

Mazda Motor of America, Inc., d/b/a/

Mazda North American Operations (MNAO)

Supplier Packaging & Shipping Standards (includes label guidelines)

APRIL 2002 WITH REVISIONS BELOW

| Revision History | | | | | | |
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| April 2002 | First Issue | | | | | |
| Nov 19, 2008 | All sections updated | | | | | |
| Dec 10, 2008 | Added new Packaging Spec form in Appendix H | | | | | |
| Jan 26, 2009 | Revised Accessory Label shown in Appendix D | | | | | |
| April 07, 2009 | Clarified MMA/MNAO on Cover page | | | | | |
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| May 20, 2011 | Added reference to Appendix E from Section 4. Added minimum requirements to master labels example. | | | | | |
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| August 21, 2013 | Clarified section 3.2.4. regarding use of ISPM-15 pallets. | | | | | |
| May 9, 2014 | Added date code requirements for Accessory Labels in Appendix D. Clarified "LOT" number for service parts in Appendix E. | | | | | |
| April 19, 2016 | Updated 4.2.1 regarding label placement. | | | | | |
| | Clarified Appendix E – Country of Origin must be spelled out. | | | | | |
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| January 2, 2019 | Added new Service Part Label design to Appendix E | | | | | |

| August 3, 2020 | Added new Accessory Part Label design to Appendix D. |
|----------------|--|
| April 30, 2021 | Section 5 updated. Added 5.1, 5.2, and 5.3. Updated 2.6 and 4.3.4. |

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1. Introduction

1.1 Scope

This document shall apply to all service and accessory parts that are to be received by Mazda North American Operations distribution centers.

Note: A small number of parts and accessories must be packaged in "Point of sale" or specially branded packaging. Your MNAO Buyer will advise when this is required and provide requirements for such packaging. All specs are available on MNAO's Supplier Extranet shown below.

1.2 Introduction

The following are basic Mazda North American Operations (MNAO) requirements with which each supplier must comply in the development of expendable packaging, identification methods, and costs. All packaging material costs are to be included in the quoted part price on the MNAO quote forms.

Each supplier is encouraged to initiate packaging improvements. Any packaging changes must be communicated to and approved by the MNAO Packaging Engineering Group and/or the MNAO Purchasing Group.

The chosen packaging and labeling method must be designed to accomplish many goals. It must contain and protect the parts from the environment, protect the environment from the parts, communicate to those who store, handle, and use the part, maximize the density of the container, and provide for efficient manual and/or mechanical handling capabilities and storage within a warehouse environment and transportation trailers at the most economical cost.

All suppliers must utilize packaging materials and methods that insure their packaged products arrive and can be safely handled and/or stored at all MNAO facilities, including dealerships, in the same quality condition in which they were manufactured and at the most economical price.

The contents of this Standard are referenced by, and therefore included in, MNAO's Terms and Conditions. Any exceptions to the packaging requirements must be stated when parts are being quoted.

1.3 For Further Information

The latest version of these Standards, a list of contact names, and other useful information is provided on MNAO's Supplier Extranet:

http://suppliers.mazdausa.com/

2. Supplier Responsibilities

- 2.1. Suppliers are responsible for the design and validation of their own packaging for parts supplied to MNAO. MNAO Packaging Engineering and/or the MNAO Buyer will assist in developing acceptable packaging systems on request or in other certain circumstances. Please note that MNAO's agreement with the specification submitted by the supplier does not relieve the supplier of responsibility for package performance.
- 2.2. All parts must be packaged in expendable containers unless approved by MNAO Packaging Engineering and/or MNAO Purchasing, Transportation, and Quality Departments. MNAO will assume no responsibility for the return of re-usable containers sent to MNAO locations.
- 2.3. All parts must be packed one part per box unless otherwise specified and/or approved by the Packaging Engineering Group and/or the MNAO Buyer.
- 2.4. Suppliers must design packaging for maximum density and quality. In addition, suppliers should pack, label, and ship materials under requirements of common carriers in a manner that will secure the lowest transportation costs.
- 2.5. A sample packaged part is required for approval. Be sure the sample part is labeled the same as future shipments. Include a sample pallet label with the part. These include class "A", painted, individually packed parts that would travel via an overnight carrier, or as requested. All samples should be sent to the attention of the MNAO Packaging Engineering Group and/or MNAO Purchasing.
- 2.6. Suppliers must follow all prescribed regulations as specified in the U.S. Department of Transportation Pipeline and Hazardous Materials Safety Administration (DOT PHMSA) Hazardous Materials Regulations and international equivalents, when packaging and shipping hazardous materials. (Refer to section 5.0).
- 2.7. All expendable packaging materials must be legally and economically disposable. Recyclable materials are recommended.
- 2.8. Parts must be packed according to the approved MNAO Packaging Specification Data Sheet.

