

DAIMLER

Daimler Trucks North America

Packaging & Labeling Requirements For Aftermarket Parts



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Preface

This document is available electronically to insure the latest information is always available to our suppliers. To link to the electronic version for viewing please copy the following link into your browser:

https://daimler.portal.covisint.com/web/freightliner/downloads/-/journal_content/

Next click on “Packaging Guidelines for Aftermarket” to display the document on screen.

Your feedback is important to us. Questions and suggestions regarding content and recommendations for future editions should be directed to:

Daimler Trucks North America
Aftermarket Parts Packaging Group
Parts Distribution Operations
515 11th Street SE
Canton, OH 44707-3811
Phone: (330) 430-4408

Introduction

This manual has been prepared to assist aftermarket Suppliers in meeting Daimler Trucks North America's packaging, labeling and shipping requirements.

Suppliers are responsible for designing all levels of packaging, including salable unit, overpack, shippable unit, etc...., with required labeling, for all items purchased by DTNA from the supplier so that they arrive, at Daimler Trucks North America's Parts Distribution Centers and / or point-of-use, in blemish and scuff and damage free condition, assuming normal handling and storage, with appropriate load documentation. In addition, packaging must be economical with minimum impact to the environment and labeling must be in accordance with DTNA and industry standards.

Sections 1 through 16 contain Daimler Trucks North America's packaging and shipping label requirements for aftermarket parts and material, including the use of bar codes. Suppliers are expected to comply with sections 1 through 16.

Section 17 applies exclusively to the use of bar codes for DTNA individual piece part bar coding requirements. Suppliers are expected to be in compliance with Section 17 upon agreement of accepting business.

Section 18 and 19 discussed EDI and quantity data requirements of suppliers.

It is essential that Suppliers and Daimler Trucks North America cooperate to achieve acceptable packaging and labeling at reasonable cost, in our mutual interest and to our customer's satisfaction.

DTNA reserves the right to change, add, delete or modify any portion(s) of this guideline without notice.

Questions regarding compliance, content, intent or recommendations for these requirements should be directed to:

Daimler Trucks North America
Aftermarket Parts Packaging Group
Parts Distribution Operations
515 11th Street SE
Canton, OH 44707-3811
Phone: (330) 430-4408

1.0 Compliance

Supplier compliance to the requirements in this document is **Mandatory**.

However, some parts supplied to Daimler Trucks North America may require packaging or labeling not covered in this document. If you supply this type of part, contact Daimler Trucks North America for assistance in development of a package or label compatible with Daimler Trucks North America's requirements.

Any deviation from the requirements listed in this document, or the DTNA Hood Packaging guidelines, must have written approval from Daimler Trucks North America Aftermarket Parts Packaging group. Additionally, any changes to supplier packaging and / or labeling from packaging and / or labeling previously approved by Daimler Trucks North America must also have written approval of the change by Daimler Trucks North America Aftermarket Parts Packaging group.

Ultimate and final determination of package and labeling adequacy resides with Daimler Trucks North America.

Questions regarding compliance, intent, request(s) for deviation, or recommendations should be directed to:

Daimler Trucks North America
Aftermarket Parts Packaging Group
Parts Distribution Operations
515 11th Street SE
Canton, OH 44707-3811
Phone: (330) 430-4408

2.0 Environmental Considerations

Daimler Trucks North America is participating in industry efforts toward the reuse and recycling of packaging materials. Successful implementation of waste minimization programs, recycling, and use of returnable containers has substantially eliminated or reduced the amount of materials sent for disposal. In addition, we are investigating new technologies, materials and distribution alternatives which will minimize the overall impact of packaging waste on the environment.

The concept of Product Stewardship, in which industry assumes the responsibility of their products and packaging from conception to disposal, is vital in achieving an environmentally responsible packaging strategy.

Daimler Trucks North America requests that Suppliers commit to Product Stewardship and faithfully practice the 3 R's principle of Reduce, Reuse and Recycle. By doing so, the elimination and reduction of packaging related wastes will reduce packaging costs as well as minimize the impact of packaging on the environment.

3.0 Packaging Responsibilities

3.1 GENERAL

Suppliers are responsible for designing all levels of packaging, including salable unit, overpack, shippable unit, etc...., with required labeling, for all items purchased by DTNA from the supplier so that they arrive, at Daimler Trucks North America's Parts Distribution Centers and / or point-of-use, in blemish and scuff and damage free condition , assuming normal handling and storage, with appropriate load documentation.

All salable unit packaging is to be securely held closed with appropriate type of securement (i.e. glue, tape, staples, banding, nails, etc...) as needed to insure the product within is secured and contained and that the packaging is not easily opened without disruption/removal of the securement used.

3.2 ESSENTIAL PACKAGING FUNCTIONS

Packaging must perform a number of essential functions during transportation and storage. Suppliers should consider the following functions in designing a package for their product:

- Protection of the product from physical and environmental damage (e.g. rust, ...), blemishes and scuffing.
- Convenience of use, safety and ease of handling.
- Compliance to legal and regulatory requirements.
- Communication of information (labeling).
- Environmental acceptability and ease of disposal or recycling.
- Present a clean professional appearance of the product and packaging.

3.3 COMPLIANCE WITH REGULATORY REQUIREMENTS

As a supplier to Daimler Trucks North America, you are required to develop packaging and use packaging materials which are consistent with regulations established by State, Provincial, or local governments wherever your package is discarded (recycled, reused, disposed of, etc.). Daimler Trucks North America will attempt to notify suppliers of any relevant legislation which may apply directly to containers and packaging shipped to various Daimler Trucks North America locations. However, the supplier has ultimate responsibility for assuring their packaging is in compliance with regulations.

4.0 General Packaging Requirements

4.1 PACKAGING COSTS

All part quotations are to include all costs for DTNA defined unit packaging and labeling and shipment materials. The supplier is responsible for DTNA defined unit packaging and labeling as required by this document and must include the costs for all materials and labor in the piece-part price at the time of quotation.

4.2 PACKAGING MATERIAL

Recyclable materials must be used and packaging should consist of recycled materials where possible and cost effective.

Plastic material must be labeled in accordance with the Society of the Plastics Industry Recycling Symbolology (See Exhibit A and Section 6.8).

Corrugated containers must display a Certificate of Box Manufacturer in a readily visible location on the container (See Exhibit B and Section 7.2).

The use of salvaged containers, pallets and other packaging material must have written preapproval from Daimler Trucks North America.

The use of returnable containers and any returnable dunnage must have written preapproval from both the Daimler Trucks North America Purchasing Department and the Daimler Trucks North America Aftermarket Parts Packaging group . All returnables must be damage free, clean and free of all prior labeling.

4.3 SECUREMENT

All salable unit packaging is to be securely held closed with appropriate type of securement (i.e. glue, tape, staples, banding, nails, etc...) as needed to insure the product within is secured and contained and that the packaging is not easily opened without disruption/removal of the securement used.

4.4 ERGONOMICS

All containers and packaging must be designed with consideration given to ease of handling, part removal and employe safety. Appropriate consideration must be given to height restrictions, weight restrictions, carton disassembly and any other issues which may affect worker safety

4.5 UNIQUE PACKAGING REQUIREMENTS

Unique packaging requirements including, but not limited to, rust prevention, weight, fragility (e.g. glass, ...) surface protection and/or returnables and returnables freight expense(s) which are not covered by these guidelines are the responsibility of the parts supplier.

5.0 Shipping Instructions and Documentation

Questions related to Section 5.0 should be addressed to: dtna-pdcparts.pool-id@daimler.com

5.1 DESTINATION LABEL

- .1 All destination labels shall be machine-printed. Handwritten labels are unacceptable.
- .2 Final destination labels shall be located on two adjacent sides of the container or package, where possible.
- .3 Suppliers shall refer to the Daimler Trucks North America Purchase Order or Shipping release Authorization for the correct PDC shipping address.
- .4 In addition, Critical Drop Ship orders must also be identified on the same two adjacent sides of the container or package with a label in large font stating “CRITICAL”.

5.2 CUSTOMS DOCUMENTATION PACKETS

.1 It is a requirement of Daimler Trucks North America that for all International shipments into the United States and Canada that they be accompanied by a two packet set of the required customs documentation. The packet contents are different and must consist of the following documents:

Customs Documentation Packet #1

- A copy of the commercial invoice
- A copy of the packing list
- Original Certificate of Origin and/or Manufacturer’s Affidavit of Origin
- A copy of the airway bill (if applicable)
- Original bill of lading
- Seaway bill (if applicable)
- Forwarders Cargo receipt
- The above items must be placed in a sufficiently robust envelope and this envelope must be labeled in large font as:

FOR U.S. CUSTOMS PURPOSES ONLY
Customs Documentation Enclosed

Customs Documentation Packet #2

- A copy of the commercial invoice
- A copy of the packing list
- A copy of Certificate of Origin and/or Manufacturer's Affidavit of Origin
- A copy of the airway bill (if applicable)
- Original bill of lading
- Seaway bill (if applicable)
- Forwarders Cargo receipt
- The above items must be placed in a sufficiently robust envelope and this envelope must be labeled in large font as:

FOR CUSTOMS BROKER / FORWARDER PURPOSES ONLY
Customs Documentation Enclosed

.2 Further information regarding customs documentation can be found at:

https://daimler.portal.covisint.com/c/document_library/get_file?uuid=31229b39-6c25-4008-a625-cb66416cf5cc&groupId=124701

5.3 PACKING LIST

.1 All hardcopy packing lists must be printed as single sided only. No double sided print packing lists are allowed.

.2 All shipments shall contain the required number of copies of the packing list (see exhibit G) as hereby stated:

Domestic Shipments (including critical drop ships) must include **4** copies of the packing list placed and contained as follows:

- Copy 1 and Copy 2 – If the entire shipment consists of unpackaged items then both Copy 1 and Copy 2 shall both be attached on top of the parts in separate protective envelopes labeled “Packing List Enclosed”.
If there is at least one shipping container in the shipment then Copy 1 shall be securely enclosed in the container and Copy 2 shall be attached to the outside in a protective envelope labeled “Packing List Enclosed”.
The location of the packing list shall be labeled or marked stating “Packing List” or “Packing List Inside” on two adjacent sides of the shipping unit carrying the packing list.
- Copy 3 - Copy 3 must be stapled to the Master Bill of Lading.
- Copy 4 - Copy 4 must be stapled to the final destination Bill of Lading.

