

fischer Fixing Systems Logistics Supplier Manual

Version 5.7 • Dated: 2020-07-15

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Preface

Avoiding waste, delivering added value and fulfilling customer requirements 'just-in-time' is something where everyone of us can and have to contribute towards. We can only be successful if we have common aims and rules and are able to work together to achieve the best we can.

Our customers expect high levels of reliability in quality and availability at an acceptable price.

The aim is to ensure standardized processes which are designed to ensure short response times, steadily working without waste, smoothing work peaks, clear and controlled processes, low stock and of course high availability (fPS – fischerProcessSystem).

This logistics manual is designed to improve the relationships in the supply chain between the relevant suppliers (subsequently referred to as "SUPPLIER") and fischerwerke (subsequently referred to as "FIWE") and to minimize losses in comprehension.

The following described requirements in that supplier manual constitute a general framework for the business unit of *fixing systems* of FIWE. The requirements could be completed by location-specific regulations regarding to special singularities of factories of FIWE.

Amendments may be necessary as a result of regional requirements.

Scope of Validity

This logistics manual is a contractual component of the business relationship between the SUPPLIER and FIWE and has to be considered as mandatory.

The regulations agreed here apply the logistical cooperation.
Exceptions to these regulations require the written confirmation of FIWE.

Verbal agreements are in general not valid.

1 Information

1.1 Communication

1.1.1 Availability

The named contact person (and its substitute) has to be achievable on the usual daily and weekly business hours (local time on the location of the SUPPLIER).

1.1.2 Vacation Close-Down

The SUPPLIER has to inform FIWE in time (that means min. 2 months plus agreed replenishment lead time) about his vacation close-down. The SUPPLIER has to inform FIWE in written form (letter, fax, e-mail).

FIWE has the right to prohibit the vacation close-down when the SUPPLIER is responsible for a supply bottleneck (please have a look also to 1.2.2.2).

1.1.3 Consignees Addresses and General Delivery Times

The goods-specific consignee delivery addresses have to be taken out of the relevant order.

fischerwerke GmbH & Co. KG (Parts Warehouse)	Delivery Time:
Building F1 - Tor 02	Mon.–Thurs. 07:00 Hours – 16:00 Hours
Access via Artur-Fischer-Straße	Fri. 07:00 Hours – 15:00 Hours
72178 Waldachtal / Germany	

fischerwerke GmbH & Co. KG	Delivery Time:
Dispatch Warehouse GDC	Mon.–Fri. 06:00 Hours – 20:00 Hours
(Delivery Gate 8)	
Gruenmettstetter Straße 30	
72178 Waldachtal / Germany	

fischerwerke GmbH & Co. KG	Delivery Time:
Bebelstr 11	Mon.–Fri. 07:00 Hours – 17:00 Hours
79108 Freiburg-Hochdorf / Germany	

fischerwerke GmbH & Co. KG	Delivery Time:
Otto-Hahn-Straße 15	Mon.–Thurs. 07:00 Hours – 16:00 Hours
79211 Denzlingen / Germany	Fri. 07:00 Hours – 15:00 Hours

Internationale Spedition KERN
Inh. Friedrich Kern e.K.
Rampe 1
Anton-Tonoli-Straße 3
77790 Steinach /Germany

Delivery Time:
Mon.– Fri. 13:00 Hours – 19:00 Hours

Delivery Conditions/Requirements at Spedition KERN:

- Delivery Notification 1 Day before the delivery on following contacts:
Phone: +49 (0) 7832 / 91 91 - 0
mailto: Centralized Order Acceptance (info@spedition-kern.de)
- The notification has to be done latest 1 day before the delivery until noon.

fischer Vyskov spol s.r.o.
B.P. 682 01 UL. Osvoboditel 59
683 23 Ivanovice na hane / Czech Republic

Delivery Time:
Mon. – Fri. 06:00 Hours – 15:00 Hours

Quehenberger Logsitics SVK a.s.
Dialnicna cesta 18
90301 Senec / Slovakia

Delivery Time
Mon- Fri. 06:00 Hours – 20:00 Hours

Delivery Conditions/Requirements at Quehenberger:

- The trucks must be capable of ramps.
- All deliveries over 5 pallets must be notified.
- For all deliveries over 5 pallets, a time slot must be booked with Quehenberger.

