



Daimler Trucks North America Production Parts Packaging, Labeling, and Shipping Guidelines

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1.0 Introduction

The following packaging and shipping guidelines are required for all production materials entering Daimler Trucks North America (DTNA) OE facilities. This revision becomes effective March 10, 2009 and supersedes the prior February 10, 2009 publication.

Developed in conjunction with AIAG standards, the packaging guidelines detailed below, are specific to DTNA and may be directly applied to the AIAG standards. For further information contact the appropriate group:
 Packaging - DTNA Corporate Manufacturing Engineering Department at (503)745-7759.
 Shipping - DTNA Corporate Traffic Department at (503)745-6688.
 Labeling - DTNA Corporate Material Planning Department at (503)745-8775.

1.1 Compliance

Compliance to these guidelines is mandatory and will be continuously monitored. Non-compliance is subject to rejection by DTNA receiving locations with charges for repackaging, disposal, or return shipment billed back to the shipping location. Recurring violations will be referred to the appropriate DTNA buyer for corrective action.

Exceptions to the guidelines may be permitted in limited situations with prior written request to the receiving location. Revisions to current packaging must be tested and evaluated in cooperation with DTNA Corporate Manufacturing Engineering. Supplier initiated packaging or cost improvements are encouraged, but must be reviewed and approved by DTNA Corporate Manufacturing Engineering.

DTNA Corporate Manufacturing Engineering and the receiving location (including DTNA approved logistics providers) have the option, when necessary, of accepting or rejecting a supplier's selection of packaging materials, design, and sources.

1.2 AIAG Guidelines

DTNA supports compliance to the following Automotive Industry Action Group (AIAG) packaging standards for all production parts to DTNA manufacturing locations. Copies of these publications may be obtained by contacting the Automotive Industry Action Group (AIAG) at (248) 358-3003 or through their website www.aiag.org.

- RC-7: Solid Waste Management Packaging Material Guideline, 12/92
- RC-8: Single and Multi-Use Container System Guidelines, 9/95.
- B-10: Trading Partners Labels Implementation Guideline, 6/04.

PACKAGING

2.0 Packaging and Shipping Data

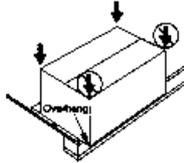
Upon acceptance of your quotation by DTNA Corporate Purchasing, a Production Parts Expendable Packaging Data Sheet must be submitted with your packaging proposals for review by DTNA Corporate Manufacturing Engineering prior to regular production volumes. A sample Production Parts Expendable Packaging Data Sheet is located in Section 11.0. Suppliers must furnish the actual material cost to package each purchased part for inclusion into the purchase order. A completed copy of the Test Packaging Label must be adhered to initial shipments for review of acceptability upon receipt at DTNA. A sample Test Packaging Label is located in Section 11.0.

3.0 Primary Container Requirements

The package design is the supplier's responsibility, and the supplier must ensure that the parts and all packaging shipments are received in acceptable (damage free) condition. The primary container will carry the part from shipping to assembly where it is presented to the operator. It must maintain part quality through transit and multiple handlings.

- The compression strength of the container(s) must support contents triple stacked up to 100" in height for maximum trailer density and storage. No 'Do Not Stack' or 'Top Load Only' containers. Suppliers are encouraged to investigate the benefits of specifying corrugated based on ECT Edge Crush Test (see AIAG RC-7, Section 3.1) and fiber-based corner posts (see AIAG RC-7, Section 3.3) for additional strength. (Do not adhere wood corner posts to container.)
- Container(s) should be modular to the DTNA standard 48"x40" pallet footprint. No overhang, and not more than 2" less than pallet footprint on any side.

Unacceptable Pallet Overhang



- No more than one part number per container (i.e. no kitting).
- Container(s) must be completely filled and may require redesign to eliminate void space, part shifting, and container crushing.
- Small, manually-handled totes must not exceed 40 lbs. and should contain at least 10 parts unless otherwise agreed upon.
- No individual or aftermarket packaging is permitted for production parts.
- The unsupported bottom of the manually-handled container must hold the weight of its contents.
- Large, mechanically-handled bulk containers should be used for large, heavy parts with typically high release quantities. The container must be designed with adequate compression strength to prevent sidewall crushing or bulging and incorporate a 'break-away' feature (see AIAG RC-7, Section 3.4) with minimal staple usage if it will be adhered to the pallet for unitization.

To ensure that all packages and shipments will reach their intended point of use in good condition and without damage to parts, all packages must be tested under simulated real-life conditions. Initial shipments of new packaging to DTNA production facilities must be accompanied by a completed Test Package Label and noted on the ASN. A sample Test Package Label is located in Section 11.0. DTNA Corporate Manufacturing Engineering will provide feedback to suppliers regarding the results of the Test Package shipment and the acceptability of the package design.

3.1 Selection of a Primary Container

The appropriate size, strength and type of primary container must be chosen to support the mode of transportation, government and carrier regulations, part protection, transfer points and distance of travel. The determination must be made to pack the parts in a small, manually-handled tote or a large, mechanically-handled bulk container. Factors to consider in determining the primary container size include piece part weight, shipping/release quantities and presentation to the operator.

