility, Co-packer, or 3rd party warehouse into another GMI facility, co-packer, or 3rd party warehouse.
- Have an 8-digit order number beginning with a “2” (production to truck), “3” (interplant) or a “5” (sales order) that is referred to as the CR #.
- Have a 10-digit delivery number that will start with a “2” (not preceded by zeroes), DO #
- Have an 8-digit Freight Order number that is preceded by two zeroes. The Freight Order will begin with a “2,” (production to truck), “8” or “5” (manual shipment not common).

Paper billing

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

Purchase Order loads

Reference the GMI Purchase Order number, contact person, email or phone number when submitting your invoice
ABOUT THE EDI 210 INVOICE DOCUMENT

- A valid GMI Freight Order number is required to process via EDI 210. If you receive a rejection stating that the Freight Order number is invalid, please contact the Carrier Partner who manages the shipping location or General Mills Operations.

- All GMI EDI carriers must have the ability to transmit both an original (technical definition, an unpopulated B308 element) and subsequent (technical definition, a populated B308 element) EDI 210 invoice. Do not submit prior paid amounts on your subsequent billing.

- The GMI system requires one - and will process only one - original EDI 210 invoice per Freight Order. Once an original invoice has processed, any other original EDI 210 invoice received for that Freight Order will be rejected with error message stating: Original invoice already received by General Mills.

- The GMI system will not process a subsequent EDI 210 invoice without first processing an original invoice for the Freight Order. A subsequent EDI 210 invoice received before an original invoice will be rejected with error message stating: Subsequent invoice can’t be processed. Original not received.

What charge codes can/should be used for billing?

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

The EDI 210 charge codes:

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

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

Points at which an EDI 210 Invoice can be rejected.

- EDI translator – When raw data is not EDI compliant, an Inbound Translation Failure is created. Questions are directed to EDI hotline at 763-293-3000 or team.gmiedi@genmills.com.
• **GMI payment system (SAP)** – When an EDI 210 Invoice passes to the payment system but does not pass an edit check, a 210 EDI Error is created. Questions regarding these rejections should be directed to Transportation.Systemssupport@genmills.com or your Freight Auditor.

• **Freight Auditor** - When invoice amounts don’t match expected GMI amounts, the entire invoice is suspended for a freight auditor to approve or reject. Rejections here are titled Carrier Invoice Rejections and questions are directed to the email address noted at bottom of each rejection report.

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

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

➤ **Trailer Detention**

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

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

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

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

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

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

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

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

✓ The carrier must obtain approval from a GMI transportation manager (>=$2500) or Service Coordinator (<=$2500) prior to billing the charge to General Mills.
✓ Written approval (Email) must be added as an attachment to the Freight Order either by your onsite Carrier Partner or by your authorized carrier representative within the TM Portal.
✓ The amount billed for TONU / VNU is determined in the Appendix B of the contract.
If a shipment is cancelled after a carrier has arrived for pick-up, that shipment is no longer available in our system for payment. As well, if the shipment was not cancelled, but rather hauled by a different carrier, that carrier is the only one who can be paid via the system (EDI billing) for hauling the shipment. In either case, for the TONU shipment, a manual (paper) invoice is necessary for Truck Order Not Used payment and you must reference the original Freight Order that was tendered to you.

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

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

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

➢ When to send in a DO or CR.
   GMI always prefers the DO #.
   If you have the DO # send only the DO # in.
   If you have the DO # and CR # in, send in the DO # only.
   If you have only the CR #, the GMI system can find the corresponding DO # and will post your data to the DO # (outbound freight only).