BLG LOGISTICS GROUP AG & Co. KG
Am Fallhammer 25
40221 Düsseldorf /Germany

Delivery Time:
Mon.-Fri. 07:00 Hours – 18:00 Hours

Delivery Conditions/Requirements at BLG:

- A time slot must be booked with BLG 48 hours before delivery
- For booking an account is required, which can be requested via BLG@fischer.de
- The trucks must be capable of ramps.

1.1.4 Information Transfer

[Only for WebEDI-SUPPLIER]

An information transfer via web-based Electronic Data Interchange (WebEDI) should be aspired in general.

If the SUPPLIER gets the orders from FIWE via WebEDI, the SUPPLIER has to transmit the data into its ERP system without any changes. Before the data transmission will be taken place, the SUPPLIER has to check the data regarding to plausibility.

In addition, the SUPPLIER obligated, regardless of the agreed INCOTERM, to notify shipments electronically to FIWE at the time of shipping (called dispatch notification) and to fix the specific transport label on the relevant shipping unit (see point 2.4.3).

The information transfer via WebEDI will be regulated in a separate contact (WebEDI contract). The scope and usage of WebEDI will be illustrated in a separate *User Manual of WebEDI for Suppliers – WebEDI Dispatch Notification – Module LE*.

1.2 General Logistical Requirements

1.2.1 Working Times, Delivery Times, Pick-Up Times

The SUPPLIER has to consider the working hours of FIWE (please have a look at 1.1.3). The delivery of goods to the place of unloading might be controlled in time frames (Time Slot Management System). When the goods will be picked-up at the SUPPLIER, the SUPPLIER has to consider defined collection time frames and has to order the right carrier for the pick-up of the delivery (further instructions please have a look on 3.1ff.).

1.2.2 Preview on Planned Quantities

If agreed, the SUPPLIER receives a non-binding delivery forecast. This forecast should allow the SUPPLIER to control his production capacity for FIWE and to plan the purchase of his raw material, in order for a guaranteed delivery within the agreed standard delivery time.

1.2.2.1 Order Processing

The order processing is taken place on the basis of individual orders, collective orders or delivery schedules.

The delivery dates named in the orders or delivery schedules are the arrival date at FIWE.

If the delivery condition EXW / FCA <Location of SUPPLIER> is agreed between FIWE and SUPPLIER, the SUPPLIER has to consider the relevant deliver-/transport period to FIWE in that way the shipment will arrive at FIWE in-time on the defined arrival date. If there would be any discrepancies about the delivery-/transport period, please get in contact to the responsible person at FIWE (please have a look at 4).

The SUPPLIER checks the received order or delivery schedules regarding to completeness, correctness and plausibility (e.g. name of SUPPLIER, material/issue number, quantity, delivery date).

The SUPPLIER must confirm orders and forecast delivery schedules within one working days after receiving in written form (letter, fax, e-mail).

1.2.2.2 Order Monitoring

The SUPPLIER carries out a constant internal order monitoring. Regarding to the production progress, the SUPPLIER has to supply information about the status quo to FIWE on request and at any time.

An early warning system to recognize supply problems must installed by the SUPPLIER. The presence of emergency plans and an effective crisis management has to be installed. This must be demonstrated on request.

In case of any disruptions which affect delivery dates or quantities of FIWE, the SUPPLIER has to initiate immediately all necessary actions to solve this disruptions or problems. If it is recognized that in spite of initiated actions delivery agreements can't be archived, the SUPPLIER has to inform the FIWE contact person unrequested and immediately by mailto or fax and inform them of a new delivery date and/or delivery quantity.

