

# VOLKSWAGEN

AKTIENGESELLSCHAFT

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## Volkswagen DELJIT-SYNCRO 3.3

3.3

JIS

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## Introduction

EDIFACT/Odette-DELJIT/SYNCRO,  
EDIFACT Directory D97A, VW SYNCRO Version 3

EDI message for calling and directing JiT modules to be delivered for specific vehicles in sequence of production.

In standard cases the message DELJIT/SYNCRO is sent to the JiT supplier as a call order in sequence of production and as a reference data record after fixing of vehicle orders (SONATA).

If required this message may also be sent as a sequence forecast from agreed registration points (e.g. start of bodyshell manufacture).

In exceptional cases it is possible, while taking on substantial risks, to transmit vehicle data records before the vehicle orders are fixed (FAVAS).

This Implementation Guide applies to SYNCRO messages and may be used at new Just-in-Time installations with FIS-JIT-Evolution in a Volkswagen AG recipient plant. Consequently, this guide supplements or replaces the description of DELJIT/SYNCRO D95B in the annex to the procedural description "Processing of supplier parts in JiT deliveries of simple and multi-variant JiT assemblies" and the DELJIT/SYNCRO D97A Version 2. Existing JiT installations will initially not be affected by this version change

**Implementation must be agreed with the person responsible for JiT at the brand or Volkswagen AG plant.**

## VW-Version 3: Modifications to Version 2 in overview

Segment BGM C002 DE 1001 C106 DE 1056	New codes to be used (cancellation!). Version identifier to be transmitted
Segment NAD(CZ) C082 DE 3039	Supplier-Id is transmitted with 9 digits.
Segment GIR (2) C206 DE 7402	Module Id (module code, formerly = part type group) can be transmitted up to 4 digits.
Segment LOC C517 DE 3225	The final point of delivery for re-orders can be used with max. 10-digits.
Segment PIA announced.	The PIA segment in SG7 now is used as in Version 2
PIA 14 C 10	Zusätzliche Produktidentifikation <i>Zusatzinformation Teileart (BESI-Teileart)</i> <i>Additional information kind of parts (BESI- kind of parts)</i>

## References

Volkswagen

[http://www.vwgroupsupply.com/one-kbp-pub/de/kbp\\_public/information/electronic\\_data\\_interchange/electronic\\_data\\_interchange.html](http://www.vwgroupsupply.com/one-kbp-pub/de/kbp_public/information/electronic_data_interchange/electronic_data_interchange.html)

VDA

<https://www.vda.de/en/association/organization/organization-committees/working-group-ict-and-edi/ict-and-edi-recommendations.html>

Odette

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



# Legend

## Format

- a..9 alphabetic, variable length, 1 to 9 characters
- n..9 numeric, variable length, 1 to 9 digits, without leading zeros
- an..9 alphanumeric, variable length, 1 to 9 characters, without following spaces
- a9 alphabetic, fixed length, 9 characters
- n9 numeric, fixed length, 9 digits, with leading zeros if applicable
- an9 alphanumeric fixed length, 9 characters, with following spaces if applicable

## EDIFACT-Status

- M Mandatory
- C Conditional

## VW-Status

- R Required
- O Optional
- D Depending
- A Advised
- N Not used

M and R mean in both cases „Mandatory“.

C and O mean in both cases „Conditional“.

D means a conditional „Mandatory“. It has to be transmitted depending on another information within the message.