3.1a Carton Selection

Apply the finished piece part weight (lbs.) and the estimated shipping/release quantity to the matrix to determine classification into manually-handled tote or a mechanically-handled bulk container. (Do not use this matrix for determining packaging for fasteners.)

Piece Part Weight	Estimated Shipping/Release Quantity		
	0 - 250 parts	250 - 500 parts	500+ parts
< 2 lbs.	Tote	Tote	Tote
2 - 4 lbs.	Tote	Tote/Bulk*	Bulk
>4 lbs.	Bulk	Bulk	Bulk

*Part characteristics (size, volume, handling, etc.) to dictate container.

3.1b Container Sizes

Acceptable primary container sizes will be modular to the standard 48"x40" pallet footprint. If it is necessary to deviate from the given primary container sizes, contact DTNA Corporate Manufacturing Engineering for approval. In general, the following matrix can be used to determine an appropriate primary container size for quotation.

Length		Width		Height
48"	x	40"	x	10", 15", or 30"
24"	x	10" or 20"	x	10" or 15"
12"	x	10", 20", or 40"	x	10"

Containers must be properly palletized in level layers to allow for stacking and proper utilization of transportation. If your standard order quantity does not equate to a level layer on the pallet, contact your DTNA Material Planner and/or Corporate Manufacturing Engineering.

When shipping volumes warrant palletization, containers must be loaded on a pallet and shipped as a unit load, secured to a pallet.

3.1c Container Sealing

Acceptable methods of sealing manually-handled totes are strippable reinforced tape or spot gluing. Alternative methods may only be acceptable with prior approval from the receiving plant locations.

4.0 Internal Part Protection Requirements

Parts must be secured and protected in the primary container and be free of damage upon delivery. Internal dunnage must not restrict part presentation to the operator.

- Whenever possible, paper-based dunnage must be used.
- Whenever possible, recycled content materials should be used.
- For part surfaces requiring plastic packaging materials, the material must be designed for recyclability and ease of segregation. All plastic packaging must be identified by resin type according to the symbology established by the Society of Plastics Industry (SPI). (See AIAG RC-7, Appendix 4)
- No foreign materials may be adhered to corrugated board or wood.

5.0 Pallet Requirements

The pallet design is a critical element to assure overall package system performance and part quality.

- All pallets must maintain sufficient construction and meet performance requirements. Contact the National Wood Pallet and Container Association (NWPCA) at (703) 519-6104 or at www.NWPCA.com for information regarding their Uniform Voluntary Standard for Wood Pallets, Specialized Pallets Engineered for Quality (SPEQ™) Assurance Program, and Pallet Data System (PDS) detailing the specifications and durability of a pallet to ensure adequate performance at the best possible price.
- Effective September 16, 2005, the governments of the U.S., Canada, and Mexico will implement Wood Packaging Material (WPM) regulation per the ISPM No. 15 of the North American Plant Protection Organization (NAPPO). The purpose of the regulation is to protect North American forests against foreign pest infestation. This regulation requires ALL WPM used in international trade, including pallets, crates, boxes and dunnage, going to or from the United States, Mexico, and Canada to be kiln dried or heat treated to minimum specifications and stamped with the internationally recognized WPM Mark. Shipments not meeting these requirements will be stopped at the border and re-exported. Treatment or destruction within North America will not be permitted. All three governments strongly encourages shippers to plan ahead for this policy change to avoid shipment delay and additional expense. WPM between Canada and U.S. Exempt

U.S. Animal Plant Health Inspection Service (APHIS) and the Canadian Food Inspection Agency (CFIA) Plant Health Division cite that WPM of U.S. and Canadian origin are exempt from the WPM regulation and therefore do not require the international mark. WPM from a Canadian or U.S. origin is still subject to inspection for pests. Mexico All WPM originating in Canada or the U.S. destined for Mexico must be treated and stamped. All WPM originating in Mexico and destined for Canada or the U.S. must be treated and stamped.

See APHIS guideline at <http://www.aphis.usda.gov/ppq/swp/guidelines.pdf>
See CFIA Policy Directive D-98-08 at

<http://www.inspection.gc.ca/english/plaveg/for/cwpc/wdpkge.shtml>
Terminals and customers should ensure they understand the new regulations. For more information contact APHIS at 301-734-5057; or CFIA at 613-225-2342

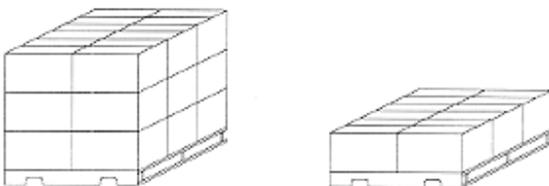
- The DTNA standard pallet is a 48" x 40", wood pallet. If a unique size pallet is required, the pallet length should be sized to accommodate the part length while maintaining the 48" pallet dimension for proper trailer utilization.
- Pallets should be stamped on at least one side with the pallet's overall footprint dimension.
- Pallets must not be smaller in length and width than the load it carries.
- All pallets must be of 4-way entry, double face, non-reversible, wood construction.
- All pallets must be able to support a 2800lb. load while triple stacked.
- Pallets must be new. The use of corrugated, salvage, and other pallet alternatives are prohibited unless investigated in cooperation with DTNA Corporate Manufacturing Engineering.