Also the SUPPLIER has to inform FIWE additionally about following points, if requested:

- Reason about the delivery problem
- Presentation of a detailed action plan (action point, priority, status, responsible person, deadline) including an escalation road map regarding to the elimination of the bottleneck in supply
- Tested alternative manufacturing options (in agreement with FIWE quality requirements)
- Alternative parts available for supply (in agreement with FIWE quality requirements)
- Testing for production lot splitting/partial delivery
- Option of shortening the delivery time by employing special transport

If the SUPPLIER can't find a suitable solution for the bottleneck, a workshop between the SUPPLIER and FIWE must take place immediately to solve the disruption and problems of the supply.

1.2.3 Requirements Dangerous Goods

1.2.3.1 Definition of Dangerous Goods

Following definition refers to the *German Act on the Transportation of dangerous goods* (German: *Gefahrgutbeförderungsgesetz – GGBefG*):

Substances and objects which, due to their nature, characteristics or state and in conjunction with transportation, are hazardous for public safety or order, in particular for the general public, for important public property, for life and health of people, animals and things.

1.2.3.2 Guidelines

For products that are classified as hazardous/dangerous, following regulations below depending on the mode of transport must be considered:

Mode of transport	Hazardous goods regulations (each in the currently valid version)
Road/Rail/ Inland Water Vessel	GGVSEB / ADR / RID / ADN
Sea	GGVSEE / IMDG code
Air	ICAO-TI / IATA-DGR

1.2.3.3 Safety Data Sheet

At products with hazardous properties regarding to the dangerous goods transportation regulations, the officer for hazardous materials of FIWE needs following documents for an advanced risk assessment:

- Safety data sheet according to the REACH Regulation (EC) No. 1907/2006
- Test certificates of inner and outer packaging as well as the composed packaging

1.2.4 Requirements concerning rails

- Rails must lie on wooden blocks with a minimum height of 10 cm so that they can be picked up by a forklift truck
- The front of the rails must always be protected by an edge protector
- A label with an article number must be attached. If available, the HU number should also be applied. These labels must not be glued directly onto the rails but must be applied e.g. to the edge protection
- The rail bundles must be wrapped with a VCI film when transported by sea freight
- All bundles must be strapped with a plastic band. If it is not plastic, the strap must not have direct contact with the rails

- Dry shipping and handling of the rails in a dry environment must be guaranteed in any case
- Unloading must be possible from the side of the truck.
If this is not possible a loading aid has to be available in the truck/ container to enable the unloading process.



2 Packing

2.1 General Requirements

The packaging of products has to fulfill the packaging requirements regarding to the packing instructions of FIWE as well as any other packing specification and ecological, economical and qualitative criteria agreed between FIWE and SUPPLIER. Furthermore, the packaging for transports must protect the goods against negative influences about the selected kind of transport, to avoid transport damages.

The SUPPLIER has to notice the Act for Promoting Closed Substance Cycle Waste Management and Ensuring Environmentally Compatible Waste Disposal (German: Kreislaufwirtschafts- und Abfallgesetz – KrW-/AbfG) in general.

Especially following points has to be considered by the SUPPLIER:

- Packaging has to be avoided. The packaging should not be larger and more complicated than for the protection of the goods is necessary.
- Stuffing material should be kept to a minimum.
- If one-way- or reusable packaging will be used, the packaging has to be made of recyclable materials and need to be labeled to the requirements of the waste management industry.
- Usage of mono-materials.
- When one-way- and reusable packaging could be used comparable, the reusable packaging has to be preferred.
- The maximum weight of a EUR pallet including goods must not exceed 780kg.
- Pooling reusable packaging (e.g. EURO pallet) has to be used generally (please see 2.2.1).
- Reusable packaging should be standard sized (modular). Specific designs and other sizes are allowed only in the case of special requirements or measurements of the packaged goods.
- Reusable packaging must be designed in a manner of an easy emptying, cleaning and drying.
- The inner and outer packaging or combined packaging of dangerous goods must be comply the dedicated UN.-No. + Packing group corresponding to the different modes of transports.
- **[only for OVERSEAS SUPPLIER]**
Solid wood packaging material must comply with the guidelines of ISPM No. 15/IPPC.