2. Supplier Responsibilities (Continued)

- 2.9. All features and surfaces considered critical to the quality or operation of the part (e.g. finished surfaces, machined surfaces, clips, brackets, etc.) must be adequately protected to withstand damage, rust, dirt, moisture, wood chips, or other debris through the duration of long-term storage and handling.
 - 2.9.1 Certain Packaging Specifications may require rust protection for service parts at the discretion of MNAO's Packaging Engineer. The supplier will be held accountable to ensure that the specification is followed.
 - 2.9.2 Common rust preventative products that may be required on Packaging Specifications include: Volatile Corrosion Inhibitor (VCI) products, paint, oil and wax
 - 2.9.3 Such rust preventative products shall not present a health hazard as a result of handling affected parts, nor contain substances that are prohibited by U.S. Department of Transportation (and the equivalent regulations of the Canadian Ministry of Transportation) guidelines
 - 2.9.4 The amount of rust preventative products applied to the part should not exceed that which is minimally required to ensure adequate rust prevention.
- 2.10. Supplier must designate a packaging contact for problem resolution on the MNAO Packaging Specification Data Sheet.
- 2.11. The package design should be validated to assure it is robust enough not only for shipment from the vendor to the Mazda distribution center, but for warehouse storage for at least one year while floor stacked 4 pallets high, normal handling within the warehouse, and final shipment via LTL to the final customer. Not all items will be floor stacked; therefore, the vendor may request a waiver from the Packaging Engineering Group and/or the MNAO Buyer to deviate from the floor stacking requirement. There are several accepted methods that can be used to validate package designs. In determining acceptance criteria to evaluate the results of the testing, be aware that the final customer expects to receive undamaged parts in packaging that is still in saleable condition and allows safe handling and storage of the packaged part. If test shipments are used to validate packaging, several repetitions are required due to the number of variables in the distribution system. Contact the Mazda Packaging Engineering Group and/or MNAO Purchasing if there are any questions.

3. Expendable Container Systems

3.1. Container Selection

- 3.1.1. Manually handled containers including parts should not exceed 40 lbs. Any exceptions will require approval from MNAO Packaging Engineering and/or the MNAO Buyer.
- 3.1.2. Parts should completely fill container to prevent excessive voids.
- 3.1.3. It is preferred that manually handled containers be modular to a 48" x 42" pallet size whenever part size permits. When a pallet is used, no overhang of cartons on the pallet is permitted. All containers manually or mechanically handled are to be modular to the pallet.

3.1.4. The maximum height of a pallet load should not exceed 43", including the pallet base.

- 3.1.5. The type of corrugated used in the container must have a minimum burst strength, stacking strength, and wall thickness to withstand the test of usage from the point of manufacture to the final customer. MNAO recommends that corrugated material be rated no less than 44 ECT.
- 3.1.6. Wood wirebound pallet boxes and wood composite crates are permitted only when corrugated fiberboard material is not sufficient and/or economically efficient for containment and protection of the part during shipping and handling. Examples of different container styles can be found in APPENDIX "A".

3.2. Pallet Size & Construction (If Applicable)

- 3.2.1. Pallets must be 4-way entry and must be constructed with sufficient strength to remain fully functional through a full distribution cycle at MNAO distribution facilities. Construction must meet minimum requirements for the load handling. MNAO distribution facilities typically use forklifts with 48" forks.
- 3.2.2. Lumber used in the construction of pallets shall be sound, square-edged, free of decay, and free of knots with an average diameter greater than one-third of the width of a piece. No piece shall contain any other defect or combination of defects which would materially weaken the strength of the piece, or hinder the proper fastening of the pallet
- 3.2.3. The preferred pallet sizes to use when shipping to MNAO receiving locations is 48" x 42" when part size permits. Other preferred pallet sizes include: 38" x 44", 72" x 42", 58"x 53", 58.5" x 44", 68" x 48", and 58.5" x 88".
- 3.2.4. When shipping internationally, pallets must be heat-treated and compliant with the provisions of ISPM-15.
- 3.2.5. Pallet dimensions (Length x Width) are stated as follows (refer to APPENDIX "B"):

Pallet Length: Equal to the length of notched stringer.

Pallet Width: Equal to the length of the deckboards.

- 3.2.6. All Pallets should meet minimum requirements as specified for pallet components, construction requirements, and pallet style.

 Minimum requirements are as follows:
 - Notched stringers: Pallet Length x 1 ½" x 3 ½"
 - Deckboards: Pallet Length x > or equal to $3 \frac{1}{2}$ " x 5/8"
 - Bottom deckboards: Pallet Width x > or equal to $3 \frac{1}{2}$ " x 5/8"
 - Spaces between top deckboards must not be greater than 3 1/2"
 - Forklift openings must be at least 3 ½" tall
 - Notched forklift opening must be 2" from the top of the notch to the bottom of the deckboard

3.3. Interior Dunnage

- 3.3.1. Corrugated, plastic, or a combination of materials may be necessary to prevent part to part contact and eliminate damage during shipping and handling.
- 3.3.2. All Class "A" and/or finished surfaces should be adequately protected from any form of scuffing, scratching, and abrasion from handling, transportation, and packaging materials. These parts require special attention when developing packaging specifications.

