Navis N4 3.6.20

Release Notes

Change to Release Note Format: With the launch of the Release Notes Search on the Navis Collaboration Center, we've made the following changes to streamline this document:

- Streamlined the Upgrade section to include a checklist that references procedures in the Navis N4 Upgrade Guide
- Added a new section for the Schema Changes
- Moved the Critical Action Required issues to the main issue section and added a sub group for SDK changes that require Critical Action
- In addition to the Resolved issues, the Release Notes include New Features, SDK Changes that do not involve a Critical Action, and New Configuration issues.
- To view issues resolved across multiple versions, you can use the Release Notes Search on the Navis Collaboration Center.

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Contents

Overview

These release notes provide Navis clients, technical support, and other staff with information about this release. They include the following sections:

- **Important Notices:** Provides information on compatibility, known issues, and any changes or upgrades to application components that require your attention.
- **Install the Navis N4 3.6 release Instructions:** Provide the installation checklist included in the N4 Install Guide for the release.
- **Release Highlights:** Provides a high level description of the new features for the release.
- **Critical Action Required:** Provides information about the fixes that could potentially cause the application or a feature/behavior to not work as expected if the specific action is not taken.
    - **Critical Actions with Schema Changes:** Lists the issues that resulted in a Database Schema change. These issues should be considered carefully as they result in a database upgrade.
    - **Critical Actions with SDK Changes:** Lists the issues with fixes that require you to take a specific action if you use any of the customization features, such as APIs, code extensions, Groovy Plug-ins, in N4
- **New Features and Improvements:** Lists all new features and improvements added to the N4 Billing Release.
- **New Configuration:** Lists all new configurations added as part of customer and internal issues.
- **Customer Issues:** Lists all issues related to a Salesforce case.
- **Resolved Issues:** Lists all issues related to New Features, Improvements, and bug resolutions that are Fixed, Explained, or Internal.

Important Notices

Compatibility Information for N4 Billing Customers

For each release of N4, use the most recent version of N4 Billing. All versions of N4 Billing 3.6.X are compatible with all versions of N4 3.6.X.

Test Customization and Extensions

If you have customized any part of the N4, N4 Billing, or ECN4/ECN4 Web applications, you are responsible for testing all of your customizations with each upgrade. This includes testing:

- N4 Code Extensions
- Groovy Plug-Ins
- Data Model Extensions
- Database-backed Variform overrides
- New or extended Reporting Entities
- Custom Menu Items
- Flex Fields
- ECN4/ECN4Web Extensions

To view detailed instructions for testing, and debugging errors related to customizations and extensions, see the N4 Customization guide for this release.

Critical Consideration for Automation Customers

If you are upgrading to Navis N4 release 3.6 from Navis N4 release 3.02 or 3.1 (with Automation) and you have customized any of the following code extension types, after you upgrade, you must incorporate your customization into the new version of the system-seeded code extensions for 3.6.

The three A4 Code Extension types are:

- Any DataProvider code extensions
- Any ConfigProvider code extensions
- Any SolveStrategy code extensions

If you had customized the DefaultN4ToTeamsFieldTransformer code extension, after you upgrade, you must incorporate all your customization into the new DefaultN4ToAutoDbFieldTransformer code extension.

In addition, if you had customized the UnitTransferAllowedValidatior code extension, after the upgrade, you must include your customizations to the new system-seeded versions of the code extension.

In addition to reviewing these classes of code extensions, you must carefully review the list of issues listed in the Critical Action Required table in the sections below.

Upgrade to the Navis N4 3.6 release

Use the following checklist to upgrade to the latest Navis N4 3.6 release, for non-hosted customers only.

⚠ Important Note: It is the customer's responsibility to ensure all applicable upgrade tasks are completed according to the instructions in the Navis N4 Upgrade Guide. If you take short-cuts, you risk a failed upgrade.

✓	Upgrade Sections in Upgrade Guide	Specific Instructions
	Export database-backed variforms before backing up (Only for customers with variform overrides)	See Upgrade Guide
	Migrate RoadCustomInitializer code to a SERVER_LIFECYCLE type code extension (Only for customers with Groovy that uses the `RoadCustomInitializer` plug-in. This plug-in is deprecated in the N4 2.4 release.)	See Upgrade Guide
	Prepare conversion of LANE type logical blocks Only necessary for upgrading customers who have LANE logical blocks configured in their yard files	See Upgrade Guide
	Halt all background jobs and stop N4 services	See Upgrade Guide *Must be done before you back up the database
	Back up the N4 database and import into a staging database	See Upgrade Guide
	Preserve your N4 CAP customization	See Upgrade Guide
	Back up the N4 Billing database and server	See Upgrade Guide
	Uninstall all Navis services	See Upgrade Guide
	Create a shared network folder	See Upgrade Guide
	Synchronize Server Clocks Using Network Time Protocol (NTP)	See Upgrade Guide

✓	Upgrade Sections in Upgrade Guide	Specific Instructions
	For patch upgrades only: Rolling Upgrade Test (RUT)	See Upgrade Guide
	Copy the install wizards for the components you license to their respective hosts. On each of the N4 component hosts, create an "updates" directory, and a folder for each release number you have installed. You can isolate the install wizards for the N4 system into these directories. This ensures that the install log writes to a fresh file and does not use installation values from previous releases.	
	Archive the log files of each of the N4 components so that when you install the new release, the logs are fresh. Log files are located in `C:\ProgramData\Navis\[NodeName]\logs`	
	Delete the contents of the `..\amq` and `...\esb` directories in the shared network directory for the N4 system. Do not delete the `..\amq` and `...esb` directories themselves -- just their contents.	
	Make sure you are using the correct Java development kit (JDK). Navis N4 version 3.6 requires JDK 1.8. If you are not using the latest SE (Standard Edition) release of JDK 1.8, go to http://www.oracle.com/technetwork/java/javase/downloads/index.html to download and install it.	
	On the host for the N4 Center node, navigate to the directory with the new release's installer: 1. Right-click `sparcsn4-install.exe`, and choose **Run as Administrator**. (This is so that N4 can delete files as needed during upgrade.) 2. Accept the license agreement. 3. Choose the Upgrade path. 4. Select the relevant host type (Center or Cluster). 5. Accept the default installation folders (unless your previous installation does not use the default paths). 6. Review the Pre-Installation Summary to ensure accuracy. (If something needs to be changed, click **Previous** to navigate back to the screen with the information you need to modify.) 7. Click **Install** to finish the upgrade. 8. When it is complete, the installer displays a confirmation message. If there were errors, examine the time-stamped installation log at `C:\Program Files\Navis\sparcsn4\uninstall\logs\SparcsN4_Install_mm_dd_yyyy_hh_mm_ss.txt` for details. If	

✓	Upgrade Sections in Upgrade Guide	Specific Instructions
	you have errors during installation, it describes those errors.	
	Run the N4 install wizard on the Standby Center node host and each of the Cluster node hosts	
	Run the XPS install wizard on the XPS host. This wizard upgrades both the Bridge daemon and the XPS component.	
	Run the ECN4 install wizard on the ECN4 host.	
	Run the ECN4Web install wizard on the ECN4Web host.	
	Install the XPS client on the client workstations by expanding the `SPARCS N4 Client.zip` archive to a dedicated location on each of the workstations.	
	Start up the system. Follow the sequence *exactly* as described in **Sequence the star-up for the N4 components** section in the Upgrade Guide, starting with the cluster nodes.	

Schema Changes

This section includes issues with Schema changes for this release. These issues are sorted by Area.

Area	Internal #	Release Note
Gate	ARGO-187654	Background: The field length of the 'tvdtlsTvAppointmentExternalRef' (20 characters) and 'tvapptReferenceNbr' (255 characters) fields were different in the Truck Visit Appointment (road_truck_visit_details) and the Archived Truck Visit Appointment (road_ar_truck_visit_details) tables though they refer to the same field. Resolution: Provided a fix by updating the field length of the 'tvdtlsTvAppointmentExternalRef' field from 20 characters to 255 characters in the database. You can use the Fields view in N4 to evaluate the field lengths of the two fields. As a result, when you post the create-truck-visit API, N4 does not display any error messages and creates the truck visit.

Critical Action Required

The following fixes could potentially cause the application or a feature/behavior to not work as expected if a specific action is not taken. In addition, this section lists issues that deprecate or change the default or existing behavior of settings, parameters, or privileges. Please read these issues carefully.

If you are upgrading from Navis N4 release **2.6 or earlier** and want to use the Release Note Search on the NCC, you should be aware that these releases in between include a number of critical action issues related to the conversion of the N4 forms to a platform-neutral format. Most of these critical actions may not affect you if you have not created Database-backed Variform Overrides for the default N4 variforms. To exclude these critical actions from your list of issues to review, when you export the query from the Release Note Search tool to Excel, ensure that you have included New Configuration Type as one of the columns in your query. This will enable you to exclude the issues that have the **Platform-Neutral Form** as the New Configuration Type from your list of Critical Action issues to review.

Critical Actions

This section includes fixes that require you to take a specific action. If the action is not taken, it could potentially cause the application or a feature to not work as expected. These issues are sorted by Area.

Area	Internal #	Release Note
A4 Transfer Zones	ARGO-188687	An ASC was dispatched to a different transfer zone (TZ) lane while the AGV was waiting in the original transfer point (TP) lane. This means that sometimes the AGV will be at a different TP than the ASC. Resolution: Provided a fix so that an ASC will be dispatched to the same lane where the AGV is waiting with the container for inbound moves. Critical Action: This fix includes changes to the following system-seeded code extension: BaseTZDeckerDataProvider If your terminal has facility level overrides for this file, you should review the changes to see if they impact your implementation before

		merging them into your custom files.

Critical Actions with SDK Changes

This section includes fixes that require you to take a specific action if you use any of the customization features, such as APIs, code extensions, Groovy Plug-ins, in N4. If the action is not taken, it could potentially cause the customized feature to not work as expected. These issues are sorted by Area.

Area	SDK Category	Internal #	Release Note
Gate	Code Extensions	ARGO-184216	Background: This issue occurred because the position to load the container was sent as an element, whereas N4 supports the position only as an attribute in the CAS API. Resolution: Provided a fix by modifying the system-seeded code extension, Default25InboundCasMessageHandler to load the container based on the actual position provided through the CAS API, if the position is sent as an element (with row and column values). The tier value is calculated automatically based on the row and column values. The system-seeded code extension, CasMessageHelper is modified to record the row and column validation errors. Also, you can override the error that occurs during a mismatch in the load position, using the CustomUnplannedLoadValidator code extension. Critical Action: This fix includes changes to the following system-seeded code extensions: CasMessageHelper Default25InboundCasMessageHandler If your terminal has facility level overrides for these files, you should review the changes to see if they impact your implementation before merging them into your custom files.

New Features and Improvements

This section includes all New Features, Improvements, and Tasks added to the N4 release. These issues are sorted by Area. For Steps to Reproduce, refer to the Release Notes Search.

Area	Internal #	Release Note
A4 BIM	ARGO-146573	BIM now supports swapping twinned containers if: (ARGO-146573) *The setting _swapTwins parameter in the BlockImpactMinimizerDefaultConfigurationProvider.groovy is set to True. *If the work instruction attributes Twinned and Twin Carry are set to True. *The fore container of the source pair can be swapped with the fore container of the target pair AND The aft container of the source pair can be swapped with the aft container of the target pair. BIM treats twin pairs as inseparable units, that is a twin pair is evaluated as a pair and will only be swapped with other twin pairs. BIM does not break up or build twin pairs. All standard swapping criteria and customer-configured swap criteria apply to swapping twins.
Admin	ARGO-185992	Because Microsoft ends its support for the SQL Server 2008 database on July 9, 2019, Navis will no longer support SQL Server 2008 with N4. Please check the current N4 Application Environment Guide for the list of supported databases for N4.
Gate	ARGO-153615	Background: When you included the NotifyXpsOfTransactionSequence business task and proceeded to next stage after saving a Deliver Empty transaction at the ingate, N4 did not send the position on truck value to XPS. Resolution: Provided a fix to ensure that when you include the NotifyXpsOfTransactionSequence business task and proceed to next stage after saving a Deliver Empty transaction at the ingate, N4 sends the updated position on truck value along with sequence number to XPS. Note: For the XPS changes, refer to ARGO-187861.
Gate	ARGO-187861	Background:

		When you included the NotifyXpsOfTransactionSequence business task and proceeded to next stage after saving a Deliver Empty transaction at the ingate, N4 did not send the position on truck value to XPS. Resolution: Provided a fix to ensure that when you include the NotifyXpsOfTransactionSequence business task and proceed to next stage after saving a Deliver Empty transaction at the ingate, N4 sends the updated position on truck value along with sequence number to XPS. XPS updates the POS field in the Work Queue window accordingly.
N4 Mobile	ARGO-186023	Background: The logic to handle the RdtCustomGroovyImpl Groovy Plug-in did not exist in the N4 Mobile Yard Inventory program. Improvement: The N4 Mobile Yard Inventory program now supports the “RdtCustomGroovyImpl” Groovy Plug-in. You can use the “RdtCustomGroovyImpl” Groovy Plug-in to perform yard inventory validation in N4 Mobile Yard Inventory. In the Groovy Plug-in “RdtCustomGroovyImpl”, you must define the RDT Application name as "YARD_INVENTORY_PROGRAM_NAME and based on your requirement, define the "MOBILE_OPERATION_NAME" as: “YINVWheeledPos"," YINVGroundedPos", or" YINVUnit". The field changes are as follows: YINVWheeledPos – Container, chassis and position list. NEW_CTR_LIST, OLD_CTR_LIST, NEW_CTR_LIST_B, OLD_CTR_LIST_B, NEW_CHS_LIST, OLD_CHS_LIST, POS_LIST YINVGroundedPos – Container and position list. NEW_CTR_LIST, OLD_CTR_LIST, POS_LIST The entities should be null for YINVWheeledPos and YINVGroundedPos operations, but YINVUnit operation contains a valid entity.
XPS	ARGO-188973	Background: When you added the container attribute codes HUNN, UNNO, and UNNS to the ALLOCL and ALLOCR XPS settings for the ‘Allocation Filter Edit’ window, the corresponding attributes were not displayed in the ‘Allocation Filter Edit’ window. Improvement: Now, when you add the container attributes HUNN, UNNO, and UNNS to the ALLOCL and ALLOCR XPS settings for the ‘Allocation Filter Edit’ window, the corresponding attributes are displayed in the ‘Allocation Filter Edit’ window.
Yard - XPS	ARGO-180055	Improvement: Improved the functionality of the progress bar in the N4 Yard Editor to display the different stages of update while applying the

		yard model changes to a yard. For example, when the bin information is updated the progress bar displays the bin related information. Similarly, the progress bar displays the information for the other stages of update.

New Configurations

This section includes all the issues that resulted in a New Configuration or a new UI element being added to the N4 release. These issues are sorted by Area. For Steps to Reproduce, refer to the Release Notes Search.

Area	Internal #	New Configuration	Release Note
Admin	ARGO-192044	Setting	Background: When one of the N4 HTML applications (N4, Yard Editor, CTUI, etc.) is idle for a period of time, the user session times out and closes. For the custom extension applications that have their own xxxHomeView.zul, the sessions do not time out and remain open. The session should time out if it is idle for an extended period of time. Improvement: Added a new N4 setting to configure the user session timeout for custom extensions that have their own xxxHomeView.zul. The user session timeout is based on this setting: ARGOZK007 (EXTENSION_SESSION_TIMEOUT_IN_MINUTES) Default: 20 Minimum: 1 Maximum: 720
Automation	ARGO-186844	Other	AGVs with load containers in the parallel buffer are being pre-dispatched by Dispatch to Busy (D2B) to other moves. This is incorrect and causes severe delays to other moves. Resolution: Provided a fix so that if an AGV is in the parallel buffer with a load container, it will not be pre-dispatched. A busy AGV will now only be dispatched if the AGV is at the ship to drop the container.
Bookings/Orders	ARGO-176085	API/Code Extension	Improvement: Created a new API, 'order-information', under the Orders sub-node in the Argoservice Tester view. The new API request includes the order-type attribute where you can specify the order type (for example,

Area	Internal #	New Configuration	Release Note
			BOOK, EDO, ELO, ERO) for which the request is being posted. Below is an example of the API request - <order-information> <order number="BGWSAS" order-type="BOOK" lineId="" vessel_visit=""/> </order-information>
ECN4	ARGO-157082	XML Configuration	Background: When the first straddle carrier was performing a job in the stack block, and if the second straddle carrier was dispatched to the same stack block, ECN4 was unable to block the second straddle carrier from entering the stack block. Improvement: Added a new statemodel transition event 'StraddleLadenToRowStackTransitionEvent' and a new condition 'IsStraddleLadenToRowStackBlockedCondition' in the 'straddle_laden_to_row_stack_blocked' sample ECN4 extension. If you implement this ECN4 extension, ECN4 displays the message, "Wait for SC <CHE ID> to complete his job" to the second straddle carrier planned to the same stack block where the first straddle carrier completes the job. Now, the planned position of the container in the second straddle carrier remains unchanged until the first straddle carrier completes the job in the yard block. XPS refines the planned position of the container in the second straddle carrier if the first straddle carrier completes the container move in a different position other than the planned position. Configuration: To enable this extension: 1. Find the StraddleLadenToRowStackTransitionEventStatemodel.xml file under ecn4-extensions/sample/unavailableRemainDispatched/conf/runtime/xmlrdt/ 2. Copy the StraddleLadenToRowStackTransitionEvent Statemodel.xml file into your extensions folder on the ECN4 host under C:\ProgramData\Navis\ecn4\extensions. 3. Open the ecn4_settings.xml file located on the ECN4 host at C:\ProgramData\Navis\ecn4\conf 4. Configure the ecn4_settings.xml as follows under the <component name="stateModelFiles"> node: <component name="stateModelFiles"> <setting name="'StraddleLadenToRowStackTransitionEvent" value="extensions/'StraddleLadenToRowStackTransitionEventStateModel.xml"/>

Area	Internal #	New Configuration	Release Note
			<setting name="DEFAULT" value="classpath:/xmlrdt/stateModel.xml"/> </component> Also, ensure to configure the setting, USE_VMT_MESSAGING to 'true' in the ecn4_settings.xml file: <component name="equipment"> .... <setting name="USE_VMT_MESSAGING" value="true"/> </component>
ECN4	ARGO-186848	Setting	Background: This issue occurred because XPS did not validate the hold applied to the top container against the move kind. Since the hold applied to the top container was not safe for container swap, the top container was rehandled. The container hold was not considered safe because the destination location was not a yard location type or transfer zone. Resolution: Provided fix so that XPS validates the hold on the top container against the move kind. Configuration: Now, when the EC parameter STRSEQ is set to N, XPS dispatches the top container (load sequence 1) before dispatching the bottom container (load sequence 2).
ECN4 - ASCs	ARGO-190640	EC Parameter	Background: The ASC Optimizer ignored manually planned moves from the LSTP to ASC blocks because they were not marked for auto-CHE fetch. This caused the reported issue. Resolution: Provided a fix by adding a new EC parameter AFYARD. With AFYARD set to Y, XPS automatically marks moves that are manually planned from the LSTP to a RMG block for auto-CHE fetch. The default value of this setting is N. Configuration: AFYARD Y: When you manually discharge a container from the LSTP to a RMG block, XPS automatically marks the container for auto-CHE fetch. N: When you manually discharge a container from the LSTP to a RMG block, XPS does not automatically

Area	Internal #	New Configuration	Release Note
			mark the container for auto-CHE fetch, which is the existing behavior.
Gate	ARGO-179059	BizTask	Background: Truck hopping is a problem faced by truck drivers when they have multiple deliveries (pick-ups), receivals (drop-offs), or both and have to drive to multiple blocks to deliver and receive all the containers. Truck hopping affects both automated and non-automated terminals, especially if they have a large number of blocks with distributed yard strategy. Resolution: Made the following changes to minimize truck hopping for truck visits with multiple gate transactions involving both receivals and deliveries: Improved the way the BNSGSB bonus is applied to slots when a truck visits has both receivals and deliveries. You must set the BNSGSB bonus to a high value, such as 32000 for this fix to work. Added the ResequenceTruckVisitForXps business task at the Truck Visit IN stage. The business task resequences/reorders the gate transactions associated with a truck visit to minimize truck hopping and shares the sequence information with XPS. When sequencing the gate transactions associated with a truck visit, the following order is used: - Receivals have the lowest sequence numbers and increase according to the position-on-truck from back to the front/cab. - Deliveries are sequenced according to the planned position-on-truck from front/cab to the back of the chassis. In addition, to the new business task, you must include the following business tasks in your gate configuration: - SequenceTransactions - ReplanUnitsIntoYard - ResequenceTruckVisitForXps - CreateTransactionDocuments - PrintTransactionDocuments Critical Action: This fix reverts the Groovy changes implemented as part of ARGO-162663 in N4 release 3.4.12.2, 3.6.12, and 3.7.0. If you added the AssignTruckTransactionSequence.groovy to the ReplanUnitsIntoYard business task, ensure that you remove that Groovy code extension from the business task and the Code Extensions view.

Area	Internal #	New Configuration	Release Note
Gate	ARGO-189310	BizTask	Background: This issue occurred because the UNIT_SEAL event was not recorded for a newly created unit UFV. Resolution: Provide a fix by adding a parameter, recordSealEvent to the existing business task, ApplyContainerSeals. When you set this parameter to y/yes/true, N4 records the UNIT_SEAL event when you perform a RE transaction for a new container. If the parameter is not set, N4 updates the seal to the unit but does not record the UNIT_SEAL event for a new container.
Gate	ARGO-190009	BizTask	Background: This issue occurred because the error message returned by the RejectContainerInYard business task is applicable only for a gate stage and not for the appointment stage. Resolution: Provided a fix by adding a business task parameter, dontShowErrorIfFacilityMismatch to the existing business task, RejectContainerInYard. When this parameter is set to y/yes/true at the appointment stage, N4 creates an appointment for the container even if the container is present as an Active unit in another yard or facility.
XPS	ARGO-182640	Other	Background: When a shuttle train leaves from one facility and arrives at the second facility, XPS displays the railcars in a random sequence at the second facility for the inbound train in the Car Scan view. Improvement: Now, the railcars are sorted and displayed in the order of track position, spot, and inbound order in the Car Scan View. If the track position and spot are not available, then XPS sorts and displays the railcars in inbound order in the Car Scan view.

