

COR

Release notes
Version 1.5

Release Notes for COR Version 1.5

This document contains release note information for COR version 1.5. Numerous changes have been made to COR in support of the Formal route adjustment process. In addition, COR now supports an option for Minor Route Adjustments. These release notes will document the changes to the Formal process and separately introduce the Minor route adjustment method.

FORMAL ROUTE ADJUSTMENT ENHANCEMENTS

No Stat, Default Indicator in the Alternate Address Table

In version 1.4, COR introduced support for No Stat and Default records in the AAT. With version 1.5, a new field has been added to the AAT that flags each delivery that enters COR as a No Stat or Default. The new field is called [Nostat Default]. If a delivery address is a No Stat or Default, there will be a Y in this field. Otherwise, this field will be blank. An example subset of an AAT is shown below with several records marked as No Stat or Default.

[Exist Route]	[Exist Seq]	[Model Route]	[Model Seq]	DP5_ID	[Nostat Default]
C003	06	C003	--	1999-07-10-12.06.44.746087	
C003	07	C003	--	2002-10-18-08.34.20.429231	Y
C003	08	C003	--	2005-02-10-06.30.25.840893	Y
C003	09	C003	--	2005-02-10-06.30.27.087792	
C003	90	C003	--	1999-07-10-12.06.44.746086	
C003	91	C003	--	1999-07-10-12.06.44.746100	
C003	92	C003	--	1999-07-10-12.06.42.011778	
C003	93	C003	--	1999-07-10-12.06.44.746099	Y
C003	94	C003	--	1999-07-10-12.06.42.011780	Y
C003	95	C003	--	2000-06-29-12.34.22.604986	Y
C003	96	C003	--	2000-06-30-08.33.37.026829	Y
C003	97	C003	--	1999-07-10-12.06.42.011781	
C003	98	C003	--	1999-07-10-12.06.42.011782	
C003	99	C003	--	1999-07-10-12.06.42.011783	
C003	100	C003	--	1999-07-10-12.06.42.011784	
C003	101	C003	--	1999-07-10-12.06.42.011785	

Automatic Loading of Allied Times

The DOIS Import during Route Adjustment will now transfer the allied times for each route. The Load DCD Data process will automatically enter the allied times into the Existing Route Summary Editor for each route.

Release notes
Version 1.5

COR

Allied Time Modifications – Vehicle Unload, Relay Time, Replenish

A new allied time entry has been added to the list of allied times. The new entry is Vehicle Unload.

Allied Time	
	(mm:ss)
Relay Time:	+002:49
Replenish:	+000:00
Travel To:	+012:28
Travel From:	+004:05
Vehicle Load:	+008:42
Vehicle Unload:	+003:18
Other Time:	+074:40
Add'l Time:	+000:00
<input type="button" value="OK"/> <input type="button" value="Cancel"/>	

In prior versions of COR, the route inspection allied entries for Relay Time were separated into Relay Time and Replenish Time. With version 1.5, all route inspection Relay Time will be entered into the Existing Route Summary Editor as Relay Time. No values for Replenish time will be automatically added. The Replenish Time entry will continue to appear. During the route adjustment, the user may add or remove Replenish Time in the Adjusted Route Summary Editor.

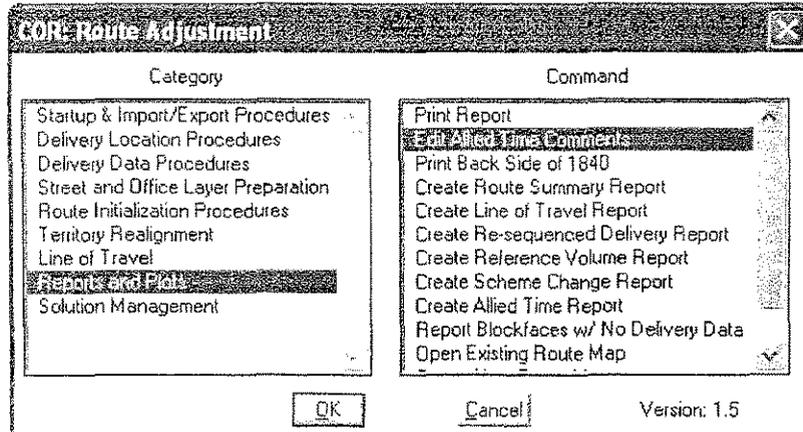
Back of the 1840 Changes – No Stat and Defaults, Comments

In version 1.4, COR began supporting the import of No Stat and Default records from DOIS. As a result, some sector segments with no route inspection data were being transferred between routes and therefore appearing on the back of the 1840. These sector segments appeared with zero office and zero street time. With version 1.5, any sector segment with zero office and zero street times that is transferred between routes will appear on the back of the 1840 but they will all be grouped at the end of the report and will begin at the start of a new page.

