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KBX Technology Solutions, LLC

Electronic Data Interchange

ASC X12 4010 EDI Implementation Guidelines

214 Transportation Carrier Shipment Status Message

Change Summary

Date	Action	Segment	Segment Description	Element	Description of Change
2/19/2021	Creation	All	All	All	This document has been created to supersede the previous document for KBX Logistics, LLC and the GPTSPP/GPTSPT/KBXL ISA / GS IDs- (Bruckert)
6/28/2021	Correction	LX	LX Loop 200	LX_01	Correction made in PDF version page 3 Loop ID 200 changed from 99999 to 1.
5/3/2022	Update	L11	Header position 030	L1101, L1102	L11*4F updated to optional in default 214 guideline
5/4/2022	Correction	L11	Header position 030	L1101, L1102	Updated L11 segment back to mandatory to avoid confusion surrounding L11*BM requirement
6/15/2022	Correction	MS3	Interline information position 120	MS301	It should be B2_02 of the 204
12/30/2022	Update	L11	Extended Reference	L1102	Added acceptable code options for carriers
6/8/2023	Update	AT7	Shipment Status Details	AT701	Correction to add X3
11/9/2023	Update	AT7	Shipment Status Details	AT706	Remove Note "If no time is associated"

Shipment Status Requirements

This document identifies all data elements KBX Technology Solutions, LLC would like our transportation carriers to provide when sending electronic shipment statuses (214s) and their required timings. The KBX Technology Solutions EDI team handles KBX Logistics as well as Georgia Pacific, Flint Hills Resources and other Shipper/3PL EDI transactions.

Unless otherwise specified, 214's should be sent as soon as possible for predictive statues – appointments, etc. and as close to real time as possible for all after the fact reporting. Timeliness (Send Delay) will be a measure for compliance to these requirements.

Please notify the Orderful Help Desk if you do not wish to receive 997's for 214 Transactions.

A Note to Carriers Migrating Shipment Status from GPTSPP and GPTPGP to KBXTECH:

- Contact information has changed from GP EDI to Orderful and KBX Technology Solutions
- GPTSPP, GPTPGP and KBXL connections are still maintained by GP EDI but our intent is that KBXTECH will retire these ISA IDs once all carriers have been migrated.
- A single ISA GS receiver ID (KBXTECH) will be used for **both Test and Production messages**
- ISA_15 will indicate the destination of the inbound message.
    - Only an ISA_15 of 'P' will go to the "Live" stream in Orderful and into our Production environment
    - An ISA_15 of 'T' will route messages ONLY to the "Test" stream in Orderful and can only be sent to our Test environment.

- *Specific to 214s:*
    - *Addition of a shortened list of AT7_01 and AT7_03 codes with expectations of when to send each code*
        - *AA should not be used for Estimated Arrival to Origin. Only use AA for communicating Origin Appointments.*
        - *XB Shipment Acknowledged should be used for Estimated Arrival to Origin Stop.*
        - *AT7_07 should always contain 'LT' for 'Local Time' of the appropriate time zone location of the event (Appointment, Estimated, and Actual stop information and Truck/Trailer GPS for En Route / In-transit messages)*
    - *Additional reference added "4F - Carrier's-Assigned Shipper Number" as an L11 header reference type*
    - *N1_01 of BT for Bill-to-Party is recommended use and may be required at a later time.*
    - *G62 segment is no longer required in the header N1 loop. Carrier to provide time zone of their ISA/GS times provided.*
    - *Decimal format or negative sign "-" for latitude or longitude option is removed from MS1_04 and MS1_05*
    - *MS1_08 is removed as an option for v4010 specification.*
    - *Correction made in PDF version Loop ID 200 changed from 99999 to 1.*

- Our former EDI Platform may not have thrown errors for certain invalid data outside of tolerance noted in GPTSPP or KBXL specifications. In contrast, Orderful's platform is designed to kick out any invalid data received that is outside the tolerance noted in our KBXTECH specifications.
- Carriers are required to subscribe to notifications in Orderful's platform.
- Any errored data received in platform will need to be resent correctly to successfully reach KBXTECH.

Electronic Commerce Help Desk – Contact List

Name	Support Area	Submit Request	E-mail
Orderful Help Center	**EDI Connectivity / Orderful Portal / Outage questions**	**https://orderful.zendesk.com/hc/en-us/requests/new**	**Support@Orderful.com**
KBX Technology Solutions	**General Onboarding, Completeness and Compliance questions**		VisibilityOperations@kbxlogistics.com KBXTECHB2Bsupport@kbx.global

Document Flow - Truckload Operations

204= Load Tender   990=Acceptance/Decline   214=Shipment Status

------Truck/Trailer not loaded------

KBX Technology Solutions, LLC		Carrier
204 Original Load Tender Offer		
B2A*00*LT	→	
	←	997s Functional Acknowledgement
	←	990s Response to Load Tender
	←	214s Delivery Appointments
	←	214s Pick-Up Appointments
204 LT Change: B2A*04*LT	→	
	←	214s Confirmed Delivery Appointments
	←	214s Exceptions – Shipment Status
204 LT Cancel : B2A*01*LT	→	

------Truck/Trailer is loaded------

	←	214s Pick-Up In Transit Status and Position Reporting
	←	214s Arrival at Pick-Up Location.
	←	214s Estimated Arrival to Pickup
	←	214s Carrier Departed Pick-Up Location with Shipment
	←	214s Estimated Arrival to Delivery
	←	214s Delivery In Transit Status and Position Reporting
	←	214s Arrival at Destination
	←	214s Departed From Delivery