International Shipments (including critical drop ships) must include **6** copies of the packing list placed and contained as follows:

- Copy 1 and Copy 2 – These are the packing slip copies that are contained in Customs Documentation Packets #1 and #2.
If the entire shipment consists of unpackaged items then both Customs Documentation Packets #1 and #2 shall be securely attached on top of the parts.
If there is at least one shipping container in the shipment then both Customs Documentation Packets #1 and #2 shall be securely attached to the outside of the shipping container.
- Copy 3 and Copy 4 – if the entire shipment consists of unpackaged items then both Copy 3 and Copy 4 shall both be attached on top of the parts in separate protective envelopes labeled “Packing List Enclosed”.
If there is at least one shipping container in the shipment then Copy 1 shall be securely enclosed inside the container and Copy 2 shall be attached to the outside in a protective envelope labeled “Packing List Enclosed”.
The location of the packing list shall be labeled or marked stating “Packing List” or “Packing List Inside” on two adjacent sides of the shipping unit carrying the packing list.
- Copy 5 – this copy should be attached to the Master Bill of Lading which indicates the list of final destinations included in the trailer.
- Copy 6 – this copy should be attached to the Final Destination Bill of Lading

.3 Packing lists shall bear the proper **Daimler Trucks North America** vendor code.

.4 Packing lists shall contain a **Shipment Identification Number (SID)**.

- Packing lists should have a separate location for the SID number.
- If there is no separate location for the SID number, then the SID number shall be identified within the prefix “SID”. For instance, a SID number of 23456 would be shown as “SID 23456”.
- SID numbers shall not be repeated within a calendar year.

The SID shall be a unique number assigned by the supplier (not necessarily in sequential order) that specifically identifies a shipment. This number shall be referenced on invoices presented to Daimler Trucks North America for payment. In this way each shipment will have a unique “control” number that differentiates it from other shipments (for accounting purposes).

Please see section 18.2.1 for additional SID requirements.

Suppliers may use any number (B/L, Work Order, Invoice #, etc.) for the SID number if it conforms to the above guidelines and is clearly identified as the SID number on the packing list.

All supplier electronic and hardcopy communications including packing slips, bills of lading, etc. . . . must reference a SID number must consistently reflect the full SID number in all regards, including any leading or trailing characters and/or zeros.

.5 Packing lists shall contain **Packing Identification Number(s) (PID)**.

- The Packing Identification Number identifies a shipping unit (box or carton or bag or crate. . . .) within a shipment.
NOTE - The Packing ID number identifies the shippable unit, excluding the delivery support (e.g. skid). For example, single cartons would be considered single shippable units and would each require unique PIDs regardless if they are shipped loose or stacked together on a skid. However, single cartons stretch wrapped or banded together as a single unit become a single shippable unit and thus would only require a single PID.
- Please see section 18.2.2 for additional PID requirements.

.6 All parts and material in a shipment shall be represented on the packing list by the following:

- The unique Shipment Identification Number (SID).
- The associated Daimler Trucks North America Purchase Order number.
- The appropriate Daimler Trucks North America Purchase order Line Number.
- The unique Packing Identification Number(s) (PID) of each individual shipping unit associated with the shipment.
- The appropriate Daimler Trucks North America Part Number.
- The quantity shipped by the supplier.

Note - This information in the body of the packing list must be sorted in PID order.

5.4 BILL OF LADING

All shipping units must be clearly tagged / labeled on two adjacent sides showing their specific “final” destination.

All shipments scheduled to be shipped in one day to one destination must be combined on one B/L (Bill of Lading) (see exhibits C & E).

If shipping LTL, suppliers are also required to create a Master Bill of Lading. A Master Bill of Lading must have a combined shipping unit count and combined total weight of each separate Final Destination Bill of Lading. This document must be clearly marked as “Master Bill of Lading”.

If a shipment is routed via a consolidator, the consolidator is not to be considered the “final” destination (e.g. for shipments to a PDC the “final” destination is the PDC).

All shipments scheduled to move to a single freight consolidation location on one day must be covered by a single Master B/L (Master Bill of Lading), (see exhibit D) regardless of the number of “final” destinations included in the total consignment.

Each separate Bill of Lading must be attached behind the Master Bill of Lading. The “ship to” on the Master Bill of Lading must read: “(DTNA PDC location) c/o (logistics provider’s name and address where the material will be cross docked)”.

Final destination Bill of Ladings for Critical Drop Ship orders must include (see exhibit F):

- “CRITICAL” printed in the B/L “Consigned To” box.
- The DTNA PO#
- Final ship-to address
- Final shipping instructions per the original purchase order including the carrier and carrier account number.

5.5 NUMBERING CARTONS AND CONTAINERS

For shipment of multiple cartons or containers, each individual carton or container must be consecutively numbered and marked on the outside (e.g., 1 of 3, 2 of 3, 3 of 3). This will assist in identifying individual cartons that may get separated during shipment.

5.6 HANDLING INSTRUCTIONS

Material handling instructions should be marked in bold letters and proportionately sized to the shipping unit.

- **Direction of Travel**—If a shipping unit is designed to travel in a specific direction, it should be indicated on two adjacent sides of the shipping unit.
- **Stacking Instructions**—If a shipping unit will not support the weight of other shipping units, it should be indicated in two visible locations.
- **Fragile**—If a product is fragile such that it may be damaged with normal handling or if it requires special handling, it should be indicated in two visible locations on the shipping unit.

6.0 Shipping Container Specifications

6.1 DEFINITION

Expendable containers are containers that are designed for one-way use. Exhibit H illustrates typical expendable shipping containers.

6.2 HAND-HANDLED CONTAINER REQUIREMENTS

.1 Gross Weight shall not exceed 35 lb.

.2 Corrugated cartons are the most common hand-handled containers, and are acceptable with the following qualifications:

- The container must be expendable (designed for one-way use).
- Use a regular slotted carton (RSC) except when other styles may be dictated by part characteristics.
- The unsupported bottom of a carton must be able to hold the contents.
- Hand-holds are desirable for bulky packages.
- Construction must be in accordance with the Corrugated Fiberboard Specifications in Section 7 and Fiberboard Box Specifications in Exhibit I of this document .

6.3 MECHANICALLY-HANDLED CONTAINER REQUIREMENTS

.1 Gross Weight shall not exceed 4000 lb.

.2 All shipments of mechanically-handled containers must be on expendable wooden pallets as specified in Section 9 of this document.

6.4 CONSTRUCTION OF BULK CONTAINERS

The use of wood corner posts is prohibited. Daimler Trucks North America recommends the use of fiber-based corner supports (Reference Exhibit J).

All corrugated bulk containers are required to utilize a “break-away” feature intended to promote recycling (Reference Exhibit J).

6.5 CONTAINER HEIGHT

Containers plus pallet should not exceed 48” in height where part size allows.

6.6 TEMPERATURE

Expendable containers should be designed to withstand temperature variations from -30° F to +150° F (-34.4° C to 65.6° C).

6.7 MOISTURE

Expendable containers should be designed to withstand 90% humidity at 150°F (65.6°C) exposure during transit and storage.

6.8 SPECIAL CONSIDERATIONS

The use of non-recyclable wax impregnated and/or polyethylene (PE) coated corrugated fiberboard is prohibited.

The use of lead and cadmium is prohibited.

The use of asphaltic tape is prohibited.

The use of expanded polystyrene (EPS) is prohibited.

All plastic material must be labeled in accordance with the Society of the Plastics Industry (SPI) guidelines (See Exhibit A). For more information, contact SPI at 1275 K Street N.W., Suite 400, Washington, D.C. 20005.

6.9 SALVAGED PACKAGING MATERIALS

Reuse programs may be established in controlled circumstances where packages are designed for multiple uses and/or distribution environments.

The use of salvaged materials and reuse of cartons, pallets, crates, and other materials must be authorized by Daimler Trucks North America.

7.0 Corrugated Fiberboard Specifications

7.1 GENERAL

Corrugated fiberboard is the primary material to be used for one-way expendable shipping containers.

Daimler Trucks North America has historically required suppliers to use corrugated cartons with a minimum burst strength specification. However, Alternative Rule 41 of the Uniform Freight Classification and Item 222 of the National Motor Freight Classification allows packaging engineers to use edge-crush test (ECT) as an alternative to burst strength (Reference Exhibit I). The resulting packages have improved stacking strength with less corrugated material as compared to containers designed using burst strength specifications. Suppliers are encouraged to investigate the use of such alternatives when designing corrugated cartons in order to:

- Provide for improved stacking strength of corrugated containers.
- Increase the recycled content of corrugated paper.
- Reduce the overall amount of fiber used per shipping container.

7.2 CERTIFICATE OF BOX MANUFACTURER

Daimler Trucks North America LLC requires all corrugated containers be stamped with the certificate of Box Manufacturer (Reference Exhibit B), as indicated in Item 222-1 of the National Motor Freight Classification.

8.0 Dunnage Material

Daimler Trucks North America encourages the use of paper-based rather than plastic-based dunnage material. Paper-based material is easily recycled along with corrugated containers, and does not require intermediate steps for segregation of materials.

The use of foam or Styrofoam dunnage material must have written approval from Daimler Trucks North America prior to use.

9.0 Pallet Specifications

9.1 GENERAL

Suppliers are to use wooden pallets for “palletable” loads of Aftermarket materials that are destined for any Daimler Trucks North America facility, unless written approval from Daimler Trucks North America is received in advance. Hand loaded trailers will be refused and returned freight collect.

The proper use and design and condition of wood pallets is critical to assure part protection and overall container performance, and to make the most efficient use of storage and trailer space.

9.2 PALLET SIZE REQUIREMENTS

Unless authorized or requested by Daimler Trucks North America and where the part size permits, standard pallet size of 40” (width) by 48” (length) is required.

If a part dimension is greater than 48”, the pallet should be constructed to accommodate the part length while maintaining the 40” width requirement.

9.3 CONSTRUCTION REQUIREMENTS

All pallets must provide 4-way fork entry and be of double-face, non-reversible wood construction (Reference Exhibits K and L).

