Supply Chain & Procurement Domain
April 30 2021

Automotive Project

SCRDM Scheduling and Delivery Extensions

Rob Exell
Project Leader
rexell@odette.org
JAIF Automotive Messages

JAIF = Joint Automotive Industry Forum
Odette (Europe) – AIAG (North America) – JAMA/JAPIA (Japan)

JAIF Messages (EDIFACT)
Delivery Forecast (DELFOR)
Delivery Instruction (DELJIT)
Despatch Advice (DESADV)
Receiving Advice (RECADV)
Invoice (INVOIC)
Remittance Advice (REMADV)

All based on our Joint Automotive Data Model (JADM)
Managed in GEFEG.FX
Mapping JADM to SCRDM

▪ Request from Odette members to develop XML versions of our JAIF Global Messages
  ▪ To encourage digital message take up by suppliers further back in the automotive supply chain (T2/T3)

▪ Decided that we should take this opportunity to map our JADM to the CEFACT SCRDM
  ▪ then use the SCRDM as the basis to generate XML versions of our messages

▪ Mapping exercise fairly straightforward with both Data Models being in GEFEG.FX

▪ We initially thought that we would probably be able to resolve any differences by submitting DMRs to CEFACT

▪ First mapping exercise comparing our Global DELFOR Guideline with Cross Industry Demand Forecast (CISDF) revealed a more fundamental structural problem

▪ Main problem is that JAIF DELFOR is Ship To driven with Part Numbers (Products) grouped under each Ship To whereas CISDF is Product driven with Ship To being an attribute of each Product/Trade Delivery
We approached CEFACT Supply Chain experts for advice on how to resolve the problem and it was decided to launch a project with the objective of ensuring that all Automotive requirements are included in the SCRDM and derived messages.
Scope of CEFACT Automotive Project

Objective:

▪ Ensure all Automotive requirements are included in SCRDM and derived messages

▪ Processes covered by the project include:
  ▪ Automotive Demand Forecast and Supply Instruction process
  ▪ Automotive Despatch and Receiving process

Deliverables:

▪ Updated BRS for Scheduling
▪ Updated BRS for Delivery & Receiving
▪ Updated SCRDM Scheduling CCBDA Message Structure
▪ Updated SCRDM Delivery CCBDA Message Structure
Timing Plan

- Project Inception – 14 October 2020
- Requirements gathering – completion 23 December 2020
- Draft development – completion 23 April 2021
- Public Draft Review – completion 23 June 2021
- Project Exit – completion 23 July 2021
- Publication – completion 23 August 2021
Participation

▪ From JAIF side:
  ▪ Rob Exell – Odette International – Project Leader
  ▪ Joerg Walther – VDA – Business & Data Modelling Expert
  ▪ Michael Bogren – Odette Sweden – Business Expert
  ▪ Jenny Hertzfeldt/Kalpana Raghupatruni – GEFEG – Modelling Experts
  ▪ JAIF Messaging Sub-Group:
    ▪ Volkswagen, Volvo Car, Volvo Truck, Hella, GALIA

▪ From CEFACT SCRDM side:
  ▪ Edmund Gray
  ▪ Gerhard Heemskerk
  ▪ Hisanao Sugamata
  ▪ Samy Scemama
  ▪ Sue Probert
Both BRS Documents have been reviewed by JAIF Messaging Sub-Group
- No changes required to the various diagrams
- No significant changes required in general descriptions of Business Processes
- Just some minor updates to wording and correction of some errors
- More significant changes required in Business Requirements Lists
- Difficult to decide how best to include our total requirements

Updated Requirements Lists have been produced by Jenny Hertzfeldt (GEFEG/VDA)

Scheduling Requirements Lists
- Only Demand Forecast and Supply Instruction RL have been updated
- We have not changed Requirements lists for:
  - Demand Forecast Response
  - Inventory Forecast
  - Supply Notification
  - Consumption Report

Despatch & Receive Requirements Lists
- Both Despatch Advice and Receiving Advice RL have been updated

We propose a new way of displaying Requirements Lists
New way of displaying Requirements List
New way of displaying Requirements List
### New way of displaying Requirements List

#### 5.3.1. Demand Forecast (DFO)

<table>
<thead>
<tr>
<th>Crd</th>
<th>Short Name</th>
<th>Business Requirement</th>
<th>CISDF</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>SCRD</td>
<td>CCBDA CISDF Message Structure</td>
<td>The set of context parameters specified for a use of this master message assembly.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>0..1</td>
<td>Exchanged Document Context</td>
<td></td>
<td>CISDF - 1 - Exchanged Document Context</td>
<td></td>
</tr>
<tr>
<td>0..1</td>
<td>Exchanged Document</td>
<td>The header document information for a use of this master message assembly.</td>
<td>CISDF - 2 - Exchanged Document</td>
<td></td>
</tr>
<tr>
<td>0..1</td>
<td>Supply Chain Trade Transaction</td>
<td>A supply chain trade transaction specified for a use of this master message assembly.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>0..1</td>
<td>Included Trade Line Item</td>
<td>A trade line item included in this supply chain trade transaction.</td>
<td>CISDF - 3 - Included Trade Line Item</td>
<td></td>
</tr>
<tr>
<td>1..1</td>
<td>Header Trade Agreement</td>
<td>A trade agreement header applicable to this supply chain trade transaction, such as payment or delivery terms.</td>
<td>CISDF - 4 - Header Trade Agreement</td>
<td></td>
</tr>
<tr>
<td>1..1</td>
<td>Header Trade Delivery</td>
<td>A trade delivery header applicable to this supply chain trade transaction.</td>
<td>CISDF - 5 - Header Trade Delivery</td>
<td></td>
</tr>
<tr>
<td>0..1</td>
<td>Included Forecast Delivery Schedule</td>
<td>Delivery scheduling details for this trade transaction.</td>
<td>CISDF - 6 - Included Person</td>
<td></td>
</tr>
</tbody>
</table>
New way of displaying Requirements List

- Clicking on link in the BRS document opens a pdf showing full requirements list
Current Status

- Updated BRS draft documents have been sent to all Project members
  - Comments received from Samy Scemama
  - Comments related to wording changes are mostly accepted but way of displaying Requirements Lists is still an outstanding issue for Samy

- Some minor errors in the Requirements Lists that were issued
  - Corrected versions now available

- References to other documents in BRS need to checked to ensure that they refer to latest versions

- Some wording in diagrams in the Word versions of original BRS documents appears to be slightly corrupted
  - To be checked and corrected