SDK Changes

This section includes all the issues that resulted in an SDK change but is not a Critical Action for all customers. You must review these issues for possible customization impact. These issues are sorted by Area. For Steps to Reproduce, refer to the Release Notes Search.

Area	Internal #	SDK Type	Release Note
Crane Team UI	ARGO-183620	Variforms	Background: The logic to display the value in the Stow column in the Work List and POW List in Crane Team UI was not available. Resolution: Provided fix so that when you use Database Backed variforms, Crane Team UI displays the value in the Stow column in the Work List and POW List. The TABLE_WORK_LIST variform was changed as part of this issue. Critical Action: If you have a variform override for this form, you need to reapply your variform changes to the new form to see the same changes for your site. To ensure that this form and/or the application works properly after upgrading, do the following: * Before you upgrade* - Back up the database-backed variform override for this form. - Delete this override from N4. *After you upgrade* - Integrate your old variform override changes into the current form. For detailed instructions, see the "Upgrade database-backed variforms" section in the Release Notes.
Gate	ARGO-190398	Gate API	Background: The submit-transaction Gate API did not have a unit-id field that could be used for identified cargo lots.

			Resolution: Provided fix by adding the unit-id field to the submit-transaction Gate API that could be used for identified cargo lots. Below is a sample of the API with the new field: <gate> <submit-transaction> <gate-id>GEN_CARGO</gate-id> <stage-id>Ingate</stage-id> <truck license-nbr="ATOL"/> <truck-visit tvdtls-flex-string01="SEM01"/> <truck-transaction tran-type="RB"> <cargo item-quantity="1" unit-id="LOT-1"> <bill-of-lading nbr="TEST" bl-item-nbr="ITM-01"/> </cargo> </truck-transaction> </submit-transaction> </gate> When you post the above API, N4 processes the identified cargo lot 'LOT-01' for the Receive Breakbulk transaction.
N4 CAP	ARGO-190341	Variforms	Provided a fix by adding the Grp column in N4 CAP Units view based on the Grp column in N4 Units view. The fix includes a change to the CAP001 variform. Critical Action: If you have a variform override for this form, you need to reapply your variform changes to the new form to see the same changes for your site. To ensure that this form and/or the application works properly after upgrading, do the following: * Before you upgrade* - Back up the database-backed variform override for this form. - Delete this override from N4. *After you upgrade* - Integrate your old variform override changes into the current form.

			For detailed instructions, see the "Upgrade database-backed variforms" section in the Release Notes.
N4 HTML UI	ARGO-166484	Variforms	Provided fix so that you can now resize the Update Hazards form (INV031) in the N4 HTML UI as required. Critical Action: If you have a variform override for this form, you need to reapply your variform changes to the new form to see the same changes for your site. To ensure that this form and/or the application works properly after upgrading, do the following: * Before you upgrade* - Back up the database-backed variform override for this form. - Delete this override from N4. *After you upgrade* - Integrate your old variform override changes into the current form. For detailed instructions, see the "Upgrade database-backed variforms" section in the Release Notes.
N4 HTML UI	ARGO-193404	Variforms	Background: There was a layout issue with the Cancel Truck Transaction form. Resolution: Provided fix so that the Yes/No confirmation buttons are now visible in the Cancel Truck Transaction form. The ROD_TRAN_CANCEL_FORM variform was changed as part of this fix. Critical Action: If you have a variform override for this form, you need to reapply your variform changes to the new form to see the same changes for your site. To ensure that this form and/or the application works properly after upgrading, do the following: * Before you upgrade*

			- Back up the database-backed variform override for this form. - Delete this override from N4. *After you upgrade* - Integrate your old variform override changes into the current form. For detailed instructions, see the "Upgrade database-backed variforms" section in the Release Notes.

Customer Issues

These release notes include the following customer issues:

Customer	Case #	Internal #	Summary
Adriatic Gate Container Terminal	198579	ARGO-190770	Incomplete delete of a stowplan
APM The Hague	188626	ARGO-171349	Straddle gridlane not clearing
APMNA - LSA	184878	ARGO-157708	Double Cycle - DSCH move does not get dispatched
APMT - ALR	168966	ARGO-121223	After XPS restart some completed work instructions are shown as pending
APMT - COMAN	195762	ARGO-185832	Get error 'Requested operation failed' when left clicking on a unit in the filter
APMT - COMAN	198264	ARGO-189310	UNIT_SEAL event not being logged under History,events tab of the unit inspector after performing a ingate stage
APMT - EUR	196424	ARGO-184216	CAS API does not update unit actual load position on vessel
APMT - EUR	198747	ARGO-192209	[CT]Latest Date value in Booking / EDO / ERO impacting on appointment creation - Backmerge from 3.5 version
APMT - GPPL	196798	ARGO-185836	Incorrect Fetch login name (Discharge) and Put Login name (Loading) in N4
APMT - PTP	198906	ARGO-191412	During ‘Shift’ process the unit location onboard is not showing
APMT - SPS	194503	ARGO-188824	Unable to login TT
APMT - TANG	193752	ARGO-179356	After discharge, the twin containers are refined the move to different Transfer zone (or same Transfer zone with two different Transfer lanes).
APMT-MVII	180455	ARGO-173602	XPS: planned-without-projection-report is only triggered by removing bottom projection
Callao	197682	ARGO-189117	PDS: negative weight
CSP- ZEE	197466	ARGO-186825	[CSP] O/B Actual, Intended & Declared Vessel Classification fields don't work in Auto Update Rule and Service

Customer	Case #	Internal #	Summary
			Business Rule filter criteria
CSP- ZEE	198921	ARGO-191454	General Notice view displayed but not privilege included
CSP- ZEE	199032	ARGO-191819	OPL - Original Port of Load Attribute in Missing in Filters
CSP- ZEE	199078	ARGO-191861	Process Empty Flat Bundle through the Gate
DP World Callao	199106	ARGO-192776	Show the full form in status of EC console
DPW - ANTGWY	187494	ARGO-166246	+2 positions create waiting times and incorrect stacking
DPW - CSCT	188338	ARGO-190341	CLONE - CAP group code missing
DPW - RWG	193356	ARGO-178955	P3897: Split moves not planned and Delivery moves deferred while truck is in exchange lane
DPW - RWG	194163	ARGO-180089	P3844: Dispatch validation deadlock, laden AGV's stuck in parallel buffer
DPW - RWG	197286	ARGO-187316	P4060: AGV_COMMANDS.STATUS=COMPLETE, AGV_ORDERS.STATUS=WORKING
DPW - RWG	197430	ARGO-186844	P4066: D2B for Load moves: Laden AGVs in parallel buffers are pre-dispatched
DPW - RWG	198058	ARGO-188679	P3933: AGV repositioned while it needs to stay at the same TP, load move delayed
DPW - RWG	198713	ARGO-190521	P3370: N4 still parks AGVs in Entry- and Exit buffers near working QCs
DPW Prince Rupert	189805	ARGO-171675	Berth Number in ABS
DPW Prince Rupert	191095	ARGO-175605	Tractor Max TEU is being ignored
DPW-AUS-FIT	195930	ARGO-183812	Target container not considered by ASC dispatcher after re-handle.
DPW-AUS-FT	198338	ARGO-190118	BAPLIE out file showing as MT commodity code for all Empty containers by default, where as customer wanted to use "EMPTY CONTAINER WITH HAZARDOUS RESIDUE" with new commodity code "MTH" which is not displaying as MTH
DPW-AUS-PBT	198291	ARGO-190190	UNIT("Frght Kind - Empty") with commodity code of MTH in SN4 is showing as MT in XPS
DPW-LGPL	192167	ARGO-176336	If Chassis is manually moved whilst being attached to TT the Chassis field in P&E remains with Chassis being attached to TT

Customer	Case #	Internal #	Summary
DPW-LGPL	195695	ARGO-181645	2x20 Rail Operations – Load from same module: If an ABORT_04 occurs (target Lane inventory mismatch), the second container is incorrectly redecked to another lane
DPW-LGPL	195706	ARGO-181525	Congestion Control (GENTTZ): Yard moves not showing TP FULL when congested
DPW-LGPL	195720	ARGO-181552	Rail Operations: CTRL-E option divorces cassette/chassis from the box in Rail Transfer WQ
DPW-LGPL	195876	ARGO-183387	Yard move filter edits duplicating the yard move filter.
DPW-LGPL	196333	ARGO-183371	ASC Jobs In Area calculation inconsistencies (Bypassed WI's)
DPW-LGPL	196564	ARGO-184310	2x20 Rail Operations – Discharge: Reverting RAIL_TRANSFER WI results in multiple WI's assigned to the same chassis
DPW-LGPL	197313	ARGO-186709	Duplication of UNIT_PROPERTY_UPDATE event
DPW-LGPL	198163	ARGO-188999	PIN number visible in History of Events
DPW-LGPL	198306	ARGO-189600	2x20 Move Handling - "Piggy backed" Containers aren't moved when truck completes a job (LSTP to Wheeled Area)
Fenix Marine Services Ltd	199576	ARGO-193110	XPS server crashed in Production @ 12:31pm
GCT	190762	ARGO-172787	DREP - UTR with Bare Chassis do not get dispatched- background process needs to be checked
GCT-DP	197650	ARGO-187880	DREP Rail Dispatcher Crash
GCT-NJ	196206	ARGO-183872	Delivery of Import Loaded Reefers causing errors at stage outgate (Gensets not departed)
GDCT	196594	ARGO-191753	"Wait at POW" column on Rail P.O.W does not work in EC Console
GDCT	197424	ARGO-187654	DB and application field length discrepancy
GPA	190282	ARGO-171472	HTML UI: Large drop down LOV lists slow to respond
GPA	197791	ARGO-188354	Completing a rail discharge moving to a different position than planned causes two UNIT_IN_RAIL events
Hamburg	196981	ARGO-185061	HTML UI - Icons/Buttons too small in yard editor screen (regression)
Hamburg	197273	ARGO-186183	COREOR delete message can't be posted without EDI Code
Hamburg	198336	ARGO-189679	ECN4 WI Dispatch impossible: Error creating dispatch form: Comparison method violates its general contract!

Customer	Case #	Internal #	Summary
Hamburg	198743	ARGO-190591	N4 Microservice: If an environment runs for 24 hours Microservices will disappear from the Node Info Desk window.
Hamburg	198931	ARGO-191460	XPS: Vessel Load Container added to "Canceled Job List" after SC completed under the crane
HHLA - CTT	188121	ARGO-166484	Resizing Window is not working correctly for the Update Hazards HTML UI
HHLA - CTT	188421	ARGO-167108	Quantity field in Add Order Item Dialogue is preset with '0' in HTML UI
HHLA - CTT	193782	ARGO-179184	Date Displays in Forms Incorrect
HHLA - CTT	196186	ARGO-183032	The new feature Freeze Column is only available to the Admin user
HHLA - CTT	196237	ARGO-183146	HTML UI: Unable to record Service Events from Service Order Inspector
HHLA - CTT	197032	ARGO-185168	HTML UI: Record Service Event from Services in Service Order Inspector not working
HHLA - CTT	197360	ARGO-186546	HTML UI: Data entered in secondary browser sessions not shown in main browser session
HHLA - CTT	197476	ARGO-186848	STRSEQ = N does not dispatch overstow moves first
HHLA - CTT	198018	ARGO-191772	Yard to Yard job swapping while overstow is on hold
HHLA - CTT	198146	ARGO-188973	Container attributes HUNN, UNNO & UNNS are not supported in the Allocation Filter Edit window
HHLA - CTT	198715	ARGO-192141	XPS client screen flickering during vessel planning significantly impacts vessel planners' progress
HHLA - CTT	199740	ARGO-193404	HTML UI: Missing buttons to cancel a gate transaction
HHLA - CTT	199771	ARGO-193448	HTML UI: Searching for vessel when creating a vessel visit
HPC - Haifa	197025	ARGO-187858	Unable to record a service event for a departed unit on selecting a service order number in the form
Kotka	196945	ARGO-188447	Invert Rows functionality if used with Rotate 90 Degrees, does not display correct outcome in Yard Block Preview
LBCT	149586	ARGO-188687	AGV/ASC with different TP
LBCT	188563	ARGO-189785	CLONE - N4 decking NPE when other container in ASC block have weight=0.0
LBCT	190878	ARGO-173297	CHE Swap TP Became Invalid Position for Both ASC and AGV WIs
LBCT	197785	ARGO-188296	Starting N4 3.6 UNIT_CREATE Event No Longer Contains Clickable Link to EDI Batch
LBCT	197842	ARGO-188451	LBCT, 3.6.2.2, Vessel, AGV Dispatch State Missing Dispatch

Customer	Case #	Internal #	Summary
LBCT	199209	ARGO-192083	Blocking Sessions / RLC, Center Node Restart Did Not Help
LBCT	199209	ARGO-192359	CLONE - Blocking Sessions / RLC, Center Node Restart Did Not Help
Long Beach Container Terminal - OOIL-LBCT E	197285	ARGO-186931	Block A11 Stopped Dispatching
Long Beach Container Terminal - OOIL-LBCT E	198385	ARGO-189812	LBCT, XPS, Memory Leak issues still exist
LPC	193878	ARGO-182640	Train railcar order is incorrect for shuttle trains
LPC	197689	ARGO-190009	Appointment creation fails for a receive export container from one facility if the same unit is in yard of another || Inter-facility Transfer of Units
MAH - ELZ	194221	ARGO-181040	twin discharge in crane team ui throws generic error
MAH - ELZ	196902	ARGO-185398	Transferred containers between MMR and Main terminal are no longer visible in shared blocks after a full N4 restart.
MAT - Hono	189460	ARGO-190593	CLONE ARGO-170296 - We are getting Fail To Deck on Discharges and there is plenty of room in the Allocation group - Fix to bring back YDF association with EC
MFT	192680	ARGO-178063	XPS - EC More then 2 x 20ft Jobs are dispatched to tugs
MFT	197320	ARGO-186842	N4: Service field in N4 is not being updated after rerouting to O/B Carrier = VESSEL, and on applying service mapper rule
MFT	197320	ARGO-193142	CLONE ARGO-186842 - N4: Service field in N4 is not being updated after rerouting to O/B Carrier = VESSEL, and on applying service mapper rule - Fix in XPS
NTB	182259	ARGO-157082	ECN4: Instruction to the straddle carrier "Wait for SC..." is missing
PATRICK	185386	ARGO-159701	Unplugged reefer appears immediately in XPS "Reefer Errors List" and does not consider "Unplug Warn Minute" set in N4
PATRICK	197692	ARGO-187894	General Notices HTML vs ULC, Message Template Unit entity change to uppercase in HTML

Customer	Case #	Internal #	Summary
PATRICK-ESD	196301	ARGO-183406	Last Loc position does not update when dropping container at truck grid
PATRICK-ESD	196302	ARGO-183409	When PDS lift position of a 40' container is sent, confirmation from driver always requested
PATRICK-ESD	197402	ARGO-188980	When issuing a PDS position update message to a FORM_EMPTY_TO_ORIGIN job, "State transition from [FORM_EMPTY_TO_ORIGIN] has failed for event" occurs
PATRICK-ESD	199093	ARGO-191903	EDI Acknowledgement Job Error: No Hibernate Session bound to thread
PHA-BAY	197597	ARGO-188352	ECN4 WILL NOT ASK ME TO PULL A CONTAINER FROM A WHEEL ROW
Point Lisas - PLI	197484	ARGO-187339	Seal Verification
Ports America	190763	ARGO-173990	UNIT_SEAL event generated when stowplan processed even though all 4 seals = null on empty
Ports America - Chesapeake	198167	ARGO-189037	Verify flag is not being set when performing wheeled inventory
PTP	198022	ARGO-188544	PTP Peak Stress Test - Functional Issue - "WI completion time missing for some discharge moves consistently"
PTP	198022	ARGO-192904	CLONE - ECN4 - PTP Peak Stress Test - Functional Issue - "WI completion time missing for some discharge moves consistently"
QQCTN	194131	ARGO-179907	Single TZ_Decker was invoked when one of the twin load transfer out moves was aborted
RTM	191085	ARGO-177036	Groovy Job getting stuck which stops sending the APERAK EDI messages to Portbase
SAGT	198912	ARGO-191730	Pre-Advise Units Using 'PREADVISE' Message Class
SPRB	187560	ARGO-170320	Points of Work close suddenly
TCP Terminal	196453	ARGO-190185	POW Moves view is closing unexpectedly
Tianjin Port Group	197369	ARGO-186566	[FICT AYC] Twin dsch to same bay containers with +2 positions, ECI_PROCESSING_ERROR in logs & WA stuck SENDING
TPT - DCT - Durban	191033	ARGO-174886	Recorder of the UNIT_DISCH event is CHE instead of HAT
TRG	199710	ARGO-193323	Reason for Issue field is disabled in Record Service Event
TZAR	198428	ARGO-190398	Gate in multiple pallets (Break Bulk cargo)

Customer	Case #	Internal #	Summary
Victoria Int'l Container Terminal - ICTSI VICT - Webb Dock	184751	ARGO-184163	Multiple pick up Imports from same ASC Block.second import container is not getting dispatched
Victoria Int'l Container Terminal - ICTSI VICT - Webb Dock	186828	ARGO-179059	[Ready] Productization- Truck visit with multiple transactions, Receive Export to a different block instead of decking it to next sequence of deliver import block
VIT - VIG	183193	ARGO-153615	Position On Truck for gate moves are not getting updated properly to XPS
VIT - VIG	183193	ARGO-187861	XPS Fix - Position On Truck for gate moves are not getting updated properly to XPS
VIT - VIG	192782	ARGO-177552	PR-SC clients needing restart due to high memory usage / memory leak
VIT - VIG	198761	ARGO-190640	VIG, incorrect behavior from Yard Move transfer point status - LSTZ slot to RMG block move
Wilhelmshaven	197463	ARGO-187319	Resetting of Twin unit currently "Carry Underway" back to crane lane, places the unit incorrectly back onto the vessel
YTI	196628	ARGO-184789	N4 Mobile generating Error when attempting to updated container from Wheeled Position to Wheeled Position
YTI	197439	ARGO-186871	UTR pulls from +2 position in an active WQ incorrectly transitions to FORM_TRUCK_LADEN_TO_DEST
YTI	198115	ARGO-186023	The N4 mobile yard inventory function does not invoke RdtCustomGroovyImpl

Resolved Issues

This section lists issues resolved in this release. This section includes Customer and Internal issues. These issues are sorted by Area.

Area	Customer	Case #	Internal ID	Description/Steps to Reproduce	Release Note
A4 AGVs	DPW - RWG	198058	ARGO-188679	P3933: AGV repositioned while it needs to stay at the same TP, load move delayed Steps To Reproduce: - A laden AGV with a discharge container is at a Cantilever transfer point (TP). - The laden AGV is pre-dispatched to a load move via the same TP (Dispatch to busy). - The discharge container is picked up from the AGV by an ASC. Observed Behaviour: The warning mentioned above is logged and the AGV is sent to a Parallel Buffer. Expected Behaviour: The AGV stays at the TP for receiving the load container.	A laden AGV with a discharge container at a Cantilever transfer point (TP) was pre-dispatched to a load move via the same Cantilever TP. In the Cantilever transfer zone, with AGV dual cycling scenarios. The AGV should have stayed at the TP once the discharge container was picked up by an ASC, but N4 created a parking order to a Parallel Buffer (PB) instead. This caused a significant delay to the load move. The parking order was issued when one of the CHE dispatcher validations failed against the Receive move with the warning, “Unable to dispatch Work Instruction: Another CHE has a competing claim for the lane, WI cannot be dispatched to CHE” but there was only the one AGV located at the TP that needed to stay there. This occurred because CARRY_COMPLETE WIs at the TP were considered as occupied containers while the container was being carried by the ASC to the destination slot. Resolution: Provided a fix so the AGV will not be repositioned after completing the receive move and will be successfully dispatched to the next load.
A4 AGVs	LBCT	197842	ARGO-188451	LBCT, 3.6.2.2, Vessel, AGV Dispatch State Missing Dispatch	Background: An AGV was dispatched and laden carrying a container.

Area	Customer	Case #	Internal ID	Description/Steps to Reproduce	Release Note
				Steps To Reproduce: Not provided.	XPS and N4 went out of sync. XPS showed the AGV as not dispatched while carrying the container to the vessel. This happened because XPS received the Work Instruction (WI) update for the ITV_DELIVER for the Work Assignment (WA) before the WA due to no WA status updates occurring when the WA was in PENDING_DISPATCH.. Resolution: Provided a fix so that N4 now sends WA status updates when the WA is in PENDING_DISPATCH, along with the previously handled WA states. This helps ensure that the data sync between N4 and XPS is up to date.
A4 ASCs	LBCT	188563	ARGO-189785	While decking an inbound container to an ASC block, if that block has containers with weight=0.0, a null pointer exception (NPE) error occurs. Steps to Reproduce: Not provided.	Provided a fix so that while decking an inbound container to an ASC block that has other containers with weight=0.0, the NPE error does not occur.
A4 C-ARMG	Tianjin Port Group	197369	ARGO-186566	[FICT AYC] Twin dsch to same bay containers with +2 positions, CI_PROCESSING_ERROR in logs & WA stuck SENDING Steps To Reproduce: Not provided.	During a twin discharge to the same bay, when containers have 2 or more positions in the yard for C-ARMG inbound moves, sometimes the C-ARMG work assignment gets stuck in “sending”. This happened because N4 ASC dispatch and ECN4 update were trying to update the work instruction at the same time. Resolution: A fix was provided so that the inbound moves for ASC/C-ARMGs will be dispatched and handled automatically. N4 will ignore any work assignment change for N4-handled, automated CHE work assignments from XPS or ECN4.