Pallets constructed of other-than-wooden material must be preapproved by Daimler Trucks North America.

A minimum 3-1/2” fork opening height must be maintained.

Construction Specifications:

- .1 Top and bottom deck board width: minimum 3.5”.
- .2 Top and bottom deck board thickness: minimum 1/2”.
- .3 Block dimensions: minimum 3.5” x 3.5” x 3.5” (Block type pallets).
- .4 Stringer dimensions: standard 2” by 4” (Stringer type pallets).

9.4 CONDITION

All pallets shipped to DTNA must be fit for reuse/reshipment by DTNA in the same condition as received.

10.0 Loads & Load Containment

10.1 GENERAL

It is the DTNA supplier's responsibility to efficiently and economically pack the entire load being shipped for the method of transportation and type of handling planned for shipment to the final destination and/or the point-of-use. In this regard:

- Unit loads must be properly loaded and blocked and braced for shipment.
- Void space must be filled to prevent load shifting in transit.

The DTNA Consolidation Centers perform break-bulk and reconsolidation services. They do not break down palletized loads. Therefore, for shipments going through DTNA Consolidation Center facilities the material destined for multiple DTNA aftermarket locations must be palletized by each location and not loaded onto a common pallet.

The decision to use strapping, stretch film, shrink film, unitizing adhesives, air pillows, air bags, blocking and/or bracing for load containment must fully evaluate both performance and environmental considerations of the chosen material(s). Suppliers must select the load containment option which provides damage protection and optimum load containment with minimal environmental impact.

10.2 METALLIC STRAPPING

The use of metallic strapping is discouraged, but is recognized as the most appropriate material for certain applications.

10.3 PLASTIC STRAPPING

- .1 All plastic strapping must be of either Polypropylene (translucent clear only) or Polyester (translucent green only) materials. The color requirement aids in material identification for recycling purposes.
- .2 All plastic strapping must be free of metal clips and shall utilize either heat seal or friction weld as a sealing method.

10.4 PLASTIC STRETCH FILM

Plastic stretch film has a number of performance advantages, particularly for small cartons and parts shipped loose on pallets. Suppliers should investigate recyclability and adequacy for the application prior to use. In many cases, stretch film is used when the application calls for strapping.

- .1 All stretch film must be of linear low density polyethylene (LLDPE) resin. The use of polyvinyl chloride (PVC) film is prohibited.
- .2 All stretch film must be clear. Tinted or colored film is prohibited.
- .3 A stretch wrapped load is to include continuous and adequate wrapping of the pallet and continuing up to the top of the load.

10.5 SHRINK FILM

Shrink film offers some unique advantages for specific packaging applications and is considered an acceptable material if used within physical limitations. Suppliers should investigate recyclability and adequacy for the application prior to the use of shrink film.

10.6 UNITIZING ADHESIVES

Unitizing adhesive is a clear, water-soluble liquid which is applied to the top and sides of corrugated cartons by spraying or brushing. The liquid forms a fiber bond, which prevents cartons from shifting, slipping or sliding off the pallet. Daimler Trucks North America encourages suppliers to use unitized adhesives if recyclability of the cartons is not compromised.

10.7 STACKING CARTONS / CRATES / CONTAINERS

Suppliers should consider all the conditions under which their dunnage, cartons, crates and containers must perform.

Compression strength should be a primary consideration. Two-thirds of the stacking strength of a corrugated fiberboard carton is concentrated at the corners. Failure to properly utilize the corner strength of the carton(s) frequently leads to carton failure.

Corrugated cartons will lose strength if stacked improperly or under adverse conditions (See Exhibit M).

10.8 LOADING OF CARTONS

To minimize manual handling and to allow for stacking, all cartons must be “palletized” in individual layers on the pallet and material storable as received. (See Exhibit N).

The “pyramiding” of cartons is strictly prohibited (See Exhibit N).

The supplier is responsible to assure that packaging is consistent with this policy. If material release quantities do not permit shipment of individual layers of cartons, Daimler Trucks North America will assist in establishing consistent release quantities and/or alternative methods of packaging.

10.9 MIXED LOAD PROCEDURE

When stacking cartons on a pallet insure the individual carton labels are facing in the outward direction.

It is acceptable to mix different part numbers on a pallet only after full pallets of like part numbers have been built. Exhibit O illustrates when it is acceptable to ship different part numbers on the same pallet.

When stacking cartons on a pallet and the shipment consists of more than one part number, organize the pallet by like part numbers so that the part with the greatest quantity of cartons is on the bottom layer of the pallet and building up accordingly so that the part with the smallest quantity of cartons is on the top layer of the pallet load.

11.0 Package Testing

To assure satisfactory package performance throughout the distribution cycle, the testing of all packages prior to use is encouraged.

The American Society for Testing and Materials (ASTM) has issued standardized test methods which govern testing of packaging systems. Suppliers to Daimler Trucks North America are encouraged to use the ASTM standards for testing packages. The standards can be obtained from the ASTM at 1916 Race Street, Philadelphia, PA 19103.

12.0 Daimler Trucks North America-Owned Returnable Containers

The use of Daimler Trucks North America-owned returnable containers must be negotiated as part of the agreement to supply parts to Daimler Trucks North America.

The Daimler Trucks North America Purchasing Department will maintain an “Authorized Daimler North America-Owned Returnable Container Listing” for suppliers who are approved to use Daimler Trucks North America-owned returnable containers.

Returnable containers must be damage free, clean and free of all prior labeling.

13.0 Supplier-Owned Returnable Containers

The use of Supplier-owned returnable containers for Aftermarket must be preapproved by the Daimler Trucks North America Aftermarket Parts Packaging group.

The Daimler Trucks North America Purchasing Department maintains an “Authorized Supplier Owned Returnable Container Listing”. Any use of Supplier-owned returnable containers must be negotiated as part of the agreement to supply parts to Daimler Trucks North America but only after receiving preapproval for their use by the Daimler Trucks North America Aftermarket Parts Packaging group. Return of nonauthorized returnables will be shipped freight collect.

14.0 Mode of Transportation

The Daimler Trucks North America Traffic Department will designate the most economical mode of transportation and carrier routes to be used. The determination depends, to a large extent, upon the volume, weight and quantity of parts to be shipped.

All packaging must be designed to absorb shock and vibration forces incurred in all types of transportation environments. However, no specific recommendations will be made in this document due to the variety of packaging and shipping modes.

The DTNA Consolidation Centers perform break-bulk and reconsolidation services. They do not break down palletized loads. Therefore, for shipments going through DTNA Consolidation Center facilities the material destined for multiple DTNA aftermarket locations must be palletized by each location and not loaded onto a common pallet.

14.1 ROUTING LETTERS

With an active Covisint account the “ROUTING LETTER” application is available using the supplier portal. To bypass the Covisint website and access the “ROUTING LETTER” application go directly to:

<https://secure.freightliner.com/Supplieronline/webapps/suplapps/suplmain.asp>

This link will direct to the Daimler Trucks North America login page for Routing Letters. Please save this URL as a Bookmark/Favorite or create a shortcut to the address on the desktop for future use.

Login using the SupplierOnline Daimler Trucks North America user ID and password. If a Covisint user, this is the second login and password. If a new supplier or a returning supplier that has not accessed any Daimler Trucks North America applications in the last 60 days, contact the Daimler Trucks North America Help Desk at (503) 745-8220, or Dealer.Helpdesk@daimler.com to set up an account.

With a working SupplierOnline account we strongly suggest logging in to the Supplier Online address above on a monthly basis to keep the account active and to check for changes to the routing instructions. The location list will show, at a glance, when a location was last updated.

15.0 Hazardous Materials

The U.S. Department of Transportation has established packaging regulations for materials determined to be hazardous as defined in two volumes of Title 49, Code of Federal Regulations, parts 100 through 177 and parts 178 through 199. Included in this category are explosives, compressed gases, flammables, oxidizing materials, poisons, irritating materials, etiologic agents, blasting agents, radioactive materials, corrosives, and hazardous wastes.

The first volume contains regulations on classification, packaging, marking, labeling, loading, paperwork, and other issues. The second volume sets forth shipping container specifications for many types of materials.

All suppliers shipping these type materials to, or on behalf of, Daimler Trucks North America are required to adhere to these regulations.

It is in violation of Daimler Trucks North America policy to distribute materials defined as hazardous as detailed above through Daimler Trucks North America parts distribution centers.

Copies of the regulations can be obtained from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402.

16. Bar Coded Shipping Label Requirements

16.1 GENERAL

These specifications, which apply to bar codes for shipping labels, were developed in conjunction with the AIAG Shipping / Parts Identification Label Standard (AIAG: B-3,1984).

For more information on AIAG Standards, contact the Automotive Industry Action Group, 26200 Lahser Road, Southfield, MI 48034.

All human readable text on the labels must be in English.

16.2 QUALITY

The use of bar code systems is intended to increase productivity, reduce costs and improve data accuracy within the automobile and truck manufacturing industries. An important aspect of any bar code system is that of quality. When labels cannot be decoded fast and accurately, the advantages of bar coding are lost.

Suppliers have the responsibility to provide bar code labels that meet the specification of this document and those of the Print Quality Guideline in Section 4 of AIAG B-1. It is recommended that verification audits be used in conjunction with statistical process control techniques to assure shipping label quality.

16.3 LABEL SIZE AND MATERIALS

Label dimensions should be in accordance with the dimensions shown in Exhibit P. All other exhibits are for illustrative purposes only, and may not be to scale or bar code quality standards.

The recommended label size is 4.0" high by 6.5" wide, which should cover all conditions. The minimum label size shall be 4.0" high by 5.0" wide.

The label paper shall be white with black printing.

Adhesive labels can be pressure sensitive or dry gummed as long as adherence to the package substrate is assured, application is wrinkle-free, and for use on expendable packaging only.

Use the methods shown in Exhibit Q to affix the label to the package or container, or use another method with Daimler Trucks North America's approval.

16.4 BAR CODE SYMBOLOGY

Bar codes shall be the 3-of-9 (Code 39) type as specified by the Automotive Industry Action Group (AIAG: B-1, 1984).

.1 Code Configuration

The four (4) characters (\$,/,+,%) of the 3-of-9 symbology shall not be used in the bar code labels.

The first two characters of either the SID or PID must exclude 2S, 5S, or V at the beginning of said number.

