**FCA US – 824 Error Messages**

**Introduction**

This document lists the fatal and warning error messages that FCA US will send in response to various inbound transactions. For most FCA US applications, the Application Advice (824) transaction set will be used to send these messages. The code value will appear in element TED01 and the text message will appear in element NTE02.

Two types of error messages are possible: warning or fatal.

A fatal error is one severe enough for the FCA US system to reject the transaction or line item(s) without updating the database with the information. For some FCA US systems, this type of error requires immediate correction and retransmission (e.g. CHAMPS/CHASE, STARS).

A warning error means the line item(s) was accepted by the application system but a data error(s) was detected.

It is the responsibility of the trading partner to ensure that the appropriate response action is performed as defined by the FCA US business requirements for the various system(s).

FCA US systems which communicate errors to trading partners are:

- FCA ASN Processing (CHAMPS/CHASE)
- Bailment
- Commodity Procurement
- Sea Container Tracking
- Global Core Return System
- Market Center
- Miscellaneous Charge Invoice
- VICS/VISTA
- Mopar Supplier Ship Direct/Huntsville Parts Tracking
- Shipment Tracking Alert Reporting System (STARS)
- Mopar Mixing Center
- Freight Payment
- Dealer to Dealer Referrals
- PentaSAP 810 Accounts Payable Invoice
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<td>184</td>
<td>F</td>
<td>INCORRECT LINE ITEM NUMBER</td>
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<td>185</td>
<td>F</td>
<td>MISSING OR INVALID TRAN TYPE CODE</td>
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<td>186</td>
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<td>INVALID VAT TAX</td>
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<td>187</td>
<td>F</td>
<td>MISSING CURRENCY CODE</td>
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<td>189</td>
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<td>IT1 MISSING PURCHASE ORDER NUMBER</td>
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<td>190</td>
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<td>IT1 INVALID PURCHASE ORDER NUMBER</td>
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<td>200</td>
<td>F</td>
<td>SYNTAX ERROR - REVIEW FUNCTIONAL ACKNOWLEDGEMENT (997)</td>
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<tr>
<td>201</td>
<td>F</td>
<td>INVALID PART/PLANT/SUPPLIER COMBINATION</td>
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<tr>
<td>202</td>
<td>F</td>
<td>INVALID PART/PLANT/SUPPLIER/PO COMBINATION</td>
</tr>
<tr>
<td>203</td>
<td>F</td>
<td>INVALID SHIP DATE, CANNOT BE IN FUTURE</td>
</tr>
<tr>
<td>204</td>
<td>F</td>
<td>INVALID SHIP TIME OR INVALID TIME ZONE</td>
</tr>
<tr>
<td>205</td>
<td>F</td>
<td>INVALID SCAC CODE, REF SUPPLR ROUTE INSTR OR AETC MAY BE REQ</td>
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<tr>
<td>206</td>
<td>F</td>
<td>INVALID TRANS MODE, REF SUPPLR ROUTE INSTR OR AETC MAY BE REQ</td>
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<tr>
<td>207</td>
<td>F</td>
<td>INVALID AIAG PART UNIT OF MEASURE</td>
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<td>208</td>
<td>F</td>
<td>INVALID AIAG SHIPMENT WEIGHT UNIT OF MEASURE</td>
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<td>209</td>
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<td>F</td>
<td>INVALID CHAMPS TRANSACTION VERSION</td>
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<td>211</td>
<td>F</td>
<td>INVALID CANCEL - ASN RECORDED AS RECEIVED OR MATCHED TO ASC</td>
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<td>212</td>
<td>F</td>
<td>INVALID SHIP-TO LOCATION</td>
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<tr>
<td>213</td>
<td>F</td>
<td>INVALID CHRYSLER PLANT, MUST BE MINIMUM 5-DIGIT NUMERIC</td>
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<td>215</td>
<td>F</td>
<td>INVALID SERVICE CONTRACT NUMBER</td>
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<td>217</td>
<td>F</td>
<td>INVALID PURPOSE CODE FOR THIS TRANSACTION</td>
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<td>218</td>
<td>F</td>
<td>INVALID POOL-POINT (CONSOLIDATION CENTER)</td>
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<td>220</td>
<td>W</td>