Area	Customer	Case #	Internal ID	Description/Steps to Reproduce	Release Note
A4 Equipment Control	LBCT	199209	ARGO-192359	CLONE - Blocking Sessions / RLC, Center Node Restart Did Not Help Steps To Reproduce: Not provided.	No moves were dispatched for the road queue and the Yard stage would not complete in N4 for 112 minutes. This happened because of no Work Queue (WQ) information in N4, which caused a Row Lock Contention (RLC) in the database and blocked sessions. Resolution: Provided a fix so that if a WI does not have a WQ in N4 but has a valid WQ in XPS, N4 will be updated with correct WQ when it receives any Work Instruction updates from XPS or ECN4.
A4 Equipment Control	Long Beach Container Terminal - OOIL-LBCT E	197285	ARGO-186931	Block A11 Stopped Dispatching Steps To Reproduce: Not provided.	Background: One block stopped all scheduling. Dispatching had to be performed manually. This happened because the inbound carrier visit was deleted from N4 for the unit, so when N4 received a message from XPS to create a Work Instruction (WI), N4 could not find the inbound carrier visit and did not create the WI. Resolution: Provided a fix so that N4 scheduling and dispatching will happen normally if there is no inbound carrier visit in N4, and will create the WI as received from XPS.
A4 Optimization	DPW - RWG	194163	ARGO-180089	Steps to reproduce: Not provided.	Background: This issue occurred because when a move was dispatched, job step projections were refreshed to the current time of the WA that was dispatched, which pushed its end time into the future. This caused other WAs being given precedence for the lane because their end time was earlier than the dispatched WA, which had the future time.

Area	Customer	Case #	Internal ID	Description/Steps to Reproduce	Release Note
					Resolution: This is fixed with a logic change. Now the job step projections are not updated until after the precedence validation has been performed for determining which move should get lane priority.
A4 Rail	DPW-LGPL	195720	ARGO-181552	Rail Operations: CTRL-E option divorces cassette/chassis from the box in Rail Transfer WQ Steps To Reproduce: - Have one Terminal Tractor (TT) available - Plan a Rail Load - Activate the Work Queue (WQ) - TT is dispatched and immediately associated with the chassis - Perform a CTRL-E of the WI in the RAIL_TRANSFER WQ	When you use the Ctrl+E (Complete Move) option for rail moves in a rail transfer Work Queue, XPS automatically divorces the cassette/chassis from the unit. This happens with single and with twin moves. Resolution: Provided a fix in both XPS and N4 so that: - The cassette/chassis remains married to the unit or units. - When you manually complete the WI, the chassis is divorced from the Terminal Tractor (TT). Note: The complete fix for this issue also requires the fixes for ARGO-176336 and ARGO-188701 - available in a subsequent release.
A4 Rail	GCT-DP	197650	ARGO-187880	DREP Rail Dispatcher Crash Steps To Reproduce: - Plan rail load and discharge - Update applicable work shifts for rail and rail transfer - Activate applicable work queues. Assign dispatch of eight CRMGs and 40-50 tractors.	Background: XPS client operating as the dispatcher for Rail and UTR pools crashed. A Reuse Work Instruction caused a valid container to be marked as a “dead container”, which was not expected. Resolution: Provided a fix so that if a container is marked as a “dead container”, it will not be scheduled.
A4 Transfer Zones	DPW - RWG	193356	ARGO-178955	P3897: Split moves not planned and Delivery moves deferred while truck is in exchange lane Steps To Reproduce: - Create truck visit with four transactions: 1 Receive	Background: A truck visit has four transactions: 1. Receive empty 2. Deliver empty; Position on truck: 1 3. Deliver empty; Position on truck: 3

Area	Customer	Case #	Internal ID	Description/Steps to Reproduce	Release Note
				empty and 3 Deliver empties - 1 Receive empty decked to module A, 3 Deliver empties located in module B where ASC cannot reach; a split move is needed - Process truck through all stages Observed Behaviour: After the first container is placed on the truck, the lane is cleared and the second delivery is not dispatched. Expected Behaviour: Split and delivery moves should be automatically planned and executed. The exchange lane should not be cleared before all moves from/to truck are executed	4. Deliver empty; Position on truck: 5 After the split move and delivery move of transaction 2 is complete, the split move and delivery moves for transactions 3 and 4 should be dispatched and executed. However, the exchange lane has been cleared and the split moves are not planned. The delivery moves for transactions 3 and 4 are not being dispatched and executed. The lane is cleared after one of the delivery containers is placed on the truck. The lane was cleared based on the previous transaction which was completed in another block. Resolution: Provided a fix so that the lane is cleared based on the next transaction to be done for that truck. N4 will also check if the next transaction is in the same block if the truck has multiple transactions, and if there are more transactions that are yet to be completed before clearing the lane.
A4 Transfer Zones	LBCT	190878	ARGO-173297	CHE Swap TP became invalid position for both ASC and AGV WIs Steps To Reproduce: Not provided.	Background: When a 40' container is swapped with a 20' container, an invalid position that accepts only 20' containers is selected. Resolution: Provided a fix so that when a 40' and 20' containers are swapped, the 40' container's position is updated correctly to a slot that accepts both 20' and 40' containers.
A4 Transfer Zones	QQCTN	194131	ARGO-179907	Single TZ_Decker was invoked when one of the twin load transfer out moves was aborted	N4 mistook a twin load as a single after an ASC transfer out move was aborted. N4 called a single transfer zone decker and the planned AGV could not receive the unit.

Area	Customer	Case #	Internal ID	Description/Steps to Reproduce	Release Note
				Steps To Reproduce: - Plan twin for load - Abort ASC after N4 has dispatched the first container of the twin	This happened because previously, when an ASC was aborted, N4 did not check whether the Work Instruction was part of a twin or not. Resolution: Provided a fix so that, if a WI is aborted, N4 checks the twin pair and decks them to same transfer point only if they belong to the same block.
Admin	LBCT	199209	ARGO-192083	Moves were not dispatched in the Road Queue as expected. Steps to reproduce: Not provided.	Background: This issue occurred due to a code change introduced via ARGO-171824 in releases 3.5.17 and 3.6.8. Resolution: This issue is resolved by reverting the code added in that issue. A long term solution for the issue will be re-implemented via ARGO-192359 in an upcoming release.
Admin	NAVIS Internal	199209	ARGO-184926	Bridge sends WORK_EXECUTION payloads to N4 before WORK_ASSIGNMENT in out of order causing WI update rejection in N4 Steps to reproduce: Not provided.	Background: This issue occurred due to a code change introduced via ARGO-171824 in releases 3.5.17 and 3.6.8. Resolution: This issue is resolved by reverting the code added in that issue. A long term solution for the issue will be re-implemented via ARGO-192359 in an upcoming release.
Automation	DPW - RWG	197286	ARGO-187316	P4060: AGV_COMMANDS.STATUS=COMPLETE, AGV_ORDERS.STATUS=WORKING Steps To Reproduce: None given	Background: Discharge units went through OCR correctly. However, the unit status remained as Working, and the error "AGV_ORDERS.PROBLEM_DESCRIPTION = cntr1 not yet identified" was displayed. QC_Orders failed to update when trying to identify the unit. Resolution:

Area	Customer	Case #	Internal ID	Description/Steps to Reproduce	Release Note
					Provided a fix so that the unit is identified successfully.
Automation	DPW - RWG	198713	ARGO-190521	P3370: N4 still parks AGVs in Entry- and Exit buffers near working QCs Steps To Reproduce: - Add the following logging package at TRACE level on the AGV scheduler node: com.navis.control.portal.optimization.parking. - Start an emulation run of 3 hours, but do not activate any work queues. - Move the BCRSD075 Load queue to the top of the list against BC202 and wait until the move times have been updated. - Move Load queues 01B/L, 02B/L, 02B/L:1 and 03B/L to the top of the list against BC203 and wait until the move times have been updated. - Activate the load work queues against BC202 and BC203, and the first queue against BC201 (19B/L). - Once work areas are shown against the barge cranes in TEAMS, select each of the barge cranes and invoke Follow QC in TEAMS. - Set the BC201 and BC203 Sequence mode to strict sequencing. - Watch the barge crane operation for approximately 30 to 45 minutes. - Invoke Hold Next for all cranes in TEAMS after approximately 30 to 45 minutes. Observed Behaviour: Many AGVs are parked in the crane entry or exit buffers. The AGVs are loading after they delivered a container/twin to one of the cranes. The error "Parking spot is the same as where the CHE is located" appears for these AGVs.	N4 still parks AGVs in the entry and exit buffers near working QCs. Parking in exit buffers was supposed to be fixed in N4 version 3.2.7 as stated in ARGO-95552, but this issue is still occurring in N4 version 3.6.14. In addition, AGVs are also parking in entry buffers. Resolution: Provided a fix so that N4 checks the AGV location against the Parallel Buffer (PB) ranges and now AGVs will not be parked in the exit or entry PBs. N4 was not checking this before.

Area	Customer	Case #	Internal ID	Description/Steps to Reproduce	Release Note
				Expected Behaviour: The AGVs should not be parked in crane entry or exit buffers.	
Automation	DPW-LGPL	195706	ARGO-181525	Congestion Control (GENTTZ): Yard moves not showing TP FULL when congested - Ensure there is Landside Congestion for the target module (GENTTZ set to 3). - Plan a yard move from a wheeled area (not the Rail Transfer Zone) into the congested module - Set up the WQ with a POW set to a pool with a logged-in TT available and not suspended. - Activate the WQ Observed Behaviour: When moves not from the rail going to the modules (yard moves in from exam, for example) they do not show the 'TP FULL' status when there is congestion at the transfer point. However, these WI's are evaluated by PrimeRoute (PR-TT) and correctly reported as congested in the logs. Expected Behaviour: When there is congestion at the LSTP all moves planned in the congested area should show as 'TP FULL' until the congestion clears.	There is congestion at the landside transfer point (LSTP) due to parameter GENTTZ. Jobs that are planned as yard moves in any other work queue except RAIL TRANSFER do not dispatch correctly. They do not show as 'TP FULL' so the user cannot see why they are not dispatching to resolve the issue. Resolution: Provided a fix so that where there is congestion at the LSTP, planned yard moves (from a wheeled position to another wheeled position) show as 'TP FULL' until the congestion clears.
Automation	NAVIS Internal	198079	ARGO-188701	LBCT, Rail, ECN4, RLOD split is completed to rail-TZ -- unit combo = 0 and "Assigned chassis" = Y Steps To Reproduce: - RLOD split is dispatched to UTR to take the mounted chassis to the designated rail-TZ slot. - User performs CTRL-E from XPS-client	By default, N4 divorces a chassis and container job once it is lifted from a Truck. A manually-completed job was not taken into account, so the chassis and container were separated too early. Resolution: Provided a fix so that a Divorce request is sent only if a

Area	Customer	Case #	Internal ID	Description/Steps to Reproduce	Release Note
				- Result: - RLOD split is completed to rail-TZ - chassis and container are divorced (unit combo = 0); and the chassis "Assigned chassis" field = Y (WRONG)	Reload or Vessel Load move has been completed to the Vessel or Rail slot.
Automation	Victoria Int'l Container Terminal - ICTSI VICT - Webb Dock	184751	ARGO-184163	Multiple pick up Imports from same ASC Block.second import container is not getting dispatched Steps To Reproduce: Not provided.	If there are multiple import pickups from the same ASC block, the second import container is not getting dispatched. Resolution: This issue was fixed as part of ARGO-178955. See ARGO-178955 in this release for more information.
Billing	CSP- ZEE	199032	ARGO-191819	In N4 Billing, the OPL (Original Port of Load) attribute is not available in the Filter Criteria in the Invoice Type form and the Mapping Rules in the Tariff Rule form. Steps to Reproduce: Not Provided.	Provided a fix to ensure that the OPL attribute is available in the Filter Criteria in the Invoice Type form and the Mapping Rules in the Tariff Rule form in N4 Billing
Bookings/Orders	APMT - EUR	198747	ARGO-192209	When you create a new appointment, N4 does not display a Booking/Order value in the Add Appointment form if the Latest Date is specified for the Booking or Equipment Delivery Order (EDO) or Equipment Receive Order (ERO). Steps to reproduce: As provided to the development team. 1. Create a booking/EDO/ERO a. Populate the latest date as yesterday or today or tomorrow 2. Create an appointment a. Populate the booking/EDO/ERO number ***if we remove the latest date from booking/EDO/ERO, we do not face any issue	Provided a fix to ensure that N4 lists the Booking/Order (booking, ERO, or EDO) in the LOVs in the Add Appointment form: - If the Latest Date is not specified. - If the Latest Date is specified and is not older than 20 days.

Area	Customer	Case #	Internal ID	Description/Steps to Reproduce	Release Note
				Observed Behavior: The booking number is not shown if the latest date is populated. Expected Behavior: Booking number should be shown even if the latest date is populated.	
Crane Team UI	MAH - ELZ	194221	ARGO-181040	When you discharge twin containers using the Manual Ops screen, Crane Team UI displays a generic error message, “Problem with Manual Operation” message without any additional information. Steps to Reproduce: As provided to the development team. 1. Have twenty foot twins set up for discharge and properly set up in SPARCS. 2. Log into crane team ui for that crane/ bay. 3. Select the container from the bay plan, right click and go to manual ops. 4. Select the twins option. 5. Container 2 will populate. 6. Discharge both in the next 2 screens. Observed Behavior: Upon submitting the last one, an error, "Problem with manual operations!" is thrown with no additional information... Expected Behavior: twins discharge correctly.	Provided a fix to ensure that if you encounter any problems during twin container discharge, Crane Team UI displays a user friendly message.
Customization	APMT - COMAN	195762	ARGO-185832	N4 displays the error message "Requested operation failed" when you right-click on a unit in a filter under the Units view.	Background: The error was displayed when the ISO type field was marked as ‘hidden’ using the Database Backed Verified

Area	Customer	Case #	Internal ID	Description/Steps to Reproduce	Release Note
				Steps to Reproduce: As provided to the development team. 1. Customer's 3.6.10.1 Test environment is installed on our local server with IP address 10.49.50.42. 2. Log in to N4 with 'http://10.49.50.42:9080/apex' The username ' amb001' and password 'Please1'. 3. You should be in the screen with selected filter "-GATE C GATE OUT DONE FROM TO'". For the Enter Filter Parameter Values, please enter After: 2017-11-09 Before: 2018-10-16 4. And then left click on any 'Unit Nbr'. And you will get an error ''Requested operating failed' Observed Behavior: Error ''Requested operation failed' appears when clicking on any Unit in the filter list. Expected Behavior: Should be able to click on any unit without showing an error message.	forms. A code issue triggered the error. Resolution: Provided fix so that N4 does not display any error message when you right-click on a unit in a filter under the Units view.
ECN4	APMT - SPS	194503	ARGO-188824	The TT operator is unable to login to ECN4 because the same user has already logged into CTUI (Crane Team UI) as a hatch clerk using the same login ID. Steps to Reproduce: As provided to the development team. Prerequisite (Ecn4 Custom) validate_user_login_StateModel.xml - Create a new user "3682" in N4 - Create a new EC user "3682" in XPS - Create a vessel visits and set the vessel phase as working - Vessel stow the Import Container "SPSU1001001" to the Vessel and Make a discharge plan and create	Background: When a crane operator performed a dispatch operation using CTUI, XPS records the entry in the xps_che table. ECN4 Web was not allowing the same operator to login as an EC user because the existing entry in xps_che table was preventing the user to log into ECN4. Resolution: Provided fix so that when a user logs into ECN4 Web, XPS validates the CHE kind in the xps_che table for the CTUI login. If the XPS validation of CHE kind does not correspond to the ECN4 login, then ECN4 Web allows the same operator to login even though the operator is already

Area	Customer	Case #	Internal ID	Description/Steps to Reproduce	Release Note
				a Work Shift and Assign it to specific POW"QC11" - Logged in CTUI as a User "3682". - Discharge the Container "SPSU1001001" from Vessel. - Completed the move to the Yard. - Then Changed the Vessel Phase as Departed in N4. - Now, try to login TT in ECN4web as a user "3682" Observed Behavior: - TT driver was unable to login and error "User XXXX is logged in as CHE QC11 (538)" shows up on the screen. Expected Behavior: - TT operator should be able to login successfully	logged in to CTUI.
ECN4	DPW Prince Rupert	191095	ARGO-175605	When you configure the ECN4 setting "MAX_NUMBER_DISPATCHED_JOBS" value as two, XPS should restrict the CHE/Hatch Clerk to dispatch more than two jobs.. . Also, the MAX_NUMBER_OF_DISPATCHED_JOBS setting will not limit the dispatch based on the type of container. Steps to Reproduce: Issue 1: 1. Make sure you log-on to the ECN4(10.47.30.132) server and the bridge(10.47.30.139) and open the ecn4_settings_prod.xml and add the <setting name="MAX_NUMBER_OF_DISPATCHED_JOBS" value="2"/> to the dispatcher. Restart ECN4 and ECN4web service 2. Plan vessel load to a bay with twin containers (atleast 8-10 twin containers for testing) 3. Assign POW and pool.	Background: When you set the ECN4 setting 'MAX NUMBER OF DISPATCHED JOBS' to 2, ECN4 does not allow CHE operators to confirm more than two containers per truck. When a load queue with twin containers was activated, sequence 1 and 2 got dispatched to truck 1 and sequence 3 and 4 got dispatched to truck 2. The RTG joblist displayed all the four containers. When truck 2 arrived first, the RTG operator selected sequence 1 container and attempted to complete the move to truck 2, ECN4 displayed the error message "Cannot handle because che T101 reached maximum of 2 dispatched jobs at a time." After dispatching the sequence 1 container to truck 2, the WI of the sequence 1 container was not considered as a ITR WA (Work Assignment). ECN4 validates the truck 2 for the MAX_NUMBER_OF_DISPATCHED_JOBS setting and skips the sequence 1 container from the validation. Since the maximum dispatched job was two,

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				4. Assign two trucks to the Pool and Che range for the RTG covering the current position of the containers. 5. Activate the WQ . Notice twin pair should get dispatched to trucks. 6. Select one of the container from RTG job list and try to load it onto another truck. Error thrown here(seen in screenshots) Issue 2: 1. Make sure you log-on to the ECN4(10.47.30.132) server and the bridge(10.47.30.139) and open the ecn4_settings_prod.xml and add the <setting name="MAX_NUMBER_OF_DISPATCHED_JOBS" value="2"/> to the dispatcher. Restart ECN4 and ECN4web service 2. Plan a load/discharge to/from vessel. 3. Assign POW and pool. 4. Assign two trucks to the Pool and Che range for the RTG covering the current position of the containers. 5. Activate the WQ . Notice containers should get dispatched to trucks. 6. (a) Load first 40 to truck A and second 40 to truck A. (Observed: No error thrown.) (b) Load 40 to truck B and then a 20 to truck B. (Observed: No error thrown.) Observed Behavior: Issue 1. When handling twin containers for twin load and discharge. As described in ARGO-137326, it was fixed in 3.5.1 onwards but retesting in our lab still threw an error when we swapped the trucks. (see attached file)	the swapping was not performed Resolution: Provided fix so that ECN4 validates the CHE for the MAX_NUMBER_OF_DISPATCHED_JOBS setting, and then places the sequence 1 container on truck 2. Then the sequence 1 container is unassigned from WA1 and assigned to WA2. Now, the swap operation of the planned containers can be performed. The MAX_NUMBER_OF_DISPATCHED_JOBS setting will not limit the dispatch based on the type of container or its length. The setting limits only the "No of Jobs" to be dispatched to the Truck CHE. This is current logic of this setting. Navis has not provided any fix for Issue 2 as it will modify the behaviour of the existing functionality.

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				Issue 2. This setting does not limit the type of containers. For example: 1. Dispatch two 40s .(see attached file) 2. Dispatch a 20 and then a 40 to the same truck 3. Dispatch a 40 and then a 20 to the same truck. Expected Behavior: Issue 1: Should allow to swap the containers. Issue 2: Should not be able to dispatch two 40s, a 20 and 40 to a truck.	
ECN4	DPW-LGPL	195695	ARGO-181645	When you plan a container from a wheeled slot to the target landside transfer point (LSTP), the terminal truck completes the move. However, when you use the check tool and move the container out of the LSTP and back to its previous position (wheeled slot), this leaves the container in TLS, but clears the LSTP in XPS. For a 2x20 rail load from the same module, XPS creates split work instructions (WI). If an abort occurs for the first WI, the second container is redecked to an empty landside transfer point (LSTP). This issue occurs when there is an inventory mismatch between TLS and N4 with regards to the target LSTP. If XPS plans a 2x20 RLOD to a particular lane, that has an empty cassette in it, but TLS cannot deliver the RLOD because it has a container in that lane (as an example), an ABORT_04 will occur when the ASC is dispatched to the first WI of the 2x20 RLOD pair. Steps to Reproduce: As provided to the development team. The following steps were used to manufacture an ABORT_04	Background: This issue occurred because when XPS sent the check tool update to ECN4, the transfer point status table was not updated. Resolution: Provided a fix so that when you use the check tool and move the container out of the LSTP and back to its previous position (wheeled slot), the transfer point status table is updated. This ensures that when you plan a 2x20 rail load from the same module, an ABORT_04 error does not occur.