.2 Code Density and Dimensions

The bar code heights shall be a minimum of 0.5”.

For each bar code symbol, the average width of narrow elements shall be within the range of .013 to .017 inches.

The ratio of the nominal width of the wide elements to the nominal width of the narrow elements shall be 3:1, with an allowable range of 2.8:1 to 3.2:1.

.3 Check Digits

Check digits shall not be used in the bar codes.

16.5 SHIPPING (MASTER) LABEL INFORMATION

.1 Data Areas and Titles

The SID number, PID number and Supplier ID code data shall be displayed in both human readable characters and bar code symbols (Reference Exhibit R).

Each data area shall be separated by border lines and shall contain the title and data identifier in the upper left hand corner.

Titles and data identifiers shall be printed in 0.1” high letters.

The Supplier’s name, city, state and zip code shall appear at the bottom of the label, and shall be in printed in 0.1” high letters.

Human readable data characters shall be a minimum of 0.1” high.

Bar code symbols shall be directly above the human readable data characters and shall be a minimum of 0.5” high.

.2 Data Identifier Characters

A data identifier character shall be used to identify specific data.

- The data identifier shall be printed separately in human readable characters under the title.
- The data identifier shall not be included in the human readable characters.
- The data identifier shall be included in the bar code symbol.

The data identifier characters are as follows:

- V** — Supplier Identification Number
- 2S** — Shipment Identification Number (SID)
- 5S** — Packing Identification Number (PID)

.3 Supplier Identification Number

The Supplier Identification number will be the Vendor Code assigned by Daimler Trucks North America to each supplier location.

The maximum length of the supplier ID is nine (9) alphanumeric characters.

The length of the bar code symbol shall not exceed 5.5”.

.4 Shipment Identification Number

The Shipment Identification Number (SID) is described in section 5.3.4 of this document.

Excluding any data identifiers, the maximum length of the shipment ID is sixteen (16) alphanumeric characters.

The length of the bar code symbol shall not exceed 5.5”.

.5 Packing Identification Number

The Packing Identification Number (PID) is described in section 5.3.5 of this document.

Excluding any data identifiers, the maximum length of the packing ID is twenty (20) alphanumeric characters.

.6 Label Placement

All shipping labels are to be adhered to the outside of any exterior covering / stretch wrap on the shippable unit.

16.6 SINGLE SHIPPABLE UNIT MULTIPLE CONTAINER LABELING

When a shippable unit is comprised of multiple containers each containing multiple quantities of the same part, the multiple containers are required to be labeled as follows:

Example 1 – A pallet contains 4,050 pieces of part number X. Part number X is contained in 45 boxes each containing 90 pieces. Each box of 90 must have a box label as shown in Exhibit S.

Example 2 - A pallet contains 305 pieces of part Y and 20 pieces of part Z. Part number Y is contained in 30 boxes with each containing 10 pieces and the 31st box contains 5 pieces of part Y and 20 pieces of part Z. Each box of 10 must have a box label as shown in Exhibit S. The 31st box must have a Mixed Load label as shown in Exhibit T with an Exhibit S label for each of the different sku's in the box.

.1 Data Areas and Titles

The part number, part description, part quantity and supplier address shall be displayed in both human readable characters and bar code symbols (Reference Exhibit S).

Each data area shall be separated by border lines and shall contain the title and data identifier in the upper left hand corner.

Titles and data identifiers shall be printed in 0.1" high letters.

The Supplier's name, city, state and zip code shall appear at the bottom of the label, and shall be in printed in 0.1" high letters.

Human readable data characters shall be a minimum of 0.1" high.

Bar code symbols shall be directly above the human readable data characters and shall be a minimum of 0.5" high.

.2 Data Identifier Characters

A data identifier character shall be used to identify specific data.

The data identifier characters are as follows and must be included in the bar code:

P - Part Number

Q - Quantity

.3 Part Number

Part numbers shall be the same part numbers designated on the Daimler Trucks North America Purchase Order or Material Release Authorization.

The maximum length of the part number shall be twenty (20) alphanumeric characters.

The length of the bar code symbol shall not exceed 5.5”.

.4 Quantity The maximum length for the quantity is six (6) numeric characters.

16.7 LABEL LOCATION AND PROTECTION

.1 Label Location

Illustrations of the most common shipping packs and recommended label locations are shown in Exhibit P. The bottom edge of the label should be parallel to the base of the shipping unit. To facilitate automatic reading of the bar code symbols, the top edge of the label, whenever possible, should be 20” from the bottom of the container.

.2 Label Protection

Label protection against moisture, weathering, abrasion, etc. may be required and is encouraged wherever practical. Laminates, sprays, window envelopes and clear plastic pouches are examples of possible protection methods. In choosing any protection method, care must be taken to assure that labels meet reflectivity and contrast requirements and can be scanned with contact and noncontact devices.

16.8 SPECIAL LABELS

Special labels may be required for mixed item shipments. This label should be used only when authorized by Daimler Trucks North America.

.1 Mixed Loads

A Mixed Load label, as shown in Exhibit T, shall be used when packages of different items are shipped together. Each individual package should be identified with a separate bar code label.

17.0 DTNA Individual Salable Unit Bar Coding Requirements

17.1 GENERAL

These specifications, which apply to bar codes for DTNA salable units were developed in conjunction with the TMC RP801C “Bar Code Guidelines.” For more information on TMC Standards, contact the Maintenance Council of the American Trucking Association, Director of Member Services at (703) 838-1761.

All individually packaged DTNA salable units are to be labeled as per contained within this document.

All human readable text on the labels must be in English.

17.2 QUALITY

The use of bar code systems is intended to increase productivity and data accuracy within the automobile and truck manufacturing industries. Suppliers have the responsibility to provide bar code labels that meet the specifications of this document and those of the Bar Code Print Quality Guideline ANSI X3.182. It is recommended that verification audits be used in conjunction with statistical process control techniques to assure shipping label quality. The thermal printing or laser method of bar coding generation is preferred by Daimler Trucks North America Customer Support due to the format flexibility and image quality.

17.3 LABEL SIZE, MATERIAL, AND SPECIAL REQUIREMENTS

.1 Label Size

The recommended label size is 1 inch high by 3 ½ inches wide.

.2 Material

The label paper should be white with black printing. Adhesive labels can be pressure sensitive or dry gummed as long as adherence to the salable unit is assured and application is wrinkle-free.

.3 DTNA Salable Unit Size Limitations

If the recommended 1 inch high by 3 ½ inch wide label cannot be adhered to the DTNA salable unit due to the size and/or surface coating and/or concern over label removal on the finished surface, the DTNA salable unit has to be tagged or bagged or boxed with the bar coded label attached to the tag or bag or box.

.4 Chargebacks for Non-Compliance

A chargeback fee may be levied for unlabeled individual DTNA salable units.

.5 Individually Packaged DTNA Salable Unit

For those individually boxed, skidded, bagged or tagged DTNA salable units that Daimler Trucks North America distributes, a bar coded label is required on the exterior of the box, bag or tag.

If a DTNA salable unit is individually boxed, it is not necessary to place a 1 inch high by 3½ inch wide label on the part(s) within the box in addition to the box exterior. The DTNA individual piece bar code information can be incorporated on the exterior box DTNA salable unit label. The bar code specifications and human readable information (ref 17.4.1 Data Areas) must be included on each exterior box label.

.6 Label Location

Placement of the label on the DTNA salable unit package or DTNA salable unit itself should be in the direction facing outward so that it would be easily visible when the item is in a storage location.

Exceptions to this would be if such label placement would be on a finished surface of the part(s) that would be difficult to remove or which would disfigure and thus render the part unacceptable for sale or use.

17.4 LABEL INFORMATION

.1 Data Areas

The part number shall be displayed in both human readable characters and bar code symbols. The part description shall be displayed in human readable characters only. Human readable data characters shall be a minimum of 0.1” high. The part description shall be displayed above the bar code and the part number below the bar code (see examples in section 17.6).

.2 Part Number and Part Name

Part numbers and names shall be the same part numbers and names designated on the Daimler Trucks North America Customer Support Purchase Order or Material Release Authorization.

Vendor part number format (Note: ‘_’ denotes a space required in the bar code)

2 letter Vendor Code: XX _ XXXXXX

3 letter Vendor Code: XXX _ XXXXXX

Freightliner Proprietary part number format (Note: ‘_’ denotes a space required in the bar code)

Alpha Characters: A17-12443-000

Alpha Characters: 17-12443-000

Sterling Proprietary part number format (Note: ‘_’ denotes a space required in the bar code)

Alpha Characters: XXXX _ XXXXXX _ XX

The maximum length of the part number shall be twenty (20) alphanumeric characters.

.3 Country of Origin

All individual salable unit labels are required to list the country of origin.

The country of origin must be clearly displayed on each label (as pictured in section 17.6) to meet custom requirements for international trade. Alpha 2 code is an acceptable abbreviation if using the ISO 3166 document.

United States Federal law requires that foreign sourced items must be identified with the Country of Origin as defined in the U.S. Federal Regulations – title 19 U.S. Customs Service Part 134 as revised. The identification is to be the English name of the Country of Origin. Markings may not be abbreviated. It is the packagers responsibility to assure packages are printed with “Made in (Country)” prior to shipment to comply with Federal law.

17.5 BAR CODE SYMBOLOGY

Bar Codes shall be the 3-of-9 (Code 39) type as specified by the TMC (RP801C).

.1 Code Configuration

The four (4) characters (\$,/,+,%) of the 3-9 symbology shall not be used in the bar code labels.

.2 Code Density and Dimensions

The bar heights shall be a minimum of 3/16”. For each bar code symbol, the average width of narrow elements shall be within the range of 0.013 to 0.017 inches. The ratio of nominal width of the wide elements to the nominal width of the narrow elements shall be 2:1.

.3 Check Digits

Check digits shall not be used in the bar codes.