With version 1.5, a new capability has been added to allow you to type in comments in an Allied Comments Editor which in turn will be printed on the back of the 1840. This editor can be used in place of hand writing comments onto the back of the 1840 forms after they have been printed.

CORRelease notes
Version 1.5

Access to the Allied Comments Editor is found under the Reports and Plots category and the command is Edit Allied Time Comments.



A screen will appear where you can choose the route for which you wish to add, edit or delete comments. Each allied time entry will be listed with an opportunity to enter a comment. A final entry in the list is Additional Comments that can be used for any comment that is not specific to an allied time entry. The comment editor will show the current value for each allied time as well as any manual adjustment that you have made. If an allied entry has a manual adjustment, the field name will be bolded to attract your attention and prompt you for a comment to explain the manual adjustment.

To enter a comment, you click into the Comment section for the appropriate allied entry. You may type a character string of up to 120 characters. You can edit an entry by clicking into the existing comment and adding or deleting text. To remove a comment altogether, click into the comment and delete all the characters.

Click save to keep any comments that you have added or changed. If you do not click save before clicking exit, your comments will not be retained.

You can click the drop down entry for Route to switch to another route and continue entering comments.

When you run Initialize Route Data, any previously created comments will be removed. Initialize Route Data recreates a new Adjusted Route Summary Editor where any prior manual adjustments to allied times are removed. Therefore, any comments justifying those manual adjustments are no longer relevant.

Release notes
Version 1.5

COR

	Adjustment	Comment
Relay Time	00:00	
Replenish Time	00:00	
Travel To	-02:00	Reduced travel to by 2:00 minutes to reflect a new start location
Travel From	03:00	Added travel from by 3:00 to reflect additional traffic
Vehicle Load	00:00	
Vehicle Unload	00:00	
Travel Within	00:00	
Accountable Del	04:00	Added territory that regularly has accountables worth 4 minutes
Parcel Del	-01:00	Parcel deliveries were removed from the route that were worth 1 minute
Street Break Time	00:00	
Collection Time	00:00	
Deadhead Time	00:00	
Personal Needs	00:00	
Customer Contact	00:00	
Gas Vehicle	00:00	
Backtracking	00:00	
Animal Interference	00:00	
Waiting For Relays	00:00	
Waiting - Other	00:00	
Temporary Detail	00:00	
Management Time	00:00	
Accident	00:00	
Waiting - Other	00:00	
Management	00:00	

The allied comments will be printed on the bottom half of the back of the 1840. These comments will begin on the last page that shows adds or reliefs. If there are enough comments, they will continue on to the next page.

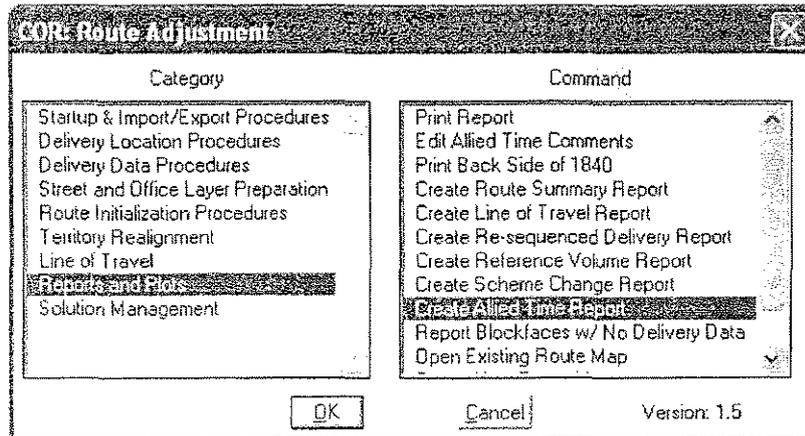
New Report – Allied Time Report

A new report has been added to COR to track Accountables, Parcels and Collections associated with sector segments that have been transferred between routes. Each occurrence of these three allied times is input from DOIS to COR. Each occurrence has an associated sector segment. As you adjust territory, these sector segments may be moved between routes.

The new report will summarize the status of these three allied time entries. The report is sorted by existing route. First, each occurrence of one of these allied times that has been transferred will be listed in the order in which they occurred on their existing route. The address range, type of allied entry, time associated with the entry and the new route assignment will be listed. Those sector segments not transferred that have one of these three allied times associated with them will be listed in original sequence order as non-transferred sector segments.

CORRelease notes
Version 1.5

The report can be generated with the category Reports and Plots and the command Create Allied Time Report.



An example portion of a report is shown below.