2.2 Requirements for Loading Equipment

2.2.1 Loading Equipment as Reusable Packaging

2.2.1.1 Standard Size for Reusable Loading Equipment

Reusable packaging should have standard sizes. Specific designs and other sizes will only be accepted in special cases after the confirmation by FIWE or if it's required in the packing instructions of FIWE.

Following loading equipment has to be used as a standard:

- Euro – 1- Pallet (1.200 x 800mm)
- Euro – 1- Pallet (1.200 x 800mm) to DIN 15146 Chapter 2 (pool pallet)

2.2.1.2 Pallet Pooling System

In the case of usage the pallet pooling system of Cologne or Bonn, the exchange criteria and quality requirements of EPAL (<http://www.epal-pallets.org>) has to be considered.

The practice of the pooling system will be refused by FIWE if the pooling criteria and quality requirements of EPAL (see above) are not fulfilled. Additionally, the pallet pooling will be rejected if the pallets are heavily defiled. Furthermore, the quality requirement of DIN 15147 has to be considered.

2.2.2 Loading Equipment as Non-Returnable Packaging

Non-returnable packaging and extra packaging such as caps or cardboard separators has to be developed, purchased and if necessary depolluted by the SUPPLIER (likewise universal containers).

a) Identification

All non-returnable packaging has to be labeled clear and visibly with standardized (image and codes of DIN 6120) and accepted icons by the waste management industry. The identification as well as the labels, tapes, packing tapes and goods tags may not limit the recyclability of the backing material.

b) Materials

In the table below there are all recommend kinds of non-returnable packaging – especially also for non-returnable packing material. The list below excludes also a lot of recyclable materials.

Generally the usage of food (like popcorn) as packing material should be avoided.

Composite materials not of the same type as well as packaging fillers/ styrofoam peanuts could be used after an approval for specific parts.

Strapping goods with a metal band would generally not be accepted, unless FIWE and the SUPPLIER specifically agreed on that (e.g. securing of coils).

Kind of Package	Recommend Material	Examples of Non-Recommend Material
Cardboard	free of harmful substances from paper production papers and paperboards	papers and paperboards with insoluble coatings or adhesives
Anticorrosion Paper	VCI papers, which are verifiable recyclable together with the paper / cardboard (VCI: Volatile Corrosion Inhibitor)	Paper with incompatible additives, incompatible impregnated paper (e.g. bitumen, oil, wax paper)
Plastics (possibly nature color)	moldings: PE, PP protection caps: PE films/foils: PE (with a max. of 5% printed area; also: bubble films) foams: PE, PP, PS straps: PP (black)	Mixtures of plastics, rubber compounds, metal-plastic composite VCI plastic film, polyamide straps (blue), polyester strapping (green)
Wood	non impregnated solid wood and plywood, wood wool	Chipboard, coated or painted wood
Metals	Steel, also galvanised or painted, aluminium	

Illustration 1: Choice of Packaging Material

2.3 Requirements for Sales Packaging

The above described requirements (see 2.1 und 2.2) have to be considered also for sales packaging and transport packaging.

2.3.1 Stability

The condition of product packaging and transport packaging has to be guaranteed along the whole supply chain, beginning from the manufacturer to the production lines as well as the way to the end user of the products. When products will be stacked the lowermost packaging has to resist durable.

2.3.2 Standard Dimensions

For transport packages – if it doesn't affect the stability – the same modular sizes or the multiples of the loading equipments has to be considered as described in 2.2.1.1. The dimension for sales packaging needs to be fixed with the responsible person for package planning at FIWE.

2.3.3 Packaging Instructions

Packaging instructions rules the exact formation of sales and transport packaging on the loading equipment. These instructions will simplify the processes and make them safer. They are mandatory for the SUPPLIER, when packing instructions are committed. For all fixing systems products FIWE provides the appropriate packing instruction on packaging basis. If the SUPPLIER uses own cardboard packaging, please inform the responsible person for package planning at FIWE, because FIWE needs to establish the appropriate packaging instruction. The packaging instruction in detail will be attached at the supplier contract.