6.0 Unitization and Palletization Requirements

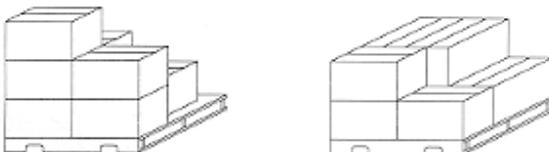
Pallet load containment must provide damage protection and optimum load performance with minimal environmental impact. Part damage and load shifts due to packaging failures are subject to rejection upon receipt at all DTNA locations.

- Unitization and/or palletization is required for all parts and should be designed to stabilize and complement the primary containers to prevent movement throughout the handling cycle.
- The unit load must be modular to the pallet and remain stable for material handling and storage after initial part access and removal.
- All containers must be properly palletized and secured to the pallet.
- Palletized cartons should be uniform in size to maintain load stability.
- Maximum overall height per unit load is 40". Contact DTNA Manufacturing Engineering for load heights greater than 40".
- Containers must be palletized in individual level layers on the pallet. No 'pyramid' unit loads. If material release quantities do not permit shipment of individual level layers of containers, explore alternative methods of containerization and/or contact DTNA Corporate Material Planning or Manufacturing Engineering for assistance.

Properly Palletized Cartons (Level Layer)



Unacceptable Unit Loads (Pyramid)



- Palletize by like part numbers. Mixed unit loads is discouraged. (See Section 7.0 of this document.) Mixing right and left hand parts on the same pallet is discouraged.

6.1 Containment

The preferred method of containment is either plastic, heat sealed strapping of green polyester or stretch film. Plastic strapping and stretch film should secure the entire palletized load including the pallet. The use of unitizing adhesives for individual cartons is encouraged.

7.0 Returnable Container Programs

The use of returnable containers for shipping parts to DTNA locations must be negotiated as part of the agreement to supply parts to DTNA. Contact DTNA Corporate Manufacturing Engineering or Purchasing Agent for consideration.

7.1 Expendable Packaging Backup

Suppliers involved in a returnable container program must maintain a sufficient supply of suitable expendable packaging to be used for expedited shipments, production pilot programs, returnable container shortages, and/or plants not participating in returnable container programs for that part. Whenever possible, the backup expendable packaging should be identical in dimension and density to the returnable container.

7.2 Combination Returnable and Expendable Packaging

Complex logistics and/or economics may require the use of a returnable container with expendable internal dunnage. DTNA will supply the returnable containers for the program, the supplier is responsible for the design, testing, and replacement of the expendable internal dunnage. The dunnage costs will be included in the piece price on the Purchase Order. An Expendable Packaging Data Sheet must be completed for the expendable internal dunnage. A copy of the Production Parts Expendable Packaging Data Sheet is located in Section 11.0.

7.3 Returnable Container Shortages

DTNA provides containers to support a lean manufacturing system. Returnable container overages or shortages must be brought to the attention of DTNA Corporate Manufacturing Engineering for resolution as well as any anticipated changes in volume that may impact an existing returnable container pool.

7.4 Returnable Container Repair and Maintenance

Suppliers are responsible to ensure that all returnable containers are in good working order and repaired when required. Contact DTNA Corporate Manufacturing Engineering for the proper procedure for repair and maintenance. It is the supplier's responsibility to inspect all returnable containers prior to loading to ensure that damaged equipment is not used. The cost of damaged parts resulting from a supplier's inability to properly secure parts in returnable containers for shipping will be charged back to the supplier. Report any signs of repetitive returnable 'abuse' to DTNA Corporate Manufacturing Engineering.

Effective March 2009, DTNA OE facilities have implemented use of a shipping rack repair tag for placement on racks which are clearly in need of some repair. The OE facilities have been trained to fill the tag out in its entirety and to wire tie it to the rack which needs repair. Upon return of racks to supplier locations, any racks found with the tag must be set aside by the supplier for shipment to the DTNA Manufacturing Engineering designated repair location. The tags are yellow and made of Tyvek material which is water and weatherproof. For questions call Manufacturing Engineering.

7.5 Segregation and Control of Returnable Containers

DTNA owned containers must be segregated from other containers and must be used for DTNA parts only. DTNA owned containers are supplied for containerization and shipping of specific, finished parts to DTNA locations. Transport, storage, or shipment of non-finished parts is strictly prohibited and may result in container loss or shortage.

7.6 Returnable Container Specifications

Each returnable container/rack shall be stenciled with an identification and sequence number, "Property of DTNA" and a vendor return label, such as "Return to XYZ, City, State". For additional specifications including rack drawings, stenciling, and design contact DTNA Corporate Mfg Engineering.

LABELING

8.0 Identification and Labeling Requirements

The following labeling instructions apply for proper addressing of parts and materials shipped or delivered to DTNA locations. Suppliers must insure that all parts and material are correctly labeled and that the labels are properly attached.

8.1 AIAG Labeling Guideline

The AIAG Trading Partners Labels Implementation Guideline (B-10) provides instructions for printing and applying shipping/parts identification labels to improve productivity and controls at suppliers and DTNA locations.