Release notes
Version 1.5

COR

```
*****
* Allied Time *
* Zone = 32809 *
* Wed Sep 6 13:54:34 2006 *
*****
```

```
*****
* Existing Route C005 *
*****
```

Transferred Plus4s

Plus4	NDS Address Range	NDS Name	Allied Time(secs)	Model	Route
6401	7000 - 7098	CHAUCER LN	Parcel 84		C022
6402	7101 - 7199	CHAUCER LN	Accountable 105		C022
6403	7100 - 7198	CHAUCER LN	Accountable 118		C022
6404	6801 - 6899	CHAUCER LN	Parcel 111		C022
6405	6800 - 6898	CHAUCER LN	Accountable 23		C022
6406	6901 - 6999	CHAUCER LN	Accountable 91		C025
6407	6900 - 6998	CHAUCER LN	Parcel 51		C025
6408	801 - 899	HAWKES AVE	Accountable 276		C025

```
*****
* Existing Route C014 *
*****
```

Transferred Plus4s

Plus4	NDS Address Range	NDS Name	Allied Time(secs)	Model	Route
6411	800 - 898	IBSEN AVE	Accountable 106		C025

Non-transferred Plus4s

Plus4	NDS Address Range	NDS Name	Allied Time(secs)	Model	Route
6655	6501 - 6599	CHERRY GROVE CIR	Accountable 279		C014
6656	6501 - 6599	CHERRY GROVE CIR	Parcel 39		C014
6658	6600 - 6698	CHERRY GROVE CIR	Parcel 46		C014
6659	6701 - 6799	CHERRY GROVE CIR	Parcel 95		C014

Miscellaneous Enhancements and Corrections

Several minor modifications have also been included in COR version 1.5. A few of the noteworthy modifications are described in this section.

Date and Time on Existing Route Summary and Adjusted Route Summary Reports

The reports that can be printed from the Existing Route Summary Editor and the Adjusted Route Summary Editor will now include the date and time the print report is created.

CORRelease notes
Version 1.5**Remove Yellow as a Relay Color**

Yellow has been removed as one of the colors used to display relays. Yellow is reserved for the trace line of travel color. Now when you trace the line of travel, there will not be any confusion when the line of travel is traversing a relay.

Removing a Vehicle Icon in the Line of Travel Editor

When all relays associated with a park location are removed during line of travel editing, the vehicle icon for that park location will immediately be removed from the screen display. Previously, a new line of travel had to be generated before the leftover vehicle icon was removed.

Transfer of Route Data from COR to DOIS

In COR version 1.5, every route in the zone is transferred back to DOIS regardless of whether or not any territory adjustments were made. In prior versions, if a route had no adds or reliefs then the sector segments and the route summary statistics were not transferred from COR to DOIS. If a route had no territory changes but the lines of travel were altered or other allied times were adjusted, this data was not being sent back to DOIS. With version 1.5, every route has the sector segment and route statistics transferred back to DOIS.

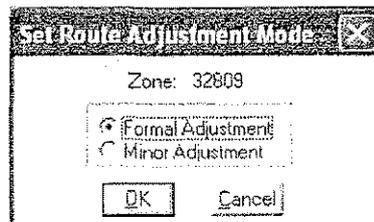
MINOR ROUTE ADJUSTMENTS

COR version 1.5 introduces an option to perform Minor route adjustments. You will have to specify, when entering COR for route adjustments, whether you are performing a Formal or a Minor route adjustment. The database preparation will be the same for both types of adjustments. Therefore, you will not be prompted during database preparation for which type of adjustment you are performing since the process is identical.

There will be a few category/command differences under the COR Menu when you enter the system as a Minor route adjustment. The Existing Route Summary and Adjusted Route Summary Editors will be modified and some of the procedures will differ slightly. The rules for adjustment are necessarily different for a Minor adjustment than a Formal adjustment and these differences are incorporated into COR. These release notes will provide an overview of the changes in commands and the differences in screens and processes that you will follow when operating under the Minor adjustment mode within COR.

Specifying a Formal or a Minor Route Adjustment

The first time you enter COR for Route Adjustment for a zone, you will be prompted to choose either a Formal or a Minor route adjustment.



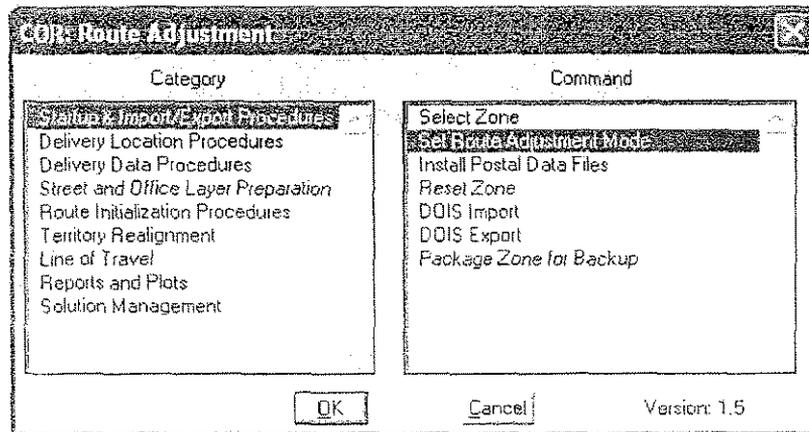
You will click on the appropriate entry and then click Ok.