2.3.4 Weight

If no requirements or guidelines of FIWE exist about quantities of materials into the smallest transport packaging unit (packed in cartons of the SUPPLIER), the maximum weight (means packaging weight with content) of 15 kg should not be exceeded.

2.3.5 Labeling

The format for labeling packages of goods for fixing systems has to follow the fischer barcode system of EAN 128 or the GS1 standard. The details for the identification of the material have to be taken out of the order of FIWE (please see also Appendix 1).

2.4 Requirements for Transport Packaging

2.4.1 Requirements

The SUPPLIER has to fulfill following rules:

- Single packages needs to be put together on the loading equipment (e.g. pallet) in a manner to ensure a safe transport (if necessary wrapped with stretch films). That means that the goods shouldn't get out of place during the shipping.
- Overlapping/overhanging pallets result in damages and therefore will not be accepted by FIWE. This applies also non-fitting stretch film).
- The optionally used stretch film shouldn't be bigger than the measurements of the packaging unit (e.g. pallet) (please have a look at the appendix 2).
- Non-stackable pallets has to be marked as not stackable. This transport condition has to be mentioned on the transport documents, too.
- At least small load carrier (loading equipment) on the top of a layer has to be closed with a lid.
- An acceptable condition of EURO-pallets and EURO-metal cages about the pooling requirements of Cologne and Bonn, respectively the quality requirements of EPAL has to be ensured.
- The packaging has to be clean. The location-specific cleanness regulations and conditions in the dispatch and production area has to be followed.
- Sales units on a loading equipment (e.g. pallet) has to be set in a manner the FIWE item/material number could be seen from outside.
- As an example of the above mentioned requirements, please have a look on Appendix 2.

Mixed shipments, if nothing else is confirmed, will be accepted generally. The numbers of mixed shipments have to be reduced to a minimum.

For inhomogeneous shipping units (mixed packaging units) the SUPPLIER must ensure following:

- The transport packaging has to be marked as "mixed shipment";
- All included FIWE item/material numbers with their total quantities has to be listed.

The difference about the labeling/marketing of shipments will be described below:

- a) **Single item pallets/sorted pallets (full pallets and partial pallets > 1):** Shipping units where only one single item is transported, regardless of the number of layers, in dependence on the packaging instructions of FIWE.

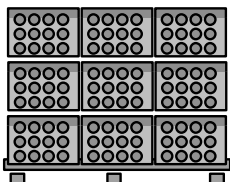


Illustration 2: Single item pallets/sorted pallets

- b) **Sandwich pallets (small quantities = 1 layer):** Single item pallets separated by other loading equipment (pallets).

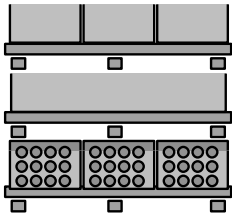


Illustration 3: Sandwich pallets

- c) **Mixed pallets (small quantities < 1 layer):** Shipping units with a maximum weight of 780 kg which exists of more than one item; but each outer carton has to be one article/item no. (maximum weight of one carton 30 kg), with the appropriate labeling.

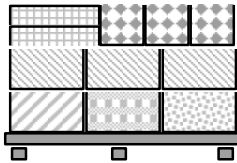


Illustration 4: Mixed pallets

2.4.2 Pallet Height and Transport Space Utilization

The maximum height of a pallet mentioned in the packing instructions of FIWE cannot be exceeded. If the SUPPLIER has no packing instructions from FIWE a maximum height of 1900 mm (= height of the pallet together with goods) has to be considered.

If several pallets would be stacked due to a better utilization of the loading space, it is important to consider the carrying/load capacity of the bottom pallet.

2.4.3 Identification of the Shipment Unit

[Only for WebEDI-SUPPLIER]

In the case of an electronic data interchange all necessary information for labeling the goods could be taken out of the order or delivery schedule, transmitted by WebEDI.

The labeling of the packages has to be done in the FIWE used barcode format of EAN 128, respectively GS1 requirements. Generally, along the supply chain the EAN 128 transport label (handling unit) will be agreed.

