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Automotive Industry Action Group



JAPAN AUTOMOBILE MANUFACTURERS ASSOCIATION, INC.



B-16

Joint Automotive Industry Forum (JAIF)

*Global Transport Label Standard
for the Automotive Industry*

A Joint Publication



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B-16

Global Transport Label (GTL) Standard

Version 3 Dated 17NOV2010





FOREWORD

In the spirit of international cooperation, members of automotive associations representing more than 80 percent of worldwide automotive productions have worked together to standardize container-labeling requirements for the automotive industry. Representatives from Europe (Odette), Japan (JAMA/JAPIA) and North America (AIAG) met via e-mail, by audio-conference and face-to-face in each group's regions to establish a common Global Transportation Label Standard to be used by suppliers and customers alike.

This standard takes into account existing templates from Odette's Transport Label (OTL) and the GM 1724 as well as design input from JAMA/JAPIA and is based on the AIAG B-10 Standard. All groups agreed on the need to share business process information, to abide by international standards and to have a common template for a Global Transport Label that could reduce costs throughout the automotive industry.

The following standard is the culmination of vigorous debate and active consensus which resulted in agreements to place this Global Transport Label on the containers of automotive suppliers and customers worldwide. Committee members view the consistent data layout and format as the industry's contribution to improving the movement of automotive materials across borders, through factory gates and to line-side positions around the world.

Users of this standard should also investigate regional implementation guidelines published by AIAG, Odette, JAMA/JAPIA or by individual trading partners.

REVISION	COMMENT
2	Table 8 has been corrected
3	<ul style="list-style-type: none">• Added Data Matrix ECC 200 and QR Code ECC M two-dimensional (2D) symbologies• Macro "~2"; Structured Append capability to link up to 16 2D symbologies added• Restructured document to conform to ISO format

Note – The next revision will include RFID requirements along with "Smart Label" (imbedded RFID tag in label stock) specifications.

B-16

Global Transport Label (GTL) Standard

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B-16

Global Transport Label (GTL) Standard

Version 3 Dated 17NOV2010



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TABLE OF CONTENTS

FOREWORD	5
ACKNOWLEDGEMENTS	7
TABLE OF CONTENTS	9
FIGURES	11
TABLES	11
INTRODUCTION	13
1 DEFINITIONS	15
2 LABEL CONCEPTS	21
2.1 LABEL SIZE	21
2.2 BUILDING BLOCK CONCEPTS	22
3 GENERAL: GLOBAL TRANSPORT LABEL TEMPLATE DESCRIPTION BLOCKS AND SUB-BLOCKS	25
3.1 DIMENSIONS.....	26
4 TECHNICAL SPECIFICATIONS	29
4.1 MATERIALS	29
4.2 PRINTING REQUIREMENTS.....	29
4.2.1 <i>General Remarks</i>	29
4.2.2 <i>Fonts</i>	29
4.2.3 <i>Titles</i>	30
4.3 LINEAR BAR CODE	30
4.4 TWO-DIMENSIONAL SYMBOL.....	30
4.4.1 <i>Symbology Requirement</i>	30
4.4.2 <i>X Dimension</i>	32
4.4.3 <i>Symbol Size</i>	32
4.4.4 <i>Quiet Zone</i>	32
4.4.5 <i>Error Correction Level</i>	32
4.4.6 <i>Print Quality</i>	32
5 INDIVIDUAL CONTAINER LABEL DATA IDENTIFIER 1J	33
5.1 A1 – SHIP FROM.....	33
5.2 A2 – SHIP TO.....	34
5.3 A3 –TWO-DIMENSIONAL SYMBOL – DATA MATRIX, QR CODE OR PDF417	34
5.4 B1 – CUSTOMER REFERENCE #1	36
5.5 B2 – CUSTOMER ROUTING INFORMATION.....	37
5.6 B3 – LOGISTICS REFERENCE.....	38
5.7 C1- CUSTOMER PART NUMBER.....	39
5.8 D1 – LICENSE PLATE DATA IDENTIFIER 1J INDIVIDUAL CONTAINER.....	40
5.9 D2 – CUSTOMER REFERENCE #2.....	41
5.10 E1 – SUPPLIER AREA	43
5.11 E2 – CUSTOMER REFERENCE #3	43
6 MASTER LABEL DATA IDENTIFIER 6J	45
6.1 A1 – SHIP FROM.....	46
6.2 A2 – SHIP TO.....	46
6.3 A3 –MASTER LOAD LABEL TITLE.....	46