# Message type

Tag	No	St	MaxOcc	Name
UNB	1	M	1	Identification of transmission (header segment), once per transmission <b>UNB+UNOA:2+00013000001VW R11+009999000000000029R88-I D+991008:1459+12345'</b>
UNH	2	M	1	Message Type Identification, first segment of a message <b>UNH+98765+DELJIT:D:97A:UN'</b>
BGM	3	M	1	Header segment of message, Message identification / reference number <b>BGM+30::10:SYNCRO+456789:3'</b>
DTM	4	M	10	Message creation date / time <b>DTM+137:199910081459:203'</b>
SG2		M	3	Customer Identification
NAD	5	M	1	Customer Identification <b>NAD+BY+852369741::91'</b>
SG2		M	3	Consignee, goods recipient (destination factory)
NAD	6	M	1	Consignee, goods recipient (destination factory) <b>NAD+CN+28::92'</b>
SG2		M	3	Supplier (goods sender) Identification
NAD	7	M	1	Supplier number <b>NAD+CZ+013456700::92'</b>
SG4		M	9999	Delivery Instruction Line
SEQ	8	M	1	Sequence data, Header segment per JiT-module <b>SEQ+3+123456'</b>
DTM	9	M	5	Sequence call-off date / time; In reference data: ZP8-date (possibly M1-date) <b>DTM+194:199910081457:203'</b>
GIR	10	C	99	Vehicle data 1 <b>GIR+ADD+123456789012:SSR+ABCDEFGHIJKL:SVS+P4A:ACO+ABCDEFGH H:PRI+123456:LSR'</b>
GIR	11	M	99	Vehicle data 2 <b>GIR+4+WVWZZZ1JZ1W204568:VV+9947143652:AN+991J0:TMA+ABCD:PGI'</b>
LOC	12	C	5	Manufacturing department code, not transmitted in the reference data and sequence preview of LAFES-JIT <b>LOC+54+RB01'</b>
SG7		M	9999	Product Item Line
LIN	13	M	1	Part number (parts no, assembly no, LAW no) <b>LIN+++ BKK A00 117 OS VD:IN'</b>
PIA	14	M	10	Additional information kind of parts (BESI- kind of parts) <b>PIA+1+ABCD'</b>
SG11		M	100	Call-off quantity = delivery quantity per assembly / part number
QTY	15	M	1	Call-off quantity = delivery quantity per assembly / part number

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
				<b>QTY+131:1:PCE'</b>
UNT	16	M	1	Final segment of message, Message check segment
				<b>UNT+15+98765'</b>
UNZ	17	M	1	Final segment of transmission file, terminates a transfer file and checks it for completeness
				<b>UNZ+1+12345'</b>

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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# Segment details

<b>UNB</b>	No	1
	Status	M
	MaxOcc	1

**Identification of transmission (header segment), once per transmission**

St	Format	Usage	Example
UNB			UNB
S001	M	<b>SYNTAX IDENTIFIER</b>	
0001	M a4	Syntax identifier UNOA UN/ECE level A	+UNOA
0002	M n1	Syntax version number 2 Version 2	:2
S002	M	<b>INTERCHANGE SENDER</b>	
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.	+00013000001V W R11
S003	M	<b>INTERCHANGE RECIPIENT</b>	
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.	+009999000000 000029R88-ID
S004	M	<b>DATE/TIME OF PREPARATION</b>	
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+00013000001VW R11+00999900000000000029R88-ID+991008:1459+12345 '

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)

<b>UNH</b>	No	2	<b>Message Type Identification, first segment of a message</b>	
	Status	M		
	MaxOcc	1		
St	Format	Usage	Example	
UNH				<b>UNH</b>
0062	M an..14	<b>Message reference number</b> Message reference number / unique ref. no., UNH is counted through once per data transfer by data sender.		<b>+98765</b>
S009	M	<b>MESSAGE IDENTIFIER</b>		
0065	M an..6	<b>Message type identifier</b> <b>DELJIT Delivery just in time message</b>		<b>+DELJIT</b>
0052	M an..3	<b>Message type version number</b> <b>D Draft version/UN/EDIFACT Directory</b>		<b>:D</b>
0054	M an..3	<b>Message type release number</b> <b>97A Release 1997 - A</b>		<b>: 97A</b>
0051	M an..2	<b>Controlling agency</b> <b>UN UN/ECE/TRADE/WP.4</b>		<b>: UN '</b>

**Comment:** UNH is counted per data transmission.

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

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)