Sending AT7_01 and AT7_03 Status or Appointment Codes

214 Status or Appt code	Event Description	When to Send	Truckload	Intermodal	LTL	Optional / Required /Conditional	Notes
AA	Appointment Set at Pick-up Stop	Once a carrier has a set appointment at a Pick-up stop.*	X	X		*C	*Conditional- Only required if the shipper goes by Appointment. -If no Appointment it is not Required. -Do not use for ETA updates. ETA to Pick-up should use XB.
AB	Appointment Set at Delivery Stop	Once a carrier has a set appointment at a delivery stop.	X	X	X	R	
XB	Estimated Arrival to Pick-up	Carrier has a truck assigned to the order and has an ETA for the truck's arrival at the Pick-up stop.	X	X		R	To be sent as soon as a truck is assigned and prior to carrier's planned Pick-up. Carrier should send again if the ETA changes. *KBX expects that the carrier's last ETA provided at the 8-hour prior to actual arrive at Pick-up mark is within an hour of the driver's actual arrival at the Pick-up.*
ZZ	In-transit to Pick-up	Carrier has completed their prior load and is now en route to the shipper to Pick-up.	X	X		O	Send trailer / load location updates every 15 minutes until the origin stop has given possession of the load to the carrier and has been cleared to depart the pick-up stop. If unable to limit the in-transit to pick-up status to send only when the prior load is completed and the driver is heading toward the pickup, don't send it.
X3	Actual Arrive at Pick-up	Carrier has arrived at the Pick-up stop AND is prepared to take possession of the load.	X	X	X	R	Send actuals within 1 hour of the event. Expectation is that each Actual Arrive or Depart at the Stop is sent only once unless the carrier has received a notification that the status errored or upon request from Operations / Planning.
AF	Actual Depart Pick-up	Carrier has been cleared to depart the Pick-up stop with possession of the load.	X	X	X	R	Send actuals within 1 hour of the event. Expectation is that each Actual Arrive or Depart at the Stop is sent only once unless the carrier has received a notification that the status errored or upon request from Operations / Planning.
X6	In-transit to Delivery	Carrier has been cleared to depart the shipper location under possession of the load.	X	X	X	C*	Send trailer / load location updates every 15 minutes until the destination stop has taken possession of the load and the carrier has been cleared to depart the final delivery stop. *Conditional- Required unless communicating in-transit through another means (API, P44, Tops2Go)
AG	Estimated Arrival to Delivery	Carrier has an ETA to the delivery location.	X	X	X	R	Send again if the ETA to the delivery-stop changes. Only send up to the point the driver arrives at the final delivery stop and is prepared for the destination stop to take possession of the load.
RA	Carrier Arrive at Rail Ramp	Loaded Trailer Arrives at the Rail Ramp		X		O	
RL	Rail Departure from Origin Ramp	Loaded Trailer has Departed from the Origin Ramp		X		O	
AR	Rail Arrival at Destination Ramp	Loaded Trailer has Arrived at the Destination Ramp		X		O	
RD	Carrier Departed Rail Ramp	Loaded Trailer has Departed from the Destination Ramp.		X		O	
X4	Arrived at Terminal Location	Freight has arrived at a Carrier's Terminal			X	C*	*Conditional-Required only if LTL
P1	Departed Terminal Location	Freight has departed a Carrier's Terminal			X	C*	*Conditional-Required only if LTL
PR	US Customs hold at Bonded Location	Load is held at US Customs at a Bonded Location.	X			O	
K1	Arrived at Customs	Load has arrived at Customs.	X			O	
X1	Actual Arrive at Delivery	Carrier has arrived at the delivery stop AND is prepared to have the delivery location take possession of the load.	X	X	X	R	Send actuals within 1 hour of the event. Expectation is that each Actual Arrive or Depart at the Stop is sent only once unless the carrier has received a notification that the status errored or upon request from Operations / Planning.
CD	Actual Depart Delivery	Carrier has given possession of the load to the delivery stop and has been cleared to depart the delivery stop.	X	X	X	R	Send actuals within 1 hour of the event. Expectation is that each Actual Arrive or Depart at the Stop is sent only once unless the carrier has received a notification that the status errored or upon request from Operations / Planning.

214 Transportation Carrier Shipment Status Message

Functional Group ID=QM

Introduction:

This Standard contains the format and establishes the data contents of the Transportation Carrier Shipment Status Message Transaction Set (214) for use within the context of an Electronic Data Interchange (EDI) environment. This transaction set can be used by a transportation carrier to provide shippers, consignees, and their agents with the status of shipments in terms of dates, times, locations, route, identifying numbers, and conveyance.

Page No.	Pos No.	Seg ID	Name	Req. Des.	Max Use	Loop Repeat	Notes and Comments
11	001	ISA	Interchange Control Header	M	1		
13	002	GS	Functional Group Header	M	1		
14	010	ST	Transaction Set Header	M	1		
15	020	B10	Beginning Segment for Transportation Carrier Shipment Status Message	M	1		
16	030	L11	Business Instruction and Reference Number	M	300		
			LOOP ID – 0100			10	
17	050	N1	Name	M	1		
18	070	N3	Address Information	O	1		
19	080	N4	Geographic Location	O	1		
22	120	MS3	Interline Information	M	12		
			LOOP ID – 0200			1	
23	130	LX	Assigned Number	M	1		
			LOOP ID – 0205			10	
24	140	AT7	Shipment Status Details	M	1		
28	143	MS1	Equipment, Shipment, or Real Property Location	M	1		
31	146	MS2	Equipment or Container Owner and Type	M	1		
33	150	L11	Business Instructions and Reference Number	M	300		
34	170	K1	Remarks	O	10		
35	200	AT8	Shipment Weight, Packaging and Quantity Data	M	10		
36	610	SE	Transaction Set Trailer	M	1		
37	611	GE	Functional Group Trailer	M	1		
38	612	IEA	Interchange Control Number	M	1		