B-16

Global Transport Label (GTL) Standard

Version 3 Dated 17NOV2010



6.4 B1 – CUSTOMER REFERENCE #1	46
6.5 B2 – CUSTOMER ROUTING INFORMATION	47
6.6 B3 – LOGISTICS REFERENCE	47
6.7 C1- CUSTOMER PART NUMBER	47
6.8 D1 – LICENSE PLATE DATA IDENTIFIER 6J MASTER LOAD CONTAINER	47
6.9 D2 – CUSTOMER REFERENCE #2	47
6.10 E1 – 2D SYMBOL(S)	47
7 MIXED LOAD DATA IDENTIFIER 5J	49
7.1 A1 – SHIP FROM	50
7.2 A2 – SHIP TO	50
7.3 A3 –MASTER LABEL TITLE	50
7.4 PART A, B, C, D, E, F, G, H	50
7.5 D1 – LICENSE PLATE DATA IDENTIFIER 6J MASTER LOAD CONTAINER	51
7.6 D2 – CUSTOMER REFERENCE #2	51
7.7 E1 – 2D SYMBOL(S)	51
8 GTL MASTER OR MIXED LOAD PACKING LIST (MANIFEST) TEMPLATE	53
ANNEX A: DATA IDENTIFIERS	59
ANNEX B: CODE 128 LICENCE PLATE 1J, 5J AND 6J	61
ANNEX C: 2D SYMBOLOGY DATA STRUCTURE DESCRIPTION	63
ANNEX D: MACRO 06 (~6)	67
ANNEX E: STRUCTURED APPEND (~2)	69
ANNEX F: 2D SYMBOLOGIES	71
ANNEX G: SCANNING GUIDANCE	77
ANNEX H: NESTING VERSES LOOPING	79
ANNEX I: RECOMMENDED FORMAT FOR COMPLIANCE SPECIFICATIONS	89
ANNEX J: TEXT DENSITY (NUMBER OF CHARACTERS)	91
ANNEX K: PRECISION AND ROUNDING	95
ANNEX L: METRIC (MM) AND INCH CONVERSION REFERENCE	97
ANNEX M: NORMATIVE REFERENCES	99
MAINTENANCE REQUEST	103