<b>BGM</b>	No	3	<b>Header segment of message, Message identification / reference number</b>
	Status	M	
	MaxOcc	1	

	St	Format	Usage	Example
BGM				<b>BGM</b>
C002	C		<b>DOCUMENT/MESSAGE NAME</b>	
1001	M	an..3	<b>Document/message name, coded</b> 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
3055	C	an..3	<b>Code list responsible agency, coded</b> 10 ODETTE	:10
1000	M	an..35	<b>Document/message name</b> 'SYNCRO', is used only from SYNCRO-Version 2	: SYNCRO
C106	C		<b>DOCUMENT/MESSAGE IDENTIFICATION</b>	
1004	M	n6	<b>Document/message number</b> call-off no., counted through once per document/ application	+456789
1056	M	an..9	<b>Version</b> 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 '

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)

<b>DTM</b>	No	4	<b>Message creation date / time</b>
	Status	M	
	MaxOcc	10	

  

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

**Comment:**

**Example:** `DTM+137:199910081459:203'`

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)

<b>SG2</b>	Status M MaxOcc 3	<b>Customer Identification</b>
<b>NAD</b>	No 5 Status M MaxOcc 1	<b>Customer Identification</b>

St	Format	Usage	Example
NAD			<b>NAD</b>
3035	M an..3	<b>Party qualifier</b> <b>BY Buyer</b>	<b>+BY</b>
C082	C	<b>PARTY IDENTIFICATION DETAILS</b>	
3039	M an..9	<b>Party id. identification</b> 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	<b>+852369741</b>
3055	C an..3	<b>Code list responsible agency, coded</b> <b>91 Assigned by seller or seller's agent</b> <b>92 Assigned by buyer or buyer's agent</b>	<b>: 91 '</b>

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

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

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)

<b>SG2</b>	Status M MaxOcc 3	<b>Consignee, goods recipient (destination factory)</b>
<b>NAD</b>	No 6 Status M MaxOcc 1	<b>Consignee, goods recipient (destination factory)</b>

St	Format	Usage	Example
NAD			<b>NAD</b>
3035	M an..3	<b>Party qualifier CN Consignee</b>	<b>+CN</b>
C082	C	<b>PARTY IDENTIFICATION DETAILS</b>	
3039	M an..3	<b>Party id. identification</b> VW/Audi plant code (plant to be delivered to), example 28 = Werk Mosel	<b>+28</b>
3055	M an..3	<b>Code list responsible agency, coded</b> <b>92 Assigned by buyer or buyer's agent</b>	<b>: 92 '</b>

**Comment:**

**Example:** NAD+CN+28 : : 92 '

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)

<b>SG2</b>	Status M MaxOcc 3	<b>Supplier (goods sender) Identification</b>
<b>NAD</b>	No 7 Status M MaxOcc 1	<b>Supplier number</b>

St	Format	Usage	Example
NAD			<b>NAD</b>
3035	M an..3	<b>Party qualifier</b> CZ Consignor	<b>+CZ</b>
C082	C	<b>PARTY IDENTIFICATION DETAILS</b>	
3039	M an..10	<b>Party id. identification</b> Local supplier code	<b>+013456700</b>
3055	C an..3	<b>Code list responsible agency, coded</b> 92 Assigned by buyer or buyer's agent	<b>: 92 '</b>

**Comment:**

**Example:** NAD+CZ+013456700 : : 92 '

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)

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

St	Format	Usage	Example
SEQ			<b>SEQ</b>
1245	C an..3	<b>Status indicator, coded</b> Information status; This identifier controls processing at the JiT supplier 1 <b>Amendment</b> Changes. This qualifier is transmitted only with changes in SG 4, DTM, DE 2005 with codes 17 or 11 2 <b>Cancellation</b> Delete record * 3 <b>Created new</b> JiT-call-off / New record (first access) 5 <b>Replacement</b> replacement only with BGM Code SEC = sequence control 9 <b>Test/do not deliver</b> Test / No delivery 10 <b>Already delivered</b> Already delivered / Re-order	+3
C286	C	<b>SEQUENCE INFORMATION</b>	
1050	M an..10	<b>Sequence number</b> 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.

