

294448 v1.0

Aptean Ltd
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1 294448



DHL C-TMS

Change CN Trip Sheet Stationary Report

FUNCTIONAL SPECIFICATION - 10.7

19/12/11 - 1.0
Reference: FS 294448 ID-8P3G36





2 FUNCTIONAL OVERVIEW

2.1 Client Requirement

Currently the ?Driver Trip Sheet? used by DHL Consumer, called ?CN Trip Sheet? displays an IVR PIN code against all of the drops. This would be correct if all of the products sent on a drop are actually for a LOTS-enabled client and hence an IVR-enabled client. Unfortunately across a single multi-client site, or more importantly across a Pallet Network, different drops on a single trip may actually have a product that is, or is not, LOTS-enabled. Thus, if a driver were to action the transport event using IVR, all of these non-LOTS-enabled drops would fail the pin validation, thus leaving the drivers frustrated as to when, or when not, to use the IVR process. See the attached MS Word requirement document that outlines how we think the removal of IVR PIN codes for non-LOTS-enabled drops would work.

2.2 Solution

The ?CN Trip Sheet? will be changed to assess whether the customer of the transport orders on the drops has LOTS installed and thus whether the ?IVR PIN? information will be displayed in the report.

The ?IVR PIN? information will be displayed at the start-up (stop type ?SU?) and close-down (?CL?) drops if the trip contains any transport orders for customers with LOTS installed, but the individual drops (?PK? and ?DL?) will be assessed at the trip stop for the presence of any transport orders for customers with LOTS installed.

2.3 Scope

This change will be applied to system version 10.7



3 SET-UP

3.1 Implementation Advice

The new version of the report may be applied without any setup changes required.



4 FUNCTIONAL DESCRIPTION

The ?CN Trip Sheet? (i.e. ?TRIP_SHEET.rep?) will be changed to include the IVR PIN information based on certain conditions.

The report will be run using its existing selection criteria, for example:

The layout of the report will not be changed as the IVR PIN information may, or may not, be displayed at present.

The IVR PIN information is only required for customers that have LOTS installed, therefore, the information is only required at a trip stop if there is a transport order for such a customer present.

The IVR PIN information will display the stop ID after the ?IVR PIN? text under the following conditions:

1. The stop type is a start-up (i.e. ?SU?) or a close-down (i.e. ?CL?) and the trip contains any transport orders for customers with LOTS installed. 2. The stop type is a pick-up (i.e. ?PK?) or a delivery (i.e. ?DL?) and the trip stop contains any transport orders for customers with LOTS installed.

For condition 1, the function ?CF_STOP_PIDFORMULA? for field ?F_SU_PID? will be changed to assess whether the stop type is ?SU? and the trip contains any transport orders for customers with LOTS installed.

For condition 2, the function ?CF_PIDFORMULA? for field ?F_STOP_PID? will be changed to assess whether the stop type is ?PK? or ?DL? and the trip stop contains any transport orders for customers with LOTS installed; or whether the stop type is ?CL? and the trip contains any transport orders for customers with LOTS installed.

For example,



Date: 18/11/11
Time: 15:58
Page: 3 of 6

DHL
SUPPORT TEAM

Driver Trip Sheet
From 18/11/2011 00:05 to 18/11/2011 23:55
Depot: DMLLIVE

TRIP SHEET v3.9
C-ENG v10.7.3

EQUIPMENT DETAILS		DRIVER DETAILS		TRIP DETAILS	
Tractor ID		Driver Name		Trip ID	PTW-02274790
Finish KM's		Planned	Actual	Trip Ref	M2001617
Start KM's		Start Time	09:33	Sched Name	111116
Daily KM's		End Time	10:46	Start Date	18/11/11
Trailer ID 1		Duty Time		Carrier	DHL LIVERPOOL
Trailer ID 2		Total POA		Defect	
Trailer ID 3		Total Break		Clear Delivery	
Fuel Drawn		Total Driving and other work		IVR Telephone No	08446697353

Stop	Details	Location	Planned	Actual	Booking	Planned	Actual	Planned	Actual	Actual	Customer	Load Ref	Del	Booking	Total
			Arrive	Depart	Window	Cases	Cases	Lifts	Deep	Lifts	Ref		Point	Ref	Weight
1	SU LIVERPOOL_DML_L11 OJA		05:33	06:03		0	0								0
2	PK Burtona_Moreton Factory_OH46 RSE		06:24	06:54		0	26								Hazardous weight
3	DL Liverpool_DML_L11 OJA_MORE		07:15	07:30		0	26								Hazardous weight
4	PK Burtona_Moreton Factory_OH46 RSE		07:51	09:39		0	26								Hazardous weight
5	DL Liverpool_DML_L11 OJA_MORE		10:00	10:15		0	26								Hazardous weight

Initials: _____
Driver Signature: _____

Notes:
- Check trailer height and set indicator in cab
- Red Diesel Drawn
- ADR110

Notes:
- For Office use only
- Shortage/Over: Y/N
- Damage: Y/N
- Return: Y/N
- Trip No: _____
- Block Location: _____
- Trip Location: _____

Comments/Other work: _____

Contact Transport Office if delayed en-route, delayed at delivery point, prior to leaving delivery point with discrepancies

For the example above, if drop 2 did not contain any LOTS-enabled orders, then the ?IVR PIN? text would be excluded from the report and replaced with spaces for that stop only:

Drop	Stop Type	Result
1	SU	IVR PIN as LOTS-enabled product picked-up at source or during trip.
2	PK	No IVR PIN as no LOTS-enabled product on the drop.
3	DL	IVR PIN as LOTS-enabled product on the drop.
4	PK	IVR PIN as LOTS-enabled product on the drop.
5	DL	IVR PIN as LOTS-enabled product on the drop.

If the trip were to contain a close-down stop then it would include the ?IVR PIN? text because the trip contains transport orders for customers with LOTS installed, although the stop itself may not contain a transport order because all stock was delivered during the trip.

The same logic applies to the start-up stop because it does not include any transport orders until the pick-up at drop 2.

If the start-up or close-down stop were to contain transport orders for customers without LOTS installed but there is at least one transport order on another stop on the trip, the ?IVR PIN? text would be included for the start-up or close-down stops.



5 REFERENCES

Ref No	Document Title & ID	Version	Date
1	EST-294448 ID-8P3G36 Change CN Trip Sheet Stationery Report v1.0.doc	1.0	14/12/11



6 DOCUMENT HISTORY

Version	Date	Status	Reason	Initials
0.1	19/12/11	Draft	Initial version	PDR
1.0	19/12/11	Issue	Reviewed and Issued	MJC



7 AUTHORISED BY

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