The labels have to fulfill following requirements:

- The standard sizes for an EAN-128 transport label the ISO format A-5, A-6 or ISO format A7 cross.
- It should be used stick-on labels with abrasion-free and weather resistant surface.
- The used paper of the label should avoid showing through the surface of the packaging.
- All barcodes have to be a unified reading direction.
- The label should have a readable number of the shipping unit no. for human beings (following mentioned 'NVE'; engl. SSCC).

The transport label should have the following layout:

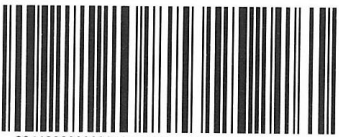
Material 653542 FPF – ST 4,5X40 YZP 200	
Menge 9.600 ST 48 PAK	
Packvorschrift 720 PAK 653542 AUF 55808	
Sonderbestand Kundenauftrag —	
IMD —	Druckdatum 25.05.2012
NVE  00140062092067279119	

Illustration 5: EAN/SSCC 128-Transport-Label

- The SSCC (German: NVE) is a specified standard (in accordance with GS1), internationally agreed and worldwide unique 18-digit number for shipment/transport units. It acts as a key for the purposes of communication (WebEDI) and identification (e.g. by scanning).
- In case of mixed pallets, the shipping label (handling unit) per item has to be fixed on the pallet. But, the pallet needs additionally a label which shows "mixed-pallet".

As an alternative to EAN 128 shipping labels (handling unit) the following VDA4902 label would also be accepted by FIWE.

The transport label should have the following layout:


(1) Warenempfänger fischerwerke GmbH & Co KG 72178 Waldachtal		(2) Abladestelle - Lagerort - Verwendungsschlüssel /0099/	(3) Lieferschein-Nr. (N) TEST_DLGUSCH
(8) Sach-Nr. Kunde (P) 50567			
(9) Füllmenge (Q) 170	(10) Bezeichnung der Lieferung, Leistung RG 18X125 M12 I A4		
(12) Lieferanten-Nr. (V) 786741	(11.1) Druckdatum der HU 26.01.2011		
(15) Packstück-Nr. S 00140062095000002317	(11.2) Packmittel-Nr. Kunde (B) 72391	(13) MRO	(14) Änderungsstand Konstruktion
			

Illustration 6: VDA4902-Transport-Label

- In case of mixed pallets, the VDA-shipping label (handling unit) per item has to be fixed on the pallet. But, the pallet needs additionally a label which shows "mixed-pallet".

The handling unit has to be generally fixed at the right side on the top of the pallet (please have a look on Appendix 2).

3 Dispatch

3.1 Transport Order

3.1.1 General

The SUPPLIER is responsible for ordering the relevant transport company. Therefore, the SUPPLIER has to consider the delivery date for the shipment at FIWE and the SUPPLIER has to order the transport company in time. The right transport company depends on the agreed delivery condition/INCOTERM in the purchasing contract. If the agreed delivery condition is *EXW / FCA <Location of SUPPLIER>*, the SUPPLIER has to consider the requirements at point 4.

3.1.2 Notification of Hazardous Goods

The SUPPLIER notifies hazardous goods separately. In case of hazardous goods the SUPPLIER has the responsibility to hand out all necessary dangerous goods shipping documents to the transport company who picks-up the shipment. If there are components that can't be packaged because of their nature, for example extremely bulky components, the transport company has to be informed. The packaging requirements for hazardous goods (please have a look at 2.1) and the dangerous goods regulations (please have a look at 1.2.3) have to be followed.

3.2 Transport Documents

For identification of each shipment the carrier has the responsibility for creating a shipment document for each point of delivery.

The SUPPLIER has to inform the transport company about following information (3.3 to 3.6) which allows him the registration of the shipments.

3.3 Delivery Note

Each consignment needs an original delivery note enclosed. The delivery note has to be fixed outside of the shipping unit, respectively into a delivery note pouch. It is not allowed to include the delivery note to the shipping documents.