Area	Customer	Case #	Internal ID	Description/Steps to Reproduce	Release Note
				1) Plan a container from a wheeled area to the target LSTP 2) Allow the TT to complete the move 3) Now check-tool the container out of the LSTP back to its previous wheeled position 4) This leaves the container in TLS, but clears the LSTP in XPS The following steps focus on the issue itself; 5) Ensure there are no chassis' available in the LSTZ 6) Plan a 2x20 RLOD from the same module 7) Activate the WQ 8) Once the WI's are split, a TT will be dispatched a chassis fetch 9) Complete the chassis fetch to the target LSTP Observed Behaviour 1) ASC is dispatched the first WI and immediately aborts. 2) It then redecks the second container to an empty LSTP and subsequently aborts Expected Behaviour 1) No redeck should occur of the second WI.	
ECN4	GDCT	196594	ARGO-191753	When you perform the rail load or rail discharge operation in a rail POW set to PrimeRoute dispatch mode, then XPS does not display any value in the "Wait at POW" column of the EC Console window. Steps to Reproduce: As provided to the development team. Rail Discharge Scenario: # Create container in N4 -> Rail -> Inbound Inventory -> Add container - Train ID ,Digits,Railcar ID,Slot &	Background: This issue occurred because the POW name was provided with space in between the characters. Resolution: Provided a fix so that XPS displays the appropriate value in the 'Wait at POW' column of the EC Console window even if there is a space in between the characters of the POW name.

Area	Customer	Case #	Internal ID	Description/Steps to Reproduce	Release Note
				Save # Log into XPS Client 1. Click Train --> Train Schedule --> Select the Train ID --> Assigned Car will be pop-up --> Select ICON (C) - Container 2. Plan yard position for Discharge container - Yard --> Select Magnifying pointer --> Select any yard block in Scan view --> Change Timeframe to Composite --> Select the container & place in yard position 3. Assign POW to Work Queue - Planning --> Maintain Queue --> Select the Work Queue --> Actions --> Assign POW --> BOCZNICA BRAMA 4. Create work shift for the POW - Planning Maintain Work Shifts --> Display --> Show Shifts for Specific POW --> Select BOCZNICA BRAMA --> Then Actions --> New Shift Based On --> Select %day --> Click OK 5. Assign Pool to POW & Dispatch mode - Control --> Point of work --> Select the POW BOCZNICA BRAMA --> Actions --> Assign Pool as GLOBAL & Set Dispatch mode - PrimeRoute --> Then Again Actions --> Select Edit POW details --> Select Rail POW --> click OK 6. Login CHE - --> Fetch CHE RMG01 --> Carry CHE I04 --> Put CHE RTG05 7. Open the EC console - Add columns --> Travel To POW,Wait at POW,Travel To Yard,Wait at Yard 8. Activate the Work Queue - Planning --> Maintain Queue --> Display --> Select All Rail Queue --> then Select the Work Queue --> Actions --> Activate Work Queue 9. Open EC Console and add following columns:	

Area	Customer	Case #	Internal ID	Description/Steps to Reproduce	Release Note
				Travel To POW, Wait at POW, Travel To Yard,Wait at Yard Rail Loading Scenario: # In N4, Select an container --> Right click Select Update & then Routing --> Input the train visit in Carrier O/B Intended & Carrier O/B Declared # Log into XPS Client 1. Click Train --> Train Schedule --> Select the Train ID --> Train Available Rail car will pop-up 2. Plan Car position for Loading container - Select the Crane ICON in --> Nominate container will be appears --> Select the Container --> Then Select Empty Rail car --> Change Timeframe to Composite --> Place the container in Rail car 3. Assign POW to Work Queue - Planning --> Maintain Queue --> Select the Work Queue --> Actions --> Assign POW --> BOCZNICA BRAMA 4. Create work shift for the POW - Planning Maintain Work Shifts --> Display --> Show Shifts for Specific POW --> Select BOCZNICA BRAMA --> Then Actions --> New Shift Based On --> Select %day --> Click OK 5. Assign Pool to POW & Dispatch mode - Control --> Point of work --> Select the POW BOCZNICA BRAMA --> Actions --> Assign Pool as GLOBAL & Set Dispatch mode - PrimeRoute --> Then Again Actions --> Select Edit POW details --> Select Rail POW --> click OK 6. Login CHE - --> Fetch CHE RTG05 --> Carry CHE I04 --> Put CHE RMG01 7. Open the EC console - Add columns --> Travel To	

Area	Customer	Case #	Internal ID	Description/Steps to Reproduce	Release Note
				POW,Wait at POW,Travel To Yard,Wait at Yard 8. Activate the Work Queue - Planning --> Maintain Queue --> Display --> Select All Rail Queue --> then Select the Work Queue --> Actions --> Activate Work Queue 9. Open EC Console and add following columns: Travel To POW, Wait at POW, Travel To Yard,Wait at Yard Observed Behavior: #Open EC Console and add the following columns: Travel To POW, Wait at POW, Travel To Yard, Wait at Yard Rail Discharge Scenario: # Truck traveling to POW appear to value as 1 (Once Truck assigned) # Once Truck operator reached POW, Click "Next step" in screen - "No value display in Wait at POW" Rail Loading Scenario: # Truck traveling to yard value appears as 1 (Truck assigned) # Once Truck operator reached RTG, Click "Next step" in screen - value appears as 1 # Once RTG operator completed, Traveling to POW will appear to value as 1 # Once Truck operator reached POW, Click "Next step" in screen - "No value display in Wait at POW" Expected Behavior: # During Rail operations, Wait at POW column value should appears in EC Console columns when IMV driver presses the next step button for both Rail Discharge & Rail Loading.	

Area	Customer	Case #	Internal ID	Description/Steps to Reproduce	Release Note
ECN4	GPA	197791	ARGO-188354	When you complete a rail discharge move to a yard position other than the planned position, N4 creates two UNIT_IN_RAIL events in the 'History, Events' tab of the Unit Inspector. Steps to Reproduce: As provided to the development team. Plan a rail discharge -Discharge container to UTR -arrive UTR to stacks -Using RTG assigned to stacks, complete the move from the UTR to a position that the container was not planned to (Using Complete To button) For example if a Unit was planned to 101082C.1, complete to 101082D.1 instead Observed Behavior: Two UNIT_IN_RAIL events written to Unit Event History. Expected Behavior: There should be only one UNIT_IN_RAIL event in a rail discharge	Background: When a RTG placed the rail discharge container in a new yard location instead of the planned position, ECN4 rolled back the move stage from Carry Underway to Planned. ECN4 rolled back the move stage to planned only after the RTG placed the container in the new yard location, and this resulted in the creation of a duplicate UNIT_IN_RAIL event. Resolution: Provided fix so that ECN4 rolls back the move stage from Carry Underway to Planned only if the container is placed in a transfer zone. Now, when a rail discharge container is placed in a yard position other than the planned position, N4 does not create a duplicate UNIT_IN_RAIL event in the 'History, Events' tab of the Unit Inspector.
ECN4	Hamburg	198336	ARGO-189679	When the straddle carriers are executing the work instructions (WI) in a discharge work queue associated to a POW, ECN4 is suddenly unable to dispatch the new WIs to the straddle carriers in that particular POW. ECN4 displays the following exception error for the CHEs working on the POW: *com.navis.ecn4.xmlrdt.forms.DispatchXmlRdtFormHandler | [DispatchXmlRdtFormHandler:?] Error creating dispatch form: Comparison method violates its general contract!	Provided a fix so that ECN4 dispatches the straddle carriers to execute the work instructions without throwing an IllegalArgumentException error.

Area	Customer	Case #	Internal ID	Description/Steps to Reproduce	Release Note
				java.lang.IllegalArgumentException: Comparison method violates its general contract!* Steps to Reproduce: At the moment it is Unknown what is the root cause for this issue. From the logs it is also not clear what the problem is. Observed Behavior: All straddles could not be dispatched (automatically or manual) to WI's which were belonging to a certain POW. This should not happen. Expected Behavior: There should be always a possibility for ECN4 to dispatch WI's.	
ECN4	HHLA - CTT	198018	ARGO-191772	When you plan two containers from a yard in the same stack to another yard location with holds (non-specific, Rail, Gate, or Vessel) applied on both of them, then XPS dispatches the straddle carrier to rehandle the blocking container instead of swapping the containers to dispatch the bottom container (load sequence 1) in the stack. Steps to Reproduce: As provided to the development team. - Select two containers in the yard that are residing in the same stack. The containers should each have a hold (non specific). - Plan the containers to another yard area. The ground container should be sequence number one. - Assign the work queue to POW and activate. - Dispatch with PrimeRoute for Straddle Carriers. - Assign at least one straddle to the POW directly or through pool association.	This is fixed with a logic change, so for a swap to occur when there is a blocking container (requiring a rehandle before the container for the swap can be moved) that has a hold, that can only occur if that blocking container's next move is a yard move. If the blocking container's next move is to a LSTZ or WSTZ, than the swap cannot occur, as that blocking container cannot be moved.

Area	Customer	Case #	Internal ID	Description/Steps to Reproduce	Release Note
				Observed Behaviour: The straddle is prompted to rehandle the overstowing container. Expected Behaviour: The straddle carrier dispatch should swap in favour of the overstowing container and eliminate the need to rehandle.	
ECN4	PATRICK-ESD	196301	ARGO-183406	When a straddle carrier places a container at the straddle grid, ECN4 updates the last position of the straddle as the container's previous yard position instead of the straddle grid. Steps to Reproduce: As provided to the development team. 1. Set the EC parameter VSLOAD to Y 2. Set dispatch mode for Road POW to PrimeRoute in EC Console window 3. Create Work Shift for Road POW for the current shift in Maintain Work Shifts window 4. Assign Road-Consol Pool to Road POW in Points of Work window 5. Assign a Straddle Carrier to Road-Consol Pool 6. Log into the Straddle Carrier assigned in Step 5 and become available 7. Gate in a truck for DI transaction, WI is displayed in the road queue with it's assigned exchange grid Lane 8. WI is dispatched to the assigned Straddle Carrier 9. Straddle Carrier lifts and complete the WI to the truck in the grid Observed Behavior: The Straddle's Last Loc is set to the yard position of	Background: For a DI transaction, if the truck license is associated with the import containers, the location ID provided in the WI is used to update the position of the container. Since, the straddle grid location in which the container is placed is not a valid yard 'Y' type location, the respective container's previous location got updated for the straddle's last position. Resolution: Provided fix by validating the WI of the container so that the straddle grid location in the which the container is placed is updated for the straddle's last position.

Area	Customer	Case #	Internal ID	Description/Steps to Reproduce	Release Note
				the container delivered to truck in the grid Expected Behavior: On completing to truck in the grid, the last loc position should update to the truck's grid lane.	
ECN4	PATRICK-ESD	196302	ARGO-183409	When ECN4 receives an XMLRDT message from the PDS system to lift a 40' container placed on two 20' slots, ECN4 displays a confirmation message to the truck driver to lift the container. Steps to Reproduce: As provided to the development team. Attempt to pick a 40' container using the PDS pick message. Observed Behavior: As described Expected Behavior: The driver should not get a lift confirmation as there is only one container in that location.	Background: When a 40' container was extended to an adjacent stack, then ECN4 considered the adjacent stack as an empty slot location. ECN4Web transitioned to FORM_CONFIRM_CONTAINER state instead of transitioning to the FORM_LADEN_AT_DEST or FORM_LADEN_TO_DEST state. Resolution: Provided fix so that when a PDS lift message is sent to ECN4, then ECN4Web transitions to FORM_LADEN_AT_DEST or FORM_LADEN_TO_DEST state based on the destination location available to complete the container move. Based on the PDS message received, ECN4 dispatches a CHE to lift the 40' container instead of displaying the confirmation message.
ECN4	PATRICK-ESD	197402	ARGO-188980	When the straddle carrier is at the state FORM_EMPTY_TO_ORIGIN, and PDS sends the XMLRDT position update message, then the "State transition from [FORM_EMPTY_TO_ORIGIN] has failed for event" message is displayed. Steps to Reproduce: As provided to the development team. Update position message is as follows; XMLRDT(<message type="2630" MSID="1"> <che CHID="S06" action="B"> <position PPOS="">	Background: An exception error was thrown by the ECN4 component setting, LoadSequenceStraddleQueuingStrategy because there was no WI for the unladen straddle in the carry_underway movestage. Resolution: Provided fix so that ECN4 does not throw an illegal argument exception error if there is no carry WI in the work queue for a CHE, and the CHE state remains unchanged even if the PDS does not find a yard position.

Area	Customer	Case #	Internal ID	Description/Steps to Reproduce	Release Note
				<geodeticData Latitude="-37.811723" Longitude="144.917799" Height="260" /> </position> </che> </message>) Observed Behavior: Fault message is; State transition from [FORM_EMPTY_TO_ORIGIN] has failed for event >StateTransitionId[updatePosition]< (MSID=1) (9) Expected Behavior: Last loc position to update.	
ECN4	PHA-BAY	197597	ARGO-188352	When you plan to move a container from a wheeled row to a heap yard block, the ECN4 form TRUCK_EMPTY_AT_ORIGIN does not instruct the truck driver to pull the container. Steps to Reproduce: As provided to the development team. I have also attached a document on the job stepping we have taken to better understand the issue. 1. Plan a container from a wheeled row to a stack. 2. Open the appropriate Work Queue and Pools and equipment. 3. Log in to the truck and job step the following: (a) Idle (b) Connected to bombcart (c) Park existing, then.... Pull UnitXXXX from Wheeled 211 [(d) Drive to the wheeled spot [Need 40' BOMBCART]-> Click Next Step [partially wrong] (e) Wait by wheeled spot [WRONG]	Background: This issue occurred because ECN4 was not updating the trailer status when the truck parked the bombcart to pull a container and chassis. Since, the “pullable” attribute in the XMLRDT message depends on the truck trailer status, the ‘Pull’ button was not available in the ECN4 Web form. Resolution: Provided fix so that when you plan to move a container from a wheeled row to a heap yard block, the ECN4 Web form displays the ‘Pull’ button so that the truck driver can confirm to pull the container.

Area	Customer	Case #	Internal ID	Description/Steps to Reproduce	Release Note
				Observed Behavior: At step 3d, there should not a request for [Need 40' BOMBCART]. Once you click next step there and get stuck with the screen of waiting by a wheeled spot when you should be pulling it and heading to the destination. Expected Behavior: Similar to 2.6.34. 1. You should not need 40' Bombcart when it is a wheeled spot container. 2. Should not be asked to wait by a wheeled spot when you should be pulling and moving on from there.	
ECN4	PTP	198022	ARGO-192904	The work instruction (WI) move completion time is missing for a few discharge moves in the 'Time Completed' field of the Move History view in N4. Steps to Reproduce: 1. Execute only Vessel Discharge Jmeter scripts with throughput 31/minute 2. Verify Move History list view in N4 Expected Behavior: Move History list view should display all vessel discharge moves correctly as per throughput design. Observed Behavior: a) Move History list view did not display all vessel discharge moves correctly as per throughput design. b) Missing Vessel Discharge moves in Move History did not have WI completion time.	Release Note: Provided a fix so that N4 displays the WI move completion time for the vessel discharge moves in the 'Time Completed' field of the Move History view. Note: This issue handles the ECN4 side of the fix. The N4 side of the fix was provided against ARGO-188544.
ECN4	Wilhelmshaven	197463	ARGO-187319	When you discharge a twin unit and a single unit from the vessel using N4 Mobile, and you reset a single unit of the twin carry in the carry underway stage to	Background: This issue occurred because when you reset a single unit of the twin carry to the QC lane, ECN4 changed the

Area	Customer	Case #	Internal ID	Description/Steps to Reproduce	Release Note
				the QC lane, then the reset single unit of the twin carry returns to the vessel. Steps to Reproduce: As provided to the development team. 1. Set up vessel discharge so that vessel bay has a mixture of Twin and Single units 2. Assign WQ to POW, create respective work shift and Activate Work queue 3. Ensure POW is set to Primeroute, assigned to the relevant work pool and CHE are logged in and ready 4. Discharge 1 Twin (capable for Twin Yard) and 1 Single unit from vessel, using N4 Mobile 5. CHE are dispatched to the units 6. Both CHE lift units and show as "Carrying" dispatch state 7. Reset single unit through WQ -> Actions -> Reset Container 8. When prompted, select the position of the unit to return to the QC Lane - observed is unit returns to QC Lane as expected 9. Now repeat the process for a single unit of the Twin Carry 10. When prompted to select the QC Lane option - observe that the unit returns directly to the vessel. This is incorrect. This then requires manual discharge again from the dispatch team, multiple billable discharge events and unneccessary manual intervention. Observed Behavior: Reset unit, part of a twin Carry, is reset to back to the vessel and not to the chosen QC Lane Expected Behavior: Units part of a Twin should have the same behaviour	move stage to 'Planned', instead of 'Carry Ready'. Resolution: Provided fix so that when you reset a single unit of the twin carry to the QC lane, ECN4 changes the move stage to 'Carry Ready' so that the position of the reset single unit in the twin carry is set to Quay crane.

Area	Customer	Case #	Internal ID	Description/Steps to Reproduce	Release Note
				as single units when being reset in Carry phase.	
ECN4	YTI	197439	ARGO-186871	When the UTR is dispatched to pull a container from the +2 position, the UTR state transitions incorrectly to FORM_TRUCK_LADEN_TO_DEST. Steps to Reproduce: As provided to the development team. 1) Plan 2 moves for Vessel Loadout into a WQ with a +2 inventoried position 2) Assign WQ to POW 3) Assign UTR to POOL and POW 4) Activate WQ and observe WI's being dispatched. 5) Send XMLRDT for Pull event from +2 Wheeled position UTR Pull XMLRDT(<message type="2635" MSID="366000"> <che CHID="UTR" action="Pull"> <position PPOS="WHEELEDPOSITION" CHASSIS="BOMBCART" refID="E.YTI:UTR...1" JPOS="CTR"/> </che> </message>) 6) Observe WI incorrectly go in progress instead of UTR entering FORM_CONFIRM_CONTAINER Observed Behavior: UTR pulls from +2 position in an active WQ incorrectly transitions to FORM_TRUCK_LADEN_TO_DEST instead of FORM_ CONFIRM_CONTAINER Expected Behavior: ECN4 should not automatically assume the correct container is being pulled from reported PDS position when more than one container is inventoried in that	Background: This issue occurred because the IsConfirmRequiredPullCondition returned a false value because the chassis attribute had a null value, as only bombcarts are used. The IsConfirmRequiredPullCondition condition can handle more than one chassis and not the containers. Resolution: Provided fix so that if there are more than one container in a slot, then the TT or UTR will display the state as "FORM_CONFIRM_CONTAINER_PULLED" and the truck driver can confirm the container to be pulled. Note: Ensure that the PDS system does not send the chassis attribute as a part of the PDS pull request if the equipment to be pulled is not a chassis.

Area	Customer	Case #	Internal ID	Description/Steps to Reproduce	Release Note
				position. CHE should transition to FORM_CONFIRM_CONTAINER	
EDI	Adriatic Gate Container Terminal	198579	ARGO-190770	When you delete a vessel stow plan, N4 does not delete all the units that satisfy delete filter. Steps to Reproduce: As provided to the development team. 1- Run N4 3.6.4 2- Run edi load form 3- Chose from EDI load the EDI session name 4- Upload stowplan EDI file batch_46191216.edi 5- Press Load 6- In stow plan batch status = mapping 7- Action > Post for EDI 8- Open XPS client > Vessel > Can notice the containers are uploaded 9- For come reasons Operation user need to delete the stowplan using N4 > Vessel Visits > select vessel visit > Action > delete stowplan 10- the system show the operation is complete 12 NowUpload stowplan EDI file batch_46191304.edi. 13- Press Load 14- In stow plan batch status = mapping 15- Action > Post for EDI 16- Open XPS client > Vessel > Can notice the containers are uploaded 17- For come reasons Operation user need to delete the stowplan using N4 > Vessel Visits > select vessel visit > Action > delete stowplan 18- Keep Units with Releases/Holds was checked Observed Behavior: Dialog box crashes and it doesn't delete all units	Background: This issue occurred because an appointment existed for some units and these units could not be de-linked before they were purged. Resolution: Provided a fix to ensure that N4 checks for and deletes/de-links all relational entities before deleting the units.

Area	Customer	Case #	Internal ID	Description/Steps to Reproduce	Release Note
				according to selected check boxes that is although only Keep Units with Releases/Holds is selected some units with no Release/Hold also do not get deleted… Expected Behavior: All units should get deleted, according to selected check boxes.	
EDI	DPW-AUS-FT	198338	ARGO-190118	When you extract an outbound BAPLIE file for a hazardous container with an empty freight kind having commodity code 'MTH', N4 updates the commodity code in the extracted file as 'MT'. Steps to Reproduce: As provided to the development team. 1) Goto Commodity Menu --> Add Commodity --> Commodity ID : MTH "CONTAINERS EMPTY - HAZARDOUS" 2) Goto units --> Select the Empty Container (for e.g."TCNU7475641") --> Update Shipment Details --> Commodity Code --> MTH 3) Then go to the vessel visit --> YPL092N1 --> Outbound EDI --> click on the Outbound EDI click on the "+" EDI Extract "BAPLIE_OUT_NPC" and Click on Extract Observed Behavior: In the EDI Batch generated segment file will have the container showing "MT" instead of "MTH" Expected Behavior: 1) The extracted Baplie edi file should have the container showing "MTH" as commodity code instead of hardcoded value of "MT". 2) Whatever Commodity code shown for the Empty	Background: This issue occurred because for Empty containers, N4 set the commodity as "MT", by default. It did not consider the Commodity specified in the extracted outbound BAPLIE file. Resolution: Provided a fix to ensure that if you assign a valid commodity code for an empty freight kind container in the extracted outbound BAPLIE file, N4 retains the same for the container. Also, for empty containers which have no commodity code, N4 displays the commodity code as 'MT' in the extracted BAPLIE file.

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				Unit in N4, the same should be extracted in the generated Baplie edi file. 3) If commodity is "blank" for the empty unit in N4, then the commodity needs to be displayed as "MT" in the extracted Baplie edi file QA Note : Changes done in N4 commodity code should reflect in XPS.	
EDI	Hamburg	197273	ARGO-186183	N4 displays an error message when you post a RELEASE EDI message (COREOR) with message function 'D' (cancel), without the attribute edi:ediCode="RELEASE". Steps to Reproduce: As provided to the development team. 1. post a COREOR message including creating an IDO (edi:idoAction="ADD") and no EDI code with edi:msgFunction="O" 2. make sure IDO is created 3. post a COREOR message with edi:msgFunction="D" and no EDI code and cancellation of IDO (edi:idoAction="RESET") Observed Behavior: N4 gives an error message when posting the message: SEVERE:Navis exception: DomainQuery: from EdiReleaseMap where edirelmapFlagType in (select FlagType.flgtypGkey from FlagType as FlagType where FlagType.flgtypAppliesTo = ?) and edirelmapEdiMsgType.edimsgId = COREOR and edirelmapEdiCode in (null), Value cannot be empty for the field: edirelmapEdiCode i: 2 subs[i]: edirelmapEdiCode = 'null'	Provided fix so that N4 does not display any error when you post a RELEASE EDI message (COREOR) with message function 'D' (cancel), without the EDI code attribute edi:ediCode="RELEASE" in the file.