<td>INVALID - SHIP-FROM NONEXISTENT OR INACTIVE - CALL BUYER</td>
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<tr>
<td>221</td>
<td>F</td>
<td>NET WEIGHT IS GREATER THAN GROSS WEIGHT</td>
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<tr>
<td>222</td>
<td>F</td>
<td>DUPLICATE SID NUMBER</td>
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<tr>
<td>223</td>
<td>F</td>
<td>AIR SHIPMENT EXISTS WITHOUT AN AETC NUMBER</td>
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<tr>
<td>224</td>
<td>F</td>
<td>CANCELLATION TRANS SUBMITTED AND NO MATCHING ASN</td>
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<td>225</td>
<td>F</td>
<td>DUPLICATE PACKING SLIP FOR THIS PART NUMBER</td>
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<tr>
<td>226</td>
<td>W</td>
<td>DUPLICATE FREIGHT BILL</td>
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<tr>
<td>227</td>
<td>W</td>
<td>ERROR CONTACT CHRYSLER FREIGHT PAYMENT ANALYST</td>
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<tr>
<td>228</td>
<td>W</td>
<td>FREIGHT BILL DENIED BY FREIGHT PAYMENT ANALYST</td>
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<td>229</td>
<td>W</td>
<td>FREIGHT BILL IDENTIFIED AS DUPLICATE BY FRT PAYMENT ANALYST</td>
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<td>230</td>
<td>W</td>
<td>DUPLICATE INPUT WITHIN A TRANSACTION</td>
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<td>231</td>
<td>F</td>
<td>INVALID RELEASE SUPPLIER CODE - CALL BUYER</td>
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<td>INVALID SHIP-FROM LOCATION</td>
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<td>233</td>
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<td>INVALID SHIP-TO LOCATION</td>
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<tr>
<td>234</td>
<td>F</td>
<td>INVALID FINAL DESTINATION</td>
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<td>236</td>
<td>F</td>
<td>INVALID TXN - FINAL DESTINATION IS SERVICE &amp; PARTS</td>
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<td>237</td>
<td>W</td>
<td>RDR DISPUTE FINALIZED-CHECK CHAMPS NOTEPAD FOR DISPOSITION</td>
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<td>238</td>
<td>W</td>
<td>ASN DATA INTEGRITY ERROR, CHECK CHAMPS NOTEPAD FOR DETAILS</td>
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<tr>
<td>Code</td>
<td>Type</td>
<td>Text Message</td>
</tr>
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<td>------</td>
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</tr>
<tr>
<td>240</td>
<td>F</td>
<td>PART/CNTNR QUANTITY IS NON-NUMERIC OR ZERO</td>
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<tr>
<td>241</td>
<td>F</td>
<td>INVALID PACKING SLIP</td>
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<tr>
<td>242</td>
<td>F</td>
<td>INVALID BILL OF LADING</td>
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<td>243</td>
<td>F</td>
<td>TRAILER/RAILCAR/VESSEL NUMBER IS NOT ZERO THRU 9 OR A THRU Z</td>
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<td>244</td>
<td>W</td>
<td>ASN CONTAINS N1 BT 08989 SEGMENT</td>
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<td>F</td>
<td>GROSS WEIGHT IS NON-NUMERIC OR ZERO</td>
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<td>246</td>
<td>W</td>
<td>SUPPLIER YTD SHIPPED IS NON-NUMERIC OR ZERO</td>
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<tr>
<td>247</td>
<td>W</td>
<td>TOTAL NUMBER OF CONTAINERS IS NON-NUMERIC</td>
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<td>248</td>
<td>F</td>
<td>SID NUMBER IS BLANK OR ZERO</td>
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<td>249</td>
<td>F</td>
<td>NET WEIGHT IS NON-NUMERIC OR ZERO</td>
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<td>F</td>
<td>SCAC CODE IS BLANK OR ZERO</td>
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<tr>
<td>251</td>
<td>F</td>
<td>INVALID FAMILY CARRIER</td>
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<td>252</td>
<td>F</td>
<td>QUANTITY ORDERED IS NON-NUMERIC OR ZERO</td>
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<tr>
<td>253</td>
<td>W</td>
<td>WRONG TRAILER # ON ASC .... Xxxxxxxxxx SHOULD BE Xxxxxxxxxx</td>
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<td>254</td>
<td>W</td>
<td>WRONG SCAC CODE ON ASC .... XXX SHOULD BE XXXX</td>
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<tr>