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

They are as follows:
   - Detention = DTL and DTU
   - Labor/Lumper = LAB
   - Layover = LAY and LYC
Raw data example of *Original* EDI 210 Invoice:

```
ST*210*12345  
B3*1234567*0080128503*PP*L*20140314*261887***20050228*140*SCAC  
C3*USD  
N9*CN*1234567  
G62*11*20140317  
R3*SCAC*B**M  
N1*SH*GENERAL MILLS INC-DRY  
N3*8000 AUDUBON ROAD  
N4*CHANHASSEN*MN*55317  
N1*CN*US FOODSERVICE  
N3*8024 TELEGRAPH RD  
N4*SEVERN*MD*21144  
N1*BT*GENERAL MILLS  
N3*ONE GENERAL MILLS BLV  
N4*MINNEAPOLIS*MN*55426  
N7*SCAC*11768*********RT  
LX*1  
L5*1*FROZEN FOODS  
L0*1*1*FR*33096*G***1569*PCS**L  
L1*1*1811*FR*181100  
L7**************1162*T  
LX*2  
L5*2*LUMPER CHARGES  
L1*2*140*FR*14000****LAB  
LX*3  
L5*3*EXTRA STOP AT ELKTON, MD  
L1*3*60*SP*6000****SOC  
LX*4  
L5*4*OUT OF ROUTE  
L0*4*1*DM*0*G***1*PCS**L  
L0*4*1*DM  
L1*4*1.35*PM*5535****EXM  
L7**************41*T  
LX*5  
L5*5*FUEL SURCHARGE  
L1*5*223.12*FR*22312****FUE  
LX*6  
L5*6*DETECTION/UNLOADING  
L0*6*60*NU*0*G***60*PCS**L  
L1*6*1.16*PU*6960****DTU  
LX*7  
L5*7*DETECTION/UNLOADING  
L0*7*30*NU*0*G***30*PCS**L  
L1*7*1.16*PU*3480****DTU  
L3*33096*G***239387*******L  
SE*46*12345  
```

Unpopulated B308 element indicates “original” invoice.

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

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

Empty or non-existent L108 element indicates Linehaul.

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

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

An invalid code here would be rejected with error message stating: Carrier charge code and/or rate qualifier XXX not according to GMI Std.
Raw data example of original EDI 210 Invoice with multiple charges:

```
ST*210*12345
B3**123456*0081023456*PP*L*2010924*261887**2010924*140*SCAC*2010924
C3*USD
N9*CR*00360000000
N9*DO*0020880000
G62*11*20170204
R3*SCAC***M
N1*SH*GENERAL MILLS INC-DRY
N3*8000 AUDUBON ROAD
N4*CHANHASSEN*MN*55317
N1*CN*US FOODSERVICE
N3*8024 TELEGRAPH RD
N4*SEVERN*MD*21144
N1*BT*GENERAL MILLS
N3*ONE GENERAL MILLS BLV
N4*MINNEAPOLIS*MN*55426
N7*SCAC*11768********5300
LX*1
L5*1*FROZEN FOODS
L0*1*FR*33096*G***1569*PCS**
L1*1*1811*FR*181100
L7*************1162*T
LX*2
N9*CR*0048659969~
L1*200*FR*20000****LAB****LUMPER~
L5*2*LUMPER CHARGES
L1*2*140*FR*14000****LAB
LX*3~
N9*DO*0017257819~
L0*4*30*NU~
L1*1.16*PU*3480****DTU****DETENTION UNLOADING
LX*4
L5*3*EXTRA STOP AT ELKTON, MD
L1*3*60*SP*6000****SOC
LX*5
L5*5*FUEL SURCHARGE
L1*5*223.12*FR*22312****FUE
LX*6
N9*DO* 17257819
L5*6*DETENTION/UNLOADING
L0*6*60*NU*0*G***60*PCS**
L1*6*1.16*PU*6960****DTU
LX*7
N9*DO*17257819 L0*9*1*TD L1*9*200.00*PD*20000****LAY
L3*33096*G***239387*******L
SE*46*12345
```
Raw data example of *Subsequent* EDI 210 Invoice for same shipment:

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

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

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

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

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

The flowchart that follows on page 10 takes the EDI carrier through a number of questions that will help with how and when you should balance due a short pay and transmit a *subsequent* EDI 210 Invoice.
YOU MUST FIRST DETERMINE WHAT SPECIFIC CHARGE WAS SHORT PAID BY COMPARING THE CARRIER PORTAL INFORMATION AND YOUR GMI CONTRACT

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

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

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

---

Did you invoice the amount you meant to?

- **YES**
- **NO**

Did you invoice the number of units you meant to?