Figures

FIGURE 1 EXAMPLES OF DATA MATRIX, QR CODE AND PDF 417 TWO-DIMENSIONAL (2D) SYMBOLOGIES	13
FIGURE 2 GLOBAL TRANSPORT LABEL SIZE.....	21
FIGURE 3 GLOBAL TRANSPORT LABEL SIZE – REDUCED HEIGHT	22
FIGURE 4 BUILDING BLOCK CONCEPTS	23
FIGURE 5 BLOCKS AND SUB-BLOCKS	25
FIGURE 6 REDUCED HEIGHT LABEL - BLOCKS AND SUB-BLOCKS	26
FIGURE 7 GLOBAL TRANSPORT LABEL DIMENSIONS.....	27
FIGURE 8 REDUCED HEIGHT GLOBAL TRANSPORT LABEL DIMENSIONS 74MM (3”) X 210MM (8”) LABEL OR EQUIVALENT	27
FIGURE 9 DATA MATRIX ECC 200 0.51 MM (0.020 INCH).....	31
FIGURE 10 QR CODE ECC M 0.38 MM (0.015 INCH)	31
FIGURE 11 PDF417 ECC 3 0.254X 0.762 MM (0.010 X 0.030 INCH)	31
FIGURE 12 DATA IDENTIFIER '1J' INDIVIDUAL CONTAINER OF LIKE PARTS	33
FIGURE 13 SIX LINE SHIP FROM ADDRESS.....	34
FIGURE 14 FOUR LINE SHIP TO SUB-BLOCK WITH PLANT / DOCK DATA	34
FIGURE 15 EXAMPLES TOP TO BOTTOM-DATA MATRIX, QR CODE AND PDF417.....	35
FIGURE 16 ONE LINE (24 POINT) WITH TITLE	36
FIGURE 17 TWO LINES (18 POINT)	36
FIGURE 18 THREE LINES (14 POINT)	36
FIGURE 19 ONE LINE OF HUMAN READABLE (24 POINT).....	37
FIGURE 20 TWO LINES OF HUMAN READABLE (16 POINT).....	37
FIGURE 21 ONE LINE OF HUMAN READABLE (24 POINT).....	38
FIGURE 22 TWO LINES OF HUMAN READABLE (18 POINT).....	38
FIGURE 23 THREE LINES OF HUMAN READABLE (14 POINT)	39
FIGURE 24 PART NUMBER PRINTED AT 44 POINTS.....	39
FIGURE 25 PART NUMBER PRINTED AT 32 POINTS WITH SAFETY-RELATED GRAPHIC SYMBOL, RIGHT JUSTIFIED.....	39
FIGURE 26 LICENSE PLATE EXAMPLE.....	41
FIGURE 27 LICENSE PLATE EXAMPLE.....	41
FIGURE 28 LICENSE PLATES EXAMPLE.....	41
FIGURE 29 EXAMPLE OF THREE LINES OF HUMAN READABLE DATA (20 POINT), WITH TITLES (6 POINT).....	42
FIGURE 30 FOR SUPPLIER USE ONLY, TO SUPPORT BUSINESS/PROCESS REQUIREMENTS.	43
FIGURE 31 EXAMPLE OF FIVE LINES OF HUMAN READABLE (14 POINT) CUSTOMER DATA TRANSMITTED VIA EDI.....	43
FIGURE 32 EXAMPLE OF DATA IDENTIFIER '6J' MASTER LOAD ON A CONTAINER CONSISTING OF MULTIPLE INDIVIDUAL CONTAINERS OF THE SAME PART NUMBER.....	45
FIGURE 33 MASTER LOAD LABEL BLOCKS AND SUB-BLOCKS	46
FIGURE 34 EXAMPLE DATA IDENTIFIER '5J' MIXED LOAD CONTAINER CONSISTING OF MORE THAN ONE PART NUMBER.....	49
FIGURE 35 MIXED LOAD LABEL BLOCKS AND SUB-BLOCKS	50
FIGURE 36 EXAMPLE PART NUMBER SUB-BLOCKS DATA CONTENT	51
FIGURE 37 PAPER SIZE	53
FIGURE 38 BLOCKS AND SUB-BLOCKS OF FURTHER PAGES OF “MIXED LOAD / MASTER LOAD DETAILS”	54
FIGURE 39 BLOCKS AND SUB-BLOCKS – “MIXED LOAD DETAILS” EXAMPLE	55
FIGURE 40 MIXED LOAD / MASTER LOAD DETAILS DIMENSIONS	57
FIGURE 41 LICENSE PLATE EXAMPLE.....	62
FIGURE 42 LICENSE PLATE EXAMPLE.....	62
FIGURE 43 LICENSE PLATES EXAMPLE.....	62
FIGURE 44 STRUCTURE OF MESSAGE FORMAT	63
FIGURE 45 MESSAGE ENVELOPE SHOWING FORMATTED DATA WITH HEADER AND TRAILER CHARACTERS	66
FIGURE 46 DATA MATRIX STRUCTURE	71
FIGURE 47 DATA MATRIX ECC200 CAN HAVE MULTIPLE DATA REGIONS	72
FIGURE 48 QR CODE STRUCTURE.....	73