<td>255</td>
<td>W</td>
<td>WRONG/MISSING POOL POINT .... Xxxxxxxxx SHOULD BE Xxxxxxxxx</td>
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<td>256</td>
<td>W</td>
<td>WRONG BOL .... Xxxxxxxxxxxxxx SHOULD BE Xxxxxxxxxxxxxx</td>
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<td>260</td>
<td>F</td>
<td>MISSING FINAL DESTINATION</td>
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<td>261</td>
<td>F</td>
<td>MISSING SHIP TO LOCATION</td>
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<tr>
<td>262</td>
<td>F</td>
<td>MISSING OR INVALID RECEIVE DATE</td>
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<tr>
<td>263</td>
<td>F</td>
<td>MISSING PART NUMBER</td>
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<tr>
<td>264</td>
<td>F</td>
<td>MISSING PACKING SLIP NUMBER</td>
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<tr>
<td>265</td>
<td>F</td>
<td>MISSING RECEIVE QUANTITY</td>
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<tr>
<td>266</td>
<td>F</td>
<td>ASN NOT FOUND</td>
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<tr>
<td>267</td>
<td>W</td>
<td>ASC/DASC DATA INTEGRITY ERROR, CHECK CHAMPS NOTEPAD</td>
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<tr>
<td>269</td>
<td>W</td>
<td>RC LEVEL MISSING FOR ASSOC CNTNR Xxxxxxx PART Xxxxxxx</td>
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<tr>
<td>270</td>
<td>F</td>
<td>CANNOT RECEIPT MATERIAL-SHPMT MADE BEFORE PRIOR MODEL YEAR</td>
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<tr>
<td>271</td>
<td>W</td>
<td>CHAMPS Y-T-D QUANTITY DISAGREES Xxxxxx</td>
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<tr>
<td>272</td>
<td>W</td>
<td>NON-PREDEFINED SHIP-FROM FOR PART/PLANT/SUPPLIER COMBINATION</td>
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<td>273</td>
<td>W</td>
<td>MATERIAL WAS RECEIVED BEFORE ARRIVAL OF ASN</td>
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<td>274</td>
<td>F</td>
<td>ASSOCIATED CNTNR MISSING FOR PART Xxxxxxx</td>
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<tr>
<td>275</td>
<td>W</td>
<td>WRONG ASSOC CNTNR FOR PART Xxxxxxx SHOULD BE Xxxxxxx</td>
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<tr>
<td>276</td>
<td>W</td>
<td>GROSS WEIGHT EXCEEDS MAXIMUM ALLOWED FOR TRANSPORTATION MODE</td>
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<tr>
<td>277</td>
<td>W</td>
<td>MISSING SEAL NUMBER(S)</td>
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<td>278</td>
<td>F</td>
<td>SHIP DATE MORE THAN TWO MODEL YEARS OLD</td>
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<tr>
<td>279</td>
<td>F</td>
<td>INVALID/INCORRECT ORDER NUMBER</td>
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<tr>
<td>280</td>
<td>W</td>
<td>PO ON ASN DOES NOT MATCH CHAMPS PO:XXXXXXXXXX, CONTACT BUYER</td>
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<td>281</td>
<td>W</td>
<td>SHIP NOTICE RECEIVED FOR OVERNIGHT PROCESSING</td>
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<td>282</td>
<td>F</td>
<td>ORDER NUMBER &amp; SUPPLIER CODE MISMATCH</td>
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<td>283</td>
<td>F</td>
<td>ORDER CANCELLED</td>
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<td>F</td>
<td>INVALID SENDER-ID/RELEASE SUPPLIER COMBINATION</td>
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<td>291</td>
<td>W</td>
<td>CHAMPS BYPASS MANUFACTURING ASN</td>
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<tr>
<td>292</td>
<td>F</td>
<td>CONTAINER ASN (RC LEVEL) INVALID</td>
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<td>293</td>
<td>W</td>
<td>ASSOCIATED CONTAINER MISSING</td>
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<tr>
<td>294</td>
<td>W</td>
<td>WRONG ASSOCIATED CONTAINER USED FOR THIS PART</td>
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<tr>
<td>295</td>
<td>W</td>
<td>RELEASED PART NOT ON CRATES</td>
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<tr>
<td>296</td>
<td>F</td>
<td>ASSOCIATED CONTAINER Xxxxxxxxxxx INVALID FOR PART Xxxxxxx</td>
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<tr>
<td>297</td>
<td>F</td>
<td>092 DENY - NO SUPPORTING CONTAINER</td>
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<tr>
<td>299</td>
<td>F</td>
<td>PNTRRLS RECORD ALREADY EXISTS</td>
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### FCA US – 824 Error Messages