Area	Customer	Case #	Internal ID	Description/Steps to Reproduce	Release Note
				subs: [flgtypAppliesTo = 'LogicalEntityEnum[UNIT]', edirelmapEdiMsgType.edimsgId = 'COREOR', edirelmapEdiCode = 'null']. Expected Behavior: Message is posted without errors	
EDI	LBCT	197785	ARGO-188296	The Event Details form of the UNIT_CREATE event in N4 Unit Inspector > History, Events tab does not display the Edi Batch Nbr field as a link starting from N4 3.6. Steps to Reproduce: As provided to the development team. 1. In 3.6, find a unit that was created by EDI 2. Go to the unit's history events -> UNIT_CREATE, double click the event to view details 3. Observe that Edi Batch Nbr is text, not clickable link Observed Behavior: Edi Batch Nbr does not contain link to the EDI batch Expected Behavior: Edi Batch Nbr contains link to the EDI batch that created the unit.	Background: The fix provided against case 186874 (ARGO-162658) caused the reported issue. Resolution: Provided a fix by adding a new N4 privilege, EDI_ENABLE_BATCH_LINK. Users with the EDI_ENABLE_BATCH_LINK privilege included to their user role can click the link in the Edi Batch Nbr in the Event Details form to view the associated batch details in the Batches view.
EDI	NAVIS Internal	197085	ARGO-185410	When you post a Manifest EDI message without the Bill of Lading (BL) item, N4 displays unnecessary warning messages that the unit commodity or Bill of Lading is not found to update the unit weight. Steps to Reproduce: As provided to the development team. Posted EDI Messages that resulted in warnings. Observed Behavior:	Background: N4 displayed warnings for all EDI messages when the EDI XML file was posted without the BL item details in the <edi:ediBlItemHolder> or <edi:ediBlEquipment> element. Resolution: Provided a fix to ensure that when you post a Manifest EDI message with or without the BL item, N4 does not

Area	Customer	Case #	Internal ID	Description/Steps to Reproduce	Release Note
				When no unit commodity is provided Unit commodity not found to update the Unit weight When unit commodity is provided No matching Bill of lading item found to update the Unit weight When BL Item/container/commodity is provided No matching Bill of lading item found to update the Unit weight When BL Item/container/commodity/Item/commodity is provided For BLItem Nbr., the following fields are missing their values : Package Height, Package Length, Package Width. Expected Behavior: When no unit commodity is provided Successful post - No warning When unit commodity is provided Successful post - No Warning When BL Item/container/commodity is provided Successful post - No warning	display unnecessary warning messages.
EDI	PATRICK-ESD	199093	ARGO-191903	When you schedule an EDI Acknowledgement job to extract the messages, a hibernate session error occurs. Steps to Reproduce: As provided to the development team. 1. Schedule EDI Job for Acknowledgment session 2. No Acknowledgment extract into Batches via EDI job 3. EDI job shows successfully in execution logs 4. But error shows in log file: No Hibernate Session bound to thread 5. Manual click extract button from same EDI session, the acknowledgments were produced in	Background: The EDI Acknowledgement messages could not be extracted due to an internal logic issue. Resolution: Provided a fix to ensure that when you schedule an EDI Acknowledgement job, N4 extracts the Acknowledgement messages successfully without hibernate session error.

Area	Customer	Case #	Internal ID	Description/Steps to Reproduce	Release Note
				Batches. Observed Behavior: No Acknowledgements were extracted into Batches via EDI job Expected Behavior: Acknowledgements should be extracted into Batches via EDI job.	
EDI	Ports America	190763	ARGO-173990	When you post a BAPLIE EDI stow plan message for import empty containers without seal numbers, the UNIT_SEAL event is recorded in the UNIT Inspector in N4. Steps to Reproduce: As provided to the development team. Load a baplie - vessel stow plan. All import empty containers inbound with no seal will have the UNIT_SEAL event. Observed Behavior: See activity file attached. When a vessel stow plan is loaded with import empty containers inbound with no seal - seal1, seal2, seal3, seal4 = null, a UNIT_SEAL event is created, then an activity message is created which creates a notification message and is sent to the carrier. Expected Behavior: No SEAL_UNIT event.	Background: This issue occurred because N4 did not validate the spaces for the seal attribute and considered spaces as valid seal values. Resolution: Provided a fix to validate spaces in seal numbers. Now, N4 records the UNIT_SEAL event only for valid seal numbers.
EDI	RTM	191085	ARGO-177036	A Groovy job that sends out messages gets stuck often. The execution logs show the job status as In Progress. Steps to Reproduce: As provided to the development	Background: In N4, the read timeout setting MSEMAIL_SERVER_CONFIG007 (TIMEOUT) was defined for only the POP3 email protocol. If the mail server was configured with other protocols such as

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				team. None Observed Behavior: The groovy job execution halted. The execution logs shows the job status as In Progress Expected Behavior: The job should not stuck Reproducibility: Intermittent Work Around: Switching the job node finishes the In Progress job instance and everything seems normal afterwards	SMTP, SMTPS, POP3S, etc, the mail sender waited indefinitely and did not time out. Resolution: Updated the MSEMAIL_SERVER_CONFIG007 (TIMEOUT) setting for the other email protocols. If the mail server does not respond, the mail sender will timeout and create an entry in the error log file.
EDI	SAGT	198912	ARGO-191730	When you pre-advise units as 'Transship' and load them using the EDI Load form, N4 does not validate between the unit POD (Port of Discharge) and port rotation and creates the unit with declared POD. Steps to Reproduce: As provided to the development team. 1. Create VV of 'XHA074' 2. Open EDI Load form. 3. select the session of 'MKL_ITT_PREADV_JCT (PREADVISE)' 4. Upload the File 'JCT-TRSHP.txt' 5. Post batch which have mapped with above file. 6. Check Batch 'Status' Related case attachments - (\\rfs1.navis.lan\Support\SAGT\Case Attachments\00198912) 1. DIC file	Background: This issue occurred because the POD was validated only for units with 'Export' category. Resolution: Provided a fix by validating the POD for 'Transship' units when you post the PREADVISE EDI message.

Area	Customer	Case #	Internal ID	Description/Steps to Reproduce	Release Note
				2. MGT File 3. TRSHP EDI input file for loading 4. Steps to reproduce with screenshot 5. Cluster Logs Observed Behavior: Unit gets created successfully and gets associated with the vessel which does not have the unit POD in the port itinerary. Expected Behavior: Batch should fail and Unit should not get created against the vessel which does not have the POD in their itinerary. Like EXPORT the same should happen for TRANSHIPMENT too.	
Expert Decking	DPW - ANTGWY	187494	ARGO-166246	In the ASC module, XPS plans multiple containers to the same slot (+2, +3, +4). This leads to longer waiting times for trucks and incorrect stacking. Steps to Reproduce: As provided to the development team. See several positions with +2 Activate road queue and park trucks in LS ICZ See increase in +2 positions Log in as hatch clerck for working vessel Discharge 40ft containers with alloaction 'Dry Import' Bring them with SC's to WS ICZ See another increase in +2 positions Observed Behavior A lot of +2 positions are created not all +2's are replanned +2 containers take longer to dispatch than containers that do not need to be replanned (longer waiting times for trucks)	Background: In most of the scenarios, +2+ issues in the ASC modules were caused by multiple calls to Expert Decking (ED) using different timeframes at different stages of a work instruction's (WI) life cycle. Resolution: Provided a fix by modifying the ASC code that handles Imminent and Composite planning in an attempt toprevent +2+ positions by ensuring that only a single call is made to ED during Discharge. If the terminal does not use ASCs and a WI's move stage is in Carry Ready or above, XPS uses the Imminent timeframe for a discharge. For Discharges at semi-auto terminals using ASCs: - ED uses the Composite timeframe if the WIs move stage has not reached Carry Ready. - If the WI's move stage is Carry Ready or above, the

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				Expected Behavior No +2 positions should be created This used to work fine before, in previous Navis versions this never was the case, now we see them more and more since version 2.6	allocation ranges for the unit are checked to verify if they are all within ASC blocks. If the primary allocation group has a range found within an ASC module, Composite timeframe is used. Otherwise, Imminent timeframe is used, because the WI will dispatch directly to the intended block without the need for an intermediate move to through a transfer zone (TZ). - When an inbound composite intruder WI that is physically on the vessel, cannot be bumped to a new location, the WI will be replanned to EC and any intermediate TZ move is reverted. This will enable replanning of the WI to other modules. - When predecked discharge WIs arrive at the TZ out of sequence, a WI planned to tier 3 in a stack might be dispatched to the ASC before the tier 1 WI has arrived in the TZ. In this scenario, the ASC dispatch logic swaps the ASC stack tier positions on dispatch where possible. This prevents both the tier 1 and tier 3 WIs being planned into tier 1. Additionally, a container's physical location determines how to handle WIs in Imminent timeframe and planned to an ASC module. For example, when a discharge WI is still on the vessel, but has a split move to the ASC block via the TZ , the WI will not appear in Imminent timeframe. The WI appears in the Imminent timeframe only when the intermediate vessel to TZ WI's move stage is Carry Ready or above.
Expert Decking	MAT - Hono	189460	ARGO-190593	During vessel discharges, Fail To Decks (FLDs) occur although most of the containers are planned to EC. This occurs even when there is space for placing the containers in an allocation group and XPS/N4 are restarted. Steps to Reproduce: As provided to the development	Background: The issue occurred because the "YardDemandForecast" license was added along with EC. Resolution: Provided a fix to remove "YardDemandForecast" from the "EquipmentControl" license, this prevents decking in

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				team. 1. Download the backup and data file. 2. Run the XPS client in the solo mode. a. Log in with server/please and then change the password for admin to no password b. Go to Groups and turn on the Privilege: RDTPLG for admin 3. Open Vessel MKA379 bay 10B DISCH 4. The unit MATU2282254 will complete to position B12-14. 5. See attached video Observed Behavior in 3.4.18.1: Fail to deck on some Discharges when there is plenty of room in Allocation Group The unit MATU2606097 will fail to deck despite there being space in the allocation group. Since it is planned to EC, it should consider all the blocks in the allocation group. It considers block B but cannot find any space there so considers block C, where it finds a place in imminent time frame but no in composite time frame and then fails to deck. The unit that is planned to the same spot in composite time frame is: MATU2586555… Observed behaviour in 2.6.32: Problem appears to be when two different hatch clerks discharge two containers for the same allocation group at nearly the same time. From the radio server log (Log.20180719_081049.txt): The first container is discharged and assigned a position in the yard: 2018-07-19 08:24:52,240 INFO | < > | Attempting to deck MATU2531320 in I/%/%/WHEELED DRY 2018-07-19 08:24:52,242 INFO | < > | B12-3 is the	the imminent time frame which leads to FLD. Note: To have the "YardDemandForecast" license you must either select it separately or as part of the "ChassisTracking" license.

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				best slot in the AG, score=20001… Expected Behavior: There should not be Fail to Decks for these moves. The bumped container should be able to find another spot, even if it has to use a different AR.	
Framework	NAVIS Internal		ARGO-190269	Within the current N4 configuration, the Apache Axis2 SOAP Monitor service can potentially allow cyber-attackers to leverage known deserialization chains in order to gain complete access to the N4 server. The SOAP Monitor service is a utility meant to be used only in a development environment and should be disabled in the production environment. Steps to Reproduce: None	The SOAPMonitorService servlet has been removed from the web.xml file.
Gate	APM The Hague	188626	ARGO-171349	When you process an import container through the ingate and yard in N4, XPS activates the work instruction and dispatches the container to a straddle carrier which completes the job. Although, N4 clears the container from the grid lane, XPS clears the container from the grid lane only after the container proceeds out of the gate in N4. Steps to reproduce: As provided to the development team. - Create a pick up import (or pick up empty) for truck - Gate-in truck (N4 Truck: Gate in) - Confirm arrival of truck in grids (N4 Truck: Gate yard) - XPS: the instruction is activated & get dispatched to the SC - SC completes the unit to the truck - Monitor grid lane Observed Behavior:	Background: This issue occurred because the position update message which was sent from N4 to XPS retained the exchange lane details. Resolution: Provided a fix to ensure that both N4 and XPS clear the container from the grid lane when a straddle carrier completes the job of placing the import container (processed through the gate and yard) on the truck.

Area	Customer	Case #	Internal ID	Description/Steps to Reproduce	Release Note
				The grid lane clears in n4 but it is still occupied in XPS The Grid lane is cleared in XPS only after proceeding the Gate out Expected Behavior: The grid lane should be cleared after the SC completes the Job.	
Gate	CSP- ZEE	199078	ARGO-191861	Whenever you try to process the master of bundles (empty containers) in N4 and record the inspection of master unit in the Gate Inspection program in N4 Mobile, N4 Inspection form displays the loading icon and stops responding for some time and had to be restarted. This issue occurs only if you select the 'Prepopulate Inspection Info' check box in the N4 Tran Type form of RM (receive empty) transaction type. Steps to Reproduce: As provided to the development team. 1. Created a transaction appointment for every empty flat unit (4 in total) and linked them to 1 truck visit appointment (CSPZEE Main) 2. Ingate Stage: The truck is process successful through the ingate stage (CSPZEE Main) IN this point is needed to save one by one the gate transactions for the empty flat units 3. Go to N4Mobile and Process Gate clerk Inspection to record the inspection (select master unit) 4. Add bundle containers -> Click on BUN though Gate clerk Inspection 5. Confirm inspection in N4Mobile 6. Go to N4 UI Gate Inspection Stage 7.Enter truck visit details 8. Select primary/master flat unit	Background: This issue occurred because N4 went into an infinite loop due to an internal logic. Resolution: Provided a fix by preventing N4 from getting into an infinite loop when you process bundle of empty containers to the yard stage in N4 and record the inspection in N4 Mobile although the 'Prepopulate Inspection Info' check box is selected in the N4 Tran Type form for RM transaction type.

Area	Customer	Case #	Internal ID	Description/Steps to Reproduce	Release Note
				Observed Behavior: This issue doesn't happen if you don't check the option "Prepopulate inspection information" in Transaction Type Form (RM) Expected Behavior: Prepopulate the inspection information after to make double click to the primary flat unit allow to process successful the gate transaction to proceed to next stage YARD.	
Gate	DPW-LGPL	198163	ARGO-188999	When you update the PIN for an import container in the Update Delivery Containers form, the PIN change details are recorded in the UNIT_PIN_ASSIGNED event in the History, Events tab in N4. The users without the PIN – View privilege can also view the PIN change event details. Steps to Reproduce: As provided to the development team. 1. Find an Import unit 2. Actions > Update > Update Delivery Requirements 3. Update PIN number Observed Behavior: PIN number change can be seen in History of Events against UNIT_PIN_ASSIGNED event Expected Behavior: PIN number changes to not be displayed against UNIT_PIN_ASSIGNED event.	Provided fix by removing the logic to record the PIN change details in the UNIT_PIN_ASSIGNED event in the History, Events tab in N4 when you update the PIN for an import container in the Update Delivery Containers form.
Gate	GCT-NJ	196206	ARGO-183872	When you perform a Deliver Import (DI) transaction for full reefer containers with gensets and post the process-truck API message, N4 updates the container transit state as departed. However, the	Background: This issue occurred because N4 rejected the genset at the outgate as the genset details were not provided in the process-truck API message.

Area	Customer	Case #	Internal ID	Description/Steps to Reproduce	Release Note
				genset is detached from the unit and remains in the loaded state. Steps to Reproduce: As provided to the development team. Have 1 reefer on power in normal state, and a genset not in the yard but has a valid equipment status. For my example Containers: YMLU5352034 and YMLU5390570 Note Container is temperature controlled (a life full import reefer being deliver via gate) Genset CV319 with no record in the unit tab, but a valid equipment record. Step 1. Go to ingate 2 and create transaction for YMLU5352034 load out Driver Card 16808 Driver Name TERMINAL,GLOBAL Truck Company: GGGG (GLOBAL TERMINAL (EXCEPTION PROCESSING)) Entry Lane: IN03 Scale Weight:12345 INGATE2 Transaction Entry -> 5. Deliver Import Container Nbr: YMLU5352034 Container Type: 42R1 Step 2. Click Save transaction Step 3. Proceed to next stage. Step 4. Complete move in SPARCS (Ctrl e). Step 5 go to argo service tester and send the following message …. Observed Behavior: The genset stays in a loaded state when the container shows as departed.	Resolution: Provided a fix to ensure that even if the genset details are not provided in the process-truck API at the outgate stage, N4 departs the full import reefer container along with the genset.

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				The problem is the process-truck. When the process-truck message is used to complete outgate, the accessory is detached and left in the 'LOADED' state. Expected Behavior: Genset should depart when the container departs on a load out transaction where the genset is attached.	
Gate	NAVIS Internal	197547	ARGO-187970	When you post a record-scan gate API with details of an existing truck, N4 does not fill in any missing information, such as the Trucking Company, in the gate form at the ingate stage. Steps to Reproduce: As provided to the development team. 1. Identify a truck in trucks table with a value in Last Trucking Company 2. Ensure it is available for a truck visit and not in use or banned 3. Enter the Lane Number 4. enter the Truck License and tab - Result: Last Trucking Company code appears in gate screen --- Cancel truck visit so truck can be re-used 1. ensure gate screen is clear and polling 2. Send API record-scan this is copied from webservices logs) <gate> <record-scan> <gate-id>MAIN</gate-id> <stage-id>ingate</stage-id> <lane-id>LANE 01</lane-id> <external-console-id>CONSOLE1</external-console-id> <truck license-nbr="tb17"/> <scale-weight-lb>17800</scale-weight-lb>	Provided a fix to ensure that N4 retrieves the trucking company details from the trucks entity and displays the Trucking Company value in the Ingate form when you post the record-scan API with the truck details.

Area	Customer	Case #	Internal ID	Description/Steps to Reproduce	Release Note
				<equipment> </equipment> <timestamp>2019-01-23T12:34:50</timestamp> </record-scan> </gate> Results: Lane and Truck License will populate...last Trucking Company will be blank Observed Behavior: There is a difference between what is populated on the screen when using the record-scan API. Using the API (which is what the customer will be doing) does not provide the necessary Last Trucking Company value. Expected Behavior: API record-scan sending a License Number should populate the ingate gate screen value for Last Trucking Company if one exists on file.	
Gate	NAVIS Internal	197910	ARGO-188514	When you create a gate appointment in N4 and later cancel the appointment, N4 does not clear the trucking company details in the Update Delivery Requirements form in the Units view. Steps to Reproduce: As provided to the development team. 1. In N4 open Gate - Appointments 2. Create an appointment - Transaction Type Pick Import 3. Appointment Basics - Enter Applicable Line Operator and Trucking Company 4. Appointment Unit Information - Enter Applicable Unit 5. Appointment Time - Enter applicable Date and Opening and save. Note the appointment number 6. In N4 open Unit Update Delivery Requirements	Provided a fix to ensure that N4 clears the trucking company details in the Update Delivery Requirements form in the Units view when you cancel a gate appointment.

Area	Customer	Case #	Internal ID	Description/Steps to Reproduce	Release Note
				7. Query using container number from step 4, notice trucking company has been updated and is the same as entered in step 3 8. Cancel the appointment Observed Behavior: Query the Delivery Requirements - The trucking company is still assigned Expected Behavior: When the appointment is cancelled the assigned trucking company in the delivery requirements should be set back to null This should be the case when using the n4 UI or cancel-appointment gate api.	
Gate	NAVIS Internal	198314	ARGO-190070	When you post the submit-transaction Gate API message for two Bill of Ladings (BLs) with the same numbers, but different vessel visits and line operators, N4 responds with an error. Steps to Reproduce: As provided to the development team. 1- Create 1 BL, with number BRPRM01, for Line Operator TRPS and vessel visiti 18074 2- Create 1 BL, with number BRPRM01, for Line Operator AGU and vessel visiti 18233 3- Use the Gate API for create a gate transaction and truck visit 4- Error Observed Behavior: Error is returned. Expected Behavior: Submitted transaction are processed Ok.	Background: This issue occurred because the carrier-visit-id attribute in the submit-transaction API was posted as a number instead of a string value. Resolution: Provided a fix so that the carrier-visit-id attribute in the submit-transaction API supports both string and numeric values.

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Inventory	CSP- ZEE	197466	ARGO-186825	When you use the N4 Auto Update Rule form or Service Business Rule form to exclude containers that are bound for loading on to the barge using the fields, 'Carrier O/B Actual Vessel Classification', 'Carrier O/B Declared Vessel Classification', and 'Carrier O/B Declared Vessel Classification', the auto update rule or service business rule is not applied. Steps to Reproduce: As provided to the development team. <<Please use following test setup>> 1) Create Auto Update Rule with following config: 1a) Name: TEST_CLASSIFICATION 1b) Event Type: UNIT_PROPERTY_UPDATE 1c) Filter Criteria: ANY OF ['Carrier O/B Actual Vessel Classification' = Barge], ['Carrier O/B Actual Declared Classification' = Barge], ['Carrier O/B Intended Vessel Classification' = Barge] 1d) Update Fields: ['Dray Status' = Dray Out and Back] 2) Find a vessel visit with classification Barge. 3) Find a unit in yard. 4) Update routing for unit where O/B Intended and Declared Carrier is updated to vessel visit with classification Barge. 5) Update physical status for unit to trigger UNIT_PROPERTY_UPDATE event. For this example, I changed grade. 6) UNIT_PROPERTY_UPDATE event logged for unit. Observed Behavior: 7) In history events for unit, see that UNIT_PROPERTY_UPDATE event is logged and that grade field is changed. 8) See that dray status has not been updated to 'Dray	Background: This issue occurred because the fields, 'Carrier O/B Actual Vessel Classification', 'Carrier O/B Declared Vessel Classification', and 'Carrier O/B Declared Vessel Classification' were incorrectly defined in N4. Resolution: Provided a fix by correctly defining the 'Carrier O/B Actual Vessel Classification', 'Carrier O/B Declared Vessel Classification', and 'Carrier O/B Declared Vessel Classification' fields so that N4 executes the auto update and service business rules.