- **YES**
- **NO**

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

Refer to GMI Carrier Contract.

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

- **YES**
- **NO**

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

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

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

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

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

Refer to GMI Carrier Contract.

Is the per unit rate paid for specific charge(s) according to contract terms?

- **YES**
- **NO**
THREE DIFFERENT TYPES OF EDI 210 INVOICE REJECTIONS

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

1. **Translator**

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

   If carrier has questions regarding this message or needs to change the email address that the report is being sent to they should contact the GMI technical EDI group at the hotline number 763-293-3000 or email at team.gmiedi@genmills.com as stated in the email message.

   See example and more detail on page 13.

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

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

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

   If carrier has questions after reading through this documentation, or needs to change the email address that the rejection report is sent to they should contact Transportation System Support at Transportation.Systemssupport@genmills.com.

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

   See example of the 210 EDI GMI payment system errors on page 15.

3. **GMI Freight Audit**

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

   **See example of a rejection generate from the Freight Auditor on page 16.**

1. **Example of rejection generated from the EDI Translator …**

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

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

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

Questions regarding this type of rejection should be directed to the email address noted here.
2. Example of rejection generated from the GMI Payment System (SAP)...

**CURRENT EXAMPLE**

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

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

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

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

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

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

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

<table>
<thead>
<tr>
<th>PO / CR / Delivery Number</th>
<th>Shipment / Vendor BOL#</th>
<th>Carrier Pro #</th>
<th>Control #</th>
<th>Message</th>
</tr>
</thead>
<tbody>
<tr>
<td>2181078522</td>
<td>0037809785</td>
<td>4663528</td>
<td>376910001</td>
<td>Idoc: 332425612 04/04/2014 14:07:23 Invalid or Missing Shipment Date for GMI Shipment/Delivery Reference 0037809785</td>
</tr>
</tbody>
</table>

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

Example 1: GMI Payment System (SAP) Rejection Report

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

<table>
<thead>
<tr>
<th>PO / CR / Delivery Number</th>
<th>Shipment / Vendor BOL#</th>
<th>Carrier Pro #</th>
<th>Control #</th>
<th>Message</th>
</tr>
</thead>
</table>

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

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

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

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

B308 element of raw data is empty
Raw data looks like this for a Subsequent EDI 210 Invoice:

ISA*00**00**02*SCAC*08*9251190000*040216*1649*U*00401*000117934*0*P*
GS*IM*SCAC*6125404455*20140325*1649*117934*X*00010
ST*210*179340001
B3**4413303*38034517*PP*L*20140325*138081*ED*20140325*035*SCAC*20140325

Q. HOW DO I FIX IT?

A. Re-transmit the EDI 210 Invoice as a subsequent (populated B308 element of raw data).
   If you thought you had transmitted a subsequent EDI 210 Invoice, you will need to involve your technical EDI Department to find out why it was transmitted as an original, rather than a subsequent. If you intended to transmit an original, then this is not necessarily a bad message. It informs you that we have already received and processed an earlier original invoice. Payment is either in process or complete.

Example 2: GMI Payment System (SAP) Rejection Report

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

<table>
<thead>
<tr>
<th>PO / CR / Delivery Number</th>
<th>Shipment / Vendor BOL#</th>
<th>Carrier Pro #</th>
<th>Control #</th>
<th>Message</th>
</tr>
</thead>
<tbody>
<tr>
<td>37888482</td>
<td>3800041</td>
<td>480001</td>
<td></td>
<td>Idoc: 331782972 03/31/2014 15:18:50 Shipment 0037888482: Subsequent invoice can't be processed. Original not received.</td>
</tr>
</tbody>
</table>

Q. WHAT DOES THIS REJECTION MESSAGE MEAN?

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

   - How does SAP know an original from a subsequent?

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

ISA*00**00**02*SCAC*08*9251190000*040216*1649*U*00401*000117934*0*P*
GS*IM*SCAC*6125404455*20140216*1649*117934*X*00010
ST*210*179340001
B3**4413303*38064802*PP*L*20140216*138081*ED*20140203*035*CRDF*2014021

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

ISA*00**00**02*SCAC*08*9251190000*040216*1649*U*00401*000117934*0*P*
GS*IM*SCAC*6125404455*20140325*1649*117934*X*00010
ST*210*179340001
B3**4413303*38034517*PP*L*20140325*138081*ED*20140325*035*SCAC*20140325
Q. HOW DO I FIX IT?