Transaction Set Notes

KBX Technology Solutions, LLC Electronic Data Interchange

Transportation EDI Implementation Guidelines
ASC X12 4010 214: Transportation Carrier Shipment Status Message

Segment:	**ISA** Interchange Control Header	
Position:	001	
Loop:		
Level:		
Usage:	Mandatory	
Max Use:	1	
Purpose:	To start and identify an interchange of zero or more functional groups and interchange-related control segments	
Syntax Notes:		
Semantic Notes:		
Comments:		
Notes:		

Data Element Summary

	Ref. Des.	Data Element	Name		Attributes
M	ISA01	I01	**Authorization Information Qualifier**	M	ID 2/2
			Code to identify the type of information in the Authorization Information		
			00 No Authorization Information Present (No Meaningful Information in I02)		
M	ISA02	I02	**Authorization Information**	M	AN 10/10
			Information used for additional identification or authorization of the interchange sender or the data in the interchange; the type of information is set by the Authorization Information Qualifier (I01)		
			Spaces		
M	ISA03	I03	**Security Information Qualifier**	M	ID 2/2
			Code to identify the type of information in the Security Information		
			00 No Security Information Present (No Meaningful Information in I04)		
M	ISA04	I04	**Security Information**	M	AN 10/10
			This is used for identifying the security information about the interchange sender or the data in the interchange; the type of information is set by the Security Information Qualifier (I03)		
			Spaces		
M	ISA05	I05	**Interchange ID Qualifier**	M	ID 2/2
			Qualifier to designate the system/method of code structure used to designate the sender or receiver ID element being qualified		
			Carrier Interchange ID Qualifier		
M	ISA06	I06	**Interchange Sender ID**	M	AN 15/15
			Identification code published by the sender for other parties to use as the receiver ID to route data to them; the sender always codes this value in the sender ID element		
			Carrier Interchange ID		
M	ISA07	I05	**Interchange ID Qualifier**	M	ID 2/2
			Qualifier to designate the system/method of code structure used to designate the sender or receiver ID element being qualified		
			ZZ Mutually Defined		
M	ISA08	I07	**Interchange Receiver ID**	M	AN 15/15
			Identification code published by the receiver of the data; When sending, it is used by the sender as their sending ID, thus other parties sending to them will use this as a receiving ID to route data to them		
			KBXTECH for test and production		
M	ISA09	I08	**Interchange Date**	M	DT 6/6
			Date of the interchange		
			YYMMDD		
M	ISA10	I09	**Interchange Time**	M	TM 4/4
			Time of the interchange		
			HHMM		
M	ISA11	I10	**Interchange Control Standards Identifier**	M	ID 1/1

			Code to identify the agency responsible for the control standard used by the message that is enclosed by the interchange header and trailer		
			Refer to 004010 Data Element Dictionary for acceptable code values.		
M	ISA12	I11	**Interchange Control Version Number**	M	ID 5/5

This version number covers the interchange control segments

00401	Draft Standards for Trial Use Approved for Publication by ASC X12 Procedures Review Board through October 1997

M	ISA13	I12	**Interchange Control Number**	M	N0 9/9

A control number assigned by the interchange sender

M	ISA14	I13	**Acknowledgment Requested**	M	ID 1/1

Code sent by the sender to request an interchange acknowledgment (TA1)

Note: This is an informational only field. The value sent in this element alone does not drive the generation of an acknowledgment 997 for any 214 sent. Within Orderful's platform 997s can be turned on or off within the Trading Partner Relationships setting page.

M	ISA15	I14	**Usage Indicator**	M	ID 1/1

Code to indicate whether data enclosed by this interchange envelope is test, production or information

P   Production Data shows "Live" Environment in Orderful
T   Test Data shows "Test" Environment in Orderful
NOTE: An indicator of T will not be passed into our production "Live" environment.

M	ISA16	I15	**Component Element Separator**	M	AN 1/1

Type is not applicable; the component element separator is a delimiter and not a data element; this field provides the delimiter used to separate component data elements within a composite data structure; this value must be different than the data element separator and the segment terminator

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Segment:	**GS** Functional Group Header	
Position:	002	
Loop:		
Level:		
Usage:	Mandatory	
Max Use:	1	
Purpose:	To indicate the beginning of a functional group and to provide control information	
Syntax Notes:		
Semantic Notes:	**1** GS04 is the group date.	
	2 GS05 is the group time.	
	2 The data interchange control number GS06 in this header must be identical to the same data element in the associated functional group trailer, GE02.	
Comments:	**1** A functional group of related transaction sets, within the scope of X12 standards, consists of a collection of similar transaction sets enclosed by a functional group header and a functional group trailer.	