8.2 Label Certification Process

Each supplier will submit a label for approval. It will be sent to DTNA or their agent for certification. The label will be reviewed and tested for compliance. It must receive a grade of "C" or better on a verifier. If any corrections are needed, the supplier will be notified of a problem and required to resubmit a revised label. Once the label passes all reviews and tests, the supplier will be notified of their compliance. No special characters should be permitted such as (/,\$,+,%).

8.3 Label Specifications

- All labels must be 4" x 6" with bold black ink.
- The label paper shall be white with bold, black printing. No colored labels or colored inks will be allowed.
- Adhesive labels can be pressure sensitive or dry gummed as long as adherence to the container is assured, application is wrinkle free, and only used for expendable packaging.
- All bar codes will be Code 128 symbology and .5" high or better.
- Bar codes will be a minimum of 5 mil to a maximum of 30 mil or .01 to .017 inches for the narrowest element.
- For bar code symbology, requirements, and specifications refer to AIAG B-10.
- Human readable fonts should be simple and there must be a clear distinction between the letter "O" and number "0".
- A quiet zone of no less than .25 inches is required in front of and behind all bar codes.
- All font heights will be defined in LPBs(lines per block). See 8.4 LPB Character Parameters Table below.
- Borders around the labels will not be required, even though they are shown in all of the label examples in this document.
- Sample labels are located in Section 11.0.

8.4 Suggested LPB Character Parameters Table

Lines per block	Max char per line	Point	Inches	mm
1 LPB	08	64	0.90	22.0
2 LPB	18	32	0.40	11.0
3 LPB	28	20	0.25	7.0
4 LPB	34	16	0.20	5.0
5 LPB	42	12	0.15	4.0
6 LPB	48	10	0.12	3.0
7 LPB	59	08	0.10	2.0
8 LPB	68	06	0.08	1.5

NOTE: Based on 4" x 6" label.

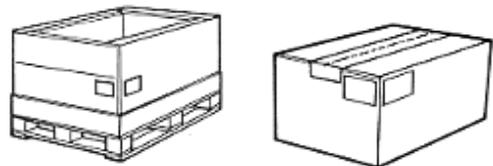
8.5 Labeling on Stretch Film

When a unit load is stretch wrapped, a Master Label or a Mixed Load Label shall be adhered to the outside of the stretch film, visible to operators and readable for barcode scanning. This label is required for all stretch wrapped unit loads of single or multiple packs. This label may be removed with the stretch film making individual container labeling necessary as described in Section 8.3. See Section 8.8 for Mixed Load Labeling.

8.6 Container Label

Identical labels should be located on two adjacent sides of each container. The upper edge of the label should be as high as possible on the container. A sample container label is location in Section 11.0. For multiple containers on a pallet, a Master Label (see Section 8.7) or a Mixed Load label (see Section 8.8) should be visible.

Pallet-box and Individual Carton Label Locations



8.6a Odd size shipping

Shipments of other kinds may require different forms of labeling or hang tags with adhesive labels.

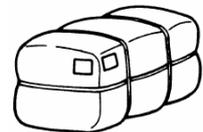
DRUM, BARREL, OR CYLINDRICAL CONTAINER

Drums, barrels or cylinder containers- Identical Package labels shall be located on the top and near the center of the side.



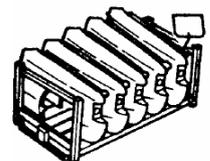
BALE

Bale - Identical Package labels shall be located on at the upper corner of an end and an adjacent side.



RACK

Rack - Place Label on Kennedy placard adhesive sticker / card or label plate provided on Rack or Open Metal Bin



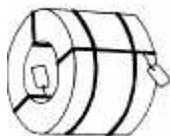
Open Metal bin or tub Place Label on Kennedy placard adhesive sticker / card or label plate provided on Rack or Open Metal Bin

OPEN METAL BIN OR TUB



Single Coil or Roll – Attach Package label with wire metal hang tag to both inside and outside of coil.

SINGLE COIL



Tubing and Bars/Bundles -- Attach Package label with wire metal hang tag to each end.

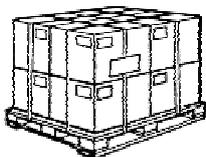
TUBING AND BARS



8.7 Master Label

A Master Label shall be used to identify the total contents of a multiple single pack load of the same part number. The label shall be placed on the unit load in such a manner that when the unit load is broken apart the label is discarded (ex. Attach to outside of stretch wrap). See AIAG B-10 for further information. A sample Master Label is located in Section 11.0.

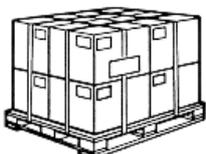
Master Label Location



8.8 Mixed Load Label

Mixing of part numbers on a pallet is discouraged but may be unavoidable due to low order quantities and/or shipping/handling expense. In these limited circumstances, a Mixed Load Label shall be used to identify a load of multiple single packs of different part numbers. *Note: Mixed loads are required to have a Master Label of each individual part number on the unit load.* The labels shall be placed on the unit load in such a manner that when the unit load is broken apart the label is discarded (ex. Attach to outside of stretch wrap). See AIAG B-10 for further information. A sample Mixed Load label is located in Section 11.0.

Mixed Load Label Location



8.9 Destination Label

Each unit load must be identified with a properly addressed Destination Label directing the unit load to the exact shipping address of the receiving plant location. The Destination Label must be placed on the unit load where it can be easily seen and read. A sample Destination Label is located in Section 11.0.