IMPORTANT: If you are already in the adjustment process for a zone that was started in version 1.4, you will still be prompted with this question. Since you could only have been performing a Formal adjustment in version 1.4, you should choose the default which is Formal Adjustment. Your work will be preserved and you will continue forward with your adjustment.

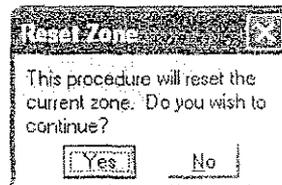
NOTE: If you choose Minor Adjustment, your zone will be reset and you will have to begin the adjustment process over again.

CORRelease notes
Version 1.5**Switching Between a Formal and a Minor Route Adjustment**

It is possible to enter a zone in COR as a Formal adjustment and switch to a Minor adjustment or to enter as a Minor adjustment and switch to a Formal Adjustment. **If you choose to do this, your entire route adjustment will be reset.** You will not lose any of the database preparation work you have done. However, any route inspection data loaded or Existing Route Summary information will have to be re-entered. To switch between adjustment modes, choose the category Startup & Import/Export Procedures and the command Set Route Adjustment Mode.



If you use this command to switch route adjustment modes, you will be reminded that this action will reset your zone.

**Street Transfer Mode Options**

Under Minor route adjustment, there are two options supported for measuring street time while transferring territory. Within COR these two methods are called "3999 Street Times" and "Street Factor".

Release notes
Version 1.5

COR

Under the 3999 Street Times option, the delivery times from the route inspection data, by sector segment, will be loaded into COR in exactly the same manner as in a Formal adjustment. The set of allied time entries will be the same as in a Formal adjustment and they will automatically be loaded into the Existing Route Summary Editor with version 1.5 as noted in the enhancement section on Formal adjustments.

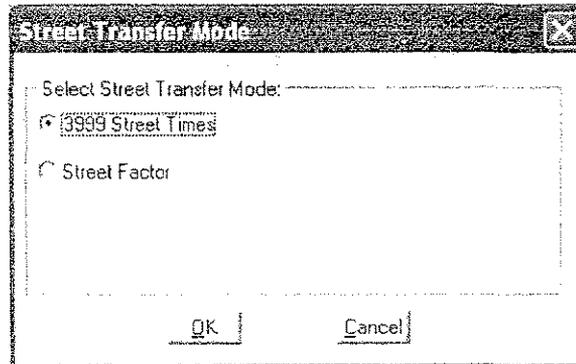
The Street Factor mode for street transfers will not depend on the delivery times in the route inspection data by sector segment. Under this method, the delivery time will be equally distributed over all the deliveries in a route. You will enter the total street time in the Existing Route Summary Editor. The street time will be reduced by the total allied time and then divided by the number of deliveries on the route. This will result in a street factor that is displayed in minutes per delivery. The number of deliveries on a route will be based on the route inspection data that is imported from DOIS.

The set of allied time entries used under the Street Factor mode is a subset of those that are used under the 3999 Street Times mode. The list of allied time entries per the M-39 is shown below:

Allied Time	
	(mm:ss)
Relay Time:	+ 000:00
Replenish:	+ 000:00
Travel To:	+ 000:00
Travel From:	+ 000:00
Vehicle Load:	+ 000:00
Vehicle Unload:	+ 000:00
Collection Time:	+ 000:00
Gas Vehicle:	+ 000:00
Vehicle Moves:	+ 000:00
Break Time:	+ 000:00
Personal Needs:	+ 000:00
<input type="button" value="OK"/> <input type="button" value="Cancel"/>	

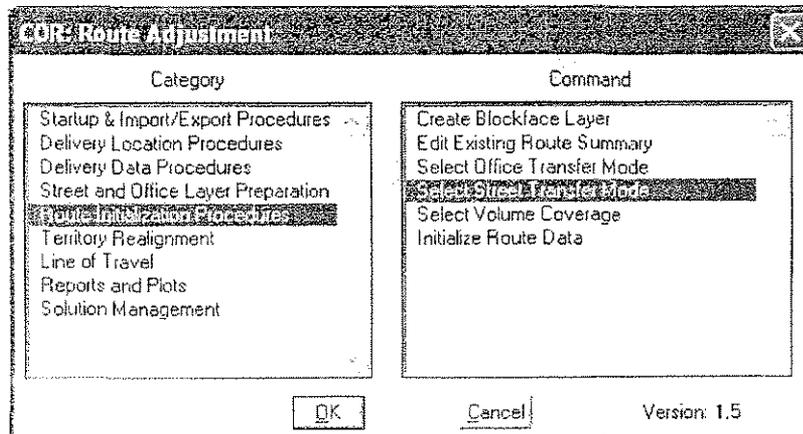
When a Minor route adjustment is initially selected, you will be prompted for which type of street transfer method you wish to use. The prompt will appear as shown below:

COR

Release notes
Version 1.5

NOTE: You can switch street transfer modes within COR. However, if you make a change, the zone will be reset. You will have to begin the entire adjustment process over from the Load DCD step. None of the data preparation will be lost but the adjustment will begin again.