17.6 EXAMPLE OF ACCEPTABLE BAR CODES:

Vendor bar coded part identification label



Freightliner Proprietary bar coded part identification label



Sterling Proprietary bar coded part identification label



17.7 APPROVAL OF BAR CODE LABEL BY DAIMLER TRUCKS NORTH AMERICA AFTERMARKET PARTS PACKAGING GROUP

Prior to implementation of the bar coding requirement, the bar code has to be approved by Daimler Trucks North America. Please send a sample of a bar code label to our Aftermarket Parts Packaging Group for review at the following address:

Daimler Trucks North America
Aftermarket Parts Packaging Group
Parts Distribution Operations
515 11th Street SE
Canton OH 44707-3811
Phone: (330) 430-4408

18.0 EDI – Advance Ship Notice (856)

Questions related to Section 18.0 should be addressed to: dtna_edi_aftrmkt.pool-id@daimler.com

18.1 GENERAL

Daimler Trucks North America expects all suppliers to communicate all orders, shipments, invoicing, etc. using EDI (Electronic Data Interchange).

The Advanced Ship Notice (ASN) is sent by the supplier to Daimler Trucks North America to document the details of a shipment, in advance of the shipment's arrival.

Daimler Trucks North America requires an ASN to be sent within 30 minutes of the shipment leaving the supplier dock.

18.2 ASN Information

.1 Shipment Identification Number (SID)

The Shipment Identification Number plays a vital role in Daimler trucks North America systems. In order for proper processing by Daimler Trucks North America, the SID must be on the ASN, Invoice, Packing label and Packing Slip. If the SID number is not an exact match on all related documents, is missing or is not clearly marked, it disrupts the flow which ultimately delays supplier payment.

There should only be one SID number per ASN, per shipment, per location. The only time the supplier should have multiple SID numbers per location on the same day is if shipping material via two different methods: one by air, one by ground, or one by next day and one by 2nd day. In these cases, Daimler trucks north America expects multiple SID numbers because the material may arrive at different times.

In the 856 ASN, the SID is to be sent in the header in the BSN02. In the 810 Invoice, the SID is to be sent in the header in the REF02, where REF01 is equal to SI.

Only one SID shall be used per shipment, SID numbers shall not be repeated within a calendar year. Excluding any data identifiers, the SID shall be a maximum of sixteen (16) alphanumeric characters. For suppliers using Electronic Data Interchange (EDI), this SID shall be the same SID used on advanced shipping notices (type 856 – BGN02) and invoice (type 810 – REF02(SI)) transactions.

.2 Packing Identification Number (PID)

The Packing Identification (PID) number relates the contents of the shipping unit to the ASN. The PID is to uniquely identify a shipping unit within a given shipment. In order for proper processing by Daimler Trucks North America, the PID must be on the ASN and Shipping Label.

In the 856 ASN, the PID is to be sent at the item detail level, within the CLD loop, in the REF02, where REF01 is equal to LS or in the MAN02, where MAN01 is equal to CA.

The Packing Identification number must be unique and should not be reused within a calendar year. The Daimler Trucks North America assigned Supplier Code must be used as a prefix for the PID. Excluding any data identifiers, the PID shall be a maximum of twenty (20) alphanumeric characters.

19.0 Box / Layer / Pallet Quantity Data

It is in the best interest of both Daimler Trucks North America and our suppliers to do business at the lowest possible cost of operation. To this end it is therefore best to optimize the handling both for supplier order processing and Daimler Trucks North America PDC put-away of the items ordered by Daimler Trucks North America from their suppliers.

It is therefore required of suppliers to provide, at the time of new supplier sign-on and regular review thereafter, for each of the part numbers supplied to Daimler Trucks North America, the unit quantities (i.e. the “quantity ordered” via DTNA fax or 850 transaction) contained within the suppliers shipment overpack, and unit quantities contained within the suppliers pallet layer, and unit quantities contained within the suppliers full pallet.

This information should be provided in spreadsheet form and transmitted via email to the Daimler Trucks North America Aftermarket Materials Management group.

20.0 Glossary

For purposes of clarification, the following definitions of terms should be understood when using this document to avoid confusion.

Packaging – The materials used to support, protect and/or surround the salable unit. In most cases this is the material that is in direct contact with the salable item.

Pack / Packing – This is another name for the shippable loaded container of packaged item(s) (e.g. the shipping container/carton). Also, the process or act of properly loading the packaged items into the shippable unit. This term is used extensively in chapter 16 in reference to Packing ID Number to eliminate confusion with the more generic use of Packaging ID Number used in industry and to distinguish it from the salable unit part packaging referenced extensively elsewhere in this guideline.

21.0 Exhibits

EXHIBIT A, PLASTICS RECYCLING SYMBOLOGY



PETE

Polyethylene
Terephthalate



HDPE

High Density
Polyethylene



V

Vinyl



LDPE

Low Density
Polyethylene



PP

Polypropylene



PS

Polystyrene



OTHER

All Other Resins

EXHIBIT B, CERTIFICATE OF BOX MANUFACTURER



EXHIBIT C, BILL OF LADING – DIRECT TO PDC

DTNA Supplier (insert vendor code)

No. B22731

1234 Main Street

Anywhere, USA 32043

(904) 555-1212

Date:

01/11/11

<p>CONSIGNED TO: DAIMLER TRUCKS - ATLANTA PDC, 2510 MILL CENTER PARKWAY, SUITE 100, BUFORD,GA,30518, USA</p>	<p>BILL FREIGHT CHARGES: Inbound collect</p>
--	--

Total # Pkgs	Total Gross Weight Shipped (& Units)	Packing Slip#	Freight Description	NMFC #	Final Destination
30	3,205 LBS	039141	Auto Parts NOI	18460	Atlanta PDC
10	1,250 LBS	039142	Auto Parts NOI	18432	Atlanta PDC
40	4,455 LBS				

Carrier: Averitt Express (AVRT)

Trailer#: 41998

Seal#: 47620

Supplier Signature: _____

Carrier Signature: _____

Date: _____

EXHIBIT D, MASTER BILL OF LADING

DTNA Supplier (insert vendor code)
 1234 Main Street
 Anywhere, USA 32043

BOL #: No. B22731
SID #: 679549402

(904) 555-1212

Date: 11/11/09

<p>CONSIGNED TO: DTNA LLC c/o:</p> <p>00282 – Exel Logistics (XEXL) 1000 Bond Street Charlotte, NC 28208</p>	<p>BILL FREIGHT CHARGES PREPAID WITH 3rd PARTY BILLING TO:</p> <p>Daimler Trucks North America P.O.Box 3499 Portland, OR, 97208</p>
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Total # Pkgs	Total Gross Weight Shipped (& Units)	Packing Slip#	Freight Description	NMFC #	Final Destination
30	3,205 LBS	039141	Auto Parts NOI	18460	02A-Memphis PDC
10	1,250 LBS	039142	Auto Parts NOI	18432	07A-Chicago PDC
40	4,455 LBS				

Carrier: Averitt Express (AVRT)

Trailer#: 41998

Seal#: 47620

Supplier Signature: _____

Carrier Signature: _____

Date: _____

EXHIBIT E, BILL OF LADING – FINAL DESTINATION

DTNA Supplier (insert vendor code)

No. B22731

1234 Main Street

Anywhere, USA 32043

(904) 555-1212

Date:

01/11/11

<p>CONSIGNED TO:</p> <p>Daimler Trucks Atlanta PDC LLC c/o: 00282 – Exel Logistics (XEXL) 1000 Bond Street Charlotte, NC 28208</p>	<p>BILL FREIGHT CHARGES PREPAID WITH</p> <p>3rd PARTY BILLING TO:</p> <p>Daimler Trucks North America P.O.Box 3499 Portland, OR, 97208</p>
--	---

Total # Pkgs	Total Gross Weight Shipped (& Units)	Packing Slip#	Freight Description	NMFC #	Final Destination
30	3,205 LBS	039141	Auto Parts NOI	18460	Atlanta PDC
10	1,250 LBS	039142	Auto Parts NOI	18432	Atlanta PDC
40	4,455 LBS				

Carrier: Averitt Express (AVRT)

Trailer#: 41998

Seal#: 47620

Supplier Signature: _____

Carrier Signature: _____

Date: _____

EXHIBIT F, Bill of LADING – CRITICAL DROP SHIP

DTNA Supplier (insert vendor code)
 1234 Main Street
 Anywhere, USA 32043

(904) 555-1212

BOL#: No. B22731

SID#: 679549402

Date: 01/01/12

<p style="text-align: center; font-size: 1.5em; font-weight: bold; margin: 0;">CRITICAL</p> <p>C/O: Exel Logistics (XEXL) 7802 West Bob Bullock Loop Laredo, TX 78045</p>	<p>BILL FREIGHT CHARGES PREPAID WITH 3RD PARTY BILLING TO:</p> <p>Daimler Trucks North America P.O. Box 3499 Portland, OR 97208</p>	<p>FINAL DESTINATION:</p> <p>Truck Centers INC 2280 Formosa RD Troy, IL 62294</p> <p>PO#: 4589593519</p>
--	--	---

ROUTING INSTRUCTIONS FROM ORIGINAL PO
 CARRIER: UPS Ground
 ACCNT #: V7V609
 FREIGHT TERMS: 3rd Party Billing

Total # Pkgs	Total Gross Weight Shipped (& units)	Packing Slip #	Freight Description	NMFC #	Final Destination
1	50 LBS	039143	Auto Parts NOI	18620	Truck Centers INC

1	50 LBS
----------	---------------

Carrier: Averitt Express (AVRT) Trailer#: 41998 Seal#: 47620

Supplier Signature: _____ Carrier Signature: _____ Date: _____

EXHIBIT G, PACKING LIST

PACKING LIST

ABC MFG COMPANY
123 HEAD OFFICE DRIVE,
PORTLAND, OREGON, 97220



Pack List: 98765

SHIPPER: ABC12

ABC MFG COMPANY
987 WAREHOUSE STREET,
NASHVILLE, TN 37201

PHONE 1-888-123-4567

FAX 1-888-123-7654

BILL TO: 223159

DAIMLER TRUCKS NORTH AMERICA LLC
PO BOX 3591
PORTLAND OR 97208

SHIP TO: 831272

DAIMLER TRUCKS NORTH AMERICA LLC
5745 CHALLENGE DRIVE
MEMPHIS TN 38115

ORDER DATE: Jan 1, 2011

SHIP DATE: Jan 10, 2011

PKG ID	QTY	BUYER PO	LINE NUM	PART NUM	UOM	ORDER QTY	SHIP QTY	DESCRIPTION	COUNTRY OF ORIGIN
ABC12XYZ7890	48	45801234456	001	AFT H0001400859	EA	12	12	MISC PARTS	USA
			002	AFT H0001823402	EA	12	12	MISC PARTS	USA
			001	AFT H0001993240	EA	12	12	MISC PARTS	USA
ABC12XYZ8231	36	45801283957	003	AFT H0001294031	EA	12	12	MISC PARTS	USA
			001	AFT G235112307	EA	12	12	MISC PARTS	USA
			001	AFT G732109203	EA	12	12	MISC PARTS	USA