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)



**Example:** SEQ+3+123456'

<b>SG4</b>	Status M MaxOcc 9999	<b>Delivery Instruction Line</b>
<b>DTM</b>	No 9 Status M MaxOcc 5	<b>Sequence call-off date / time; In reference data: ZP8-date (possibly M1-date)</b>

St	Format	Usage	Example
DTM			<b>DTM</b>
C507	M	<b>DATE/TIME/PERIOD</b>	
2005	M an..3	<b>Date/time/period qualifier</b> 194 <b>Start date/time</b> ID for recording date (SEV / sequenced call-off) 206 <b>End date/time</b> ID for recording date (SEC) 101 <b>Production date, no schedule established as of</b> planned ZP 8 time (production date), standard for reference data 17 <b>Delivery date/time, estimated</b> planned M1 date / time (delivery date, estimated), special agreement for reference data 11 <b>Despatch date and or time</b> Estimated shipment date of this reference number 84 <b>Shipment date/time, requested for (prior to and including)</b> Latest shipment date of this reference number	<b>+194</b>
2380	M an..35	<b>Date/time/period</b> For sequence forecast data (FIS-JIT) and sequenced call-off the time of code number entry is set at the agreed recording point .	<b>:199910081457</b>
2379	M an..3	<b>Date/time/period format qualifier</b> 102 <b>CCYYMMDD</b> YYYYMMTT possible for M1 date 103 <b>YYWWD</b> YYWWD for reference data 203 <b>CCYYMMDDHHMM</b> YYYYMMDDHHMM for registration point data	<b>:203'</b>

**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.

**Example:** **DTM+194 :199910081457 :203'**

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)

<b>SG4</b>	Status M MaxOcc 9999	<b>Delivery Instruction Line</b>
<b>GIR</b>	No 10 Status C MaxOcc 99	<b>Vehicle data 1</b>

St	Format	Usage	Example
GIR			<b>GIR</b>
7297	M an..3	<b>Set identification qualifier</b> <b>ADD Additional Data</b>	<b>+ADD</b>
C206	M	<b>IDENTIFICATION NUMBER</b>	
7402	M an..35	<b>Identity number</b> 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.	<b>+123456789012</b>
7405	C an..3	<b>Identity number qualifier</b> <b>SSR Systems Sequence Reference</b>	<b>: SSR</b>
C206	C	<b>IDENTIFICATION NUMBER</b>	
7402	M an..35	<b>Identity number</b> 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.	<b>+ABCDEFGH IJKL</b>
7405	M an..3	<b>Identity number qualifier</b> <b>SVS Qualifier Additional Vehicle Specifications</b>	<b>: SVS</b>
C206	C	<b>IDENTIFICATION NUMBER</b>	
7402	M an..35	<b>Identity number</b> re-order code; Data element group transmitted only in event of re-orders from FIS-JIT. (see comments).	<b>+P4A</b>
7405	C an..3	<b>Identity number qualifier</b> <b>ACO Additional Call-off</b>	<b>: ACO</b>
C206	C	<b>IDENTIFICATION NUMBER</b>	
7402	M an..35	<b>Identity number</b> 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	<b>+ABCDEFGH</b>
7405	M an..3	<b>Identity number qualifier</b> <b>PRI Qualifier Pilot Run Identification</b>	<b>: PRI</b>
C206	C	<b>IDENTIFICATION NUMBER</b>	
7402	M an..35	<b>Identity number</b> Sequence call off reference (see comment) nnxxx = reference data from registration point for delivery in sequence of production (30 = PAB): nn = assembly line number xxx = serial number on assembly line Note: the zeroing of the counter depends on the local FIS-JIT installation.	<b>+123456</b>