Data Element Summary

	Ref. Des.	Data Element	Name	Attributes
M	GS01	479	**Functional Identifier Code**	**M ID 2/2**
			Code identifying a group of application related transaction sets	
			QM Transportation Carrier Shipment Status Message (214)	
M	GS02	142	**Application Sender's Code**	**M AN 2/15**
			Code identifying party sending transmission; codes agreed to by trading partners	
			Carrier Application ID	
M	GS03	124	**Application Receiver's Code**	**M AN 2/15**
			Code identifying party receiving transmission. Codes agreed to by trading partners	
			KBXTECH for test and production	
M	GS04	373	**Date**	**M DT 8/8**
			Date expressed as CCYYMMDD	
			CCYYMMDD	
M	GS05	337	**Time**	**M TM 4/8**
			Time expressed in 24-hour clock time as follows: HHMM, or HHMMSS, or HHMMSSD, or HHMMSSDD, where H = hours (00-23), M = minutes (00-59), S = integer seconds (00-59) and DD = decimal seconds; decimal seconds are expressed as follows: D = tenths (0-9) and DD = hundredths (00-99)	
			HHMM	
M	GS06	28	**Group Control Number**	**M N0 1/9**
			Assigned number originated and maintained by the sender	
M	GS07	455	**Responsible Agency Code**	**M ID 1/2**
			Code used in conjunction with Data Element 480 to identify the issuer of the standard	
			X Accredited Standards Committee X12	
M	GS08	480	**Version / Release / Industry Identifier Code**	**M AN 1/12**
			Code indicating the version, release, sub release, and industry identifier of the EDI standard being used, including the GS and GE segments; if code in DE455 in GS segment is X, then in DE 480 positions 1-3 are the version number; positions 4-6 are the release and sub release, level of the version; and positions 7-12 are the industry or trade association identifiers (optionally assigned by user); if code in DE455 in GS segment is T, then other formats are allowed	
			004010 Draft Standards Approved for Publication by ASC X12 Procedures Review Board through October 1997	

Segment:	**ST** Transaction Set Header	
Position:	010	
Loop:		
Level:		
Usage:	Mandatory	
Max Use:	1	
Purpose:	To indicate the start of a transaction set and to assign a control number	
Syntax Notes:		
Semantic Notes:	**1** The transaction set identifier (ST01) is used by the translation routines of the interchange partners to select the appropriate transaction set definition (e.g., 214 selects the Transaction Carrier Shipment Status Message Transaction Set).	
Comments:		

Data Element Summary

	Ref. Des.	Data Element	Name	Attributes
M	ST01	143	**Transaction Set Identifier Code**	**M ID 3/3**
			Code uniquely identifying a Transaction Set	
			214 Transportation Carrier Shipment Status Message	
M	ST02	329	**Transaction Set Control Number**	**M AN 4/9**
			Identifying control number that must be unique within the transaction set functional group assigned by the originator for a transaction set	

Segment:	**B10** Beginning Segment for Transportation Carrier Shipment Status Message
Position:	020
Loop:	
Level:	
Usage:	Mandatory
Max Use:	1
Purpose:	To transmit identifying numbers and other basic data relating to the transaction set
Syntax Notes:	1 B1001 is required.
	2 B1002 is required when used in Transaction Set 214.
	3 B1003 is required when used in Transaction Set 214.
Semantic Notes:	
Comments:	1 B1001 is the carrier's PRO that identifies the shipment.

Data Element Summary

	Ref. Des.	Data Element	Name	Attributes
M	B1001	127	**Reference Identification**	M AN 1/30
			Reference information as defined for a particular Transaction Set or as specified by the Reference Identification Qualifier	
			Carrier Pro Number	
M	B1002	145	**Shipment Identification Number**	M AN 1/30
			Identification number assigned to the shipment by the shipper that uniquely identifies the shipment from origin to ultimate destination and is not subject to modification; (Does not contain blanks or special characters)	
			Shipment id (SID) from 204-B204. Must be exact.	
M	B1003	140	**Standard Carrier Alpha Code**	M ID 2/4
			Standard Carrier Alpha Code	
			Assigned SCAC Code from 204-B202.	

Segment:	**L11** Business Instructions and Reference Number
Position:	030
Loop:	
Level:	
Usage:	Mandatory
Max Use:	300
Purpose:	To specify instructions in this business relationship or a reference number
Syntax Notes:	1 L1101 is required.
	2 If either L1101 or L1102 is present, then the other is required.
Semantic Notes:	
Comments:	The Bill of Lading number is required. From 204-L11 w/BM qualifier. Must be exact.

Notes: Continuous Move Number and Return Goods Authorization Number are optional and will only be required upon request. **It is encouraged to additionally send the Continuous Move Number and Return Goods Authorization number when applicable.**

Data Element Summary

	Ref. Des.	Data Element	Name	Attributes	
M	L1101	127	**Reference Identification**	M	AN 1/30
			Reference information as defined for a particular Transaction Set or as specified by the Reference Identification Qualifier		
M	L1102	128	**Reference Identification Qualifier**	M	ID 2/3
			Code qualifying the Reference Identification		

4F	Carrier's-Assigned Shipper Number
	-4F Reference will be sent to a carrier in the outbound 204 from KBXTECH and should be returned on the 214 as it was sent.
	-Carriers who are not getting a 204 tender from KBXTECH will be instructed on the proper code to be used when sending an EDI 214 message.
BM	Bill of Lading Number
CMN	Continuous Move Number
RZ	Return Goods Authorization Number
BN	Booking Number
CMN	Continuous Move Number
PO	Purchase Order Number
PRT	Product Type
RB	Rate Code Number
SI	Shipper's Identifying Number
VN	Vendor Number

Segment:	**N1** Name		
Position:	050		
Loop:	0100	Mandatory	
Level:			
Usage:	Mandatory		
Max Use:	3		
Purpose:	To identify a party by type of organization, name, and code		
Syntax Notes:	1	N101 and N102 are required.	
Semantic Notes:			
Comments:	Represents the name of the party and associated code for the stop being reported.		
Notes:			

Data Element Summary

	Ref. Des.	Data Element	Name	Attributes
M	**N101**	**98**	**Entity Identifier Code**	**M ID 2/3**
			Code identifying an organizational entity, a physical location, property or an individual	
			BT Bill-to-Party (recommended use)	
			SF Ship From	
			ST Ship To	
M	**N102**	**93**	**Ship To Name**	**M AN 1/60**
			Free-form name	

Segment:	**N3** Address Information	
Position:	070	
Loop:	0100	Optional
Level:	Heading	
Usage:	Optional	
Max Use:	1	
Purpose:	To specify the location of the named party	
Syntax Notes:		
Semantic Notes:		
Comments:		

Data Element Summary

	Ref. Des.	Data Element	Name	Attributes	
M	N301	166	**Address Information**	M	AN 1/55
			Address information		
	N302	166	**Address Information**	O	AN 1/55
			Address information		

Segment:	**N4** Geographic Location	
Position:	080	
Loop:	0100	Optional (Preferred)
Level:	Heading	
Usage:	Optional (Preferred)	
Max Use:	1	
Purpose:	To specify the geographic place of the named party	
Syntax Notes:		
Semantic Notes:		
Comments:	1	N402 is required only if city name (N401) is in the U.S. or Canada.