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

Example 3: GMI Payment System (SAP) Rejection Report

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

<table>
<thead>
<tr>
<th>PO / CR / Delivery Number</th>
<th>Freight Order / Vendor BOL#</th>
<th>Carrier Pro #</th>
<th>Control #</th>
<th>Message</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>-</td>
<td>21886795</td>
<td>24280019</td>
<td>Idoc: 329804878 03/14/2014 15:32:29 GMI Freight Order is missing - Invoice can't be processed.</td>
</tr>
</tbody>
</table>

Q. WHAT DOES THIS REJECTION MESSAGE MEAN?

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

Q. HOW DO I FIX IT?

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

Example 4: GMI Payment System (SAP) Rejection Report

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

<table>
<thead>
<tr>
<th>PO / CR / Delivery Number</th>
<th>Freight Order / Vendor BOL#</th>
<th>Carrier Pro #</th>
<th>Control #</th>
<th>Message</th>
</tr>
</thead>
<tbody>
<tr>
<td>2085226054</td>
<td>0077907716</td>
<td>JC59847</td>
<td>741940003</td>
<td>Idoc: 330665391 03/21/2014 16:08:34 Shipment 0077907716 not a valid GMI Freight Order</td>
</tr>
</tbody>
</table>
Q. WHAT DOES THIS REJECTION MESSAGE MEAN?
A. You transmitted a number in the B303 raw data element of your EDI 210 invoice that is not a valid GMI Freight Order number.

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

Example 5: GMI Payment System (SAP) Rejection Report
Partner: SCAC – CARRIER NAME. Please fix errors and re-send corrected EDI data.

<table>
<thead>
<tr>
<th>210 EDI Error Summary</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>PO / CR / Delivery Number</strong></td>
</tr>
</tbody>
</table>

UPDATE EXAMPLE # AND WORDING

Example 11: GMI Payment System (SAP) Rejection Report
Partner: SCAC – CARRIER NAME. Please fix errors and re-send corrected EDI data.

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

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

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

EXAMPLE: Missing N901 & N902

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

Example: Correct N901 & N902

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

Q. HOW DO I FIX IT?

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

RETURNS

Tom to update wording.

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

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

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

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

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

Return product from a customer or STO (interplant) - billed via EDI
Or
Return raw materials and packaging – paper bill

Customer refuses some, or all of the products
Or
GMI Production location refuses some, or all of the products

The refused product is returned to original shipping facility OR the vendor.

The refused product is moved to a third party storage facility, or to a product donation center

This is a Return …

Return Authorization Number (RA#) is created by General Mills CSR or deployer or production facility to allow product back to go back to the origin location.

New GMI Shipment Number is created by CSR (but may not be created until product is actually returned back to the origin facility). New shipment should be invoiced as any other shipment.

This is NOT a Return!

Return Authorization Number (RA#) is created by General Mills CSR to allow product into the facility it is being sent to.

All extra charges associated with moving the refused product to the new location should be combined and invoiced under the original shipment number as a reconsignment charge (RCC).

**General Mills EDI 210 CHARGE LOOP EXAMPLES**

Below are raw data examples of General Mills EDI Charge loops for different types of charges. Rates and amounts are dummy data for example purposes only and likely do not reflect carrier contracted rates.

NOTE: Multiple instances of any charge type within a 210 Invoice must contain consistent qualifiers. Example: Two instances of fuel must not be sent as one instance of FR (flat rate) and one instance of PM (per mile). They must both be sent as a flat rate or both be sent as per mile.
The 3-character charge code must be sent in the L108 element for each charge except for Line-haul. General Mills System reads an empty or non-existent L108 element as line-haul.