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	<b>Identity number qualifier</b> <b>LSR Qualifier Logical Sequence Reference</b>	: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 TSLNachbestellkennzeichen

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

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)

<b>SG4</b>	Status M MaxOcc 9999	<b>Delivery Instruction Line</b>
<b>GIR</b>	No 11 Status M MaxOcc 99	<b>Vehicle data 2</b>

St	Format	Usage	Example
GIR			<b>GIR</b>
7297	M an..3	<b>Set identification qualifier</b> <b>4 Vehicle reference set</b>	<b>+4</b>
C206	M	<b>IDENTIFICATION NUMBER</b>	
7402	M an..17	<b>Identity number</b> vehicle identification no., only transmitted in the sequenced call-off, important for safety parts, spares supply.	<b>+WVWZZZ1JZ1W2 04568</b>
7405	C an..3	<b>Identity number qualifier</b> <b>VV Vehicle identity number</b>	<b>:VV</b>
C206	C	<b>IDENTIFICATION NUMBER</b>	
7402	M an..10	<b>Identity number</b> 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)	<b>+9947143652</b>
7405	M an..3	<b>Identity number qualifier</b> <b>AN Manufacturing reference number</b>	<b>:AN</b>
C206	C	<b>IDENTIFICATION NUMBER</b>	
7402	M an..5	<b>Identity number</b> 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.	<b>+991J0</b>
7405	M an..3	<b>Identity number qualifier</b> <b>TMA Qualifier Modell</b>	<b>:TMA</b>
C206	C	<b>IDENTIFICATION NUMBER</b>	
7402	M an..4	<b>Identity number</b> 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.	<b>+ABCD</b>
7405	C an..3	<b>Identity number qualifier</b> <b>PGI Parts group identifier</b>	<b>:PGI '</b>

**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

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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+VWZZZ1JZ1W204568:VV+9947143652:AN+991J0:TMA+ABCD:PGI'

<b>SG4</b>	Status M MaxOcc 9999	<b>Delivery Instruction Line</b>
<b>LOC</b>	No 12 Status C MaxOcc 5	<b>Manufacturing department code, not transmitted in the reference data and sequence preview of LAFES-JIT</b>

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 '

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<b>SG4</b>	Status M MaxOcc 9999	<b>Delivery Instruction Line</b>
<b>SG7</b>	Status M MaxOcc 9999	<b>Product Item Line</b>
<b>LIN</b>	No 13 Status M MaxOcc 1	<b>Part number (parts no, assembly no, LAW no)</b>

St	Format	Usage	Example
LIN			LIN
C212	C	<b>ITEM NUMBER IDENTIFICATION</b>	
7140	M an..19	<b>Item number</b> 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	<b>Item number type, coded</b> <b>IN Buyer's item number</b>	: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'



<b>SG4</b>	Status M MaxOcc 9999	<b>Delivery Instruction Line</b>
<b>SG7</b>	Status M MaxOcc 9999	<b>Product Item Line</b>
<b>PIA</b>	No 14 Status M MaxOcc 10	<b>Additional information kind of parts (BESI- kind of parts)</b>

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

**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 '

<b>SG4</b>	Status M MaxOcc 9999	<b>Delivery Instruction Line</b>
<b>SG7</b>	Status M MaxOcc 9999	<b>Product Item Line</b>
<b>SG11</b>	Status M MaxOcc 100	<b>Call-off quantity = delivery quantity per assembly / part number</b>
<b>QTY</b>	No 15 Status M MaxOcc 1	<b>Call-off quantity = delivery quantity per assembly / part number</b>

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

**Comment:**

**Example:** QTY+131:1:PCE'

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**UNT** No 16  
 Status M  
 MaxOcc 1

**Final segment of message, Message check segment**

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

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

**Example:** **UNT+15+98765 '**

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)

<b>UNZ</b>	No	17	<b>Final segment of transmission file, terminates a transfer file and checks it for completeness</b>
	Status	M	
	MaxOcc	1	

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

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

**Example:** UNZ+1+12345 '

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