Examples of Class "A" surfaces and finished surfaces include: visible parts on the exterior of the car (glass, sheet metal, painted plastics, headlamp lenses, plastic trim, etc.), visible parts in the interior passenger compartment (painted plastics, door panels, instrument panels, seats, molding and trim pieces, etc.).

3.4. Container Closure

Containers must be adequately sealed to insure failure does not occur during handling. Recommended methods are stapling, taping, or gluing to insure positioning remains satisfactory during transit. Staples are not permitted without approval from the Mazda Packaging Engineering Group and/or the MNAO Buyer when packaging Class "A" surfaces because of increased risk of scratching when the part is removed from the box. Banding is the preferred method of closure for large sheet metal parts.

3.5. Pallet Loading (If Applicable)

- 3.5.1. When shipping on pallets, pallet loads should not exceed 43" in height including the pallet base.
- 3.5.2. The pallet pattern selected must provide the most efficient usage possible. The selected pattern must allow for the pallet load to have no overhang of the containers over the pallet edges.
- 3.5.3. Mixed pallet loads must have a "MIXED LOAD" label applied to the exterior of the pallet load.
- 3.5.4. Vertical stacking patterns are required to maximize the stacking strength of boxes. Interleaved stacking patterns are not allowed without approval of the Mazda Packaging Engineering Group and/or the MNAO Buyer.

3.6. Pallet Load Securement (If Applicable)

- 3.6.1. When shipping on pallets, all containers must be adequately secured to pallets using either banding or stretch wrap so that the load can not shift.
- 3.6.2. For flanged tube bulk containers, stapling to the pallet is necessary prior to banding.
- 3.6.3. When banding is the primary method of unitizing the load, the load must be secured with two (2) bands in each direction, the length direction and the width direction. Non-metallic banding is recommended for use with corrugated materials. The use of edgeboard under the bands is required to prevent damage to the boxes on the top layer of the pallet. Cloth banding is not permitted. Refer to APPENDIX "C.
- 3.6.4. Stretch wrap should be clear.
- 3.6.5. When stretch wrapping pallet loads, the stretch wrapping must start below the deck boards of the pallet load and extend up to the top of the load. The stretch wrap must not be so tight that the vertical box edges at the corners of the pallet are excessively deformed. The stretch wrap must extend over the top of the pallet at least 3 inches. When small boxes are unitized, a cover sheet must be used on the top of the pallet to help prevent pilfering. Mazda recommends that a stretch wrapper with pre-stretch rollers be used. A minimum of 2 wraps must be applied to both the top and the bottom of the pallet. For heavier pallets it is recommended that 3 wraps be applied to both the top and bottom of the pallet. The stretch goal should be 100% to 200% stretch. Some products will require edgeboard be used under the stretch wrap on each of the 4 vertical pallet edges to assure that the product maintains vertical stacking.
- 3.6.6. High-value products may require special (obscured) packaging to reduce theft potential per direction of MNAO's Packaging Engineer and/or Buyer.

3.7. Packaging Performance Requirements

- 3.7.1. All shipping containers, pallets, etc., must be of sufficient strength to withstand in-transit and in-house handling. Dynamic loading (in-transit) is typically three times the static load and must be considered in the design of all packaging.
- 3.7.2. All unit loads must have adequate stacking strength capabilities to be able to be stacked four (4) units high or 4 M (13 ft.) of like unit loads.
- 3.7.3. Modular cartons should be able to withstand the stacking pressure in accordance with ASTM packaging standards.
- 3.7.4. Salvaged or used expendable materials, containers, pallets, crates or other shipping devices will not be acceptable unless approved by MNAO Packaging Engineering and/or the MNAO Buyer.
- 3.7.5. Air shipments and shipments through consolidators are subject to abnormal handling and require special packaging accommodations.
- 3.7.6. The packaging shown on the packaging specification sheet must correlate to the normal order size and be appropriate for the routing instructions issued by MNAO's transportation department. Sometimes the mode of shipment will change back and forth based on the order quantity. It is widely acknowledged that small parcel delivery requires more robust packaging than palletized LTL shipment. If, due to low order quantity or expedited delivery requirements, the routing instructions dictate that the mode of shipment will change from LTL to small parcel, it is critical to use more robust packaging so the package arrives at the PDC undamaged without extra shipping labels. It is very likely that an overpack box will be required to make sure the primary packaging remains saleable. More robust packaging is normally more expensive. Every effort should be made during the quoting process to take this into account. Parts received at the MNAO PDC's that are no longer in saleable condition are not acceptable.

4. Identification Labeling

4.1. Label Specifications

- 4.1.1. All identification labels on modular containers and master cartons must be of the format displayed in APPENDIX "D" for accessory parts and APPENDIX "E" for service parts. Contact your Mazda Buyer if there are any questions regarding the labeling requirements.
- 4.1.2. No more than one part number is to be packaged in a primary container. When palletizing loads, if more than one part number is loaded onto a pallet, special "Mixed Load" labels are to be used.