Area	Customer	Case #	Internal ID	Description/Steps to Reproduce	Release Note
				Out and Back'. 9) Auto Update Rule did not apply. Expected Behavior: 7) In history events for unit, see that UNIT_PROPERTY_UPDATE event is logged and that grade field is changed. 8) In same history events, see that dray status has also been updated to 'Dray Out and Back'. 9) Auto Update Rule applied as it should have.	
Inventory	DPW-AUS-PBT	198291	ARGO-190190	When you enter the commodity code of a unit as 'MTH' in the Shipment Details form in N4 and save the details, the value is displayed correctly in the Cmdy field in the Units view. However, when you list the container details from the Container Find Filter Edit Dialog in XPS, the commodity code is displayed as 'MT' in Cmdy field. Steps to Reproduce: As provided to the development team. 1. Goto Unit --> Update Shipment Details --> MTH 2. In the Unit "Cmdy" column we can see MTH. 3. Goto Login to the XPS --> Find Container. (Add the Commodity Column for the selected container Observed Behavior: Commodity code is showing as MT in XPS instead of MTH Expected Behavior: 1. Commodity code should be MTH in XPS same as in SN4. (Ensure that whatever Commodity code in SN4 the same should be reflected in XPS)	Background: The problem occurred because, in XPS, the Commodity Code was hard-coded as MT for Empty units. Resolution: Provided a fix to ensure that the same commodity code of the unit in the Shipment Details form in N4 is sent to XPS. NOTE: If the commodity code for the unit is null in N4, the default commodity code 'MT' is sent to XPS.
Inventory	DPW-LGPL	197313	ARGO-186709	When you add the 'unitGoodsAndCtrWtKgYardMeasured' flex field in	Provided a fix to ensure that when you add the 'unitGoodsAndCtrWtKgYardMeasured' flex field, the

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				the INV027 (Shipment Details) form using the database backed variform and record the Terminal VGM weight for an export container in the yard, two UNIT_PROPERTY_UPDATE events are recorded. N4 displays these recorded events in the History, Events tab in the Unit Inspector. Steps to Reproduce: As provided to the development team. 1. Start N4 3.5.17 2. Add a new field ="ufvUnit.unitGoodsAndCtrWtKgYardMeasured" in form inv027 through database backed variform(Shipment Details form) <?xml version="1.0" encoding="UTF-8"?>… Observed Behavior: - Go to History of Unit - Two UNIT_PROPERTY_UPDATE events recorded. One with note 'Physical details updates' and the other with 'Modified Yard weight'. - Duplication of other VGM events (including Billable ones) as they are recorded as a result of a - - General Notice triggered by the UNIT_PROPERTY_UPDATE. Expected Behavior: UNIT_PROPERTY_UPDATE recorded once.	UNIT_PROPERTY_UPDATE event is recorded only once and displayed in the History, Events tab in the Unit Inspector in N4.
Inventory	HPC - Haifa	197025	ARGO-187858	When you record a service event for an import or departed unit in the Record Service Event form in the Unit Inspector, N4 displays error messages. Steps To Reproduce: As provided to the development team. 1. Query for a Import / Departed unit.	Background: This issue occurred because N4 allowed you to record service events only if the unit was in the Active state. Resolution: Provided a fix to allow you to use the Unit Inspector > Record Service Event form to record service events for

Area	Customer	Case #	Internal ID	Description/Steps to Reproduce	Release Note
				2. Through Unit Inspector > Actions > Record Service Event > Record Service Event form 3. Select a event under the the event type id field 4. Select a Service Order number from the lov 5. Notice that the Responsible Party field is automatically filled in 6. Click save. Notice that there are two errors reported in N4 : Event "UNIT_SERVICES_26" could not be recorded for Unit: UETU5190380. Cannot perform Service UNIT_SERVICES_26 against the service order 00123000123 since no active UFV found for UETU5190380 Observed Behavior: Unable to record a service event for a departed unit on selecting a service order number in the form Expected Behavior: Should be able to record a service event for a departed unit even on selecting a service order number in the form.	both Active and Departed units.
Inventory	NAVIS Internal	196008	ARGO-184715	In the Overdimensions form, you can enter negative values or very high values in all the fields. Steps to Reproduce: As provided to the development team. Open N4 -> Unit -> Units -> Action -> Update -> Overdimensions for one unit. Fill negative values and values higher than 5000 cm in the fields for overdimensions and press save. Observed Behavior: The data are saved even if they don't make sense. There is is no limit on meaningful overdimensions;	Background: This issue occurred because there was no restriction for the minimum and maximum values entered in the out-of-gauge (OOG) fields in the Overdimensions form. Also, negative values were allowed in the OOG fields in N4 and these values caused XPS crash when they were sent to XPS. Resolution: Provided a fix by defining the allowed limit for the OOG fields. Now, the minimum value for these fields is zero and the maximum value is 32766. If you enter values outside this allowed range, N4 displays an error

Area	Customer	Case #	Internal ID	Description/Steps to Reproduce	Release Note
				negative values can also be entered. Expected Behavior: limitation on 5000 cm (50m) and no minus input.	message.
Inventory	PTP	198022	ARGO-188544	The work instruction (WI) completion time is missing for a few discharge moves in the Move History view in N4. Steps to Reproduce: As provided to the development team. 1. Execute only Vessel Discharge Jmeter scripts with throughput 31/minute 2. Verify Move History list view in N4 Expected Behavior Move History list view should display all vessel discharge moves correctly as per throughput design. Observed Behavior a) Move History list view did not display all vessel discharge moves correctly as per throughput design. b) Missing Vessel Discharge moves in Move History did not have WI completion time.	Provided a fix so that the WI move completion time for discharge moves displays a value in the Move History view in N4, as expected. However, when XPS or ECN4 sends an incorrect date value to N4, the Time Completed column is updated with the current date and time in the Move History view.
N4 General	Hamburg	198743	ARGO-190591	If N4 Log Collector runs for more than 24 hours, N4 Node Info Desk view no longer displays the XPS and ECN4 microservices after the log files are downloaded. Steps to Reproduce: As provided to the development team. 1. Start the N4 environment with the N4 Log Collector 2. Open in N4 the tab "Node info desk" (image 1) 3. Download all the logs at once (From all the nodes incl ECN4 and XPS) via Node info desk 4. Observe the logs being downloaded fine and all	Background: This issue occurred because when the Node Info Desk view was refreshed, N4 deleted the microservice node details based on the Last Known Startup time. Resolution: Provided a fix to ensure that N4 retains the micorservice node details in the Node Info Desk view and does not delete the microservice node details based on the Last Known Startup time.

Area	Customer	Case #	Internal ID	Description/Steps to Reproduce	Release Note
				the microservices are still visible in the Node Info Desk 5. Let the N4 environment run for 24 Hours 6. Open in N4 the tab "Node info desk" (image 1) 7. Download all the logs at once (From all the nodes incl ECN4 and XPS) via Node info desk 8. Observe that after the download of the log files that the Microservices are gone (Image 2) 9. From now on it is unable to download the logs from XPS and ECN4 when using the Node Info Desk. Observed Behavior: If a microservice is running for more than 24 hours it will disappear from the Node Info Desk after downloading the logs from the Microservice. Expected Behavior: If a microservice is running it should not be visible at all times, as long the service is running.	
N4 HTML UI	GPA	190282	ARGO-171472	The N4 HTML UI is slow at times. For example, when you select a value in the Trucking Company LOV in the Gate form and press tab to move to the next field, N4 does not populate the trucking company that was selected. Steps to Reproduce: As provided to the development team. Open gate form. Quickly type a valid trucking company name and tab out of the field as fast as possible Observed Behavior: The trucking company in the trucking company field has not been picked up If you complete the rest of the gate transaction form	Provided fix by refactoring the LOV fields in the N4 HTML UI so that the values are populated correctly even during fast tabbing.

Area	Customer	Case #	Internal ID	Description/Steps to Reproduce	Release Note
				and submit, will result in an error of Invalid Trucking Company Expected Behavior: LOV should response should be quicker	
N4 HTML UI	HHLA - CTT	188421	ARGO-167108	In the N4 HTML UI, the Quantity field in the Equipment Delivery Orders > Order Item form is pre-populated with '0' every time you open the form. Steps to Reproduce: As provided to the development team. Create a new or open an existing EDO or ELO and create a new order item. Observed Behavior: The Quantity field is pre-populated with '0'. Expected Behavior: The Quantity field is blank like in the ULC.	Provided fix so that the Quantity field in the Equipment Delivery Orders > Order Item form is not pre-populated with a value.
N4 HTML UI	HHLA - CTT	193782	ARGO-179184	The date format does not appear as required in N4 forms when you set FRMCARINA014 (DATE_TIME_REGION_FORMAT) to EUROPEAN. Steps to Reproduce: As provided to the development team. 1. Set FRMCARINA014 to EUROPEAN 2. Create a vessel visit 3. Advance vessel visit Observed Behavior: ETA, ETD, ATA, ATD, etc. are all displayed in the format dd-MM-yyyy. Expected Behavior: ETA, ETD, ATA, ATD, etc. are all displayed in the	Background: N4 forms displayed dates in dd-MM-yyyy format when FRMCARINA014 was set to EUROPEAN. Resolution: Provided fix so that N4 forms now display dates in dd.MM.yyyy format when you set FRMCARINA014 to EUROPEAN. Notes: - This fix is for HTML UI only. - The changes to FRMCARINA014 take effect the next time you open a data entry form. - You can set FRMCARINA014 only at the complex level or a higher scope level.

Area	Customer	Case #	Internal ID	Description/Steps to Reproduce	Release Note
				format dd.MM.yyyy.	
N4 HTML UI	HHLA - CTT	196186	ARGO-183032	In the N4 HTML UI, the sub-menu items under Display > Freeze Columns (No Columns, 1 Column, 2 Column) in all the list views are not available for the non-admin users. Steps to Reproduce: As provided to the development team. 1. As Admin user, open a table view that extends beyond the width of the window and under Display, select Freeze Column and then 1 column. When scrolling horizontally, the first column will stay fixed and will not scroll. 2. Repeat this step for a defined user Observed Behavior: The freeze column option is only available to the Admin user and no other users. Expected Behavior: The freeze column option should be available to all users who have the privilege to view the table.	Provided fix by updating the "List View - Standard Buttons" privilege to include the Display > Freeze Columns menu options (No Columns, 1 Column, 2 Column) in all the list views in N4 HTML UI. If you have this privilege, you will be able to use the Display > Freeze Columns menu options.
N4 HTML UI	HHLA - CTT	196237	ARGO-183146	In the N4 HTML UI, N4 displays an irrelevant error message “Required field missing: Enter a value for "Event Type ID", when you try to add a unit to a service type using the Items Service Type form > Add Units form. Steps to Reproduce: As provided to the development team. 1. Create a new Service Order 2. Create an Order Item 3. Create one or more Services 4 Select a Service and Record Service Events 5. Enter an Equipment ID and Save.	Provided fix so that N4 HTML UI no longer displays the error message when you try to add a unit to a service type using the Items Service Type form > Add Units form.

Area	Customer	Case #	Internal ID	Description/Steps to Reproduce	Release Note
				Observed Behavior: An error message is displayed: Required field missing: Enter a value for "Event Type ID". As it is impossible to enter a service in the UI and the UI was called from a selected service, this error message is incorrect and renders this menu item unusable in the HTML UI. Expected Behavior: Like in the ULC, no error message is displayed and the event recorded against the selected service.	
N4 HTML UI	HHLA - CTT	197032	ARGO-185168	In the N4 HTML UI, N4 displays an irrelevant error message “Required field missing: Enter a value for "Event Type ID", when you try to add a unit to a service type using the Items Service Type form > Add Units form. Steps to Reproduce: As provided to the development team. 1. Create a new Service Order 2. Create an Order Item 3. Create one or more Services 4 Select a Service and Record Service Events 5. Enter an Equipment ID and Save. Observed Behavior: An error message is displayed: Required field missing: Enter a value for "Event Type ID". As it is impossible to enter a service in the UI and the UI was called from a selected service, this error message is incorrect and renders this menu item unusable in the HTML UI. Expected Behavior:	Provided fix so that N4 HTML UI no longer displays the error message when you try to add a unit to a service type using the Items Service Type form > Add Units form.

Area	Customer	Case #	Internal ID	Description/Steps to Reproduce	Release Note
				Like in the ULC, no error message is displayed and the event recorded against the selected service.	
N4 HTML UI	HHLA - CTT	197360	ARGO-186546	Data that you enter in a secondary HTML UI browser is not displayed in the main browser even after you refresh the screen. Steps to Reproduce: As provided to the development team. See the attached document for detailed steps and screenshots. Observed Behavior: Stow plan entry is not shown in Units table, even after Refresh. Closing and re-opening the Units table shows the added unit. Expected Behavior: Like in the undocked tab, the Unit is immediately shown in the Units table (without Refresh). At the very minimum, the Unit is shown after Refresh.	Background: When users undocked a form (for example, Add Stow Plan form) and entered data in the new window, the newly added data was not displayed in the main browser even after the screen was refreshed. Resolution: Provided fix so that the data enter in an undocked window appears in the main window when you refresh the screen.
N4 HTML UI	HHLA - CTT	199771	ARGO-193448	The Vessel LOV field in the Add Vessel Visit form does not support "%" as a wildcard character when you search for a specific vessel. Steps to Reproduce: As provided to the development team. 1. In Vessel Visit list view, click '+' to create a vessel visit 2. Enter Vessel Visit ID 3. In Vessel field, enter "%xyz" to see a filtered view of vessel names starting with "xyz" Observed Behavior: In the ULC, the view is filtered but in the HTML UI, it is not.	Provided fix so that you can enter "%" as a wildcard character to search for a specific vessel visit in the Vessel LOV field in the Add Vessel Visit form.

Area	Customer	Case #	Internal ID	Description/Steps to Reproduce	Release Note
				Expected Behavior: Same view in both UIs. In N4 versions 3.6.1-3.6.16, it was possible to just enter 'COSCO' and all vessels with COSCO were listed.	
N4 HTML UI	PATRICK	197692	ARGO-187894	In the N4 HTML UI, N4 converts the text in the code segment in the Notice Request form to uppercase even though it is defined in lowercase in the message template. Steps to Reproduce: As provided to the development team. 1) Create a general notice for action send an email in ULC 2) Enter the message template using Unit Reporting entity for &UnitNbr / &Commodity etc and save 3) Open the General notice in HTML version and observe Observed Behavior: At step 3:- The message template is changed to uppercase in HTML for &UNITNBR / &COMMODITY. Even if the user try to modify the template in lower case, HTML only allows upper case alphabets in message template version Expected Behavior: At step 3:- The HTML application should retain the message template saved in ULC version and allow user to enter upper and lower case in HTML version too.	Background: The issue occurred because N4 did not validate the letter case for metafield values. Resolution: Provided fix so that N4 displays text in the Notice Request form in the same letter case as defined in the message template.
N4 Mobile	APMT - GPPL	196798	ARGO-185836	The History, Move tab in the Unit Inspector displays incorrect Fetch and Put CHE login names for load and discharge events. Steps to Reproduce: As provided to the development	Background: Since the POW had multiple Hatch Clerk references, N4 was taking into consideration the previous login name and updating the same against the move.

Area	Customer	Case #	Internal ID	Description/Steps to Reproduce	Release Note
				team. Discharge Move ********** In N4, -------- # Create container in N4 -> Vessel -> Vessel Stow Plan -> Add container DIVU6565654 In XPS, ---------- # Open the vessel VSL999 -> Select the bay 30 by Magnifying pointer -> Select the container # YARD -> Satellite view -> RTG Yard -> Select yard block 02 by Magnifying pointer -> Select the yard position 02D08G1 for container in Section view # Assign QC1 for bay -> Planning -> Maintain Queues -> Select the bay 30 -> Action -> Assign to POW QC1 # Create Work shift for QC1 -> Planning -> Maintain Work Shift -> New Shift for POW -> Input the time details # Assign Pool for POW, Control -> Point of work -> Select the QC1 -> Actions -> Select Assign POOL QC1 # Login HHT-1 as Hatch clerk in RDT Message with user TEST1 -> Input QC1& VSL999 -> After login successful -> Then logged out from user TEST1 # Login same HHT-1 as CHE operator in RDT message with user TEST2 and keep idle # Login HHT-2 as Hatch clerk in RDT Message with user TEST3 -> Input QC1 & VSL999 # Activate the Work Queue -> Planning -> Maintain Queues -> Select the bay 30-> Actions -> Activate work queue # Discharge move completed -> Input the container HHT-2 -> Select ENTER -> Input active Truck -> ENTER	Resolution: Provided fix so that N4 now refers to the server code sent by XPS for EC programs and based on the same identifies the correct Hatch Clerk that completes the load/discharge moves. The same is updated in the History, Move tab in the Unit Inspector for load and discharge events.

Area	Customer	Case #	Internal ID	Description/Steps to Reproduce	Release Note
				# Yard movement update -> Login RTG -> Assign RTG to container yard position block # In N4, Unit -> Unit Inspector -> History, Move Loading Move: ********** In N4, # Select the Container APHU7245439 -> Right Click -> Update -> Routing -> Input VSL999 in Carrier O/B Intended & Carrier O/B Declared -> Save # Double click Container APHU7245439 -> Unit inspector -> Hold/Perms -> Select the Hold/Perms -> Actions -> Grant Permission -> Click ok In XPS, # Vessel -> Open -> Select the VSL999 # Create the Projections -> Vessel -> Projections -> Actions -> Generate projections to match selections -> Select the projection and placed in vessel position 301282 in Preplan mode # Click the vessel bay 30 in Section view & Goto vessel -> load list -> Select the container APHU7245439 -> Placed in vessel same position 301282 in Stow mode # Assign QC1 for bay -> Planning -> Maintain Queues -> Select the bay 30 -> Action -> Assign to POW QC1 # Create Work shift for QC1 -> Planning -> Maintain Work Shift -> New Shift for POW -> Input the time details # Assign Pool for POW, Control -> Point of work -> Select the QC1 -> Actions -> Select Assign POOL QC1 # Login HHT-1 as Hatch clerk in RDT Message with user TEST1 -> Input QC1& VSL999 -> After login successful -> Then logged out from user TEST1	

Area	Customer	Case #	Internal ID	Description/Steps to Reproduce	Release Note
				# Login same HHT-1 as CHE operator in RDT message with user TEST2 and keep idle # Assign Fetch CHE to the yard block -> login RTG 12 -> Select block in yard plan view -> Assign the RTG 12 in CHE Range mode # Login Carry CHE -> Assign T100 in QC1 pools & Equipment # Activate the Work Queue -> Planning -> Maintain Queues -> Select the bay 30 -> Actions -> Activate work queue # Input the Container APHU7245439 in RTG 12 -> Input T100 -> Enter # Login HHT-2 as Hatch clerk in RDT Message with user TEST3 -> Input QC1 & VSL999 # Input the container -> Enter -> Input Vessel position 30.12.82 -> Enter Observed Behavior: In N4, # Discharge Move : Unit -> Unit Inspector -> History, Move. FETCH CHE login name show wrong user name (CHE operator ID TEST2) i.e. Correct user TEST3 # Loading Move : Unit -> Unit Inspector -> History, Move. PUT CHE login name show wrong user name (CHE operator ID TEST2) i.e. Correct user TEST3 Expected Behavior: # In N4, Fetch Login name & Put Login name should show the correct Hatch Clerk HHT user ID who updated the respective Move.	
N4 Mobile	APMT - PTP	198906	ARGO-191412	N4 Mobile Deport Hatch Clerk does not display the onboard location of the unit during the 'Shift' operations.	Background: This issue occurred because the logic to display the unit location in the Shift form in N4 Mobile Depot Hatch Clerk during the 'Shift' operation was not working.

Area	Customer	Case #	Internal ID	Description/Steps to Reproduce	Release Note
				Steps to Reproduce: Provided in a separate document. Observed Behavior In Depot Hatch Clerk, during 'Shift' process the unit location onboard is not showing. Expected Behavior: Onboard location of the unit shall be displayed in the field.	Resolution: Provided a fix to ensure that during a 'Shift' operation, the LOC field in the Shift form in N4 Mobile Depot Hatch Clerk either displays the planned position or the current position of the unit onboard.
N4 Mobile	HHLA - CTT		ARGO-190361	When you navigate to the N4 Mobile login page, N4 logs the following error message in the log file: 2019-02-20 12:31:17,029 ERROR [http-nio-8280-exec-1] [UIFieldGrid:467] ( ) Unable to load the variform for variformId=FORM_MOBILE_LOGIN. No custom layout will be injected. Steps to Reproduce: Not provided.	Background: N4 logged the error message due to an internal logic issue. Resolution: Provided a fix to ensure that you are allowed to load the N4 Mobile login page without an error message.
N4 Mobile	NAVIS Internal	198615	ARGO-191570	The N4 Mobile Reefer Monitor form lets you select the On Power checkbox when a unit's transit state is EC/In or Inbound. Steps to Reproduce: As provided to the development team. We have 2 scenario for this issue; Scenario 1; 1. XPS-->Container-->Find Container Category: S (THROUGH) Is Reefer: Yes 2. we are selecting inbound and active container on the vessel We selected sample container "APRU5970007" 3. When operation guys open reefer monitor screen on n4 mobile in order to update power plug situation, sometimes they would enter incorrect unit numbers	Background: This issue occurred because the N4 Mobile Reefer Monitor form was fetching all active reefer units irrespective of their transit states(Inbound, EC/In, Yard, EC/Out, and Loaded). Resolution: Provided a fix to ensure that the N4 Mobile Reefer Monitor form fetches only active reefer units with a transit state that is either Yard or EC/Out.