Data Element Summary

Ref. Des.	Data Element	Name	Attributes	
N401	19	**City Name**	O	AN 2/30
		Free-form text for city name		
N402	156	**State or Province Code**	O	ID 2/2
		Code (Standard State/Province) as defined by appropriate government agency		
N403	116	**Postal Code**	O	ID 3/15
		Code defining international postal zone code excluding punctuation and blanks (zip code for United States)		
N404	26	**Country Code**	O	ID 2/3
		Code identifying the country Shown if not U.S.		

Segment:	**MS3** Interline Information		
Position:	120		
Loop:			
Level:			
Usage:	Mandatory		
Max Use:	12		
Purpose:	To identify the interline carrier and relevant data		
Syntax Notes:	**1**	MS301, MS302 and MS304 are required.	
Semantic Notes:	**1**	MS301 is the Standard Carrier Alpha Code (SCAC) of the interline carrier.	
Comments:			

Data Element Summary

	Ref. Des.	Data Element	Name	Attributes	
M	**MS301**	**140**	**Standard Carrier Alpha Code**	**M**	**ID 2/4**
			Assigned SCAC from 204-B202		
M	**MS302**	**133**	**Routing Sequence Code**	**M**	**ID 1/2**
			Code describing the relationship of a carrier to a specific shipment movement		

B	Origin/Delivery Carrier (Any Mode)
O	Origin Carrier (Air, Motor or Ocean)
1	1st Carrier After Origin Carrier
2	2nd Carrier After Origin Carrier
3	3rd Carrier After Origin Carrier
4	4th Carrier After Origin Carrier

M	**MS304**	**91**	**Transportation Method/Type Code**	**M**	**ID 1/2**
			Code specifying the method or type of transportation for the shipment		

A	Air
B	Barge
CE	Customer Pick-up/Customer Expense
D	Parcel Post
FL	Flatbed
H	Customer Pick-up
J	Motor
LT	Less Than Trailer Load (LTL)
MB	Motor (Bulk Carrier)
MP	Motor (Package Carrier)
N	Private Vessel
O	Containerized Ocean
R	Rail
X	Intermodal (Piggyback)

Segment:	**LX** Assigned Number	
Position:	130	
Loop:	0200	Mandatory
Level:		
Usage:	Mandatory	
Max Use:	1	
Purpose:	To reference a line number in a transaction set	
Syntax Notes:		
Semantic Notes:		
Comments:		
Notes:		

Data Element Summary

	Ref. Des.	Data Element	Name	Attributes
M	LX01	554	**Assigned Number**	M N0 1/6
			Number assigned for differentiation within a transaction set	

Segment:	**AT7** Shipment Status Details	
Position:	140	
Loop:	0205	Mandatory
Level:		
Usage:	Mandatory	
Max Use:	1	
Purpose:	To specify the status of a shipment, the reason for that status, the date and time of the status and the date and time of any appointments scheduled.	
Syntax Notes:	1	Only one of AT701 or AT703 may be present.
	2	If either AT701 or AT702 is present, then the other is required.
	3	If either AT703 or AT704 is present, then the other is required.
	4	AT705 is required.
	5	If AT706 is present then AT707 is required.
Semantic Notes:	1	If AT701 is present, AT705 is the date the status occurred. If AT703 is present, AT705 is a date related to an appointment.
	2	If AT701 is present, AT706 is the time of the status. If AT703 is present, AT706 is the time of the appointment.
Comments:		
Notes:	1	An AT701 or AT703 is required.
	2	LT is the only allowable Time Code for AT707. All times must be sent in the time zone of the reported location.
	3	KBX will use the code 'ZZ' in the AT701 for En Route to Pick-Up Reporting
	4	XB should be used to indicate a carrier's Estimated Arrival to the Origin Stop

Data Element Summary

Ref. Des.	Data Element	Name	Attributes
AT701	1650	Shipment Status Code	X ID 2/2

Code indicating the status of a shipment

Please send the Shipment Status Code as soon as you can. Preference would be not to hold the status up for a late reason code.

AF	Carrier Departed Pick-up Location with Shipment
AG	Estimated Delivery
AR	Rail Arrival at Destination Intermodal Ramp (IM)
CD	Carrier Departed Delivery Location
K1	Arrived at Customs
P1	Departed Terminal Location (LTL)
PR	U.S. Customs Hold at In-Bond Location
RA	Carrier Arrived at Rail Ramp (IM)
RD	Carrier Departed Rail Ramp (IM)
RL	Rail Departure from Origin Intermodal Ramp (IM)
XB	Shipment Acknowledged- (New) Use for Estimated Arrival at Origin
X1	Arrived at Delivery Location
X3	Arrived at Pick-up Location
X4	Arrived at Terminal Location (LTL)
X6	En Route to Delivery Location
ZZ	En Route to Pick-up Location

AT702   **1651**   **Shipment Status or Appointment Reason Code**   **X**   **ID 2/2**

Code indicating the reason a shipment status was transmitted

Please send the Shipment Status Code as soon as you can. Preference would be not to hold the status up for a late reason code.