B-16

Global Transport Label (GTL) Standard

Version 3 Dated 17NOV2010



FIGURE 49 - EXAMPLE QR CODE ENLARGED TO SHOW FEATURES	73
FIGURE 50 STRUCTURE OF PDF417	74
FIGURE 51. EXAMPLE OF MIXED LOAD "NESTING"	80
FIGURE 52. LOOPING STRUCTURE FOR A MIXED LOAD ENCODING 240 CHARACTERS	82
FIGURE 53. EXAMPLE OF MASTER LOAD "NESTING" STRUCTURE ENCODING 460 DATA CHARACTERS.....	85
FIGURE 54. "LOOPING" STRUCTURE OF MASTER LOAD ENCODING 203 CHARACTERS OF DATA.....	86
FIGURE 55 EXAMPLE OF A BLANK CUSTOMER COMPLIANCE SPECIFICATION.....	89

Tables

TABLE 1. EXAMPLE OF MIXED LOAD DETAILS SORTED BY PART NUMBER	56
TABLE 2. COMMONLY USED DATA IDENTIFIERS	59
TABLE 3: 06 MACRO FUNCTION	64
TABLE 4. HEXADECIMAL AND DECIMAL VALUES - SUBSET OF ASCII/ISO 646	65
TABLE 5: 06 MACRO FUNCTION	67
TABLE 6 - SEQUENCE IDENTIFICATION (SID)	70
TABLE 7 - DATA CAPACITY DATA MATRIX ECC200 SQUARE SYMBOL	72
TABLE 8 - DATA CAPACITY DATA MATRIX ECC200 RECTANGULAR SYMBOL	72
TABLE 9- QR CODE ECC M DATA CAPACITY	74
TABLE 10. THE EFFECT OF ERROR CORRECTION LEVELS ON THE SIZE OF PDF417 SYMBOLS ENCODING 154 ALPHANUMERIC CHARACTERS	75
TABLE 11. THE EFFECT OF ERROR CORRECTION LEVELS ON THE SIZE OF PDF417 SYMBOLS ENCODING 104 ALPHANUMERIC CHARACTERS	76
TABLE 12. THE EFFECT OF ERROR CORRECTION LEVELS ON THE SIZE OF PDF417 SYMBOLS ENCODING 48 ALPHANUMERIC CHARACTERS	76
TABLE 13. "NESTING" DATA STREAM FOR A MIXED LOAD ENCODING 274 CHARACTERS	81
TABLE 14. LOOPING DATA FORMAT FOR MIXED LOAD ENCODING 240 CHARACTERS OF DATA	84
TABLE 15. MASTER LOAD "LOOPING"	87
TABLE 16. LINES-PER-BLOCK (LPB) CALCULATIONS.....	91
TABLE 17. TABLE OF CORRESPONDENCE VALID FOR A6/AIAG 4X6: MAXIMUM NUMBER OF CHARACTERS BY FONT SIZE	92
TABLE 18. ROUNDING AND ACCEPTABLE MEASUREMENTS	96
TABLE 19 CONVERSION TABLE MM TO INCHES AND INCHES TO MM.....	97



INTRODUCTION

Today's global automotive suppliers ship to vehicle manufacturers around the world. This means that suppliers must follow widely differing container labeling requirements, depending on the location of their customer's operations. Studies show that unnecessary variations in this basic business process, multiplied by millions of parts transported every day, can lead to multiple millions of dollars in added supply-chain costs each year.

Members of automotive industry associations from Europe (Odette), Japan (JAMA/JAPIA) and North America (AIAG), have worked together to address this common problem. In the past, each group acted independently to set standards within their own regions for supply chain practices such as Electronic Commerce and bar code container labeling. But in our ever-shrinking world, regional solutions are no longer sufficient. The global automotive industry requires global productivity solutions. These industry associations met together and developed the answer.

Using current label templates as models – including ISO 15394, ANSI MH10.8.1, the Odette Transport Label (OTL) and AIAG's B-10 Standard – the Global Transport Label (GTL) Committee developed a model for a transport label design that included features such as the ISO "License plate," Code 128 and the two-dimensional symbologies Data Matrix, QR Code and PDF417.



FIGURE 1 - Examples of Data Matrix, QR Code and PDF 417 Two-dimensional (2D) symbologies

Standardizing transport labels is welcomed by suppliers, and logistics operations have been improved by the standardization activities of each region. Now, parts procurement has become a worldwide operation and global standardization is not only desirable, but critical. The Global Transport Label Standard is the first worldwide automotive industry standard that meets this requirement. The GTL committee expects the complete worldwide supply chain system, from lower tiers to OEMs, to become more efficient by implementing this Standard.