Area	Customer	Case #	Internal ID	Description/Steps to Reproduce	Release Note
				(like import or through units) as you can see below. N4 Mobile-->Reefer Monitor-->Search Container number 4. They can make on power. Scenario 2; 1. We are taking container on test1 truck on Gate In screen N4-->Gate-->In Gate Screen 2. Container transit state is EC/In 3. When operation guys open reefer monitor screen on n4 mobile in order to update power plug situation, sometimes they would enter incorrect unit numbers (like EC/In or inbound units) as you can see below. N4 Mobile-->Reefer Monitor-->Search Container number 4. They can make on power. Observed Behavior: If the container transit state is inbound or EC/In, the operation guys can update power plug situation(On power) on N4 mobile. Expected Behavior: If the container transit state is inbound or EC/In, the operation guys should not update power plug situation(On power) on N4 mobile.	
N4 Mobile	Point Lisas - PLI	197484	ARGO-187339	The Hatch Clerk program in N4 Mobile lets you perform a load operation even if the seal numbers are invalid. Steps to Reproduce: Provided in a separate document. Observed Behavior:	Background: This issue occurred because the custom Groovy Plugin RdtCustomGroovyImpl that validated the seal numbers was triggered after the load operation. Resolution: Provided fix so that the custom Groovy Plugin RdtCustomGroovyImpl validates the seal numbers

Area	Customer	Case #	Internal ID	Description/Steps to Reproduce	Release Note
				The container is loaded prior to the verification and the selection of the override seal option as Yes. Expected Behavior: The container is only to be loaded : 1. After the "Override Seal" option is changed to "YES" and the single green forward facing arrow is utilized to confirm the load move. 2. If the seal recorded prior to the time of loading for the unit and the seal being recorded by the Hatch Clerk at the time of loading matches.	before the load operation. If the seal numbers do not match, the Hatch Clerk program in N4 Mobile displays an error message and does not let you complete the load operation. You can override the error message to complete the load operation.
N4 Mobile	Ports America - Chesapeake	198167	ARGO-189037	The Wheeled Inventory form in the N4 Mobile Yard Inventory program displays the verified flag value as 'N' when you enter the wheeled position for a container and verify the yard position. Steps to Reproduce: As provided to the development team. Override the form YINVWheeledPos Uncomment the config labels Implement the DisplayConfigFieldInMobileYardInv to query the verified flag. Open N4 mobile Inventory Wheeled Enter a wheeled position Enter a container number in field 1A Press right green arrow Form Displays N Observed Behavior: Inventory Form Displays N Expected Behavior: Verified should be set when right green arrow is	Background: The logic to update the container's verified yard position when you perform a wheeled inventory did not exist. Resolution: Provided a fix to update the verified yard position to Y when you enter the wheeled position of a container in the Wheeled Inventory form in the N4 Mobile Yard Inventory program. The verified flag is cleared if the container is bumped from the specified yard position.

Area	Customer	Case #	Internal ID	Description/Steps to Reproduce	Release Note
				pressed Form should Display Y.	
N4 Mobile	YTI	196628	ARGO-184789	When you try to update an inventoried container to a new position in the same wheeled row or another wheeled row, the N4 Mobile Yard Inventory program displays the error message, “CTR <Container name> exists at multiple locations”. Steps to Reproduce: As provided to the development team. 1) Open N4 Mobile. 2) Login and open "Yard Inventory" program 3) Select "Wheeled" 4) Enter "Wheeled Row" in the yard 5) Attempt to update an inventoried container to a new position in the same wheeled row or another wheeled row. 6) Observe error "CTR '.....' exists at multiple locations" generate at the top of the inventory program within N4 Mobile. Observed Behavior: - N4 Mobile generating Error when attempting to updated container from Wheeled Position to Wheeled Position - Container will have to be cleared from the inventoried position within N4 Mobile and then operator will have to press "Enter" to execute the command. Once clearedthen it will properly allow it to be inventoried to new position. Expected Behavior: - Container should update to new position when submitted by operator via N4 Mobile Inventory Program.	Background: N4 Mobile was performing unnecessary validations to check if the same container existed in other wheeled positions in the same Wheeled Inventory form. This validation was also performed for the chassis. Resolution: Provided a fix to ensure that when you update a container’s position to the same or another wheeled position, N4 Mobile updates the container's position to the new position in the same Wheeled Inventory form.

Area	Customer	Case #	Internal ID	Description/Steps to Reproduce	Release Note
PrimeRoute	APMT - TANG	193752	ARGO-179356	When you plan the twin discharge containers to the same block with two planned moves, the twin containers are moved to a different transfer zone (TZ) or different transfer lanes of the same transfer zone. Steps to Reproduce: As provided to the development team. - Plan twin discharge moves (MSKU7201363 and MSKU7614583) to EC. - ensure that discharge move dispatch condition are in place; CHE range, TZ usage, correct move time and WQ activation - Check the twin discharge are planned two moves (as twin carry): First move from vessel to TransferZone (3BN3L0501 and 3BN3L0701 respectively) Second from TransferZone to yard block (3B05H03 and 3B41E03 respectively) - Discharge the containers as twin using N4 mobile - verify the first move got refined to different Transfer Zone (3BN5L0101 and 3BS3L0101 respectively) Observed Behavior: After discharge the twin containers, the first (split) move to the Transfer zone got refined: Example from the attached sceenshot: a) planned to two different Transfer zone of same block: Seq 12 MSKU7201363 3BN5L0101 Seq 13 MSKU7614583 3BS3L0101 b) planned to two different Transfer lanes of North TZ Seq 10 MSKU8003946 3BN5L0101 Seq 11 PONU0002225 3BN3L0301 Attached the back-up, logs with the case	Provided fix so that the twin containers are not discharged to two different transfer zones or two different transfer lanes of the same transfer zone.

Area	Customer	Case #	Internal ID	Description/Steps to Reproduce	Release Note
				Expected Behavior: The twin discharge should not be refined to two different Transfer zone or two different Transfer lanes.	
PrimeRoute	DPW-LGPL	196564	ARGO-184310	During a 2X20 Discharge Rail Operation, if you revert a work instruction (WI) from the RAIL_TRANSFER work queue, it results in multiple WIs being assigned to the same chassis. Steps to Reproduce: As provided to the development team. 1) Have one TT available 2) Plan 3 Rail Discharge WI's 3) Activate the WQ 4) Perform the chassis fetch if required. 5) 2x20 RDSC assigned to the Chassis 6) Chassis is currently assigned 7) Now revert only one of the RAIL_TRANSFER WI's Observed Behavior --- 1) The WIAC remains associated with the 2nd RDSC WI 2) The Asgn Chs attribute for the Chassis is momentarily cleared 3) The remaining 2 WI's are assigned the same chassis Expected Behavior --- Only a single and/or a 2x20 pair should be associated to a chassis (WIAC) and planned RTZ position at any one time.	Background: There were two underlying issues for the reported problem: - There were multiple WI updates for a single action that lead to data collision and sync issues between the user client and the Prime Route client. - When you reverted one WI, it cleared the Assign Chassis flag though the WI for the other container was still associated with the chassis. Resolution: Provided a fix by making the following changes to the logic when you revert only one WI from a 2X20 operation: - All the updates to the WI are grouped to avoid data collision. - The Assign Chassis flag is not cleared when you revert only one of the WIs for a 2X20 operation. - When you revert one WI, the other paired moves are bypassed. For example, in a 2X20 operation, for a move from a railcar to an ASC block, there are four WIs along with the split WI. So, when you revert one WI, all the other WIs for the move are bypassed. The reason for bypassing the other WIs is to allow the user to decide whether they want to use the already assigned chassis for the pair move or not. If you plan to use the same chassis, you can just resume the move from the Work Queue/POW menu; otherwise, you can reset all the related WIs.
PrimeRoute-	DPW-LGPL	192167	ARGO-176336	If Chassis is manually moved whilst being attached to TT the Chassis field in P&E remains with Chassis	Background: If moving a chassis which is connected to a terminal

Area	Customer	Case #	Internal ID	Description/Steps to Reproduce	Release Note
TT				being attached to TT Steps To Reproduce: - Ensure that a TT has a chassis attached in a different pool - Ensure TT is available in your pool - Assign all other chassis to restrict availability (Container Modify – Asgn Chassis = Y) - Now complete the attached chassis to another position using one of the following: -- Ctrl+E -- QuickStow -- Check Tool - Plan a Rail Load - Activate the WQ Observed Behaviour: - If the chassis is manually moved while attached to a TT, the Chassis field in Pools and Equipment (P&E) remains with the chassis being attached to the TT - Although this chassis is still attached to the TT, it is assigned to the Rail Load (RLOD) - If the chassis is pulled, an error is shown that the chassis is attached to another TT Expected Behaviour: Chassis should be removed from the Chassis field of P&E if the chassis is manually moved. Alternatively, the manual move should not be allowed and the attached chassis will not be available to dispatch as it is still attached to another TT.	truck (TT) using: 1) Ctrl+E 2) QuickStow 3) Check Tool the chassis remains connected to the TT and is available to be dispatched for another job by PrimeRoute (PR). PR then shows an error stating that the chassis is attached to another TT. This issue inhibits landside automation, as the chassis inventory is not correct. Resolution: A fix was provided so that if a manual job (as listed above) is completed, N4 will check to see if the TT is attached to a bare chassis. If the position of the chassis moves to a wheeled slot, then the chassis is released.
PrimeRoute-TT	GCT	190762	ARGO-172787	DREP - UTR with Bare Chassis do not get dispatched - background process needs to be checked	PR tried to dispatch moves to different Utility Tractor Rigs (UTRs) but the CHE update was pending and dispatch failed even though the UTRs showed as idle in ECN4.

Area	Customer	Case #	Internal ID	Description/Steps to Reproduce	Release Note
				Steps To Reproduce: - Have UTRs idle - Rail Load is not dispatched nor split - Look into PR logs Observed Behaviour: UTR is selected by PrimeRoute (PR) for a rail load move; however, the dispatch request is suppressed due to pending status of the CHE update Expected Behaviour: CHE is in good status in ECN4. It should not be pending	This happened because N4 was overriding and removing relationships of the Work Assignment and Work Instruction that ECN4 generated for the dispatched moves. Resolution: Provided a fix so that Work Assignment and Work Instruction relationships are maintained so that UTRs are dispatched.
Security	CSP-ZEE	198921	ARGO-191454	N4 does not include any specific privileges for the General Notices view. Steps to Reproduce: As provided to the development team. 1. Use the attached XML to create the role in your system 2. Assign role to some user (only this role must be applied) 3. Log in 4. View menu and can see Reports>General Notices 5. User can open the window and view the contents but not save changes Observed Behavior: If I removed the "Event view" privilege the user cannot see any more the General notice view. I think this view is linked to this privilege and it doesn't make sense to see General notice view if the privilege to	Background: This issue occurred because the privilege Events – View privilege that was added to the user's role allowed the user to view the General Notices view. Resolution: Provided a fix by adding the following specific privileges to view, add, edit, or delete Event Types, Service Business Rules, Holds/Permissions, and Auto Update Rules in N4: Events Types - Add Events Types - Delete Events Types - Edit Events Types - View Service Business Rules - Add Service Business Rules - Delete

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				Add, Delete, Edit or View are not included in the defined role Expected Behavior: If the role assigned to some user doesn't include the following privileges, user must have not access to General Notice View.	Service Business Rules - Edit Service Business Rules - View Holds/Permissions - Add Holds/Permissions - Delete Holds/Permissions - Edit Holds/Permissions - View Auto Update Rules - Add Auto Update Rules - Delete Auto Update Rules - Edit Auto Update Rules - View NOTE: Since the following privileges are deprecated and removed from N4 versions 3.8 and above: Events - Add Events - Delete Events - Edit Events - View Navis has added an Upgrade Action that updates any existing user roles by removing the deprecated privileges listed above and replacing them with the corresponding new privileges. For example, if a user role included the Events - Add privilege, the Upgrade Action removes that privilege and replaces it with the Add privilege for all the entities: Events Types - Add

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					Service Business Rules - Add Holds/Permissions - Add Auto Update Rules - Add Notice Requests - Add
Services	TRG	199710	ARGO-193323	When you create a service event using the Event Type form with more fields in the Effects tab, N4 displays an error message "Required field missing: Enter a value for "Reason for Issue"." if you select the corresponding event type in the Record Service Event form and save the event. Steps to Reproduce: As provided to the development team. 1. Goto Train visit select one 2. Right Click and select Record service Event 3. Select the Event Type ID and Save Observed Behavior: Validation Error pops up - Required Field is missing: Enter a Value for "Reason for Issue" Expected Behavior: No error should pop up - Reason for Issue field should be available.	Background: This issue occurred because the fields that were added in the Event form > Effects tab were not displayed in the Record Service Event form. Resolution: Provided a fix to ensure that N4 displays the fields from the Event form > Effects tab when the corresponding event is selected in the Record Service Event form.
Vessel - N4	MFT	197320	ARGO-186842	When you reroute containers in XPS, if you update a unit's outbound carrier visit to 'VESSEL', the unit's O/B Carrier in N4 is updated to GEN_VESSEL. However, the service (Srvc field in the Routing tab) remains null in N4 and is not updated even after you apply the service mapping rule in XPS. Steps to Reproduce: As provided to the development team. ==========	Background: During rerouting, XPS was updating the O/B Intended Visit in N4 with GEN_VESSEL, whereas, N4 was checking the O/B Dclrd Visit field in the Routing tab to update the service. Since this field did not have a value, the Srvc field was updated to null. Resolution: Provided a fix so that N4 now checks the O/B Intended Visit in the Routing tab and updates the value in the Srvc

Area	Customer	Case #	Internal ID	Description/Steps to Reproduce	Release Note
				Test Scenario 1 ========== 1. Query for a Transship unit in the Yard in XPS and in N4 that has the correct service associated to it both in N4 and XPS. (Example unit (MRKU9319102) in XPS and N4 has correct service (MBM) associated with outbound carrier = 0V0050) 2.Via XPS > Update the O/B carrier from nominated (0V0050) to O/B carrier = VESSEL The service remains as MBM as expected . 3.Refresh N4 and notice that the O/B carriers change to GEN_VESSEL and the service is blanked out. This is correct and as expected. 4.Via XPS > Applied the service mapper rule. Service continues to show / maybe updated in XPS as MBM correctly. 5.Via N4 > Refresh the unit > Notice that the service field is still blanked out. This is incorrect. Its expected that as the service mapper was applied the service in N4 should also update to MBM. As the POD = BJA --> Service MBM ========== Test Scenario 2 ========== Continues from above test : Unit is still having O/B carrier = VESSEL 6.Via XPS > Through Container Modify > Modify POD field for the unit in XPS to BCN. The Servce remains as MBM in XPS as expected. 7.Refresh N4 and notice that the POD changes to BCN as expected. However the Service still remains as Blanked.	field based on the same.

Area	Customer	Case #	Internal ID	Description/Steps to Reproduce	Release Note
				This is as expected as the service mapper rule has not been applied as yet. 8.Via XPS > In service mapper selected the BCN POD which has the Service as AMW and apply the service mapper rule to the unit. Notice that the service now changed to AMW as expected. 9. Refresh N4 and note that the the POD changed to BCN as expected. However the service still remains as Blanked out. This is incorrect. Its expected that the service is updated to AMW also as the service mapper rule was applied to the unit. ========== Test Scenario 3 ========== Continues from above test : 10. Via XPS > Unit rerouted to a O/B carrier (0V0050). Note that the Service is updated in XPS as MBM and in N4 as MBM as expected per the nominated vessel (0V0050) service correctly. 11. Via XPS > Unit rerouted to a O/B carrier = VESSEL. 12. Via XPS > In service mapper selected the BCN POD which has the Service as AMW and apply the service mapper rule to the unit. Notice that the service now changed to AMW as expected in XPS. 13. Refresh in N4 and notice that the O/B carriers change to GEN_VESSEL as expected BUT the service field is blanked out. This is incorrect.	

Area	Customer	Case #	Internal ID	Description/Steps to Reproduce	Release Note
				Its expected that as the service mapper was applied the service in N4 should also update to AMW. As the POD = BCN --> Service AMW Note : ==== The service mapper supersedes if the unit's O/B Carrier = VESSEL If unit is routed to a nominated vessel (has a O/B carrier associated) then the service should be of the vessel. Service mapper is used in Malta for preplanning the nominated cargo. Observed Behavior: We have observed that when the vessel schedule service is equal to the service mapper rule service, N4 doesn't save the unit service once the service mapper rule is applied. Expected Behavior: Every time the service mapper rule, the unit service field in N4 should update correctly.	
Vessel - XPS	MFT	197320	ARGO-193142	When you update the outbound carrier visit of a unit to vessel, the unit service is updated correctly as per the vessel schedule service in XPS and N4. And, when you reroute the unit to a generic declared outbound carrier visit, GEN_VESSEL, the unit service is updated to null in N4. But, when you apply the service mapper rule to the same unit, the unit service is correctly updated in XPS and is not updated in N4. Steps to Reproduce: As provided to the development team.	Background: XPS compared the vessel schedule service with the service in the service mapper rule, and if both the services were same, N4 was not updated with the unit service. Resolution: Provided fix so that when you apply the service mapper rule to the unit, N4 is updated with the correct unit service.

Area	Customer	Case #	Internal ID	Description/Steps to Reproduce	Release Note
				Test Scenario 1 1. Query for a Transship unit in the Yard in XPS and in N4 that has the correct service associated to it both in N4 and XPS. (Example unit (MRKU9319102) in XPS and N4 has correct service (MBM) associated with outbound carrier = 0V0050) 2.Via XPS > Update the O/B carrier from nominated (0V0050) to O/B carrier = VESSEL The service remains as MBM as expected . 3.Refresh N4 and notice that the O/B carriers change to GEN_VESSEL and the service is blanked out. This is correct and as expected. 4.Via XPS > Applied the service mapper rule. Service continues to show / maybe updated in XPS as MBM correctly. 5.Via N4 > Refresh the unit > Notice that the service field is still blanked out. This is incorrect. Its expected that as the service mapper was applied the service in N4 should also update to MBM. As the POD = BJA --> Service MBM Note : The service mapper supersedes if the unit's O/B Carrier = VESSEL If unit is routed to a nominated vessel (has a O/B carrier associated) then the service should be of the vessel. Service mapper is used in Malta for preplanning the nominated cargo. Observed Behavior: We have observed that when the vessel schedule service is equal to the service mapper rule service, N4 doesn't save the unit service once the service	

Area	Customer	Case #	Internal ID	Description/Steps to Reproduce	Release Note
				mapper rule is applied. Expected Behavior: Every time the service mapper rule, the unit service field in N4 should update correctly.	
XPS	APMNA - LSA	184878	ARGO-157708	When you set the POW to Dual cycle mode in the 'Point of Work' window, only the load moves are dispatched and the discharge moves are not dispatched. Steps to Reproduce: As provided to the development team. Issue has been reproduced on the LSA support Test System: Center: 10.47.30.39 Cluster and XPS:10.47.30.53 ECN4: 10.47.30.66 - Plan a vessel bay for DSCH and LOAD (I used vessel F1O805S - Bay 50B) - Create work shift for a POW. (I used POW CR02) - Assign DSCH and LOAD WQ's to POW and assign a POOL. (I used Pool CR02) - Set the POW to Dual. - In Quay commander, link both DSCH and LOAD queue for double cycle. - Login CHE's and Activate the work Queue. Observed Behavior: - DSCH job does not get dispatched. - When the first DSCH container is force dispatched, the DSCH cycle completes sucessfully followed by LOAD cycle. Once the load gets completed, again the DSCH does not get dispatched.	Provided fix so that XPS performs a validation to verify if the CHE has no job so that the trucks can be dispatched for the dual cycle jobs. Now, during the dual cycle, the discharge moves are dispatched appropriately to the trucks after the load moves.

Area	Customer	Case #	Internal ID	Description/Steps to Reproduce	Release Note
				Expected Behavior: When Double cycling, DSCH move should get dispatched to the available truck.	
XPS	APMT - ALR	168966	ARGO-121223	When you restart XPS, the dispatched work instructions are still shown as pending for a departed vessel, and the containers in the departed vessels are still shown in yard positions. Steps to Reproduce: As provided to the development team. 1) make sure all work instructions that are in progress are completed 2) Check the vessel visit status : Departed 3) Check work queue : there are no pending instruction 4) Restart XPS services Observed Behavior: Some Completed work instructions are shown as pending complete, after XPS stop. Some loaded containers in Departed Vessels are shown as planned in Yard slots. Expected Behavior: Completed work instructions should not be shown as pending.	Background: This issue is not reproducible at Navis. But log analysis revealed that the issue occurred because of a delay in the client startup or slight disconnection due to which the message updates were delayed, and so the work instructions were not synchronized. Resolution: Provided fix so that the work instructions are synchronized between the XPS server and clients. Now, the completed WIs are not shown as pending for a departed vessel, and the loaded containers in departed vessels are not shown as planned containers.
XPS	APMT-MVII	180455	ARGO-173602	When you select the 'List Planned Containers Not Covering Projection' from the 'Actions' menu of the 'Projections' window, XPS does not display the list of planned containers for which the projections are missing. Steps to Reproduce: As provided to the development team. Please follow the steps in the attached word	Background: While validating the container's bin location, XPS considered only the overall stack in the bay and did not compare the slot position. Resolution: Provided fix to consider the slot position while validating the container's bin location. Now, when you select the 'List Planned Containers Not

Area	Customer	Case #	Internal ID	Description/Steps to Reproduce	Release Note
				document. Observed Behavior: Running report 'Projections > List Planned Containers Not Covering Projection' is only succesfull when no projection exist for bottom planned cntr in a row. Expected Behavior: Running report 'Projections > List Planned Containers Not Covering Projection' must be succesfull when ANY projection is missing for planned cntr(s).	Covering Projection' from the 'Actions' menu of the 'Projections' window, XPS displays the list of planned containers for which the projections are missing.
XPS	Callao	197682	ARGO-189117	XPS sends negative RTG weight values to N4 for a PDS (Position Detection System) lift. Steps to Reproduce: As provided to the development team. We believe theses cases only occur when RTG weight is greater than 32.700. Observed Behavior: negative weight Expected Behavior: The weight must be recorded in N4 without negative amount.	Background: This issue occurred because XPS and N4 used the Short Signed Integer data type (ranges -32768,-32767,... -1, 0,1... 32766,32767) to propagate the weight details. Therefore, XPS was sending negative weight values. Resolution: Provided fix by replacing the data type Short Signed Integer with the Signed Integer, which holds a maximum value of 2 to the power 31. Now, N4 records the weight information received from XPS without negative values.
XPS	DP World Callao	199106	ARGO-192776	The content in the 'Status' column attribute of the EC Console window in XPS displays only the delay code and not the crane description. Observed Behaviour: In EC console, it displays 'A05 till 11:45' Expected Behaviour:	Provided fix by including the crane delay description in the 'Status' column of the EC Console window so that the crane delay description is displayed along with the crane delay and remarks.