To switch street transfer modes, choose the category Route Initialization Procedures and the command Select Street Transfer Mode.



Office Transfer Mode Options

Under Minor route adjustment, there are two options supported for measuring office time while transferring territory. Within COR these two methods are called “Office Factor M39” and “Alternative Office Method”. Both of these methods will compute office time based on a factor expressed in minutes per delivery. The calculation of that factor differs

Release notes
Version 1.5

COR

under the two methods.

Under the Office Factor M39 method, Net and Standard office time will be brought from DOIS and automatically added to the Existing Route Summary Editor just as in a Formal adjustment. The lesser of Net and Std will be used to compute the office factor. The office time to be used for the route adjustment will be entered in a separate, selected office time column. Under this method there will also be Line Items that must be entered for the office time. The Existing Route Summary Editor supports a column for Line Item Times that pops up a separate data entry screen where you will enter the line item values.

	(mm:ss)
14 Accountables:	+ 000:00
15 Withdrawing Mail:	+ 000:00
16 Sequencing Mail:	+ 000:00
<input type="checkbox"/> 18 Break:	+ 000:00
<input type="checkbox"/> 19 Vehicle Inspection:	+ 000:00
20 Personal Needs:	+ 000:00
21 Recurring Office:	+ 000:00

OK Cancel

The Line Items are identified by line item numbers. The title bar of the Line Items window will indicate either Net or Std based on which office time entry is smaller. The rules that govern the Line Items differ based on the lesser of Net and Std.

When Net is less than Std, you may enter any values for each of the Line Items. To enter values for lines 18 and 19, you must first check the check box to the left of the line item number. This enables the use of that line item and then you may enter a value.

When Std is less than or equal to Net, there are base minimums that are required for certain line items. You must enter values greater than or equal to the base minimums or COR will warn you and then increase these entries to the base minimums. The base minimums are

Line 14 6 minutes

CORRelease notes
Version 1.5

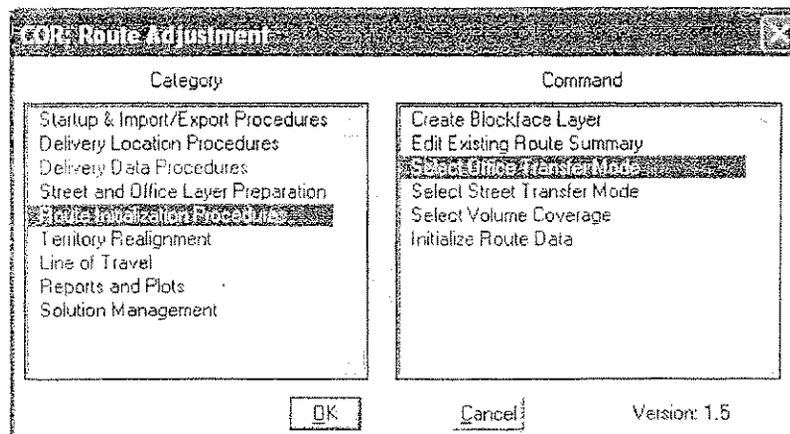
Line 15	5 minutes
Line 16	0 minutes
Line 18	0 minutes (if the check box is checked)
Line 19	3 minutes (if the check box is checked)
Line 20	5 minutes
Line 21	9 minutes

If the unit has the office break option and Line 18 is checked, then the amount of the office break must be entered.

The office factor under the method Office Factor M39 is computed by taking the lesser of Net and Std office time and subtracting the total of the line items and then dividing by the number of possible deliveries.

When the office transfer mode chosen is the Alternative Office Method, the Net and Std office times from DOIS are not used. You will type in the selected office time to be used for the route adjustment. Furthermore, the line items will not apply and there will be no opportunity to enter these values. The office factor will be computed as the entered selected office time divided by the number of possible deliveries.

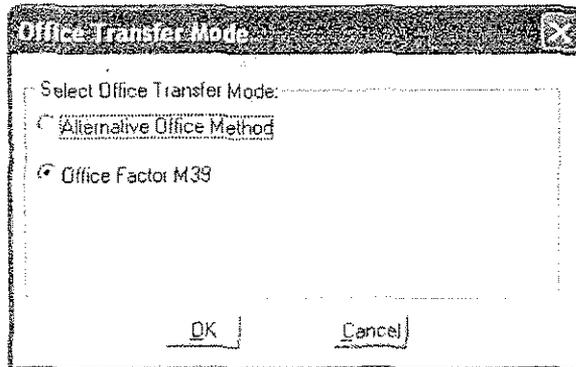
You will not be prompted for an office transfer method when you initially choose to perform a Minor adjustment. This is in contrast to the street transfer method for which you are prompted. The office transfer method will automatically default to Office Factor M39. You can switch between office transfer modes by choosing the category Route Initialization Procedures and the command Select Office Transfer Mode.