**Delivery** (1 Flat Rate of $150.00)
LX*1
L0*1*1*FR
L1*1*150.00*FR*15000****DEL****Delivery Charge

**Discount** (1 Flat Rate of $20.00)
LX*3
L0*3*1*FR
L1*3*20.00*FR*2000****DSC****Discount

**Driver Detention at Loading (Per Minute)** (110 minutes at $1.00 per minute, for a total of $110.00)
LX*5
N9*DO*1181234567~
L0*5*110*NU
L1*5*1.00*PU*11000****DTL****Detention at Loading

**Driver Detention at Loading (Per Hour)** (2 hours at $50.00 per hour, for a total of $100.00)
LX*6
N9*DO*1181234567~
L0*6*2*TH
L1*6*50.00*PR*10000****DTL****Detention at Loading

**Driver Detention at Unloading (Per Minute)** (110 minutes at $1.00 per minute, for a total of $110.00)
LX*6
N9*DO*1181234567~
L0*6*110*NU
L1*6*1.00*PU*11000****DTU****Detention at Unloading

**Driver Detention at Unloading (Per Hour)** (2 hours at $50.00 per hour, for a total of $100.00)
LX*7
N9*DO*1181234567~
L0*7*2*TH
L1*7*50.00*PR*10000****DTU****Detention at Unloading

**Extra Axles** (1 Flat Rate of $100.00)
LX*8
L0*8*1*FR
L1*8*100.00*FR*10000****EAX****Extra Axles

**Fuel (Per Mile)** (41 miles at $0.333 per mile, for a total of $13.65)
LX*10
L0*10*41*DM
L1*10*333*PM*1365****FUE****Fuel

**Fuel (Flat Rate)** (1 Flat Rate of $30.00)
LX*11
L0*11*1*FR
L1*11*30.00*FR*3000****FUE****Fuel

**Fuel (Percent of Revenue)** (5 percent of $600 Line Haul value, for a total of $30.00)
LX*12
L0*12*600*MV
L1*12*5.0*PW*3000****FUE****Fuel

**Goods & Services Tax** (1 Flat Rate of $22.00)
Interstate/Highway Toll (1 Flat Rate of $8.00)
Extra Labor/Lumper (1 Flat Rate of $150.00)

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

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

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

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

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

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

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

Premium Transportation (1 Flat Rate of $150.00)

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

Pallet Exchange (36 pallets at $4 per piece, for a total of $144.00)
**LX*25**
**L0*25*36*NP**
**L1*25*4.00*PP*14400****PEC****Pallet Exchange**

**Protective Service – Cold** (1 Flat Rate of $100.00)
**LX*26**
**L0*26*1*FR**
**L1*26*100.00*FR*10000****PSC****Protective Service**

**Reconsignment** (1 Flat Rate of $50.00)
**LX*27**
**L0*27*1*FR**
**L1*27*50.00*FR*5000****RCC****Reconsignment**

**Segregating/Sorting** (1 Flat Rate of $60.00)
**LX*28**
**L0*28*1*FR**
**L1*28*60.00*FR*6000****SEG****Sorting**

**Shipment Date**
**LX*28**
**L0*28*1*FR**
**L1*28*60.00*FR*6000****SEG****Sorting**

**Stop-off** (1 Flat Rate of $50.00 – Send a loop for each stop or combine all into one)
**LX*29**
**L0*29*1*FR**
**L1*29*50.00*FR*5000****SOC****Stop Off Charge**

**Spotting of Trailer** (1 Flat Rate of $50.00)
**LX*30**
**L0*30*1*FR**
**L1*30*50.00*FR*5000****SPT****Spotting**

**Surcharge** (1 Flat Rate of $95.15)
**LX*31**
**L0*31*1*FR**
**L1*31*95.15*FR*9515****SUR****Surcharge**

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

**CONTACT NAMES AND NUMBERS:**

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

Business/EDI support
After set up and testing is complete……………… [Transportation.Systemsupport@genmills.com](mailto:Transportation.Systemsupport@genmills.com)

Freight Audit………………………………… [Freight.Audit@genmills.com](mailto:Freight.Audit@genmills.com)
All invoicing issues

Pricing/Procurement .......................... Transportation.Procurement@genmills.com
Contracts / Rates

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