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				The expectation is to display 'WAITING TT' till 11:45.	
XPS	DPW Prince Rupert	189805	ARGO-171675	The Crane Plan Assign mode view of the 'Berth Scheduler' window in XPS does not display the south berth label 'S' while viewing all the berths. Steps to Reproduce: As provided to the development team. XPS>Vessel> ABS Launch Pad Berth Range: All Observed Behavior: Missing the label for south berth. See attached screenshot. Expected Behavior: Display South Berth label like the North Berth label.	Background: This issue occurred because the XPS validation failed while validating the rectangle coordinates even though the coordinates were right. Resolution: Provided fix so that XPS successfully validates the points in the rectangular coordinates and draws the south label berth 'S'. Now, the Crane Plan Assign mode view of the 'Berth Scheduler' window in XPS displays the south label berth 'S'.
XPS	DPW-AUS-FIT	195930	ARGO-183812	ASC dispatcher does not consider the target container after dispatching the rehandle container. Steps to Reproduce: As provided to the development team. 1. Suspend ASC dispatch at module five and create three truck visits. 2. Process Truck TRK01, one import pick up with four re-handles. 3. Two minutes later process Truck TRK02, one import pick up with four re-handles. 4. Two minutes later process Truck TRK03, one import pick up, no re-handles. 5. Grid on all trucks in order. 6. Open ASC dispatcher client and monitor the ASC Optimization view. 7. Resume ASC dispatch.	Background: The ASC dispatcher skipped the actual target container because the modified time is not more than 5 seconds, as per the logic. While completing the move of the 1st shift WI, XPS server updated the target container. Resolution: Provided fix by adding a new logic to ignore the 5 seconds modified time when the target container has rehandles to fetch the unit. Now, the ASC dispatcher completes the rehandle moves of the target container and dispatches the target container to the truck.

Area	Customer	Case #	Internal ID	Description/Steps to Reproduce	Release Note
				Observed Behavior: 1. Re-handle for first Truck to arrive at the terminal based on Planning Time (TRK01) is calculated as the best solution and dispatched to ASC. 2. When first re-handle for TRK01 is completed(still 3 re-handle left) the next re-handle for that truck is not considered by the ASC dispatcher. ASC08L moves to Other truck TRK03 and considered and the oldest dispatched (TRK02) 3. After completing TRK03(which has no re-handles) ASC08L dispatcher considers TRK01 again and excludes TRK02. 4. After TRK01 and TRK03 completed ASC dispatcher didn't container TRK02 re-handles 4. WI for TRK02 left abandoned Expected Behavior: The ASC dispatcher client correctly identifies the truck and move it should start on, but should not exclude the truck after one re-handle. The oldest truck should not be excluded from the solution selection list. The next re-handle for TRK01 should be evaluated with the other moves, once the target is uncovered it should be dispatched. We want to process the re-handles for the oldest truck (TRK01) and deliver the target container before starting on other trucks unless one of the re-handles is for a waiting truck.	
XPS	DPW-LGPL	195876	ARGO-183387	When you modify the yard move filter attributes in the Yard Move Filter Edit window and save the changes, XPS creates a duplicate yard move filter without the changes. The duplicate Yard Move Filter should be deleted manually. Steps to Reproduce: As provided to the development	Background: This issue occurred because the data provided in Yard Move Filter window had repeating instances of the same yard move filter with different filter conditions. Also, the yard move filter had 3 yard blocks assigned instead of 1 yard block.

Area	Customer	Case #	Internal ID	Description/Steps to Reproduce	Release Note
				team. 1.Create a YMF. 2.Edit the YMF by taking out one of the criteria. 3.Watch the second YMF created without the change you have made as well as the one you have edited. Steps to Reproduce in our local VM environment: 1. XPS server is located on '10.49.50.231' 2. Use XPS client version 3.5.17 pointing to server '10.49.50.231' 3. Log into XPS client with credentials 'Admin' and password as 'please' 4. Open Yard Move Filter, and edit the filter 'RAIL TO YARD' as in the video attached, and a duplicate Yard Move Filter 'RAIL TO YARD' gets created. Observed Behaviour: When editing YMF's it duplicates them causing manual work to delete the extra one. Expected Behaviour: For it not to duplicate the edited YMF, and just have the one you have edited only.	Resolution: Provided fix by including a validation so that more than one CHE range is not assigned using 'Assign destination to Block' option in the 'Actions' menu of the Yard Move Filter window. Note: Ensure that the Yard Move Filter names are unique and case sensitive.
XPS	DPW-LGPL	196333	ARGO-183371	When a work instruction (WI) in the landside transfer point (LSTP) is bypassed, the jobs in area count is incorrect. Steps to Reproduce: As provided to the development team. For illustrative purposes I have planned the sample WI to an area that cannot be reached by the Landside ASC (i.e. a split move will be required). This is not necessary, but does illustrate that the 'Jobs in Area' calculation is inconsistent. 1) Suspend Auto Dispatch on the target ASC (e.g.	Provided a fix so that when a WI in the LSTP is bypassed, XPS does not consider the bypassed job while determining the jobs in area count.

Area	Customer	Case #	Internal ID	Description/Steps to Reproduce	Release Note
				ASC22L) 2) Plan an Interblock Yard Move 3) Activate the WQ 4) Allow the ASC to complete the WI to the LSTP 5) Note that at this stage the WI does not appear as a Job in Area for the Landside ASC, even though a split move will be required. 6) Allow the TT to move the WI to the target LSTP 7) At this stage both cranes include the WI in their respective Jobs in Area count 8) Now bypass the WI Observed Behavior 1) The Job's in Area for the LS crane no longer includes the WI's 2) The Job's in Area for the WS crane includes the WI's 3) When launching the Jobs in Area window for the LS Crane, the bypass WI is included (although the count still reflects 0) Expected Behavior For the jobs in area count to show correctly to the actual jobs in area.	
XPS	DPW-LGPL	198306	ARGO-189600	Not applicable.	Background: The improvement is a follow on from the work completed in ARGO-173917 (Case 00191554) in releases 3.5.20, 3.6.17, 3.7, and 3.8. That work handled moves into a LSTZ, while this work handles moves out of a LSTZ. Resolution: Now when there is an unplanned "piggy-backed" container included in a move, that container's position is updated in the system in the same manner as the

Area	Customer	Case #	Internal ID	Description/Steps to Reproduce	Release Note
					planned container.
XPS	Fenix Marine Services Ltd	199576	ARGO-193110	The XPS server crashed. Steps to Reproduce: As provided to the development team. We had users logged into Production, XPS had been running for several days when it crashed today @ 12:31pm. Were not sure why it crashed but we have all the artifacts for analysis. Observed Behavior: XPS Server crashed Expected Behavior: XPS server should not crash	Background: Corrupted CHE object caused the crash. Resolution: Provided a crash fix so that XPS does not crash when it encounters a corrupted CHE object.
XPS	Hamburg	198931	ARGO-191460	After a straddle carrier places a container in the QC (Quay Crane) lane for loading to a QC, then XPS displays the container in the 'Canceled Jobs' list. Steps to Reproduce: As provided to the development team. 1. Open XPS 2. Open a vessel 3. Plan a container from the yard to this vessel (Load WI) 4. Set the system up to execute the load WI (WQ, POW, Dispatcher, Shiftt, etc) 5. Login to a Straddle Carrier (SC) 6. Activate the WQ 7. Wait until the SC is dispatched to the WI 8. Complete all the jobsteps until the UNIT is placed under the QC 9. Observe the SC going to idle 10. Observe the Container being populated in the "Canceled Job List" (Control --> Canceled Jobs) -->	Background: When the straddle carrier completed the container move to the QC lane, the dispatch CHEId got removed and therefore, the WI was added in the 'Canceled Jobs' list. Resolution: Provided fix so that after a straddle carrier completes a WI, it is not included in the 'Canceled Jobs' list.

Area	Customer	Case #	Internal ID	Description/Steps to Reproduce	Release Note
				Unexpected behaviour. Observed Behavior: When the SC is carrying a load container to the crane where it is going to be loaded and sets the container down in the crane lane. The Container pops-up in the "canceled jobs" list. Expected Behavior: If the Straddle completes a load move to a Crane Lane, the container should not pop-up in the "canceled job" list.	
XPS	HHLA - CTT	198715	ARGO-192141	The vessel scan plan view in XPS client flickers during vessel stowage planning. Steps to Reproduce: As provided to the development team. - Startup XPS client (this issue is not customer specific and can be demonstrated on any XPS client). - Open a vessel - Open the vessel scan plan window. (CTT users typically do this using the magnifying tool and click-dragging across all of the vessel bays within the vessel profile window.) - Move the scan plan window off the screen boundary and back again. - Use another window within the client and overlap the vessel scan plan window. - Now move the other window off the vessel scan plan window. - Move the other window across the scan plan window. Observed Behavior: - See attachment: XPS Client 3.6.14. redraw.MOV	Provided fix so that the vessel scan plan view does not flicker during vessel stowage planning.

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				- Onscreen vessel scan plan window completely redraws its content. This redraw takes more than 2 secs while the vessel planner is left hanging to regain control of the screen. - It is noted that moving a window that overlaps the scan plan window will cause a complete redraw of the scan plan window content. The redraw does not limit itself to the window area that is being uncovered by the overlapping window. Expected Behavior: - The planners' expectation is that the XPS client behaves more like the SPARCS 3.7 client with respect to window redrawing generally and the scan plan window in particular.	
XPS	Long Beach Container Terminal - OOIL-LBCT E	198385	ARGO-189812	LBCT, XPS, Memory Leak issues still exists Steps To Reproduce: Observe memory utilization of PR client	Despite recent fixes to stop memory leaks, memory usage still accumulates on PrimeRoute (PR) clients. This leads to the PR client eventually crashing. Resolution: Fixed memory leaks based on the most recent leak report.
XPS	MFT	192680	ARGO-178063	XPS dispatches 3 x 20' jobs to a terminal truck. Steps to Reproduce: Not provided. Observed Behaviour: Tug 260 had 3 x 20' jobs dispatched. All our XPS clients and Radio Server showed this same behaviour. Dataset confirms 3 x 20ft containers dispatched to TT 260 under GLOBAL01 on POW QC04 and dispatch mode PR-TT. Expected Behaviour:	Provided a fix so that now XPS only dispatches either 2x20’ containers or 1x40’ container to each truck.

Area	Customer	Case #	Internal ID	Description/Steps to Reproduce	Release Note
				XPS to dispatch either 2 x 20' or 1 x 40' container max to each TT.	
XPS	NAVIS Internal	194488	ARGO-181090	When you process a MOVINS file after configuring the stow factor filters for the hazardous, restow and OOG containers in XPS, the stow factor attribute in the 'Projections' window displays the container number only for the hazardous and restow containers. The container number for the OOG containers are displayed as 'proj' in the Stow Factor attribute of the 'Projections' window. Steps to Reproduce: As provided to the development team. 1. Open Vessel Visit OWDC2_854W 2. Take ownership of the vessel by selecting the pencil 3. Select EDI and Begin MOVINS 2.0 Import 4. Select Import 5. Point to the MOVINS file 6. If message saying that current ship Call sign in this EDI file is 9235567 but OWDC2 is expected, ignore and select continue 7. Select Yes in the next box mentioning existing projections will be deleted 8. MOVINS will now be processed 9. When complete, open Vessel > Projections 10. Ensure that Stow Factor is one of the attributes selected at the top of the Projections window 11. Note that Hazardous and Restow containers display the Container number but OOG shows (proj) Observed Behavior: Although the setting ASTCID to 'YES' and Stow Factor Filters created for Hazardous, Restow and also OOG that included ID, after the MOVINS File	Background: This issue occurred because the auto stow factor filters for the OOG containers were not fetched while creating the projections. Resolution: Provided fix so that the container number of the OOG containers are displayed in the Stow Factor attribute of the 'Projections' window for the matching stow factor filters.

Area	Customer	Case #	Internal ID	Description/Steps to Reproduce	Release Note
				was processed, the Stow Factor in Projections only shows (proj) and not the Container number Expected Behavior: With the setting ASTCID to 'YES' and Stow Factor Filters created for Hazardous, Restow and also OOG that included ID, after the MOVINS File was processed, the Stow Factor in Projections should show the Container number for all Hazardous, Restow and OOG containers	
XPS	PATRICK	185386	ARGO-159701	Unplugged reefer appear immediately in the XPS 'Reefers Error List' window without considering the value set against the 'Unplug Warn Min' field of the Reefer Requirements form. Steps to Reproduce: As provided to the development team. 1. Select an import reefer box which is plugged 2. In Units, go to Reefer->Update Reefer Requirements and set "Unplug Warn Minute" to 30. 3. Create appointment for the reefer box. 4. Create truck visit appointment and link the appointment to the truck visit appointment. 5. Perform gate in for the truck 6. After gate in, login to N4 mobile. 7. In N4 mobile, select "Reefer Monitor" 8. Unplug the reefer Observed Behavior: 1. After reefer is unplugged, it appears in "Reefer Errors List" immediately. Expected Behavior: 1. Unplugged reefer should only appear in "Reefer Errors List" after 30 minutes based on "Unplug Warn	Provided fix so that the unplugged reefers appear in the XPS 'Reefers Error List' window based on the time (minutes) configured in the 'Unplug Warn Min' field of the Reefer Requirements form.

Area	Customer	Case #	Internal ID	Description/Steps to Reproduce	Release Note
				Minute" set in N4.	
XPS	SPRB	187560	ARGO-170320	In XPS, the POW (Point of Work) window closes unexpectedly. Steps to Reproduce: As provided to the development team. 1. open XPS client 2. Control > EC Console 3. open 3-5 Points of Work (e.g., P06, P07, P09) Observed Behavior: At some point, all open POWs are closed by XPS. Expected Behavior: POWs should remain open unless they are manually closed.	Background: When you deleted a work queue associated with a POW, the POW window in XPS was closed unexpectedly. Solution: Provided fix so that when you delete a work queue associated with a POW, the POW window in XPS is not closed.
XPS	TCP Terminal	196453	ARGO-190185	In XPS, the POW (Point of Work) window closes unexpectedly. Steps to Reproduce: As provided to the development team. - On XPS, Open the POW view. Control > Points of Work - Open the POW Moves view From the POW view select one of the POW and double click on it. The POW Moves for this POW will appear. - In production, wait until the POW Moves view close unexpectedly. Observed Behavior: POW Moves view is closing unexpectedly Expected Behavior:	Background: When you deleted a work queue associated with a POW, the POW window in XPS was closed unexpectedly. Solution: Provided fix so that when you delete a work queue associated with a POW, the POW window in XPS is not closed.

Area	Customer	Case #	Internal ID	Description/Steps to Reproduce	Release Note
				The POW Moves view should not close unexpectedly	
XPS	TPT - DCT - Durban	191033	ARGO-174886	While discharging a container from a vessel, N4 records the UNIT_DISCH event. N4 records the PUT CHE information instead of the FETCH CHE details for the unit discharge event which is displayed in the 'Recorder' column in the 'History,Events' tab of the Unit Inspector. Steps to Reproduce: As provided to the development team. 1. Log onto SPARCS 2. Log on to emulator as 'Hatch Clerk' 3. Discharge unit from working vessel using the Hatch Clerk program. Tested with units MNBU0090081 MNBU3385105 Observed Behaviour: Event – 'UNIT_DISCH' says recorded by 'xps:test4:CHE' Expected Behaviour: Event – 'UNIT_DISCH' should say recorded by 'xps:test4:HAT'	Background: This issue occurred because XPS recorded the PUT CHE information while completing the vessel discharge. Resolution: Provided fix so that XPS sends the FETCH CHE details for the UNIT_DISCH event to N4. Now, XPS sends the hatch clerk ID to N4 so that Hatch Clerk ID corresponding to the UNIT_DISCH event is displayed in the 'History,Events' tab of the Unit Inspector in N4.
XPS	VIT - VIG	192782	ARGO-177552	XPS client running as dispatchers for PrimeRoute for Straddle Carriers (PR-SC) requires a restart due to high memory usage. Steps to Reproduce: As provided to the development team. Open up an XPS client in VIG Production and go to the "File"-->"Logged In Users" menu.	Background: XPS client running as dispatchers for PR-SC had a high volume of memory leak. This occurred possibly when a paired WI was considered for a CHE. Resolution: Provided a fix for the memory leak so that the XPS client running as dispatchers for PR-SC does not require a

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				Observed Behavior: Observe "Memory Usage" column for PR-SC clients assigned as dispatchers for Pools containing straddle carriers that are "Auto-Dispatch Suspended" and being manually dispatched. The memory will go over 70% during these times. Expected Behavior: The "Memory Usage" should not go above 60% during these times. No memory leaks should be occurring.	restart.
Yard - N4	MAH - ELZ	196902	ARGO-185398	When you move a unit to a yard block shared by two facilities, the unit is not visible in the 'transferred to' facility after N4 is restarted. Also, the unit is not visible in the shared block in the yard scan view in XPS. Steps to Reproduce: As provided to the development team. 1. Login to Multiple facility N4 System having Yard Blocks 2. Identify a Yard block shared by Two facilities (say F1 & F2) 3. Select a Active/Yard unit from one of the facilities (F1) 4. At facility (F1), Plan and move the container to a position in shared block 5. Observe the container is visible in other Facility (F2) (grayed out / disabled) 6. Stop Services of ECN4web / ECN4 / XPS / bridge / Center node / N4 cluster nodes 7. Restart in reverse order - N4 cluster Nodes / Centre Node / bridge / XPS / ECN4. 8. The container is visible and active in Transferred from facility (F1)	Background: The unit was visible in both the facilities when it was moved to the shared block, but after N4 was restarted, the unit was not visible in the 'transferred to' facility due to a logic issue. Resolution: Provided a fix to ensure that when you move a unit to a yard block shared by two facilities, the unit is visible in the 'transferred to' facility. Also, the unit is visible in the shared block in the yard scan view in XPS.

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				Observed Behaviour: The container is not visible in the Transferred to Facility (F2) Yard Scan view doesn't show the container in the Shared Yard block. Expected Behaviour: Container remains visible in the transferred from facility.	
Yard - XPS	Kotka	196945	ARGO-188447	When you select the Invert Rows option along with the Rotate 90 Degrees option in the Edit Stack Block window, the Preview Mode view of the Yard Block window is not updated. But, when you do not select the Rotate 90 Degrees option along with the Invert Row functionality, then the Preview Mode view in the Yard Block window updates as expected. Steps to Reproduce: As provided to the development team. 1. Import attached yard file to N4 through Import SNX 2. Access Yard Editor and open new yard file 3. Observe block Z5 4. Right click on block select Edit Yard Block 5. On Display Tab, select Rotate 90 Degress. 6. On Specs tab, ensure Invert Row and Column ARE NOT selected and Save 7. Right click on block and select Preview Yard Block 8. Observe block is now rotated 90 Degress 9. Now edit the block again and select Invert Column 10. Preview yard block and observe Columns are now inverted 11. Now edit yard block again and select Invert Rows, de-select Invert Columns	Provided fix so that if you select the Invert Rows option along with the Rotate 90 Degrees option in the Edit Stack Block window, the Preview Mode view in the Yard Block window is updated as expected.

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				12. Preview yard block and observe Rows have not inverted. Observed Behavior: When selecting Rotate 90 Degrees with Invert Rows, the block preview does not change or reflect the desired behaviour, which then affects Yard Path creation and distances calculated. Expected Behavior: Using Invert Rows either with or without Rotate 90 Degrees should change the block preview, reflect the desired behaviour and allow yard path and distance to be created correctly.	
Yard - XPS	NAVIS Internal		ARGO-180055	Not Applicable	Improvement: Improved the functionality of the progress bar in the N4 Yard Editor to display the different stages of update while applying the yard model changes to a yard. For example, when the bin information is updated the progress bar displays the bin related information. Similarly, the progress bar displays the information for the other stages of update.
Yard Editor	Hamburg	196981	ARGO-185061	The Action and Display buttons in the Yard Editor appear misaligned. Steps to Reproduce: As provided to the development team. 1. Open N4 Yard Editor with N4 3.6.14 2. Go to: Models --> Yard Models 3. Select a yard file and right click to start "Open Yard Editor". 4. Observe in the newly opened TAB that the icons in the left upper part of the screen are too small for the text.	Provided fix by aligning the Action and Display buttons in the Yard Editor so that they display correctly.

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				Observed Behavior: After opening the N4 yard editor screen, the buttons "Actions" and "Display" are not big enough to get the text fitted. Also it is not always possible to click the buttons easily, while the buttons are very small. Expected Behavior: The buttons should be modelled as they were in N4 3.6.2, big enough to fit the text "Actions" and "Display". Also they should open the right window if they are clicked.	