You will see a prompt that allows you to switch office transfer modes.

Release notes
Version 1.5

COR

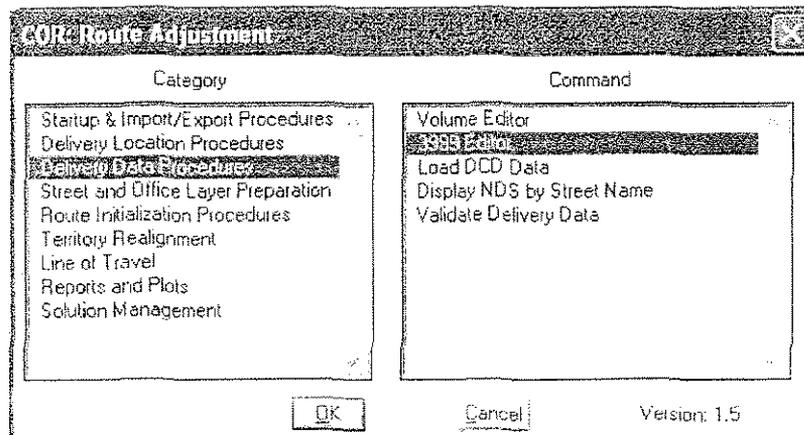


NOTE: If you switch office transfer modes within COR the zone will be reset. You will have to begin the entire adjustment process over from the Load DCD step. None of the data preparation will be lost but the adjustment will begin again.

Entering Volumes

Counts of letters and flats (volumes) under a Minor adjustment are not used to compute office times for transfer since the two methods are both based on factors which are expressed in minutes per delivery. However, volumes are relevant for constructing lines of travel and creating park and loop routes that respect desired satchel weight sizes. The Minor route adjustment in COR supports a different method for entering piece counts for cased letters and flats.

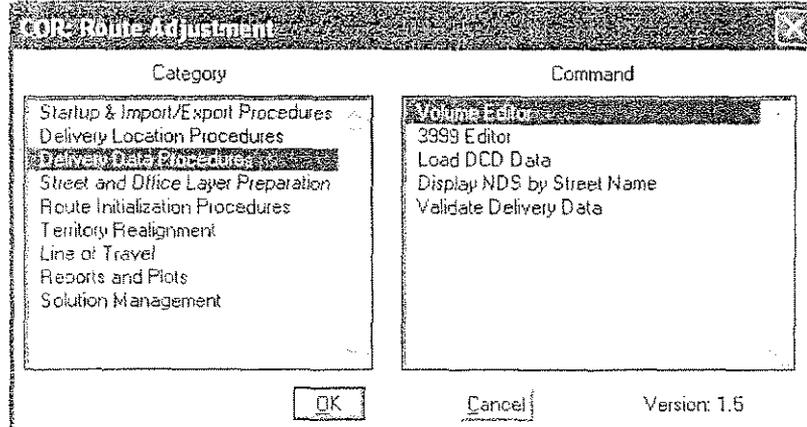
It is assumed that you will continue to enter the DPS letters using the COR data entry under the 3999 Editor. These piece counts will come from the DPS EOR report.



CORRelease notes
Version 1.5

Rather than recording a piece count for each sector segment for cased letter and cased flats, you will obtain the total cased letters and cased flats for each route. This information will be typed into COR for each route. COR will prorate the total cased letters and cased flats over each sector segment based on the proportion of mail that is DPS for each sector segment.

To bring up the screen where you can enter the route totals for cased letters and cased flats, choose the category Delivery Data Procedures and the command Volume Editor. Notice that this command is in place of the command used in a Formal adjustment, Load Volume File.



A screen will appear that list each route found in the route inspection data from DOIS.

Release notes
Version 1.5

COR

Volume Editor - Zone 32809		
Route ID	Cased Letters	Cased Flats
C005	0	0
C009	0	0
C014	0	0
C016	0	0
C019	0	0
C022	0	0
C024	0	0
C025	0	0
C028	0	0
C038	0	0
C041	0	0
Totals:	0	0

You will enter the cased letters and cased flats for each route. This can be printed as a summary report with the Print button on the screen.

These values will not automatically appear as cased letters and cased flats in the 3999 Editor. When you perform the command Load DCD Data, the route totals will then be proportionally distributed among the sector segments on the route. After that, you will be able to see the cased letters and cased flats in the 3999 Editor.

