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JAPAN AUTOMOBILE MANUFACTURERS ASSOCIATION, INC.



Japan Automotive Parts Industries Association



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Global Transport Label Standard for the Automotive Industry



GLOBAL TRANSPORT LABEL STANDARD FOR THE AUTOMOTIVE INDUSTRY

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Global Transport Label Standard for the Automotive Industry

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 physically in each group's sphere 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 during teleconferences and monthly meetings, which resulted in agreements to place this Global Transport Label on the containers of automotive suppliers and customers worldwide. Committee members view the consistent 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.

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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 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 answers are no longer sufficient. The global automotive industry requires global productivity solutions. These industry associations provided the answer.

Using current label templates as models – including ISO 15434, 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 new features such as the ISO "License plate," Code 128 and the two-dimensional symbology PDF417.

The standardization of transport labels is welcomed by suppliers, and logistics operations have been improved by the standardization activities of each region. AIAG, Odette and JAMA/JAPIA have promoted standardization activities in North America, Europe and Japan respectively. Now, parts procurement has become a worldwide operation and global standardization is desirable. The Global Transport Label Standard will be 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 (suppliers, carriers, customers and others). The amount of data (bar code as well as human readable text) needed on a label is a function of the needs of the trading partners involved 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.

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.