The delivery note needs following information:

- Address of shipper/consignor with no. of creditor/supplier
- Consignee/delivery address
- Delivery note no.
- Order no./delivery schedule no.
- FIWE article/material/issue no. with name of article and quantity, total quantity of the delivery and no. of shipping units
- Best-before date, if necessary
- Revision status

3.4 Packing List

[Only for OVERSEAS SUPPLIER]

If a delivery consists of several packages or pallets a packing list with following order information for each transport unit has to be added to the delivery note:

- Address of shipper/consignor
- Delivery address
- Maritime container no.
- Quantity and number of shipping units, separated about the maritime container, when the whole shipment consists of more than one maritime container
- Quantity of total shipping units
- FIWE article number and product name of each shipping unit und quantity as well as the total quantity
- Content amount of each shipping unit
- Net- and gross weight in kgs per shipping unit and total net- and gross weight


fischer (Shanghai) International Trading Co., Ltd.		fischer 	
FIXING SYSTEMS			
Fischerwerke GmbH & Co.KG Weinhalde 14-18 72178 Waldachtal Germany			
Subtotal	Order reference no.	Your reference no.	Date
Packing list	111214.fiw-A		December 14, 2011
P/N	Item no.:	Description:	Quantity: Pcs/Ctn: Ctns: NW: KG GW: KG
Container# KKTU7346805/Seal#CAQ18532			
1-4	00061555	FFS7.5*182 FRAME SCREW	70,400 17,600 4 2,575.92 2,577.92
5	00092698	FFSZ7.5x72FrameScrew T25	20,800 20,800 1 288.91 335.91
6	00062379	FFS7.5*42 FRAME SCREW	20,800 20,800 1 174.51 221.51
7	00062395	FFS7.5*52 FRAME SCREW	20,800 20,800 1 223.81 253.81
8-9	00062396	FFS7.5*62 FRAME SCREW	41,600 20,800 2 516.68 610.68
10-13	00068955	FFS7.5*82 FRAME SCREW	83,200 20,800 4 1,391.92 1,579.92
14-16	00068956	FFS7.5*102 FRAME SCREW	62,400 20,800 3 1,282.95 1,423.95
17	00068958	FFS7.5*202 FRAME SCREW	17,600 17,600 1 721.60 779.60
18-19	00061550	FFS7.5*72 FRAME SCREW	41,600 20,800 2 611.52 705.52
20	00061550	FFS7.5*72 FRAME SCREW	19,200 19,200 1 282.24 329.24
21-23	00061551	FFS7.5*92 FRAME SCREW	62,400 20,800 3 1,158.78 1,299.78
24	00092699	FFSZ7.5*82FrameScrew T25	20,800 20,800 1 329.89 376.89
25-27	00092700	FFSZ7.5*92FrameScrew T25	62,400 20,800 3 1,102.62 1,243.62
28-33	00092702	FFSZ7.5*112FrameScrewT25	124,800 20,800 6 2,691.96 2,973.96
34-35	00092703	FFSZ7.5*122 FrameScrewT25	41,600 20,800 2 993.00 1,067.00
36-39	00092704	FFSZ7.5*132 FrameScrewT25	83,200 20,800 4 2,167.36 2,355.36
40-41	00092705	FFSZ7.5*152FrameScrew T25	41,600 20,800 2 1,281.28 1,282.28
Subtotal	41 pallets		835,200 41 17,794.95 19,436.95
P/N	Item no.:	Description:	Quantity: Pcs/Ctn: Ctns: NW: KG GW: KG
Container# KKTU7702742/Seal#CAQ18456			
1-3	00061553	FFS7.5*132 FRAME SCREW	62,400 20,800 3 1,625.52 1,766.52
4-7	00068957	FFS7.5*122 FRAME SCREW	83,200 20,800 4 2,070.00 2,258.00
8-13	00061552	FFS7.5*112 FRAME SCREW	124,800 20,800 6 2,804.28 3,086.28
14	00061553	FFS7.5*132 FRAME SCREW	20,800 20,800 1 541.84 588.84
15-18	00061555	FFS7.5*182 FRAME SCREW	70,400 17,600 4 2,575.92 2,577.92
19	00061556	FFS7.5*212 FRAME SCREW	17,600 17,600 1 758.38 816.38
20	00092698	FFSZ7.5x72FrameScrew T25	20,800 20,800 1 288.91 335.91
21-22	00092701	FFSZ7.5*102FrameScrew T25	41,600 20,800 2 809.96 903.96
23	00092708	FFSZ7.5*202FrameScrew T25	17,600 17,600 1 719.31 777.31
24	00068958	FFS7.5*202 FRAME SCREW	17,600 17,600 1 721.60 779.60