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<tr>
<td>306</td>
<td>F</td>
<td>PERFORMING FREIGHT BILL INVALID</td>
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<td>307</td>
<td>F</td>
<td>PERFORMING CARRIER INVALID</td>
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<tr>
<td>308</td>
<td>W</td>
<td>INVALID AETC NUMBER</td>
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<tr>
<td>309</td>
<td>F</td>
<td>INCOMPLETE AETC NUMBER - RESP.PREFIX SR, CE, OR CR MISSING</td>
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<tr>
<td>310</td>
<td>W</td>
<td>ASN LATE: EBMX DATE XXXX-XX-XX EBMX TIME XX.XX.XX</td>
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<td>311</td>
<td>F</td>
<td>ASN/ASC SENT PRIOR TO MATL DEPARTING SPLR PLT/ILC</td>
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<td>312</td>
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<td>INVALID ASN: PART INDICATED AS PAY-AS-BUILT</td>
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<tr>
<td>313</td>
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<td>315</td>
<td>W</td>
<td>POSSIBLE YTD SHIP AND YTD RCVD DISCREPANCY-PLEASE REVIEW</td>
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<td>316</td>
<td>F</td>
<td>INVALID SHIP-FROM LOCATION, MUST BE MINIMUM 5 DIGIT NUMERIC</td>
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<td>317</td>
<td>F</td>
<td>ASN VERSION DOES NOT MATCH VERSION ON CHRYSLER'S TABLES</td>
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<td>318</td>
<td>F</td>
<td>SHIP DATE LATER THAN RECEIVE DATE</td>
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<td>319</td>
<td>W</td>
<td>SHIP DATE BEFORE INVENTORY DATE, YTD SHIP ACCUM NOT ADJUSTED</td>
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<tr>
<td>320</td>
<td>W</td>
<td>INVALID BILL-TO LOCATION</td>
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<tr>
<td>321</td>
<td>F</td>
<td>MULTIPLE BILLS-OF-LADING REPORTED FOR THIS MOVE</td>
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<tr>
<td>322</td>
<td>F</td>
<td>DUPLICATE BILLS-OF-LADING REPORTED FOR THIS MOVE</td>
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<tr>
<td>323</td>
<td>F</td>
<td>MASTER BILL-OF-LADING REQUIRED FOR THIS MOVE</td>
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<td>324</td>
<td>F</td>
<td>MULTIPLE MASTER BILL-OF-LADINGS REPORTED FOR THIS MOVE</td>
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<tr>
<td>325</td>
<td>F</td>
<td>DUPLICATE MASTER BILL OF LADING-PREV. USED IN LAST 12 MONTHS</td>
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<tr>
<td>339</td>
<td>W</td>
<td>ASN QTY IS NOT EQUALLY DIVISIBLE BY NUM OF PARTS PER CNTNR</td>
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<tr>
<td>342</td>
<td>W</td>
<td>PSEUDO RECEIPT PROCESSING</td>
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<td>343</td>
<td>F</td>
<td>CONTROL NUMBER MONTH USED DOES NOT MATCH THE SHIPMENT DATE</td>
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<tr>
<td>344</td>
<td>W</td>
<td>PACKING SLIP ALREADY USED BY ANOTHER CONTAINER OR EXPENDABLE</td>
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<td>345</td>
<td>F</td>
<td>RECORD WRITTEN TO TRANSACTION REJECT TABLE</td>
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<td>346</td>
<td>F</td>
<td>INTERPLANT RETURN; NO CORRESPONDING RMO PCNTL RECORD EXISTS</td>
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<td>348</td>
<td>W</td>
<td>EACH EXPENDABLE SHIPMENT REQUIRES NEW PACKING SLIP</td>
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<tr>
<td>349</td>
<td>W</td>
<td>ASSOCIATED CONTAINER 0000EXPM INVALID – REFER TO 856 MANUAL</td>
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<td>350</td>
<td>F</td>
<td>MISSING/INVALID OR CLOSED RAN</td>
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<tr>
<td>351</td>
<td>W</td>
<td>INCOMPLETE RAN REQUIREMENT</td>
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<td>352</td>
<td>F</td>
<td>RAN OVERSHIPMENT</td>
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<td>353</td>
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<td>PRO NUMBER MISSING</td>
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<td>W</td>
<td>UNIT PICK-UP NUMBER MISSING</td>
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<td>356</td>
<td>F</td>
<td>CARRIER PRO NO. MISSING - CONTACT YOUR SHIPPING DOCK</td>
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<td>357</td>
<td>W</td>
<td>CARRIER PRO NO. MISSING - CONTACT YOUR SHIPPING DOCK</td>
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<td>360</td>
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<td>ENGINEERING CHANGE LEVEL REQUIRED</td>
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<td>361</td>
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<td>CARRIER AIRBILL NUMBER INCORRECT/MISSING</td>
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<td>362</td>
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<td>INVALID HST TAX</td>
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<td>363</td>
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<td>INVALID QST TAX</td>
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<td>364</td>
<td>F</td>
<td>INVALID PST TAX</td>
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<tr>
<td>365</td>
<td>F</td>
<td>FREIGHT BILL INVOICE REJECTED BY ANALYST</td>
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<tr>
<td>366</td>
<td>F</td>
<td>BOL CANNOT EQUAL SHIPPER, CONSIGNEE OR CONVEYANCE</td>
</tr>
<tr>
<td>367</td>
<td>W</td>
<td>CONTAINER ASN (RC LEVEL) 0000EXPM INVALID–REFER TO 856 MANUAL</td>
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<td>F</td>
<td>EXPEDITED CARRIER SCAC/MODE CODES REQUIRE AN AETC</td>
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<tr>
<td>371</td>
<td>W</td>
<td>AETC NUMBER REQUIRED FOR THIS MOVE</td>
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<tr>
<td>372</td>
<td>F</td>
<td>AETC NUMBER INVALID - PREVIOUSLY USED</td>
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<tr>
<td>373</td>
<td>W</td>
<td>SCAC CODE XZZZ INVALID</td>
</tr>
<tr>
<td>374</td>
<td>W</td>
<td>MODE OTHER THAN RAIL REQUIRES A VALID AETC NUMBER</td>
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<tr>
<td>375</td>
<td>W</td>
<td>AETC INVALID - ASN EITHER RECEIVED OR DELETED</td>
</tr>
<tr>
<td>376</td>
<td>W</td>
<td>PART NUMBER NOT FOUND ON AETC</td>
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<tr>
<td>377</td>
<td>F</td>
<td>INVALID SPECIAL CHARGE NOT FOUND ON CPO</td>
</tr>
<tr>
<td>380</td>
<td>F</td>
<td>SUSPENDED FREIGHT BILL, NO VALID STARS 214 ARRIVAL ON FILE</td>
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<tr>
<td>381</td>
<td>F</td>
<td>STARS 214 ARRIVAL NOTIFICATION NOT YET RECEIVED</td>
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<tr>
<td>382</td>
<td>F</td>
<td>INVALID QTY - MUST BE LESS OR EQUAL TO OUTSTANDING BALANCE</td>
</tr>
<tr>
<td>383</td>
<td>F</td>
<td>NO 830 RELEASE FOUND FOR THIS TRANSACTION</td>
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<td>384</td>
<td>F</td>
<td>870 IDENTIFIER MUST BE FOR A CANCEL OR BACKORDER</td>
</tr>
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<td>385</td>
<td>F</td>
<td>NO CPO ON FILE, CONTACT CHRYSLER LOGISTICS ANALYST</td>
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<td>386</td>
<td>F</td>
<td>REJECTED EDI 210, ZERO PRICE ON CPO</td>
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<tr>
<td>387</td>
<td>F</td>
<td>FINAL DESTINATION AND RELEASE SUPPLIER CODES ARE EQUAL</td>
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<tr>
<td>388</td>
<td>F</td>
<td>FINAL DESTINATION AND SHIP TO MUST BE THE SAME</td>
</tr>
<tr>
<td>389</td>
<td>F</td>
<td>INVALID/MISSING REGION CODE</td>
</tr>
<tr>
<td>390</td>
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<td>INVALID STEEL SHIP CODE</td>
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<tr>
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<td>MATERIAL WAS RECEIVED BEFORE ARRIVAL OF METERED ASC</td>
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<td>STATUS ID AND EQUIPMENT CODE NOT COMPATIBLE</td>
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## FCA US – 824 Error Messages