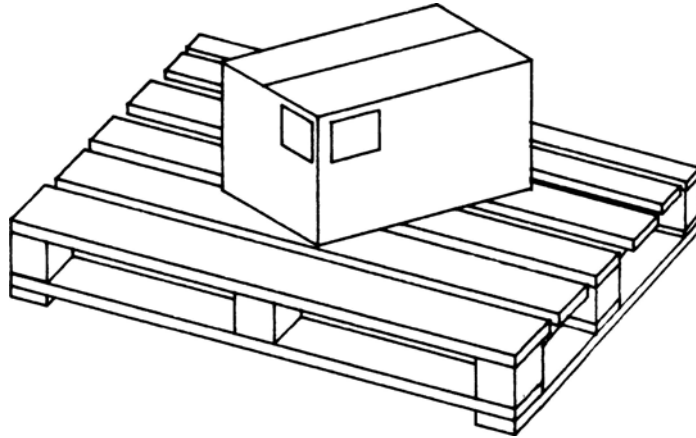
SHIPMENT TL QTY: 84

SHIPMENT WEIGHT: 500 LBS

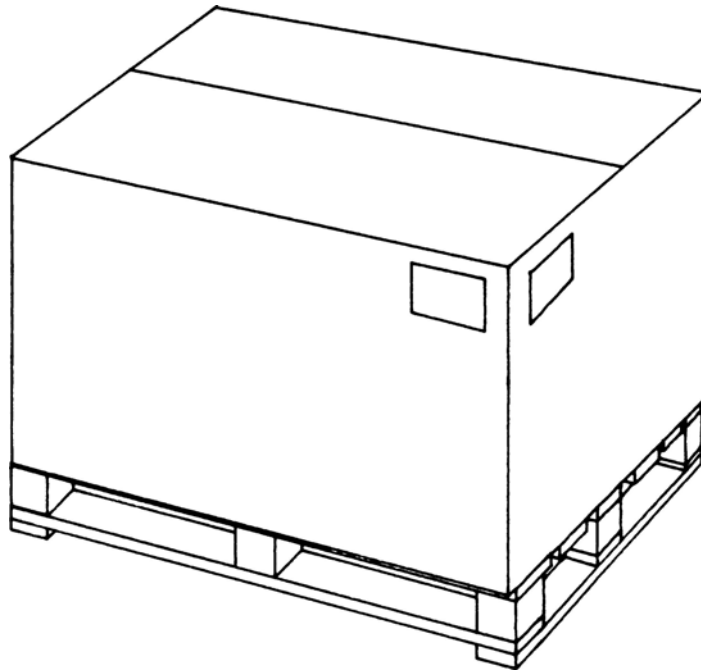
CARRIER: FAST FREIGHT & LOGISTICS

PRO NUMBER: 123456778

EXHIBIT H, TYPES OF EXPENDABLE CONTAINERS



Hand-Handled Container



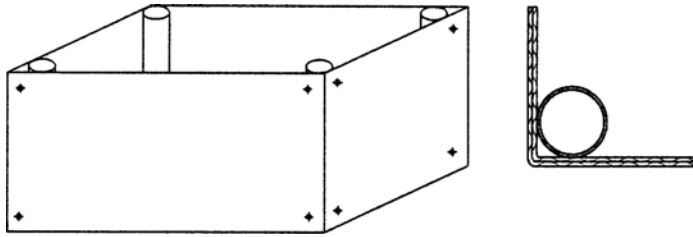
Mechanically-Handled Container

EXHIBIT I, FIBERBOARD BOX SPECIFICATIONS

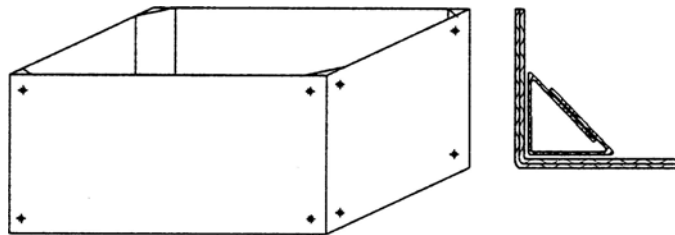
Maximum Weight Box/Contents (lbs.)	Maximum Outside Dimension (L+W+D)	Minimum Burst Test Single Wall, Double Wall, or Solid Fiber Board (lbs. per sq. in.) Or Minimum Puncture Test Triple Wall Board (in oz. per in. tear)	Minimum Combined Weight of Facings, Including Center Facing(s) of Double Wall and Triple Wall Board or Minimum Combined Weight of Plies, Solid Fiberboard (lbs per 1000 sf)	Minimum Edge Crush Test (lbs per in width)
SINGLE WALL CORRUGATED FIBERBOARD BOXES				
20	40	125	52	23
35	50	150	66	26
50	60	175	75	29
65	75	200	84	32
80	85	250	111	40
95	95	275	138	44
120	105	350	180	55
DOUBLE WALL CORRUGATED FIBERBOARD BOXES				
80	85	200	92	42
100	95	275	110	48
120	105	350	126	51
140	110	400	180	61
160	115	500	222	71
180	120	600	270	82
TRIPLE WALL CORRUGATED FIBERBOARD BOXES				
240	110	700	168	67
260	115	900	222	80
280	120	1100	264	90
300	125	1300	360	112
SOLID FIBERBOARD BOXES				
20	40	125	114	N/A
40	60	175	149	N/A
65	75	200	190	N/A
90	90	275	237	N/A
120	100	350	283	N/A

EXHIBIT J, BULK CONTAINER CONSTRUCTION

The Fiber Corner Supports are Designed for Recyclability

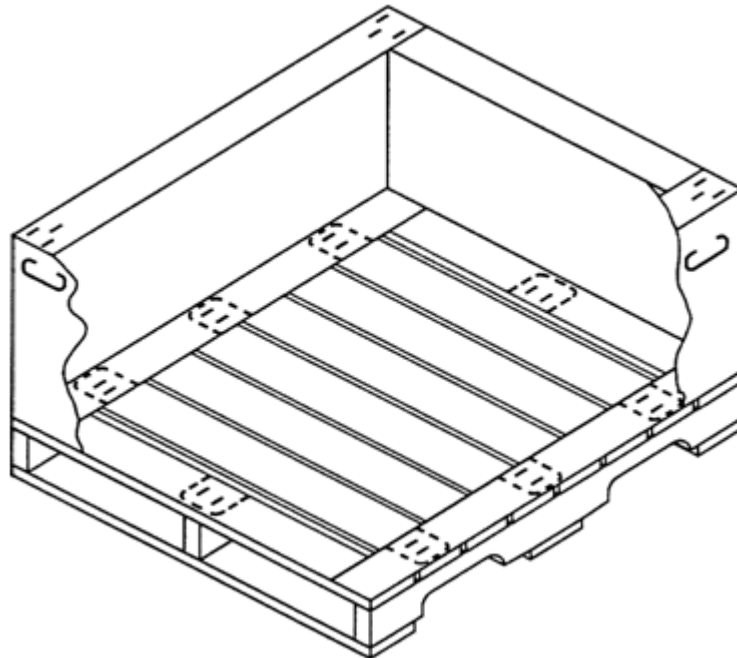


Spiral Wound Tube



Corrugated Insert

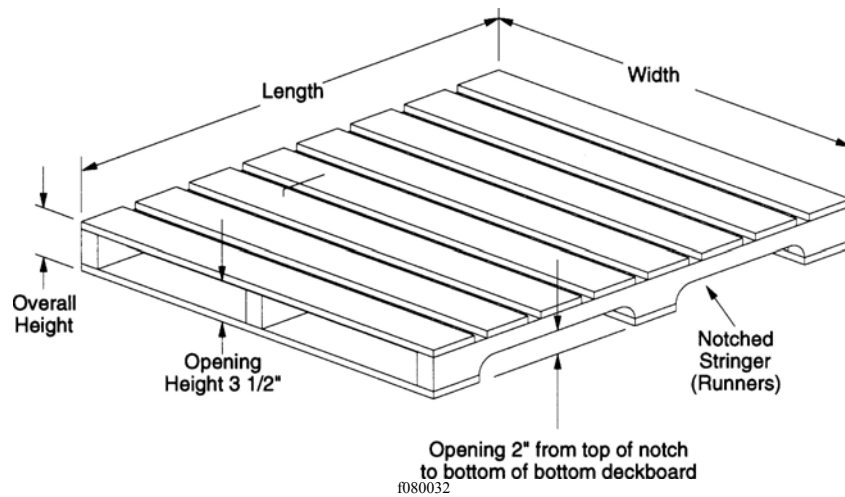
Break-Away Feature for Bulk Containers



The carton is attached to the pallet by stapling within the perforated areas as shown. When disassembled, the carton easily separates from the pallet at the perforations.