Illustration 7: Example of Packing List

3.5 Customs Documents

The SUPPLIER has to hand out all necessary customs-related documents and information to the transport company, in accordance to the currently valid legal regulations (e.g. preference certificates).

3.6 Shipping Document / Transport Document

The transport company has to get a transport/shipping document for each shipment. The shipping/transport document has to include following details:

- Address of shipper/consignor
- Consignee/delivery address
- Number of packages/shipping units belonging to the consignment
- Total gross weight of the consignment
- Delivery note no. of the SUPPLIER as a shipment reference belonging to the ordering of FIWE
- Optionally all necessary data for hazardous goods
- Optionally all necessary customs documents

4 Transport procedure

If the delivery condition *EXW / FCA <Location of SUPPLIER>* is agreed in the purchasing contract following regulations have to be followed.

The SUPPLIER notifies the shipment / delivery in time at the named transport company of FIWE. Therefore, the SUPPLIER has to consider the arrival date and time at the point of unloading of FIWE.

Hereby the SUPPLIER has to hand out all necessary shipping data to the responsible transport company (please have a look at 3.6), before the transport should take place.

Shipments which will be sent at the same date of dispatch and to the same point of unloading of FIWE, the SUPPLIER has to consolidate the deliveries to one shipment.

If there are any discrepancies or questions in the selection of the transport company, the SUPPLIER should get in contact to following contact person of FIWE by phone or mailto:

Mr. Karl-Heinz Kübler
International Freight Management
Phone: +49 (0) 7443 12-4443
Fax: +49 (0) 7443 12-8752
E-mail: Karl-Heinz.Kuebler@fischer.de

5 Claims

a) Logistical claims

The trigger for a logistical claim is the disruption of the processes at FIWE caused by the SUPPLIER or their transport companies.

In the event of non-compliance of the location-specific regulations or those listed in the logistics manual, FIWE reserves the right to deny the dispatch of the shipment and/or to invoice the arising additional costs (e.g. storage, repacking, disposal, packaging material returns, increased handling expenditure, costs for production line deadlock, etc.).

In case of a logistical claim, the SUPPLIER will inform contemporarily and the SUPPLIER is requested to analyze the problem and introduce remedial actions.

b) Claim processing

The processing of all happened claims will be carried out with an 8D report by FIWE. The SUPPLIER is committed to work on claims according to this system as well and the SUPPLIER informs FIWE within a week regarding to the reasons about the problems and remedial actions to eliminate the errors. Delivery dates for replacement deliveries has to be named latest two days after the claim was declared.

6 Closure Statement

In case of any questions that come up in the context with that logistics manual, please contact your representative contact person of FIWE by phone, before shipping the goods.

If any regulation or requirement in that logistics manual is not applicable or illegal, it doesn't have any effects on remaining regulations and requirements. In cases of any doubts the parties of the contract aspiring a mutual agreement. Additional agreements are not agreed. All amendments to the contract need to be in written form.

Earlier versions of that logistics manual are no longer valid.

Appendix 1: Labeling Of Packaging Units



Labeling of primary packaging



Labeling of secondary packaging

Appendix 2: Delivery Requirement

Wrong

HU label has not been applied to the top, right side (error on automatic scanning)

Foil lapping (error on measurement monitoring)

Pallet is damaged (cannot be stored automatically)



Right