Use codes pertaining to Shipment Status Reporting.

'NA' is NOT VALID for Status Reporting.

'NS' should be used for Normal Status.

Code	Description
A1	Missed Delivery
A2	Incorrect Address
A3	Indirect Delivery
A5	Unable to Locate
A6	Address Corrected – Delivery Attempted
AA	Miss-sort
AD	Customer Requested Future Delivery
AF	Accident
AG	Consignee Related
AH	Driver Related
AI	Mechanical Breakdown
AJ	Other Carrier Related
AK	Damaged, Rewrapped in Hub
AL	Previous Stop
AM	Shipper Related
AN	Holiday – Closed
AO	Weather or Natural Disaster Related
AP	Awaiting Export
AQ	Recipient Unavailable – Delivery Delayed
AR	Improper International Paperwork
AS	Hold Due to Customs Documentation Problems
AT	Unable to Contact Recipient for Broker Information
AU	Civil Event Related Delay
AV	Exceeds Service Limitations
AW	Past Cut-off Time
AX	Insufficient Pick-up Time
AY	Missed Pick-up
B1	Consignee Closed
B2	Trap for Customer
B5	Held for Consignee
B8	Improper Unloading Facility or Equipment
B9	Receiving Time Restricted
BB	Held per Shipper
BC	Missing Documents
BD	Border Clearance
BE	Road Conditions
BF	Carrier Keying Error
BG	Other
BH	Insufficient Time to Complete Delivery
BI	Cartage Agent
BJ	Customer Wanted Earlier Delivery
BK	Prearranged Appointment
BL	Held for Protective Service
BM	Flatcar Shortage

BN	Failed to Release Billing	
BO	Railroad Failed to Meet Schedule	
BP	Load Shifted	
BQ	Shipment Overweight	
BR	Train Derailment	
BS	Refused by Customer	
BT	Returned to Shipper	
C1	Waiting for Customer Pick-up	
C4	Customer Vacation	
C5	Customer Strike	
C6	Waiting Shipping Instructions	
C7	Waiting for Customer Specified Carrier	
C8	Collect on Delivery Required	
CA	Customs (Import or Export)	
CB	No Requested Arrival Date Provided by Shipper	
CC	No Requested Arrival Time Provided by Shipper	
D1	Carrier Dispatch Error	
D2	Driver Not Available	
HB	Held Pending Appointment	
NA	Normal Appointment (Only for use in AT7_04)	
NS	Normal Status (Only for use in AT7-02)	
P1	Processing Delay	
P2	Waiting Inspection	
P4	Held for Full Carrier Load	
RC	Re-consigned	
S1	Delivery Shortage	
T2	Tractor, Conventional, Not Available	
T3	Trailer not Available	
T4	Trailer Not Usable Due to Prior Product	
T7	Insufficient Delivery Time	

AT703 1652 **Shipment Appointment Status Code** X **ID 2/2**

Code indicating the status of an appointment to pick-up or deliver a shipment:

AA	Pick-up Appointment Date and/or Time (No longer should be used as an Estimated Arrival to Shipper)
AB	Delivery Appointment Date and/or Time

AT704 1651 **Shipment Status or Appointment Reason Code** X **ID 2/2**

Code indicating the reason an appointment status was transmitted
Use codes as found in the AT702 data element list pertaining to Appointment Status Reporting.
'NS' is NOT VALID for Appointment Reporting.
'NA' should be used for Normal Appointments.
*All other reason codes from the AT7_02 list above may be used.

M **AT705** 373 **Date** M **DT 8/8**

Date expressed as CCYYMMDD

AT706 337 **Time** X **TM 4/8**

Time expressed in 24-hour clock time as follows: HHMM, or HHMMSS, or HHMMSSD, or HHMMSSDD, where H = hours (00-23), M = minutes (00-59), S = integer seconds (00-59) and DD = decimal seconds; decimal seconds are expressed as follows: D = tenths (0-9) and DD = hundredths (00-99)

AT707 623 **Time Code** X **ID 2/2**

Code identifying the time zone.

LT   Local Time

Segment:	**MS1** Equipment, Shipment, or Real Property Location	
Position:	143	
Loop:	0205	Mandatory
Level:		
Usage:	Mandatory	
Max Use:	1	
Purpose:	To specify the location of a piece of equipment, a shipment, or real property in terms of city and state or longitude and latitude	
Syntax Notes:	1	If MS101 is present, then MS102 is required.
	2	If MS101 and MS102 are present then MS103 is required if the country is not US.
	3	Only one MS101 or MS104 may be present.
	4	If MS102 is present, then MS101 is required.
	5	If MS103 is present, then MS101 is required.
	6	If either MS104 or MS105 is present, then the other is required
	7	If MS104 and MS105 are present than MS101, MS102 and MS103 should not be present.
	8	If MS104 is present with longitude specified in degrees minutes and seconds format, then MS106 is required.
	9	If MS105 is present with latitude specified in degrees minutes and seconds format, then MS107 is required.
	10	If MS106 is present, then MS104 is required.
	11	If MS107 is present, then MS105 is required.
Semantic Notes:	1	MS104 is the longitude expressed in degrees, minutes, and seconds format or decimal degree format.
	2	MS105 is the latitude expressed in degrees, minutes, and seconds format or decimal degree format.
Comments:		
Notes:	1	The location information must be the last known equipment location for the Shipment Status Codes (AT701) indicating that a shipment status event has already occurred (IE. AF, X6, X1) and must indicate the intended equipment position for Shipment Status codes (AT701) indicating a future estimated or planned activity (IE. AG, XB).
	2	The location information must be the location for which the Shipment Appointment Status Code (AT703) is being reported.
	3	Decimal format is no longer an option for sending MS1_04 and MS1_05
	4	The location information can be reported in any of the following formats listed in order of preference

      a. Longitude/Latitude in degree/minute/second format
        MS1****0880207*0442939*W*N~
      b. City/State/Country
        MS1*GREEN BAY*WI*US~

Data Element Summary

Ref. Des.	Data Element	Name	Attributes
MS101	19	**City Name**	X AN 2/30
		Free-form text for city name	
MS102	156	**State or Province Code**	X ID 2/2
		Code (Standard State/Province) as defined by appropriate government agency	
MS103	26	**Country Code**	X ID 2/3
		Code identifying the country	

Mandatory if not US and MS101 and MS102 are present.