IMPORTANT: Any time you enter the Volume Editor and click OK, COR will remember that the cased letters and cased flats need to be re-allocated to the 3999 Editor during the next Load DCD Data procedure. Manual edits to cased letters or cased flats in the 3999 Editor will only be overwritten if you have entered the Volume Editor and clicked OK to exit the screen. **If you bring up the Volume Editor to just look at your previously entered values or to print a summary of these values and you do not want to have COR load them again, leave the screen with the Cancel button.**

Loading DCD Data and Initialize Route Data

CORRelease notes
Version 1.5

The procedure Load DCD Data processes the route inspection data and brings it into the Alternate Address Table, the Delivery Layer, the Street and Blockface Layers. It will also create an initial Existing Route Summary Editor. This is effectively what happens during a Formal adjustment. The exception under a Minor adjustment has to do with the loading of the delivery times. If you choose the street transfer method of 3999 Street Times, the delivery times will be loaded just as they are in a Formal adjustment. However, if the Street Factor option is selected, it is not possible to load street times because the street factor has not yet been computed. To generate the street factor, the selected street time must be entered in the Existing Route Summary Editor. But the Existing Route Summary Editor is not available until the Load DCD Data procedure is run. Therefore, the Load DCD Data procedure will bring the Existing Route Summary Editor into existence. You will enter the selected street time for adjustment which will allow a street factor to be generated. The delivery times for each delivery and sector segment will then be applied during the Initialize Route Data procedure.

The Street Factor option also leads to a change in the Delivery Data Statistics Report. Since the delivery time is not populated in the AAT, Delivery Layer or Street Layer during Load DCD Data, the confirmation that the data is consistent across each of these tables cannot be done directly after the Load DCD Data step. The report that would appear will show no delivery time for these three tables. The sum of the street time from the DCD will be shown. However, that is not what will be used to populate the other three tables. Instead, you should run the command Validate Delivery Data procedure after the Initialize Route Data process. It is important to note that the delivery times in the ADD, Delivery Layer and Street Layer should all be in sync with each other but they will differ from the times that are shown in the DCD.

In a Formal adjustment, if there are delivery addresses in the AAT that have sector segments that have no corresponding route inspection data, no warning or information is provided. However, in a Minor adjustment, any such sector segments will be summarized at the bottom of the Delivery Data Statistics Report. This is to avoid the situation where the deliveries are the most current set of deliveries from DOIS but the route inspection data may not be as current and therefore some sector segments are not represented. The list that is provided is not necessarily an error but is information for you to review and determine if the data that should be present in the 3999 Editor is missing. If you choose to make changes, you can do so by entering the 3999 Editor and add or delete the appropriate information.

The Initialize Route Data procedure performs as it does in a Formal adjustment. The only additional processing is the delivery times when the street transfer method is Street Factor.

Release notes
Version 1.5

COR

Existing Route Summary and Adjusted Route Summary Editors

Under Minor adjustments, the Existing Route Summary and Adjusted Route Summary Editors are modified from a Formal adjustment. There are some columns of data that are relevant depending on which street transfer mode and office transfer mode are selected.

An example Existing Route Summary Editor is shown below where the street transfer mode is 3999 Street Times and the office transfer mode is Office Factor M39.

Existing Minor Route Summary Editor - Zone 37809													
Route ID	Pos Del	Street Time				Office Time				Factor	Total Factor	Route Time	
		Allied	3999	Sel	Factor	Net	Std	Sel	Line Items				
C005	30	+ 01:47	*****	+ 01:59	*****	+ 02:30	03:00	+ 02:40	+ 00:24	4.200	4.200	+04:39	
C009	180	+ 01:40	*****	+ 04:40	*****	+ 02:45	03:00	+ 02:45	+ 00:22	0.794	0.794	+07:33	
C014	577	+ 01:32	*****	+ 02:36	*****	+ 02:55	03:00	+ 02:55	+ 00:20	0.269	0.269	+05:31	
C016	30	+ 01:26	*****	+ 01:51	*****	+ 03:00	03:00	+ 03:00	+ 00:25	5.167	5.167	+04:51	
C019	112	+ 01:22	*****	+ 04:50	*****	+ 02:40	03:00	+ 02:40	+ 00:21	1.241	1.241	+07:38	
C022	374	+ 02:39	*****	+ 06:10	*****	+ 02:30	03:00	+ 02:45	+ 00:22	0.342	0.342	+08:55	
C024	255	+ 01:24	*****	+ 02:47	*****	+ 02:45	03:00	+ 02:45	+ 00:21	0.565	0.565	+05:32	
C025	563	+ 01:35	*****	+ 06:04	*****	+ 03:00	03:00	+ 03:00	+ 00:25	0.275	0.275	+09:04	
C020	224	+ 01:40	*****	+ 03:50	*****	+ 02:55	03:00	+ 03:00	+ 00:20	0.692	0.692	+06:50	
C038	298	+ 01:13	*****	+ 02:48	*****	+ 02:40	03:00	+ 02:40	+ 00:24	0.456	0.456	+05:28	
C041	318	+ 01:51	*****	+ 04:34	*****	+ 02:30	03:00	+ 02:50	+ 00:21	0.406	0.406	+07:24	
Totals:		2961	18:09	*****	42:25	30:10	33:00	31:00	04:05			73:25	
		OK	Cancel	Print	Insert	Delete							