4.2.Label Placement

- 4.2.1. The unit carton label must be visible and in the correct orientation when the part is stacked and stored at MNAO PDCs. For most parts this is on the end panel of the box. Label placement should be documented on the Packaging Specification. If there is any question, please contact the buyer for further information. Refer also to APPENDIX "F".
- 4.2.2. The master carton label must be located on the upper corners of two adjacent sides of the package. One label must be on the upper left corner of the major panel of the master carton package.
- 4.2.3. Do not fold label over edge of package.
- 4.2.4. Each individual part container must be labeled.
- 4.2.5. If banding is used as the containers closure method, do not apply the banding over the labels.

4.3. Special Labels

- 4.3.1. If a special label (New Part, Inspection, etc.) is also required, the label should be located next to the Mazda Parts Identification Label on the major panel of the container. Refer to APPENDIX "G".
- 4.3.2. The upper edge of both the Mazda Parts Identification Label and special labels should be aligned. Do not fold label over the edge of the container.
- 4.3.3. If there is banding between the Mazda Parts Identification Label and the special label(s), the special labels should be located as close as possible to the Mazda Parts Identification Label without interfering with the banding.
- 4.3.4. Hazardous materials label placement must be in accordance with DOT PHMSA Hazardous Materials Regulations (HMR) and international equivalents. (Refer to section 5.0).

5. Hazardous Materials

Hazardous materials (also referred to as 'dangerous goods') must conform to the applicable requirements of the following regulatory references and industry guidelines:

- Title 49, Code of Federal Regulations, subchapter C (Parts 107, 171-178)
- International Maritime Dangerous Goods (IMDG) Code
- International Civil Aviation Organization (ICAO) Technical Instructions for the Safe Transport of Dangerous Goods by Air
- International Air Transport Association (IATA) Dangerous Goods Regulations
- Canada's Transport of Dangerous Goods Regulations
- Australia's Dangerous Goods Code (ADGC)
- European Agreement concerning the International Carriage of *Dangerous Goods* by Road (*ADR*)
- Mexico's Secretaría de Comunicaciones y Transportes (SCT) Normas Oficiales Mexicanas (NOMs)

5.1 Hazardous Material Packaging

UN Specification Packaging. All hazardous materials packaging must conform to the applicable requirements of 49 CFR Parts 173 and 178, and international equivalents, unless specifically excepted from specification packaging (e.g., limited quantities, excepted quantities).

Non-Specification Packagings. Non-specification packagings intended to contain limited and excepted quantities shall be strong, suitable and compatible with the lading. Non-specification fiberboard packaging must be marked with a Box Maker's Certificate (BMC) and shall have a minimum strength rating as follows:

| Edea Couch Test | Donat Character (a.e.) | AA in Curren AA (lan) | | | | |
|-----------------|------------------------|-------------------------|--|--|--|--|
| Edge Crush Test | Burst Strength (psi) | Maximum Gross Mass (kg) | | | | |
| 32 ECT | 200 | ≤ 20 kg | | | | |
| 44 ECT | 275 | > 20 kg and ≤ 30 kg | | | | |
| 51 ECT | 350 | > 30 kg | | | | |

Absorbent materials. Except as otherwise provided in 49 CFR subchapter C, Packing Group I liquid hazardous materials of Classes 3, 4, or 8, or Divisions 5.1 or 6.1 that are packaged in combination packagings and offered for air transport in glass, earthenware, plastic, or metal inner packagings must be packed using absorbent material as follows: (1) Inner packagings must be packed in a rigid and leakproof receptacle or intermediate packaging containing sufficient absorbent material to absorb the entire contents of the inner packaging before packing the inner packaging in its outer package; and (2) absorbent material must not react dangerously with the liquid (see §§173.24 and 173.24a).

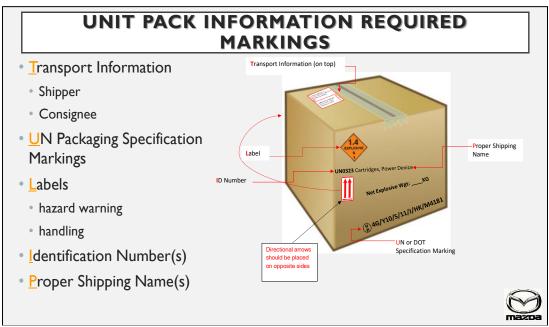
Closures. Closures on packagings shall be so designed and closed that under conditions (including the effects of temperature, pressure and vibration) normally incident to transportation: (1) there is no identifiable release of hazardous materials to the environment from the opening to which the closure is applied; (2) the closure is leakproof and secured against loosening, and (3) a closure (including gaskets or other closure components, if any) used on a specification packaging must conform to all applicable requirements of the specification and must be closed in accordance with information, as applicable, provided by the manufacturer's notification required.