CA	CANADA	
CAN	CANADA	
MX	MEXICO	
MEX	MEXICO	
US	UNITED STATES OF AMERICA	
USA	UNITED STATES OF AMERICA	

Ref. Des.	Data Element	Name	Attributes
MS104	1654	**Longitude Code**	X R 4/9

Code indicating the longitude in degrees, minutes, and seconds format or decimal degree number format.

Degrees, minutes and seconds format specifies the longitude in degrees (3 positions), minutes (2 positions) and seconds (2 positions). All values must specify leading and trailing zeroes. The allowed values for degrees are 000 to

180. The allowed values for minutes and seconds are 00 to 60. When this format is used the geographic direction must be specified in MS106. (Example longitude 1181736.)

MS105	**1655**	**Latitude Code**	**X**	**R 4/9**

Code indicating the latitude in degrees, minutes, and seconds format or decimal number format.

Degrees, minutes and seconds format specifies the latitude in degrees (3 positions), minutes (2 positions) and seconds (2 positions). All values must specify leading and trailing zeroes. The allowed values for degrees are 000 to 090. The allowed values for minutes and seconds are 00 to 60. When this format is used the geographic direction must be specified in MS107. (Example latitude 0363443.)

MS106	**1280**	**Direction Identifier Code**	**X**	**ID 1/1**

Code identifying Longitude geographic direction.
Mandatory if MS104 Longitude was specified in Degree Minute Second format.

E	East
W	West

MS107	**1280**	**Direction Identifier Code**	**X**	**ID 1/1**

Code identifying Latitude geographic direction.
Mandatory if MS105 Latitude was specified in Degree Minute Second format.

N	North
S	South

Segment:	**MS2** Equipment or Container Owner and Type	
Position:	146	
Loop:	0205	Mandatory
Level:		
Usage:	Mandatory except for reporting Appointment Status Codes (AT703)	
Max Use:	1	
Purpose:	To specify the owner, the identification number assigned by that owner, and the type of equipment	
Syntax Notes:		
Semantic Notes:		
Comments:	**1** MS203 identifies the type for the equipment specified in MS202.	
	2 MS202 is optional for instances when the Equipment number in not known.	
Notes:	**The MS2 segment is not required for any status sent prior to Actual Depart Shipper (AT701= AF). AF must include the MS2 segment and must include the actual Equipment Number that the load is being moved with. All statuses sent after the Actual Depart from Shipper should have an MS2 segment with the actual Equipment number.**	

Data Element Summary

	Ref. Des.	Data Element	Name	Attributes	
M	**MS201**	**140**	**Standard Carrier Alpha Code**	**M**	**ID 2/4**
			Standard Carrier Alpha Code		
			SCAC		
	MS202	**207**	**Equipment Number**	**O**	**AN 1/10**
			Sequencing or serial part of an equipment unit's identifying number (pure numeric form for equipment number is preferred)		
	MS203	**40**	**Equipment Description Code**	**O**	**ID 2/2**
			Code identifying type of equipment used for shipment		

AF	AIR FREIGHT
BO	BARGE OPEN
BR	BARGE
BX	BOXCAR
CH	CHASSIS
CN	CONTAINER
DD	DOUBLE DROP TRAILER
FT	FLAT BED TRAILER
HV	HIGH CUBE VAN
LU	LOAD/UNLOAD DEVICE ON EQUIPEMNT
OV	OPEN TOP VAN
RA	FIXED-RACK, FLAT-BED TRAILER
RD	FIXED-RACK, DOUBLE DROP TRAILER
RS	FIXED-RACK, SINGLE-DROP TRAILER
RT	CONTROLLED TEMPERATURE TRAILER (REEFER)
SD	SINGLE-DROP TRAILER
ST	REMOVABLE SIDE TRAILER
TA	TRAILER, HEATED/INSULATED/VENTILATED
TF	TRAILER, DRY FREIGHT
TG	TRAILER, TANK (GAS)
TI	TRAIELR, INSULATED
TJ	TRAILER, TANK (CHEMICALS)
TK	TRAILER, TAN (FOOD GRADE-LIQUID)
TL	TRAILER (NOT OTHERWISE SPECIFIED)
TM	TRAILER, INSULATE/VENTILATED
TP	TRAILER, PNEUMATIC
TQ	TRAILER, ELECTRIC HEAT
TV	TRUCK, VAN

TW	TRAILER, REFRIGERATED
VE	VESSEL, OCEAN

Segment:	**L11** Business Instructions and Reference Number
Position:	150
Loop:	0200 Mandatory
Level:	
Usage:	Mandatory except for reporting En Route (AT701 Shipment Status Code is ZZ or X6)
Max Use:	300
Purpose:	To specify instructions in this business relationship or a reference number
Syntax Notes:	1 If either L1101 or L1102 is present, then the other is required.
Semantic Notes:	1 QN is mandatory unless carrier is reporting En Route Status Codes (ZZ or X6)
	2 PO is optional
	3 VN is mandatory
Comments:	When including the 'VN's and 'PO's for the stop **ALL** 'VN's and 'PO's reported on the load tender for the stop **MUST** be present.
Notes:	The L11 segments for stop sequence (QN) are not required for reporting En Route (AT701 Shipment Status Code is ZZ or X6)
	Must provide Stop Sequence' and 'internal order' numbers qualifier 'VN'. Stop sequence numbering is '01, 02, 03, 04, etc.'
	Stop Sequence is the Stop Number for which the Shipment Status/Shipment Appointment is being reported. The Stop Number must be the same as communicated on the EDI 204 segment S5 element S501.
	NOTE: The initial Pick-up Stop is 01.