The purpose of the GTL is to facilitate the movement of goods and the exchange of data among all members within the supply chain (OEMs, suppliers (Tiers), logistics providers, carriers, and others). The amount of data (bar code or 2D symbol as well as human readable text) needed on a label is a function of the needs of the trading partners involved, and as defined within the limits of this document. **When a bar code label is used in conjunction with computerized data bases and Electronic Data Interchange (EDI), the amount of data needed on a label may be reduced significantly.**

Label, card and tag marking methods are covered in this standard under the general term, "label" Labels, as used in this standard, refer to pressure-sensitive, card stock, and tags. The terms "container" and "package" are used interchangeably. This document outlines the requirements for printing labels for unit loads and transport packages to ensure scannability of bar code symbols and to provide for consistency in label formats.

B-16

Global Transport Label (GTL) Standard

Version 3 Dated 17NOV2010



This standard describes the requirements for two common Global Transport Label templates for use on unit loads and transport packages – one of normal height and the other of reduced height – to convey data between trading partners. The physical parameters, orientation and placement of the labels are provided and a symbol quality level is specified. This standard does not supersede or replace any applicable safety or regulatory marking or labeling requirements. This standard is to be applied in addition to any other mandated labeling requirements.

The following have been identified as the most common label types in use by the global automotive industry:

- Individual container
- Reduced Height container
- Master Load container
- Mixed Load container
- Master/Mix load packing list

Note: This document does not address modular, sub-assembly or primary metal labels.

It is the responsibility of the supplier to provide bar code marked labels that meet the specifications outlined in this standard. Strict adherence to these specifications for shipping parts identification labels will reduce implementation costs and increase benefits throughout the industry.

In this document, the word “shall” indicates a requirement and the word “should” indicates a recommendation.

Precision and rounding shall be in accordance with Annex K, except where noted.

Label dimensions should be in accordance with the dimensions shown.

All exhibits are for illustrative purposes only, and may not be to scale or bar code print quality standards. Every attempt is made to encode data in 1D bar codes and 2D symbologies in the illustrations per applicable standards. Symbols that are grey are intended for illustration ONLY.



1 DEFINITIONS

TERM	DEFINITION
2D Symbol	See two-dimensional symbol.
~2 (pronounced tilde 2) Macro for “Structured Append”	Structured Append Macro that permits up to 16 two-dimensional symbologies to be link. Consists of a 3 numeric character representing the Sequence Identifier (SID) and a maximum of 6 numeric characters for a File Identifier (FID)
~6 (pronounced tilde 6) 06 Macro or Macro 06	A means of abbreviating the header and trailer in one symbol character. This feature reduces the overhead character count by 8 characters. Macro must appear at the beginning of the input. The imager inserts the header []>RS06GS and trailer RS EOT in the transmitted data stream.
Alphanumeric	A character set that contains alphabetic characters (letters), numeric digits (numbers), and usually other characters such as punctuation marks.
ANSI	<u>American National Standards Institute.</u>
Qualifier	Two character ANSI X12.3 Data Element Number 355 Unit of Measurement Code used with Data Identifier 7Q as used within this standard
Bar Code Symbol	The combination of symbol characters and features required by a particular symbology, including quiet zones, start and stop characters, data characters, check characters and other auxiliary patterns, which together form a complete scannable entity.
Carrier	The party that provides freight services (freight movement and information).
Character	The smallest group of elements that represents one number, letter, punctuation mark or other information.
Code 128	For the purposes of this standard, Code 128 shall mean the symbology as described in ISO/IEC 15417
Compliance Indicator	A specified character or string of characters indicating that the message that follows complies with an industry, regional or international standard.
Container	A receptacle or flexible covering for shipping goods. Examples are a box, bag, package or pallet. (See also Transport Unit and Pack, Package or Load.)
Customer	In a transaction, the party that receives, buys, or consumes an item or service.
Customer Part Number	The part number as defined by the customer.