5.2 Hazard Communication

Marking. Unless otherwise specified in the Hazardous Materials Regulations (HMR) or international equivalents, all hazardous materials (dangerous goods) must be properly marked with the following:

- (1) the proper identification number (e.g., UN, NA, ID) in characters at least 6.25 mm (0.25") high.
- (2) proper shipping name, including any technical or chemical names that may be required.
- (3) reportable quantity (RQ), as applicable
- (4) other required markings (e.g., qualifying words, etc.), as specified in the HMR or international equivalents.

Labeling. Unless otherwise specified in the Hazardous Materials Regulations (HMR) or international equivalents, all hazardous materials (dangerous goods) must be properly labeled with: (1) a primary hazard warning label; (2) subsidiary risk label(s), if applicable; (3) cargo handling labels; and (4) other required labels, as applicable.





Placarding. Unless other specified in the Hazardous Materials Regulations (HMR) or international equivalents, all hazardous materials (dangerous goods) shipments must be properly placarded in accordance with the HMR and international equivalents.

Air, Sea, Land Shipment Placarding Examples



5.3 Documentation

Unless otherwise specified, all hazardous materials must be properly documented on a shipping paper (e.g., dangerous goods declaration, bill of lading, manifest) with the information required in 49 CFR Part 172, subpart C and international equivalents.

Entered first or highlighted. When a hazardous material and non-hazardous material are described on the same shipping paper, the hazardous material description entries required by §172.202 and those additional entries that may be required by §172.203 must be: (1) entered first, or (2) be entered in a color that clearly contrasts with any description on the shipping paper of a material not subject to the HMR, except that a description on a reproduction of a shipping paper may be highlighted, rather than printed, in a contrasting color, or identified by the entry of an "X" placed before the basic shipping description required by §172.202 in a column captioned "HM." (The "X" may be replaced by "RQ," if appropriate.)

Quantity, Types and Kinds of Packagings. Except for transportation by aircraft, the total quantity of hazardous materials covered by the description must be indicated (by mass or volume) and must include an indication of the applicable units of measure (e.g., "200 kg" (440 pounds) or "50 L" (13 gallons)). For transportation by aircraft, the total net mass per package, must be shown unless a gross mass is indicated in Columns (9A) or (9B) of the 49 CFR §172.101 Hazardous Materials Table in which case the total gross mass per package must be shown.

The number and type of packages must be indicated. The type of packages must be indicated by description of the package (e.g., "12 drums"). Indication of the packaging specification number ("1H1") may be included in the description of the package (for example, "12 1H1 drums" or "12 drums (UN 1A1)"). Abbreviations may be used for indicating packaging types (e.g., "cyl" for "cylinder") provided the abbreviations are commonly accepted and recognizable.

Basic Description. The shipping description of a hazardous material on the shipping paper must include, in order, the following: (1) identification number; (2) proper shipping name, including qualifying words and correct technical or chemical names, if required; (3) hazard class, division and compatibility group (if applicable), followed by subsidiary risk(s) in parentheses; and (4) packing group, if applicable.

Additional Descriptive Information. Additional descriptive information, as applicable and as specified in 49 CFR §172.203, must be provided on the hazardous materials shipping paper in association with, and following, the basic description. Additional descriptive information may be required for one or more of the following: (1) special permits or approvals; (2) limited quantities; (3) hazardous substances; (4) radioactive materials; (5) empty packagings; (6) air

shipments; (7) technical or chemical names for NOS or other generic descriptions; (8) marine pollutants; and (9) toxic materials.

Emergency Response Information. The term "emergency response information" means information that can be used in the mitigation of an incident involving hazardous materials and, as a minimum, must contain the following information:

- (1) The basic description and technical name of the hazardous material as required by the HMR or international equivalents;
- (2) Immediate hazards to health;
- (3) Risks of fire or explosion;
- (4) Immediate precautions to be taken in the event of an accident or incident;
- (5) Immediate methods for handling fires;
- (6) Initial methods for handling spills or leaks in the absence of fire; and
- (7) Preliminary first aid measures.

Form of the emergency response information. The emergency response information required for a hazardous material must be:

- (1) Printed legibly in English;
- (2) Available for use away from the package containing the hazardous material; and
- (3) Presented either: (a) on a shipping paper; or (b) in a document, other than a shipping paper, that includes both the basic description and technical name of the hazardous material as required by the HMR or international equivalents, as appropriate, and the emergency response information required by 49 CFR Part 172, subpart G (e.g., a Safety Data Sheet); or (c) related to the information on a shipping paper, a written notification to pilot-in-command, or a dangerous cargo manifest, in a separate document (e.g., an emergency response guidance document), in a manner that cross-references the description of the hazardous material on the shipping paper with the emergency response information contained in the document.

Shipper's Certification. When a shipping paper is required, one of the following two certifications must be included on the shipping paper:

1. "This is to certify that the above-named materials are properly classified, described, packaged, marked and labeled, and are in proper condition for transportation according to the applicable regulations of the Department of Transportation."