Data Element Summary

	Ref. Des.	Data Element	Name	Attributes
M	L1101	127	**Reference Identification**	M AN 1/30
			Reference information as defined for a particular Transaction Set or as specified by the Reference Identification Qualifier	
			2-digit QN Stop Sequence Number must be used	
M	L1102	128	**Reference Identification Qualifier**	M ID 2/3
			Code qualifying the Reference Identification	
			PO Purchase Order Number (optional)	
			QN Stop Sequence Number (Required on all statuses except X6 or ZZ)	
			VN Vendor Number 'Internal order#' (Required)	

Segment:	**K1** Remarks		
Position:	170		
Loop:	0200	Mandatory	
Level:			
Usage:	Optional		
Max Use:	10		
Purpose:	To transmit information in a free-form format for comment or special instruction		
Syntax Notes:			
Semantic Notes:			
Comments:			

Data Element Summary

	Ref. Des.	Data Element	Name	Attributes	
M	K101	61	**Free-Form Message**	M	AN 1/30
			Free-form information		
	K102	61	**Free-Form Message**	O	AN 1/30
			Free-form information		

Segment:	**AT8** Shipment Weight, Packaging and Quantity Data		
Position:	200		
Loop:	0200 Mandatory		
Level:			
Usage:	Mandatory		
Max Use:	10		
Purpose:	To specify shipment details in terms of weight, and quantity of handling units		
Syntax Notes:	1 AT801, AT802, AT803, AT804 are required.		
Semantic Notes:	1 AT804 is the quantity of handling units that are not unitized (for example a carton). When added to the quantity in AT805, it is the total quantity of handling units in the shipment.		
	2 AT805 is the quantity of handling units that are unitized (for example on a pallet or slip sheet). When added to the quantity in AT804 it is the total quantity of handling units for the shipment.		
Comments:			

Data Element Summary

	Ref. Des.	Data Element	Name	Attributes
M	AT801	187	**Weight Qualifier**	M ID 1/2
			Code defining the type of weight	
			G Gross Weight	
M	AT802	188	**Weight Unit Code**	M ID 1/1
			Code specifying the weight unit	
			K Kilograms	
			L Pounds	
M	AT803	81	**Weight**	M R 1/10
			Numeric value of weight	
			Total Weight at stop off.	
M	AT804	80	**Lading Quantity**	M N0 1/7
			Number of units (pieces) of the lading commodity	
			This is the number of non-unitized shipping units (e.g. cartons)	
	AT805	80	**Lading Quantity**	O N0 1/7
			Number of units (pieces) of the lading commodity	
			This is the number of unitized shipping units (e.g. a full pallet that counts as one unit).	
	AT806	184	**Volume Unit Qualifier**	X ID 1/1
			Code identifying the volume unit	
			Code identifying the volume unit	
			E Cubic Feet	
	AT807	183	**Volume**	X R 1/8
			Value of volumetric measure	

Segment:	**SE** Transaction Set Trailer
Position:	610
Loop:	
Level:	
Usage:	Mandatory
Max Use:	1
Purpose:	To indicate the end of the transaction set and provide the count of the transmitted segments (including the beginning (ST) and ending (SE) segments)
Syntax Notes:	
Semantic Notes:	
Comments:	1 SE is the last segment of each transaction set.

Data Element Summary

	Ref. Des.	Data Element	Name	Attributes
M	SE01	96	**Number of Included Segments** Total number of segments included in a transaction set including ST and SE segments	**M N0 1/10**
M	SE02	329	**Transaction Set Control Number** Identifying control number that must be unique within the transaction set functional group assigned by the originator for a transaction set	**M AN 4/9**

Segment:	**GE** Functional Group Trailer	
Position:	611	
Loop:		
Level:		
Usage:	Mandatory	
Max Use:	1	
Purpose:	To indicate the end of a functional group and to provide control information	
Syntax Notes:		
Semantic Notes:	1	The data interchange control number GE02 in this trailer must be identical to the same data element in the associated functional group header, GS06.
Comments:	1	The use of identical data interchange control numbers in the associated functional group header and trailer is designed to maximize functional group integrity. The control number is the same as that used in the corresponding header.

Data Element Summary

	Ref. Des.	Data Element	Name	Attributes
M	GE01	97	**Number of Transaction Sets Included**	M N0 1/6
			Total number of transaction sets included in the functional group or interchange (transmission) group terminated by the trailer containing this data element	
M	GE02	28	**Group Control Number**	M N0 1/9
			Assigned number originated and maintained by the sender	

Segment:	**IEA** Interchange Control Trailer			
Position:	612			
Loop:				
Level:				
Usage:	Mandatory			
Max Use:	1			
Purpose:	To define the end of an interchange of zero or more functional groups and interchange-related control segments			
Syntax Notes:				
Semantic Notes:				
Comments:				

Data Element Summary

	Ref. Des.	Data Element	Name	Attributes
M	IEA01	I16	**Number of Included Functional Groups**	M N0 1/5
			A count of the number of functional groups included in an interchange	
M	IEA02	I12	**Interchange Control Number**	M N0 9/9
			A control number assigned by the interchange sender	