EXHIBIT K, TYPES OF WOOD PALLETS

Notched Stringer Design—Flush Type



Single Wing Stringer Pallet

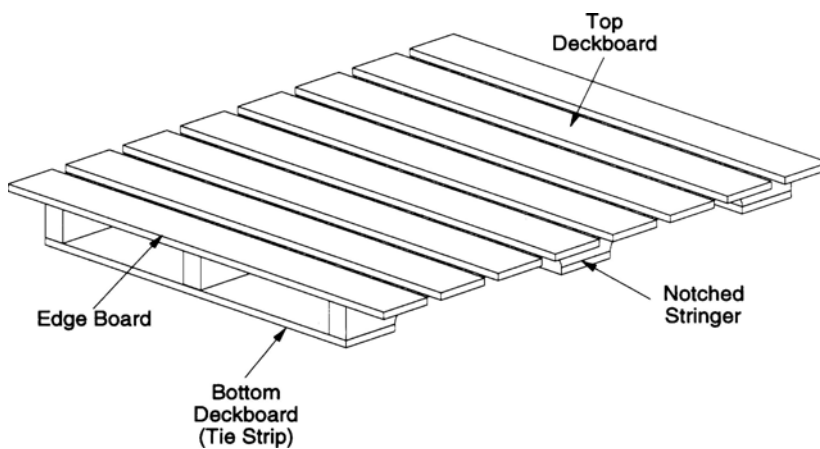
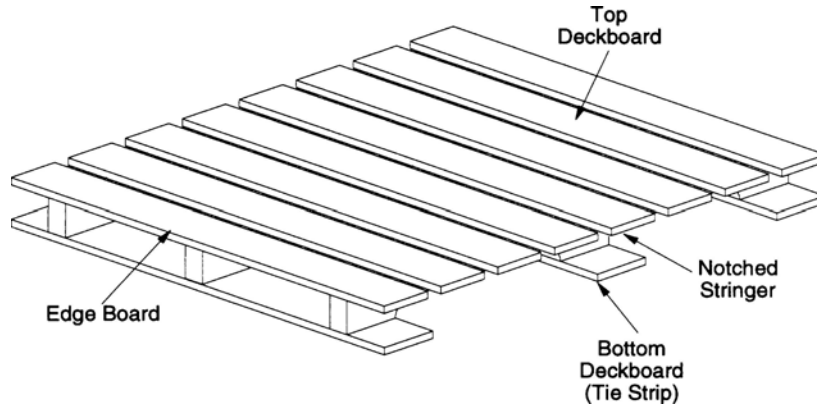


EXHIBIT L, TYPES OF WOOD PALLETS

Double Wing Stringer Pallet



Block Style Pallet

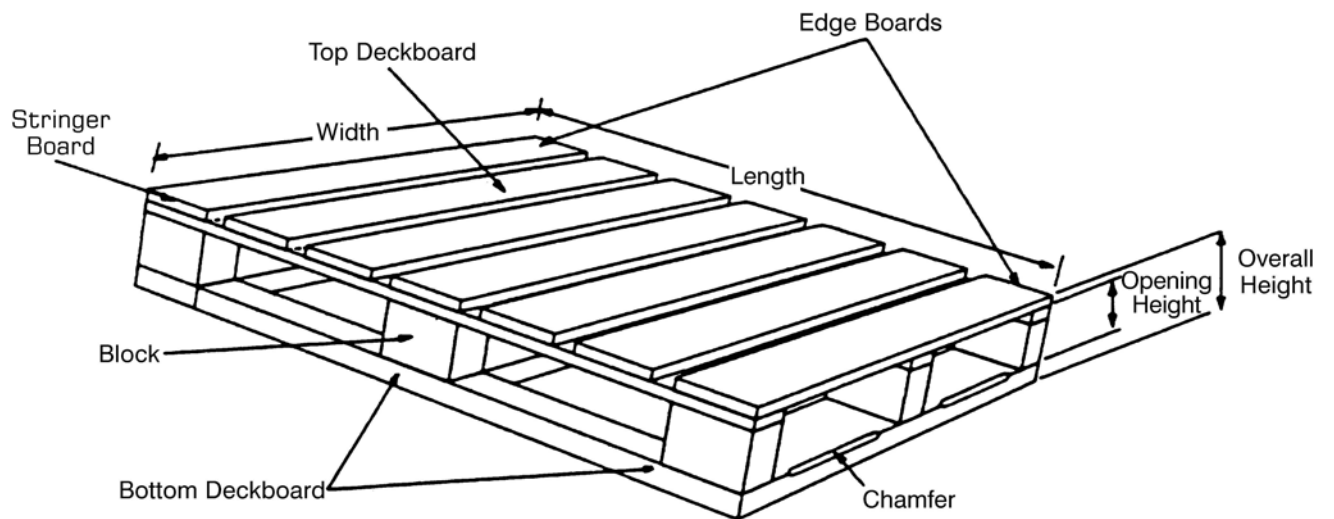


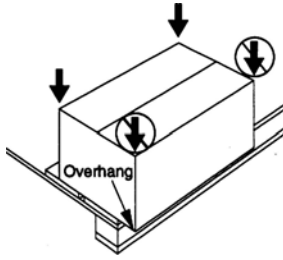
EXHIBIT M, STRENGTH OF CORRUGATED CARTONS

These examples demonstrate the potential loss in top-to-bottom compression strength when corrugated cartons are stacked improperly or under adverse conditions.

% Loss in Compression Strength

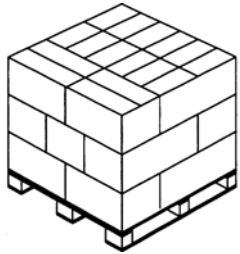
Pallet/Carton Overhang

Up to 32%



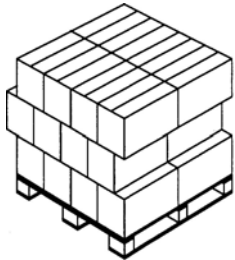
Interlocked Stacking Pattern

Up to 50%



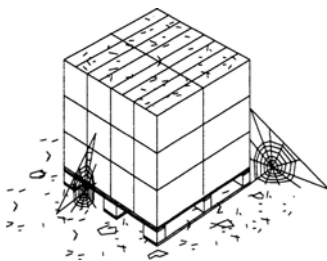
Carton Misalignment

Up to 30%



Long-Term Storage

Up to 50%



High Humidity (90% RH)

Up to 60%

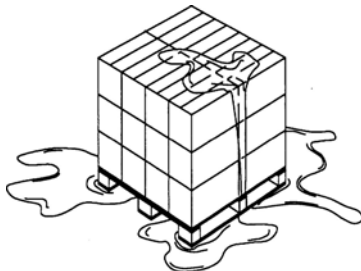
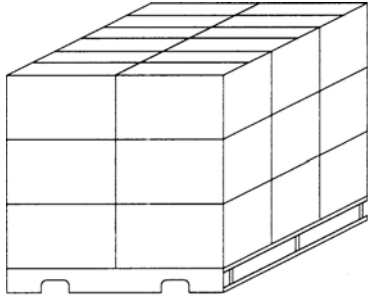
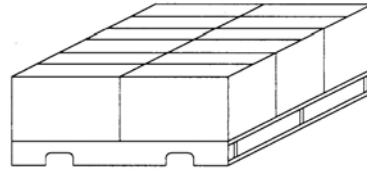


EXHIBIT N, LOADING OF CARTONS

Examples of Properly Palletized Cartons

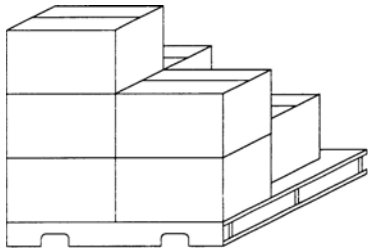


Acceptable

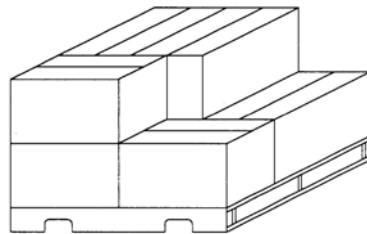


Acceptable

Examples of “Pyramided” Cartons



Unacceptable



Unacceptable

EXHIBIT O, MIXED LOAD PROCEDURE

The following example illustrates when it is acceptable to ship different part numbers on the same pallet.