Note: In line one of the certification above, the words "herein-named" may be substituted for the words "above-named".

2. "I hereby declare that the contents of this consignment are fully and accurately described above by the proper shipping name, and are classified, packaged, marked and labeled/placarded, and are in all respects in proper condition for transport according to applicable international and national governmental regulations."

For transportation by air must add to the certification required in this section the following statement:

"I declare that all of the applicable air transport requirements have been met."

Hazardous materials offered to an aircraft operator for transportation by air shall provide at least two copies of the certification required in this section.

Signature. The certifications required by 49 CFR §172.204 (a) or (c) must be: (1) legibly signed by a principal, officer, partner, or employee of the shipper or his agent; and (2) may be legibly signed manually, by typewriter, or by other mechanical means.

For transportation by rail, when transmitted by telephone or electronically, the signature must be in one of the following forms: The name of the principal person, partner, officer, or employee of the offeror or his agent in a computer field defined for that purpose.

Retention and Recordkeeping. A shipping paper (or an electronic image thereof) must be retained by the shipper and be accessible at or through its principal place of business and must make the shipping paper available, upon request, to an authorized official of a Federal, State, or local government agency at reasonable times and locations.

For a hazardous waste, the shipping paper copy must be retained for 36 months after the material is accepted by the initial carrier. For all other hazardous materials, the shipping paper must be retained for 24 months after the material is accepted by the initial carrier.

Each shipping paper copy must include the date of acceptance by the initial carrier, except that, for rail, vessel, or air shipments, the date on the shipment waybill, air waybill, or bill of lading may be used in place of the date of acceptance by the initial carrier.

6. Transportation Loading Guidelines (If Applicable)

- 6.1. It is recommended that the total load lateral and longitudinal package movement within shipping mode of transportation to be no more than three (3) inches.
- 6.2. Position load blocking devices in shipping mode of transportation to enable packaging to withstand shipping environment impact forces.
- 6.3. Maximize total cubic space of the shipping mode of transportation to the greatest extent, while maintaining sufficient clearance to lift loads from the carrier.

7. Acceptance & Rejection Criteria

The provisions of this specification shall provide the basis for acceptance or rejection of incoming material.

Each Mazda distribution center will use discretion on how to handle noncompliant material. They may:

- Refuse delivery of the entire load. In this case the vendor will be responsible for filing a freight claim if appropriate.
- Accept delivery of the load, but reject some of the parts and place the
 material into a containment area pending resolution. In this case Mazda will
 be responsible for filing a freight claim if appropriate.

8. Disposition of Damaged Material

- 8.1. To insure fast, accurate disposition of material damaged as a result of package failure or packaging non-compliance, each supplier must make arrangements directly with the MNAO Inventory Control Group for replacement part delivery. Suppliers are responsible for all necessary corrective action, damaged material, sorting costs, and any premium freight required for replacement of the parts to maintain production requirements. Damage determined to be the responsibility of the carrier will be filed against the delivering carrier by the party who specified the carrier.
- 8.2. Whenever a part or parts have been shipped in noncompliance to packaging specifications or other provisions of this document MNAO holds the right to refuse delivery and the part or parts will be sent back to the supplier at their expense.
- 8.3. Once a noncompliant shipment is identified the supplier will be held responsible for the following:

- a) The immediate action taken to prevent further shipments of non-complying or damaged material.
- b) The disposition of the non-complying or damaged material.
- c) Shipment date and pertinent information concerning the next shipment of qualified conforming packaging.
- 8.4. When rejected material is to be returned to the supplier, the material will be returned in the manner that it was received. The supplier will be given the option of reviewing the material on-site prior to the return of the material.

9. Glossary of Terms

Bottom Deck - The load bearing surface.

Box - A rigid container having closed faces completely enclosing

the contents.

Burst Strength - The strength of the material, such as corrugated fiberboard,

expressed in pounds per square inch.

Closure - The method used to seal a container once the parts have

been packaged within it.

Corrugated Fiberboard - Single Faced - Structure formed by one corrugated (fluted)

medium glued to one flat facing of the liner board.

Single Wall - Structure formed flat facing of liner board

glued to each side of a corrugated medium.

<u>Double Wall</u> - Structure formed by three flat facings of liner

board and two intermediate corrugated medium.

<u>Triple Wall</u> - Structure formed by four flat facings of liner

board and three intermediate corrugated medium.

Cushioning Material Material used to protect parts from damage due to impact

Deck - The horizontal load bearing surface of a pallet (top and

bottom face).

Deck Boards - Horizontal members used in the construction of the top

and bottom faces of a pallet.

Double Wing Pallet - A pallet which both top and bottom decks overhang the

stringer.

Dunnage - Materials used to support and protect the item(s) during

shipment.

Expendable Container - A container having a life expectancy of one half loop.

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9. Glossary of Terms (Continued)

Four-Way Pallet - A pallet configuration which allows insertions and

withdrawal of material handling equipment from all sides

of the pallet.