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<td>INVALID STATUS PROGRESSION OF CONTAINER ON DB</td>
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<td>PORT OF EXIT NOT FOUND ON SEACONTAINER DATA BASE</td>
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<td>COULD NOT UPDATE VESSEL RELEASE FOR CONTAINER</td>
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<td>NO PO FOR THIS PART/PLANT-NO PAYMENT UNDER ERS-CALL BUYER</td>
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<td>NO PRICE ON PO-NO PAYMENT UNDER ERS-CALL BUYER</td>
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<td>ASN U/M DISAGREES TO PO U/M-NO PAYMENT UNDER ERS-CALL BUYER</td>
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<tr>
<td>512</td>
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<td>PO CANCELLED-NO PAYMENT UNDER ERS-CALL BUYER</td>
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<td>513</td>
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<td>PART CANCELLED FROM PO-NO PAYMENT UNDER ERS-CALL BUYER</td>
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<td>514</td>
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<td>092 CHARGE DENIED, NO CRATES RECORD, SEND PROD ACAP</td>
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<td>092 CHARGE DENIED FOR 7 DAYS, SUPPLIER ENTERED NEG INV LOSS ADJ</td>
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<td>092 CHARGE DENIED, TRIANGLE SUPPLIER NEGATIVE INVENTORY</td>
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<td>DUPLICATE BILL OF LADING-PREVIOUSLY USED IN LAST 12 MONTHS</td>
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<td>MASTER BILL OF LADING REQUIRED FOR THIS MOVE</td>
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<td>MODE VIOLATION FOR THIS CARRIER/ROUTE, SRI STATES MODE AS &quot;XX&quot;</td>
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<tr>
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<td>AETC MISSING OR WRONG SCAC CODE USED, SRI STATES SCAC AS &quot;XXXX&quot;</td>
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<td>NON-PRIMARY CARRIER USED FOR THIS MOVE, AETC NUMBER REQUIRED</td>
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<td>092 INVOICE REJECTED, MUST SUBMIT WITHIN 45 DAYS OF SHIPMENT</td>
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<td>092 CHARGE NOT PAID, CHARGE UNDER MHE REVIEW</td>
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<td>NOT AN ERS SUPPLIER/PLANT</td>
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<td>PO USAGE EXCEEDED-NO PAYMENT UNDER ERS-CALL BUYER</td>
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<td>AETC NUMBER DOES NOT MATCH AETC ON ASN:XXXXXXXX</td>
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<td>DUPLICATE TRANSACTION - PART HAS BEEN PROCESSED</td>
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<td>092 INVOICE REJECTED, MUST SUBMIT WITHIN 90 DAYS OF SHIPMENT</td>
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<td>POOL POINT MISSING ON ASN, SHOULD BE XXXXXXX</td>
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<td>WRONG POOL POINT ON ASN, SHOULD BE XXXXXXX</td>
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<td>ASC CREATED WITHOUT CORRESPONDING ASN</td>
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<td>092 CHARGE DENIED, USAGE OF 810 INVOICE NOT ALLOWED</td>
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**FCA US – 824 Error Messages**