SHIPPING

9.0 Trailer Loading and Transportation Requirements

Packaging design and specifications such as size, weight, and stackability drastically impact the cost of transportation. The DTNA Corporate Traffic Department will designate the most economical mode of transportation consistent with the nature and the volume of the parts. Supplier specific Routing Instructions must be obtained from the DTNA Corporate Traffic Department. The transportation mode may influence the type and size of the packaging selected. It is the supplier's responsibility to efficiently and economically pack the material for the method of transportation and type of handling planned for the final destination and its intended point of use.

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

9.1 Packing Slips and Bills of Lading

Packing slips and bills of lading, whether direct shipments or shipments moving through a consolidation point, must be submitted with every shipment.

9.1a Direct Shipments

Direct shipments moving from a shipping plant to a destination plant must include packing slips prepared in duplicate. One copy of the packing slip is to be firmly attached to the outside of one of the containers in shipment. The second copy should be tendered to the carrier along with two copies of the bill of lading.

9.1b Consolidated Shipments

Partial loads moving from a shipping plant through a consolidation point for delivery to a destination plant must include packing slips prepared in sets of four. One copy of the packing slip should be firmly attached to the outside of one of the containers in shipment. The other three copies should be tendered to the carrier along with two copies of the bill of lading. The bill of lading should indicate that the packing slips are to be delivered to the consolidator at the time of delivery.

9.1c Customs Papers

All U.S. shipments destined outside of the U.S. must have a customs invoice provided by the supplier and included with other shipping documentation. See your Routing Instructions provided by the DTNA Corporate Traffic Department.

9.1d Third Party Consignment

When making a third party consignment shipment, the bill of lading must include: Consigned to:

**Daimler Trucks North America
c/o (Third Party, ex. Acme Parts Supplier)**

9.2 Packing Slips

All packing slips must include the following information:

Supplier Information

1. Supplier Name and Address. (Ship point not billing office).
2. Vendor Code.
3. Packing slip number.
4. Date Shipped.

Shipping Information

1. Ship to: DTNA plant, DTNA location code, address.
2. Bill to: DTNA plant, DTNA location code, address.
3. Gross, tare, and net (material) weight.
4. Shipped Via (routing as instructed by DTNA Corp Traffic Dept).
5. Bill of lading number.
6. Freight terms (F.O.B. point, collect prepaid).
7. Transportation mode (rail, truck, etc.).

8. LTL shipments include PRO Number.
9. AIR shipments include AirWay Bill Number.
10. Full Truck Load or Intermodal shipments include Trailer Number or Container Number, and Carrier
11. Shipment identification (SID) Number (SID# - same that is sent on the Advanced Shipping Notice and Invoice)

Packaging Information

1. Number of unit loads: pallets, containers, cartons, etc.
2. Pieces per unit load.
3. Unit of measure (if other than pieces per unit load).

Item Information

1. Purchase Order (PO) number
2. PO Line number
3. DTNA Part Number
4. Ship Quantity (Unit of measure if other than each - ie. ft, lbs, etc.)

Note: The SID number should be clearly marked as "SID Number". The part numbers are to be listed in Alpha/Numeric order. Each unique part number should only be listed once, with total quantity.

REFERENCE

10.0 Glossary

Alphanumeric - a character set that contains alphabetic characters (A-Z), numeric digits (0-9), and some punctuation marks (hyphen (-), period (.), and space.

ANSI - American National Standards Institute.

Bar Code Symbol - an array of rectangular bars and spaces which are arranged in a predetermined pattern following specific rules to represent elements of data that are referred to as characters. A linear bar code symbol typically contains a leading quiet zone, start character, data character(s), stop character, and a trailing quiet zone.

Character - any value of one or more numbers, letters, punctuation marks, or other information.

Code 128 - for the purposes of this document, Code 128 is a bar code symbology as specified by AIM Uniform Symbology Specification Code 128.

Container - receptacle or a flexible covering for shipment of goods such as a box, bag, package or pallet (also see transport container and unit load).

Data Identifier - a specified character string which defines the specific data that immediately follows as defined by ANS MH10.8.2, Data Identifier Guideline.

ID - abbreviation for identification.

Line on Label - horizontal divider line(s) placed above and/or below building block or blocks. Highlighting lines are easily distinguishable from the horizontal separator lines used to separate other building blocks. This visual difference may be the result of using a thicker line chosen by the labeler.

Label - card (tag), strip of paper (with or without adhesive backing), etc. marked and attached to an object to convey information.

"LPB" (Lines Per Block) - unit of measure defining the height of text characters.

Master Label - label used to identify and summarize the contents of a master pack.

Mixed Load Label - label used to identify and summarize the contents of a mixed item pack.

Numeric - a character set of any combination of 0-9 or consisting of any numbers only.

Quantity - indicates the number of parts, items or other units and assume to be each unless otherwise designated.

Quiet Zone - for this document, it is a blank space of at least 0.5 inches in front of and behind a bar code that is free of any lines or other characters.

Ship From - on a transport label, the address of the location from which the package or pallet was shipped and where the carrier will return the shipment if the container is undeliverable.