Height - The distance perpendicular to the length and width of the

container.

Length, Container - The larger of the two dimensions of the container opening.

Length, Pallet - The dimension parallel to the stringer boards.

MNAO - Mazda North American Operations.

Modular Container - A subset of a unit load; standard lot size cartons that when

fitted together, form a specific sized unit load.

Notched Stringer - A stringer that has openings formed (cut out) for insertion

and withdrawal of pallet handling (lifting) equipment.

Overhang - The portion of a container or unit load that exceeds the

length or width of a pallet.

Pallet - A horizontal platform used as a base for materials and

products handling, stacking, storing, and transporting as a

unit load.

Returnable Container - A container that is designed to be used more than one time

within a defined system.

Stringer - The longitudinal portion of the pallet that supports the top

and bottom decks.

Weight - The weight of the package (primary

secondary, and tertiary), including and dunnage, banding, and plastic wrap and excluding the weight of the part(s).

Gross Weight -The total weight of both the package

materials and part(s).

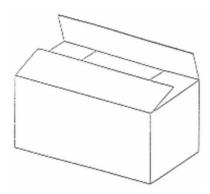
Width, Container - The smaller of the two dimensions of the container

opening.

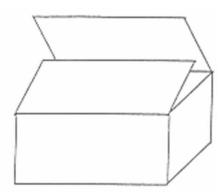
Width, Pallet - The dimension parallel to the top deck boards.

APPENDIX A CONTAINER STYLES

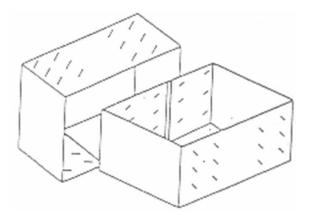
Regular Slotted Container – RSC All flaps are the same length and the two outer flaps meet in the center when folded.



Full Overlap Container – FOL Flap width is equal to the width of container, giving the container triple wall strength on the top and bottom walls of the container.



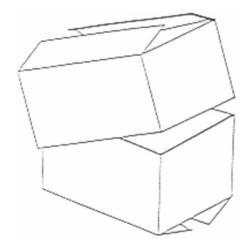
Full Telescoping Design Container – FTD The full depth cover slides completely over the body of the box to provide excellent stacking strength due to the extra thickness of corrugated board in the end and side walls.



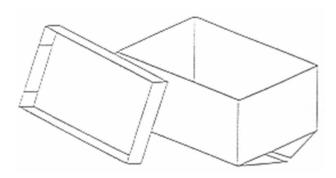
APPENDIX A (Continued)

CONTAINER STYLES

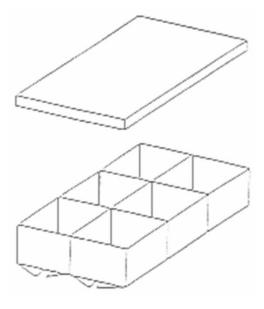
Full Telescope Half Slotted Box – FTHS Two piece box with full depth cover. Box has excellent stacking strength due to the extra thickness of corrugated board in the end and side walls.



Half Slotted Box W/ Cover – HSC Two piece box; cover extends less than two-thirds the depth of the body of the box.



Half Slotted Box W/ Common Lid One common lid covers several half slotted boxes.



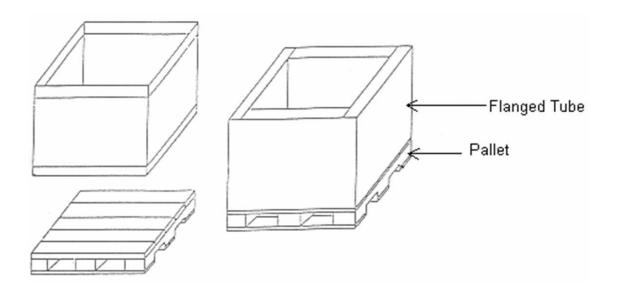
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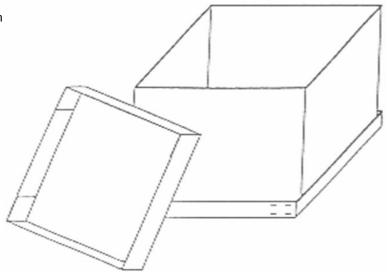
APPENDIX A (Continued)

CONTAINER STYLES

Flanged Tube Container A four-sided corrugated tube or shell with bottom and top flanges (top flange optional). A cover can be added to completely cover the top opening.

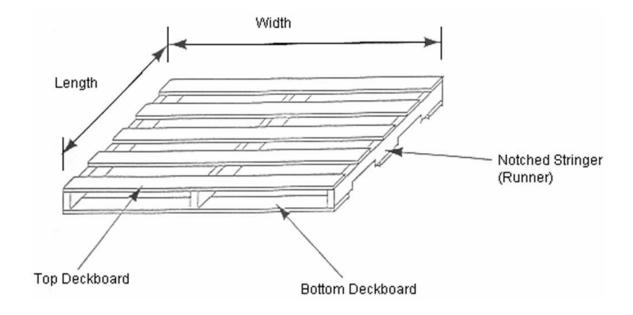


Double Cover Box – DC Corrugated tube makes up the body with two covers on the top and bottom.