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<td>INVALID SHIP TO LOCATION. DATA NOT RETAINED</td>
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<td>MULTIPLE BILLS OF LADING FOR SHIPMENT-DATA NOT RETAINED</td>
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<td>PURCHASE ORDER IS ZEROES OR SPACES-DATA NOT RETAINED</td>
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<td>DUPLICATE BILL OF LADING OR BC LABEL SERIAL FOUND</td>
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<td>QUANTITY SHIPPED EXCEEDS THE PO MAXIMUM, CONTACT PURCHASING</td>
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<td>REJECTED ENTIRE SHIPMENT-A LINE ITEM IS IN ERROR</td>
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<td>RELEASE AUTH. FOUND BUT IS EITHER CLOSED OR CANCELLED</td>
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<td>INVALID WEIGHT FOR STEEL SHIPMENT</td>
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<td>INVALID/MISSING STEEL PO NUMBER, MUST BE 10 POSITIONS</td>
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<td>STEEL PO DOES NOT MATCH CHAMPS PO XXXXXXXXXX, CONTACT BUYER</td>
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<td>CALL CHRY MGA (586) 274-7258 XXXXXXXXXXXXXXXXXXXXX</td>
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<td>W</td>
<td>ORIGINAL INVOICE CANNOT BE FOUND</td>
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<td>TOTAL AMT OF CLAIM DOES NOT EQUAL SUM OF ELEMENTS</td>
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<td>AT LEAST ONE SEGMENT OF COMMENTS REQUIRED</td>
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<td>COIL/LOT LIMIT OF 50 PER ASN HAS BEEN EXCEEDED</td>
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<td>ASN SHIP DATE LESS THAN COMMODITY PROCUREMENT LAUNCH DATE</td>
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# FCA US – 824 Error Messages