Ship To - address of the location where a carrier will deliver the freight.

Supplier - in a transaction, the party that produces, provides, or furnishes a product or service.

Supplier ID - the numeric or alphanumeric data used to identify the supplier as set by DTNA.

Tag - label (card) that is attached to a shipping container/pack.

Unit Load - one or more transport containers or other items held together by means such as strapping, interlocking, glue, shrink wrap, or net wrap, making them suitable for transport, stacking, and storage as a package.

Unit of Measure (UM) - Designation of quantity of shipment when other than each.

11.0 Forms and Samples

The following pages include forms and samples that suppliers can reproduce to conform to the requirements of this manual.

DAIMLER

Daimler Trucks North America Production Parts Expendable Packaging Data

Supplier:		Supplier Code:	
Supplier Contact:		Phone:	
Daimler Trucks North America Part#(s):		Current Date:	
This Data Sheet Reflects:	<input type="checkbox"/> Current Packaging <input type="checkbox"/> Proposed Packaging	Effective Date:	

Packaging Materials and Related Costs		Cost Per Part
(A) General Information:		
# Parts Per Container =	# Pallets per 53' Trailer =	Parts Per 53' Trailer = 0
# Containers Per Layer =	# Layers Per Pallet =	# Containers Per Pallet = 0
(B) Primary Container Information:		
Length	Width	Height
Tare Weight	Wall Construction	Burst Strength
		Edge Crush (ECT)
		Cost of Container / # Parts Per Container =
		Container Cost Per Part (B)
(C) Dunnage Information:		
Describe internal part protection (include style and type of materials) in the primary container.		
	Cost of Dunnage / # Parts Per Container =	Dunnage Cost Per Part (C)
(D) Pallet Information:		
Length	Width	Height
Tare Weight	Describe maximum load and durability per Pallet Data System (PDS) Report.	
Cost of Pallet	/ (# Containers Per Layer x # Layers Per Pallet x # Parts Per Container) =	
	Pallet Cost Per Part (D)	
(E) Unitization Information:		
Describe method of securing container (banding, stretchwrap, etc.) to pallet.		
Cost of Unitization	/ # Containers Per Pallet / # Parts Per Container =	Unitization Cost Per Part (E)
(F) Labeling Information:		
Follow AIAG Shipping/Parts Identification Label Standard (B-3 03.00 7/93)		
Labels per container	x Cost Per Label / # Parts Per Container =	Label Cost Per Part (F)
(G) Total Packaging Cost Per Part:		
Sum of figures in (B) through (F) =		\$ - (G)

Please sign and date the completed form.

Signature	Date
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Submit Data Sheet by mail or fax to:

AND	
Daimler Trucks North America Corporate Purchasing, C1A-PUR P.O. Box 3849 Portland, Oregon 97208-3849 Fax Number: (503)745-7328	Daimler Trucks North America Corporate Packaging, C1E-ME P.O. Box 3849 Portland, Oregon 97208-3849 Fax Number: (503)745-7327

Daimler Trucks North America – Test Packaging

HOLD

IN RECEIVING AREA

NOTIFY _____
AT EXT. _____ UPON ARRIVAL

Daimler Trucks North America Packaging and Shipping Label Detailed Outline

Part Number
 Block Title = PART # _CUST (P)
 Data = The Part Number as designated by DTNA.
 Data Identifier (DI) = P
 Maximum Length = 26 (1 character DI + 25 alphanumeric characters)
 Text Height = 3 LPB or 0.25"
 Bar code mil = Code 128 Approx. 15 mil

Quantity of Pieces
 Block Title = QUANTITY (Q)
 Data = The number of pieces in this shipping box.
 Data Identifier (DI) = Q
 Text Height = 4 LPB or 0.2"
 Maximum Length = 7 (1 character DI + 6 numeric characters)
 Bar code mil = Code 128 Approx. 15 mil
 UM = Only necessary if not EACH
 UM Height = 3 LPB or 0.25"
 UM Max Length = 4 numeric characters

Supplier Identification
 Block Title = SUPLR ID CUST ASGN (V)
 Data = The Supplier Code assigned your company by DTNA.
 Data Identifier (DI) = V
 Maximum Length = 8 (1 characters DI + 7 alphanumeric characters)
 Text Height = 3 LPB or 0.25"
 Bar code mil = Code 128 Approx. 15 mil

Shipment Identification
 Block Title = SHIPMENT ID (2S)
 Data = Supplier assigned unique shipment ID.
 Data Identifier (DI) = 2S
 Maximum Length = 32 (2 characters DI + 30 alphanumeric characters)
 Text Height = 3 LBP or 0.25"
 Bar code mil = Code 128 Approx. 10 mil

PART # CUST (P) 1234ABCD1234ABCD1234ABCD0 		
QTY (Q) 123456 	UH 1234 PART NUMBER DESCRIPTION 123456789012345 123456789012345	
SUPLR ID CUST ASGN (V) 1234ABC 	PO # 123456789012 LINE# 123456789012	SHIP TO Portland Truck Plant 6936 N. Fathom Street Portland, OR 97217
SHIPMENT ID (2S) 1234ABCD1234ABCD1234ABCD1234AB 	DOCK LOCATION 123	
SHIP FROM Supplier Name Address City, ST Zip		