In this example, the 3999 and Factor columns under Street time are not used. There is no factor when the street transfer mode is 3999 Street Times. Therefore, the 3999 column which is used to establish the street time to be used for computing the Factor has asterisks. If the street transfer mode were set to Street Factor, then the 3999 column would be active you would enter street times for computing the Factor and the Factor column would show the resulting Street Factor values. The Sel column under Street Time always contains the selected street time to be used for adjusting the route.

The Net, Std and Line Items columns under Office Time are used because the office transfer mode is set to Office Factor M39. If the office transfer mode were switched to Alternative Office Method, the Net, Std and Line Items would be replaced with asterisks. The Sel field is always active for you to enter the selected office time to be used for adjusting the route. The Factor column under Office Time is used under both office transfer modes. The Total Factor column is always used. If the street transfer mode is set

COR

Release notes
Version 1.5

to Street Factor, the Total Factor is the sum of the Street Factor and the Office Factor. If the street transfer mode is set to 3999 Street Times (as it is in the above example) then the Total Factor will be equal to the Office Factor.

For Street Time, the Allied field leads to an additional pop up screen. The pop up screen provides the individual allied time entries. Under 3999 Street Times, these fields are exactly the same as a Formal adjustment. Under Street Factor, a reduced set of allied time fields are provided as noted earlier in these release notes. In either case, the allied times are now automatically loaded from DOIS during the Load DCD Data procedure. For Office Time, the Line Items field leads to an additional pop up screen where you can enter the Line Item values. These are discussed earlier under the Office Transfer Mode Options section.

An example Adjusted Route Summary Editor is shown below where the street transfer mode is 3999 Street Times and the office transfer mode is Office Factor M39.

Adjusted Minor Route Summary Editor - Zone 32809											
Route ID	Pos Del	Allied	Street Time		Factor	Sel	Office Time		Factor	Total	Route
			Sel				Line Items			Factor	Time
C005	30	+01:47	+01:59	*****		+02:40	+00:24	4.200		4.200	+04:39
C009	140	+01:40	+04:48	*****		+02:45	+00:22	0.794		0.794	+07:33
C014	577	+01:32	+02:36	*****		+02:55	+00:20	0.269		0.269	+05:31
C016	30	+01:26	+01:51	*****		+03:00	+00:25	5.167		5.167	+04:51
C019	112	+01:22	+04:58	*****		+02:40	+00:21	1.241		1.241	+07:38
C022	374	+02:39	+06:10	*****		+02:45	+00:22	0.342		0.342	+08:55
C024	255	+01:24	+02:47	*****		+02:45	+00:21	0.565		0.565	+05:32
C025	563	+01:35	+06:04	*****		+03:00	+00:25	0.275		0.275	+09:04
C028	224	+01:40	+03:50	*****		+03:00	+00:20	0.692		0.692	+06:50
C038	298	+01:13	+02:48	*****		+02:40	+00:24	0.456		0.456	+05:28
C041	318	+01:51	+04:34	*****		+02:50	+00:21	0.406		0.406	+07:24
Totals:		2961	18:03	42:25		31:00	04:05				73:25
		OK	Cancel	Print							

In this example, the Factor column under Street time is not used. There is no factor when the street transfer mode is 3999 Street Times. If the street transfer mode were set to Street Factor, then the Factor column would show values. The Selected column under office time is the actual office time for the route as adjustments have been made. Initially, this is set as either the lesser of Net and Std, if the office transfer method is Office Factor M39 or it is set to the Sel office time entered in the Existing Route Summary Editor if the office transfer method is Alternative Office Method.

Release notes

Version 1.5COR

The Allied field under Street Time provides a pop up screen that allows manual adjustments to each of the allied entries. The Line Items field will be active only if the office transfer method is Office Factor M39. This field will provide a display of the Line Items but will not provide for any manual adjustments to the Line Items. The Selected Office Time does support a manual adjustment to Office Time just as in a Formal adjustment.

General Comments on Minor Adjustments

Most of the territory adjustment and line of travel procedures in COR work the same way for Minor adjustments as they do for Formal adjustments. Procedures like Generate Routes, Territory Transfer, Generate Line of Travel, Edit Line of Travel, Print Back Side of 1840 and DOIS Export all work the same as in a Formal adjustment. COR understands the different street and office transfer modes and makes all adjustments according to the chosen modes.