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<td>BASE CHARGE VALUE INCORRECT</td>
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<td>656</td>
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<td>INVALID INSPECTOR NAME</td>
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<td>HEADER INFORMATION REQUIRES ONLY ONE DETAIL SEGMENT</td>
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# FCA US – 824 Error Messages

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<td>CANCEL NO DELIVERY NOTIFICATION PRIOR TO ARRIVAL/DEPARTURE</td>
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<td>NO ARRIVAL AT PICKUP FOR SHIPMENT STATUS - AP, REASON - AM</td>
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<td>OLD ETA, IT IS PRIOR TO CURRENT DATE/TIME</td>
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<td>CANNOT CHANGE FREIGHT BILL/LOAD NUMBER/PRO NUMBER</td>
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# FCA US – 824 Error Messages

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<td>THE TAX SUMMARY TOTAL DOES NOT MATCH LINE TOTALS</td>
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<td>807</td>
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<td>TAX TOTAL BY TAX TYPE DOES NOT MATCH LINE TOTALS</td>
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<td>SPEC CHARGES TOTAL BY CHARGE CODE DOES NOT MATCH LINE TOTALS</td>
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<td>TRIP UPDATE NOT PROCESSED. USE FAST SYSTEM TO MODIFY TRIP</td>
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<td>810</td>
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<td>N1 SUPPLY POINT IS MISSING</td>
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<tr>
<td>811</td>
<td>F</td>
<td>DEALER TERMINATED OR INELIGIBLE ON ORDER DATE</td>
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<td>F</td>
<td>DEALER IS NOT ENROLLED ON ORDER DATE</td>
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<td>813</td>
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<td>UNIT PRICE IS MISSING</td>
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<td>814</td>
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<td>MOPAR PRICE IS WRONG</td>
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<td>INVALID TAX (STATE)</td>
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<tr>
<td>816</td>
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<td>IT1 QUANTITY IS ZERO</td>
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<tr>
<td>817</td>
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<td>NO REF RECORD FOUND</td>
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<tr>
<td>821</td>
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<td>TXI/FT SUMMARY IS OUT OF BALANCE</td>
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<td>F</td>
<td>TXI/ZZ SUMMARY IS OUT OF BALANCE</td>
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<tr>
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<td>F</td>
<td>TXI AMT IS NOT AN EVEN MULTIPLE OF IT1 QTY</td>
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<tr>
<td>824</td>
<td>F</td>
<td>SAC/D240 SUMMARY IS OUT OF BALANCE</td>
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<td>825</td>
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<td>SAC/D500 SUMMARY IS OUT OF BALANCE</td>
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<td>827</td>
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<td>CTT LINE COUNT DOES NOT MATCH</td>
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<td>ORDER DATE OVER 6 MONTHS OLD</td>
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<td>PROCESS DATE OVER 6 MONTHS OLD</td>
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<td>PART HAS HOLD STATUS</td>
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<td>INVALID SHIPPER FOR SHIP TERMS</td>
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<td>EQUIPMENT DESCRIPTION CANNOT BE BLANK</td>
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<td>848</td>
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<td>INVALID CARRIER CODE</td>
</tr>
<tr>
<td>849</td>
<td>F</td>
<td>TOTAL CHARGE MUST = FRT RATE + FUEL SURCHRG + GST + SPEC CHG</td>
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</table>
## FCA US – 824 Error Messages