Supplier Ship-From Address
 Block Title = SHIP FROM
 Data = Shipping address of the part supplier. Include Supplier Name, Street Address, City, State, Zip Code, Phone
 Text Height = Minimum 4 LPB or 0.2"
 Maximum Length = Variable

Line Number
 Block Title = LINE#
 Data = The line number of the part on the Purchase Order assigned by DTNA.
 Text Height = Minimum 2 LPB or 0.4"
 Maximum Length = 12 alphanumeric

Purchase Order Number
 Block Title = PO #
 Data = The purchase order number for the part, assigned by DTNA
 Text Height = Minimum 2 LPB or 0.4"
 Maximum Length = 12 alphanumeric characters

Dock Location
 Block Title = DOCK LOCATION
 Data = DTNA dock location code for delivery, designated by DTNA.
 Text Height = Minimum 1 LPB or 0.8"
 Maximum Length = 3 numeric characters

Labeling Instructions
 Label Color = Paper shall be white with bold black printing.
 Label Location = Attached to two adjacent sides of shipping box.
 Label Size = Height 4" by Width 6".
 Label Border = Not required on actual label.
 For further instructions, see the DTNA Packaging and Shipping Guidelines and the AIAG B-10 guideline.

Part Number Description
 Block Title = PART NUMBER DESCRIPTION
 Data = Part description as defined by DTNA. Include REV and Engineering Revision Letter in upper right corner.
 Text Height = Minimum 3 LPB or 0.25"
 Maximum Length = Maximum 2 lines of text, no more than 15 characters per line.

Delivery Ship-To Address
 Block Title = SHIP TO
 Data = Shipping address of the DTNA destination plant. Include Plant Name, Street Address, City, State, Zip Code.
 Text Height = Minimum 4 LPB or 0.20"

Daimler Trucks North America Master Label Detailed Outline

Master Label
Block Title = None
Data = MASTER LABEL
Text Height = 2 LPB or 0.4"

Part Number
Block Title = PART #
Data = PART #
Data Identifier (DI) = P
Data = The Part Number as designated by DTNA.
Data Identifier (DI) = P
Maximum Length = 26(1 character DI + 25 alphanumeric characters)
Text Height = 3 LPB or 0.25"
Bar code mil = Code 128 Approx. 15 mil

Quantity
Block Title = QUANTITY (Q)
Data = The number of pieces in this shipping box.
Data Identifier (DI) = Q
Text Height = 3 LPB or 0.25"
Maximum Length = 7(1 character DI + 6 numeric characters)
Bar code mil = Code 128 Approx. 15 mil
UM = Only necessary if not EACH
UM Height = 3 LPB or 0.25"
UM Max Length = 4 numeric characters

Supplier Identification
Block Title = SUPLR ID CUST ASGN (V)
Data = The Supplier Code assigned your company by DTNA.
Data Identifier (DI) = V
Maximum Length = 8 (1 characters DI + 7 alphanumeric characters)
Text Height = 3 LPB or 0.25"
Bar code mil = Code 128 Approx. 15 mil

Shipment Identification
Block Title = SHIPMENT ID (2S)
Data = Supplier assigned unique shipment ID.
Data Identifier (DI) = 2S
Maximum Length = 32 (2 characters DI + 30 alphanumeric characters)
Text Height = 3 LPB or 0.25"
Bar code mil = Code 128 Approx. 10 mil

Supplier Ship-From Address
Block Title = SHIP FROM
Data = Shipping address of the part supplier. Include Supplier Name, Street Address, City, State, Zip Code, Phone
Text Height = Minimum 4 LPB or 0.2"
Maximum Length = Variable

Delivery Ship-To Address
Block Title = SHIP TO
Data = Shipping address of the DTNA destination plant. Include Plant Name, Street Address, City, State, Zip Code.
Text Height = Minimum 4 LPB or 0.20"

<h1>MASTER LABEL</h1>		
PART # CUST (P) 1234ABCD1234ABCD1234ABCD0		
QTY (Q) 123456	PART NUMBER DESCRIPTION 123456789012345	
	1234	
SUPLR ID CUST ASGN (V) 1234ABC	SHIP TO Portland Truck Plant 6936 N. Fathom Street Portland, OR 97217	DOCK LOCATION 123
SHIPMENT ID (2S) 1234ABCD1234ABCD1234ABCD1234AB		
SHIP FROM Supplier Name Address City, ST Zip		

Labeling Instructions
Label Color = Paper shall be white with bold black printing.
Label Location = Attach to 2 adjacent sides of a unit load to identify total contents of a multiple single pack unit load. Adhere outside of stretch wrap.
Label Size = Height 4" by Width 6".
Label Border = Not required on actual label.
 For further instructions, see the DTNA Packaging and Shipping Guidelines and the AIAG B-10 guideline.

Part Number Description
Block Title = PART NUMBER DESCRIPTION
Data = Part description as defined by DTNA. Include REV and Engineering Revision Letter in upper right corner.
Text Height = Minimum 3 LPB or 0.25"
Maximum Length = Maximum 2 lines of text, no more than 15 characters per line.