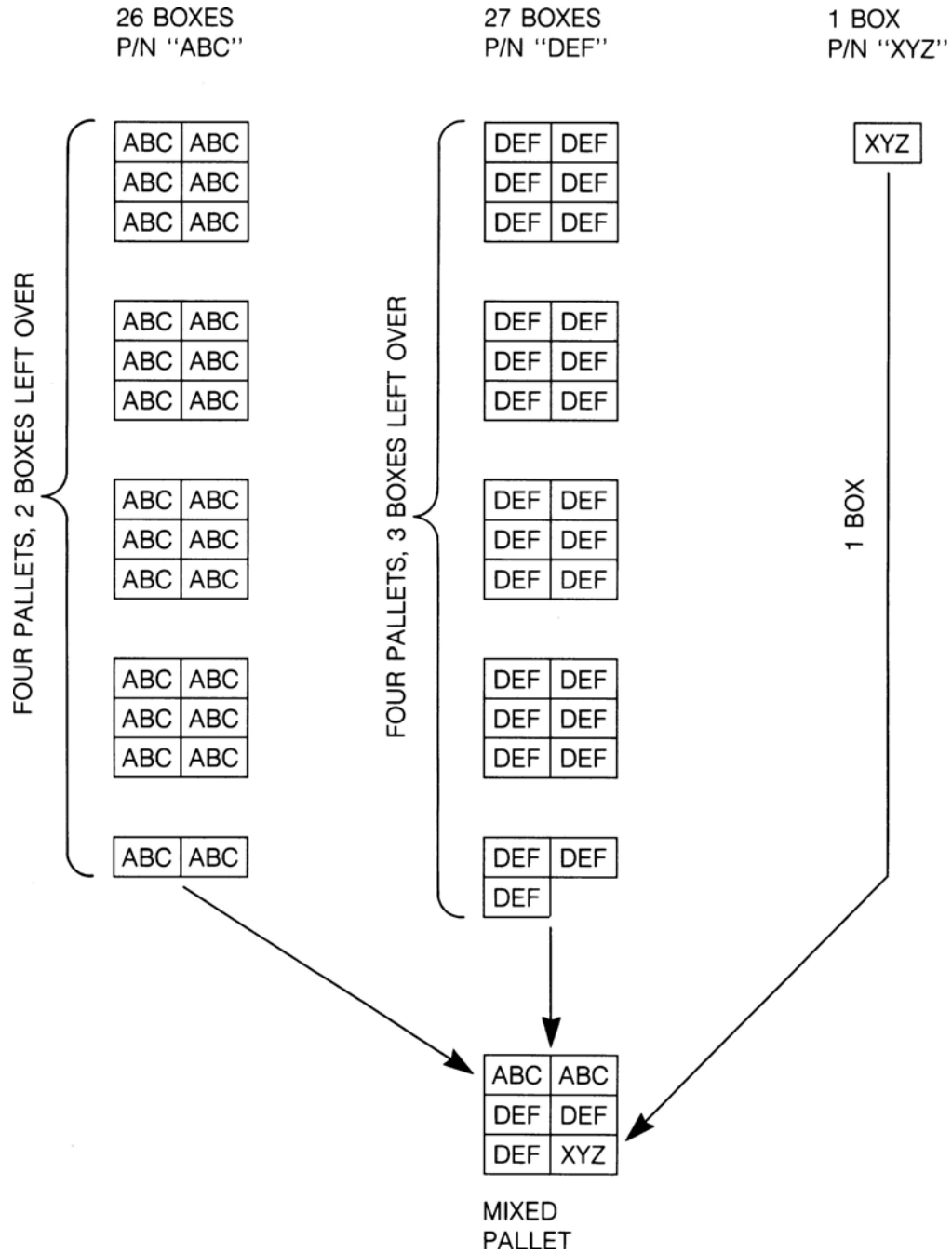


EXHIBIT P, LABEL DIMENSIONS

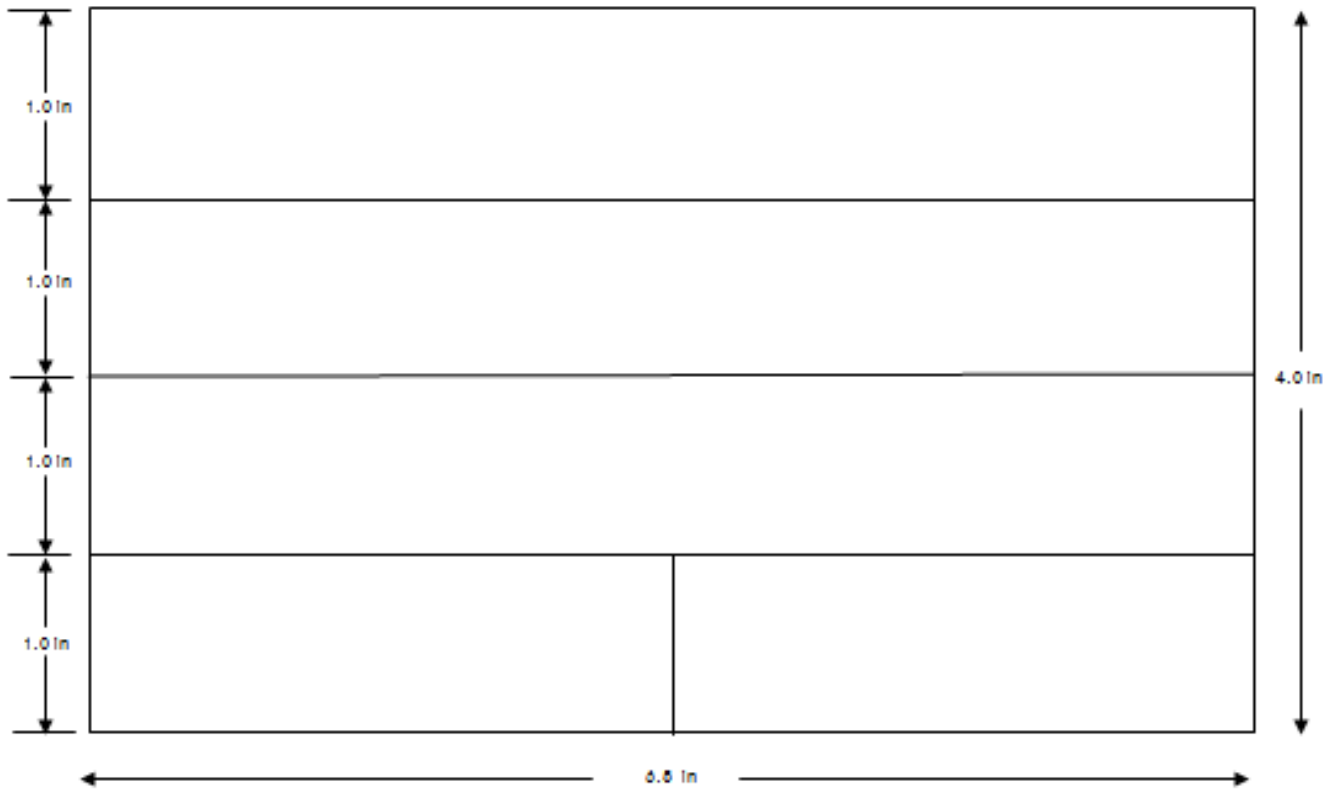
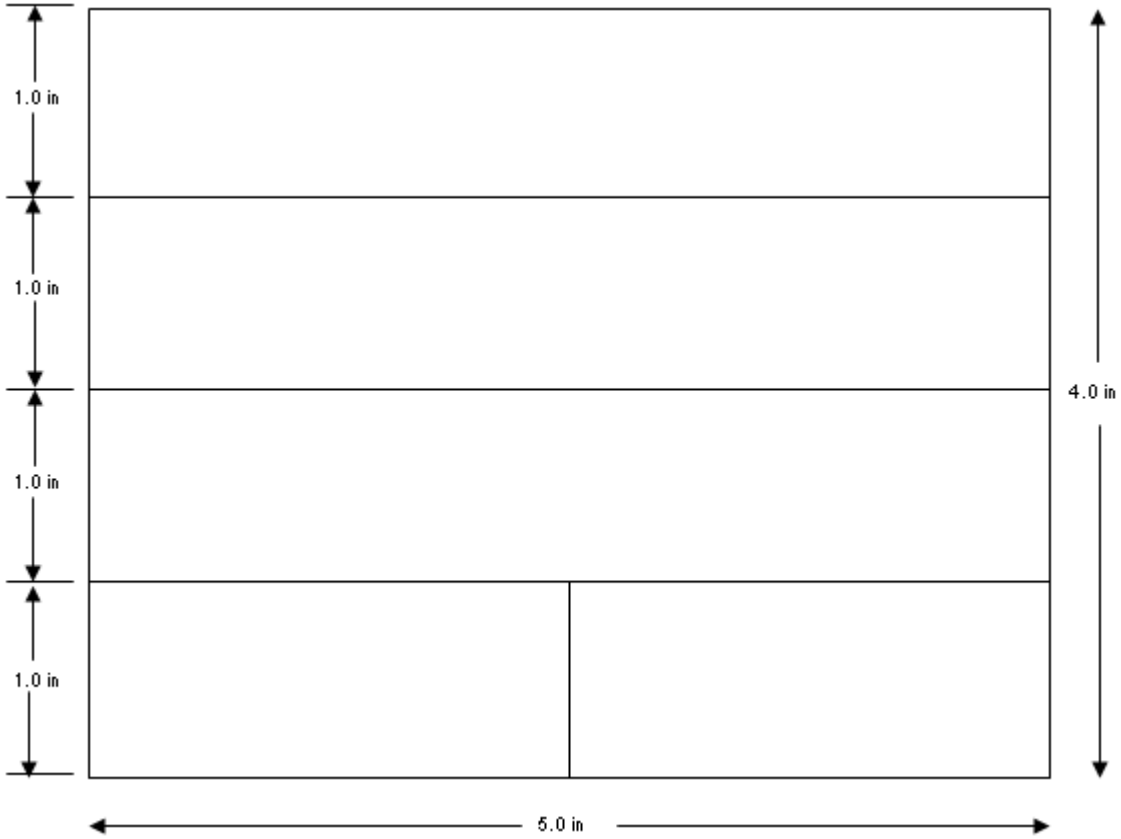
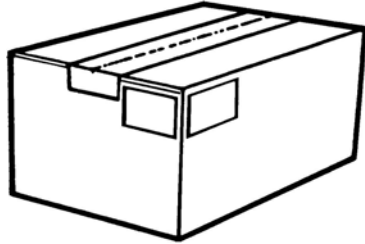
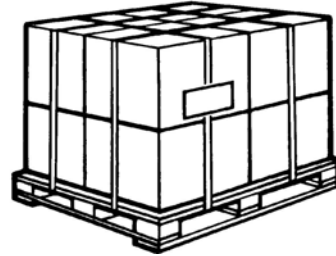


EXHIBIT Q, LABEL LOCATIONS



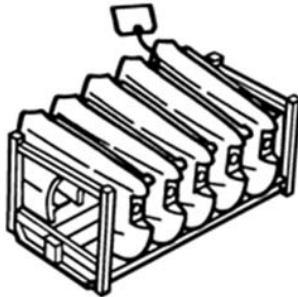
Loose Box or Carton

Identical labels should be located on two adjacent sides. (Wrap around label acceptable.) The upper edges of the labels should be as high as possible up to 20" from the bottom of carton.



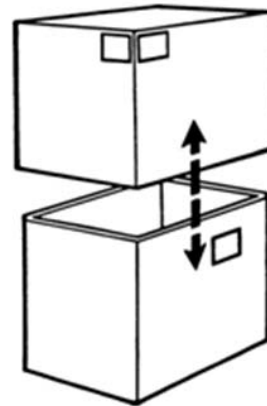
Cartons on Pallet

One master label may be used as described in section 16.5, or one mixed load label as described in section 16.8.1.



Rack

Tag one visible piece near top, or use a label holder.



Telescopic or Set-up Containers

Identical labels should be located on two adjacent sides of the outer box. Some applications may also require identification of the inner box.



Roll

Hand one tag 2" (51 mm) from end of the material.



Bundle

Identical tags should be located at each end.

EXHIBIT R, BAR CODED SHIPPING LABEL




SUPPLIER ID (V)  A B C 1 2	
SHIPMENT ID (2S)  D E F 3 4 5 6	
PKG ID (5S)  A B C 1 2 X Y Z 7 8 9 0	
SHIP-FROM SUPPLIER NAME SUPPLIER ADDRESS LINE(S) SUPPLIER CITY, STATE, ZIP	SHIP-TO DTNA PDC NAME PDC ADDRESS LINE(S) PDC CITY, STATE, ZIP

EXHIBIT S, SINGLE SHIPPABLE UNIT MULTIPLE CONTAINER LABEL




PART NUMBER (P)  DTNA 123987456
PART NAME  SWITCH ASSY AIRVENT
QUANTITY (Q)  123456
ABC Corporation 123 Smith St, Portland, OR 93201

EXHIBIT T, MIXED LOAD LABEL