<table>
<thead>
<tr>
<th>Code</th>
<th>Type</th>
<th>Text Message</th>
</tr>
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<tbody>
<tr>
<td>850</td>
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<td>INVALID MODE OF SERVICE</td>
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<td>PAY TYPE CANNOT BE BLANK</td>
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<td>INVALID PAY TYPE</td>
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<tr>
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<td>F</td>
<td>FREIGHT BILL CANNOT BE BLANK</td>
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<tr>
<td>856</td>
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<td>FREIGHT BILL CANNOT BE ALPHABETIC</td>
</tr>
<tr>
<td>857</td>
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<td>PAY AMT DOES NOT MATCH CPO, CONTACT CHRY LOGISTICS ANALYST</td>
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<td>INVALID PAY AMOUNT</td>
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<td>AMOUNT BILLED = $XX,XXX.XX  AMOUNT PAID= $XX,XXX.XX</td>
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<td>INVOICE DATE TOO OLD OR IN THE FUTURE</td>
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<td>864</td>
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<td>866</td>
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<td>GROSS WEIGHT MUST BE GREATER THAN ZERO</td>
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<td>INVALID WEIGHT FOR TRANSMODE</td>
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<td>AETC RESPONSIBILITY INVALID</td>
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<td>ORIGIN CODE DOES NOT MATCH AETC</td>
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<td>871</td>
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<td>AETC VOIDED</td>
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<td>INVALID CHARGE TO/BILL TO</td>
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<td>FREIGHT BILL SHIPMENT CANNOT BE ALPHABETIC</td>
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<td>SHIPMENT CARRIER CAN NOT BE BLANK</td>
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<td>SHIP DATE MUST BE WITH 4 DAYS OF FRT BILL DATE</td>
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<td>BOL CANNOT EQUAL FREIGHT BILL</td>
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<td>PERFORM FREIGHT BILL CANNOT EQUAL FREIGHT BILL</td>
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<td>NOT INTRA-CANADA MOVE NO GST TAX</td>
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<td>FREIGHT CHARGE MUST BE GREATER THAN ZERO</td>
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<td>FREIGHT RATE MUST BE GREATER THAN ZERO</td>
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<td>FUEL SURCHARGE EXCEEDS NET TO PAY</td>
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<td>GST TAX EXCEEDS NET TO PAY</td>
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<td>899</td>
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<td>MISSING SHIPPER ADDRESS INFO</td>
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## FCA US – 824 Error Messages

<table>
<thead>
<tr>
<th>Code</th>
<th>Type</th>
<th>Text Message</th>
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<tbody>
<tr>
<td>900</td>
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<td>INVALID WEIGHT QUALIFIER</td>
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<td>NOT CHRYSLER RESPONSIBILITY</td>
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<td>REQUIRE SPECIALIZED EQUIPMENT INDICATOR</td>
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<td>REQUIRES ROUND TRIP INDICATOR</td>
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<td>905</td>
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<td>SUBMIT A HARD COPY BILL</td>
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<td>FUEL SURCHARGE CANNOT BE NEGATIVE</td>
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<td>PICKUP DATE TOO OLD OR IN THE FUTURE</td>
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<td>SID NUMBER (BOL) CANNOT BE BLANK</td>
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<td>SPECIAL USE CANNOT BE NEGATIVE</td>
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<td>920</td>
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<td>RECEIVED 846 FOR EXEMPT PART</td>
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<td>921</td>
<td>F</td>
<td>RECEIVED 846 FROM INVALID SUPPLIER</td>
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<td>922</td>
<td>W</td>
<td>PART IS ON BACKORDER</td>
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<tr>
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<td>W</td>
<td>846 FEED HAS NOT BEEN RECEIVED</td>
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<td>924</td>
<td>W</td>
<td>ROH RECEIVED HAS EXCEEDED THE LIMIT</td>
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<td>RECEIVED 846 FOR NON-SSD PART</td>
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<td>W</td>
<td>RECEIVED 846 WITH INVALID SUPPLIER/PART COMBINATION</td>
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<td>W</td>
<td>INVENTORY FEED RECEIVED FOR A NON ACTIVE PART</td>
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<td>931</td>
<td>F</td>
<td>INVENTORY FEED RECEIVED FOR CANCELLED PART</td>
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<td>997</td>
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<td>INVALID OR MISSING ENVELOPE</td>
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<tr>
<td>998</td>
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<td>PROBLEM WITH 856, CONTACT EDI COMMUNICATIONS IMMEDIATELY</td>
</tr>
<tr>
<td>999</td>
<td>F</td>
<td>CTX NO LONGER ACCEPTING ASNS. PLEASE CONTACT CHAMPS ANALYST</td>
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