Dock Location
Block Title = DOCK LOCATION
Data = DTNA dock location code for delivery, designated by DTNA.
Text Height = Minimum 1 LPB or 0.8"
Maximum Length = 3 numeric characters

Daimler Trucks North America Mixed Load Label Detailed Outline

Mixed Label
 Block Title = None
 Data = MIXED LOAD
 Text Height = Minimum 1 LPB
 Maximum Length = Maximum 1 line of text, no more than 10 characters.

Supplier Identification
 Block Title = SUPLR ID
 CUST ASGN (V)
 Data = The Supplier Code assigned your company by DTNA.
 Data Identifier (DI) = V
 Maximum Length = 8 (1 character DI + 7 alphanumeric characters)
 Text Height = 2 LBP or 0.40"
 Bar code mil = Code 128 Approx. 15 mil

MIXED LOAD			
SUPLR ID CUST ASGN (V)	1234ABC		
			
PKG ID-MIXED (5S)	1234ABCD1234ABCD1234		
			
SHIP TO	<table border="1"> <tr> <td>Portland Truck Plant 6936 N. Fathom Street Portland, OR 97217</td> <td>DOCK LOCATION 123</td> </tr> </table>	Portland Truck Plant 6936 N. Fathom Street Portland, OR 97217	DOCK LOCATION 123
Portland Truck Plant 6936 N. Fathom Street Portland, OR 97217	DOCK LOCATION 123		
SHIP FROM	Supplier Name Address City, ST Zip Phone		

Labeling Instructions
 Label Color = Paper shall be white with bold black printing.
 Label Location = Attach to 2 adjacent sides of a unit load to identify total contents of a multiple single pack unit load. Adhere outside of stretch wrap.
 Label Size = Height 4" by Width 6".
 Label Border = Not required on actual label.
 For further instructions, see the DTNA Packaging and Shipping Guidelines and the AIAG B-10 guideline.

Package Identification
 Block Title = PKG ID-MIXED (5S)
 Data = Supplier assigned package identification to packaging containing multiple containers of unlike items on a single customer order.
 Data Identifier (DI) = 5S
 Maximum Length = 22 (2 characters DI + 20 alphanumeric characters)
 Text Height = 2 LBP or 0.40"
 Bar code mil = Code 128 Approx. 15 mil

Delivery Ship-To Address
 Block Title = SHIP TO
 Data = Shipping address of the DTNA destination plant. Include Plant Name, Street Address, City, State, Zip Code.
 Text Height = Minimum 4 LPB or 0.20"

Supplier Ship-From Address
 Block Title = SHIP FROM
 Data = Shipping address of the part supplier. Include Supplier Name, Street Address, City, State, Zip Code, Phone
 Text Height = Minimum 4LPB or 0.20"

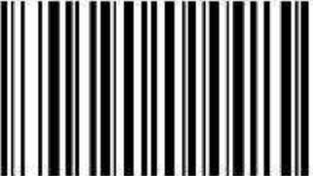
Dock Location
 Block Title = DOCK LOCATION
 Data = DTNA dock location code for delivery, designated by DTNA.
 Text Height = Minimum 1 LPB or 0.8"
 Maximum Length = 3 numeric characters

Daimler Trucks North America Destination Label Detailed Outline

Ship-To Plant Location
Block Title = DTNA PLANT LOCATION CODE
Data = DTNA plant code for the plant being shipped to, designated by DTNA.
Text Height = Minimum 1 LPB or 0.8" to 1"

Ship-To Location Barcode
Block Title = LOCATION (1L)
Data = DTNA Truck plant location code of shipping destination
Data Identifier = 1L
Block Height = 2"
Barcode Height = 1"
Maximum Length = 5 (2 characters DI + 3 characters)
Bar code mil = Code 128 Approx. 20 mil
Text Height = Min 2 LPB or 0.4"

Delivery Ship-To Address
Block Title = SHIP TO
Data = Shipping address of the DTNA destination plant. Include Plant Name, Street Address, City, State, Zip Code.
Text Height = Minimum 4 LPB or .20"

DTNA PLANT LOCATION CODE 123		DOCK LOCATION 123	
DTNA PLANT LOCATION CODE (1L) 123 			
SHIP TO Portland Truck Plant 6936 N. Fathom Street Portland, OR 97217		SHIP DATE 01/30/09	
SHIP FROM	Supplier Name	Address	City, ST Zip Phone

Supplier Ship-From Address
Block Title = SHIP FROM
Data = Shipping address of the part supplier. Include Supplier Name, Street Address, City, State, Zip Code, Phone
Text Height = Minimum 4 LPB or 0.20"

Labeling Instructions
Label Color = Paper shall be white with bold black printing.
Label Location = Attach to 2 adjacent sides of a unit load to identify total contents of a multiple single pack unit load. Adhere outside of stretch wrap.
Label Size = Height 4" by Width 6".
Label Border = Not required on actual label.

 For further instructions, see the DTNA Packaging and Shipping Guidelines and the AIAG B-10 guideline.

Dock Location
Block Title = DOCK LOCATION
Data = DTNA dock location code for delivery, designated by DTNA.
Text Height = 1 LPB or 0.8" to 1"

Ship Date
Block Title = SHIP DATE
Data = The date the material was shipped.
Data Format = MM/DD/YY
Text Height = Minimum 2 LPB or 0.4" to 0.7"