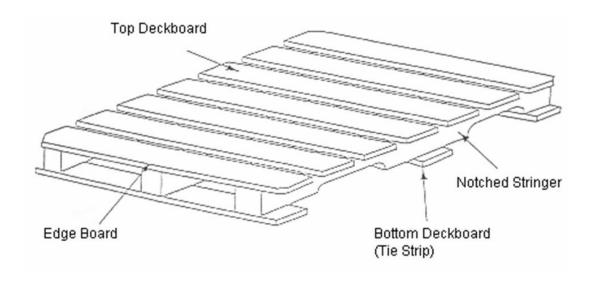


APPENDIX B PALLET STYLES

Notched Stringer Pallet



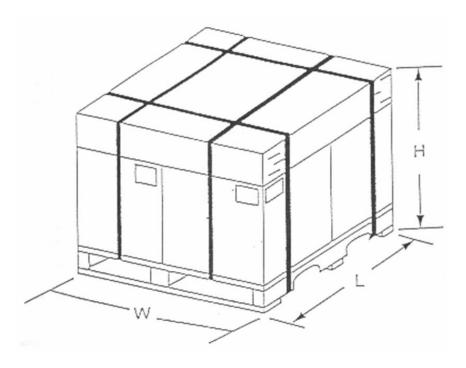
Double Wing Pallet



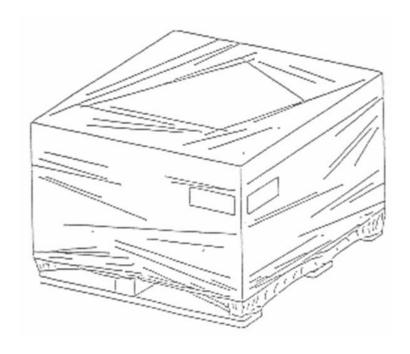
APPENDIX C

PALLET LOAD SECUREMENT

Banding



Stretch Wrap



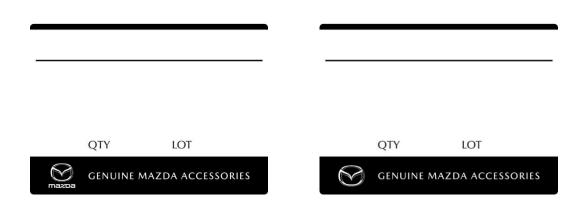
APPENDIX D

ACCESSORY LABEL FORMAT

1) Accessory Part Label Program

Suppliers should be using the official Mazda Accessory part label available through the Accessory Part Label Program (examples below). For further information about the label program please contact your buyer or Brandgrp@Mazdausa.com

Accessory part labels share the same dimensions, specifications, and formatting as the Service part label in Exhibit E. Please refer to Exhibit E, Section 3 for Label Data for Formatting requirements.



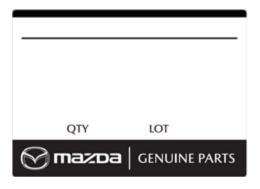
2) Accessory Part Label (Overpack / Master Carton) – Supplier Created

Accessory parts share the same Overpack / Master Carton label requirements as MNAO Service Parts. Please refer to Exhibit E, Section 4 for Overpack / Master Carton label requirements.

1) Service Part Label Program

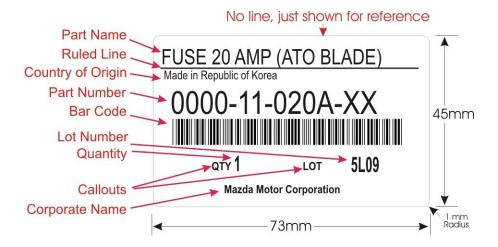
Suppliers should be using the official Mazda service part label available through the Service Part Label Program (example below). For further information about the label program please contact your buyer or Brandgrp@Mazdausa.com

Use the label specs found in items 2~4 below until you are able to join the Service Part Label Program.



2) Service Part Label (unitized parts) – Supplier Created

Supplier created labels should follow the guides below until you are able to join the Service Part Label Program. NOTE: Logos are NOT to be used on supplier created labels (no Mazda logo, no supplier logo, and no other logo)



APPENDIX E (Continued)

SERVICE PART LABEL FORMAT

3) Service Part Label Data & Format

| | CHARACTER LENGTH | TYPE SIZE | TYPE FACE | CONTENT | | | | |
|--|--|---|---------------------------------|--|--|--|--|--|
| Part Name | 25 | (MIN) 16 Pt (4 mm) | Helvetica or Arial, Bold | English Letters, Arabic Numerals, Upper & Lower Case w/Blanks | | | | |
| Ruled Line | Thickness of 1 point, length of 65mm | | | | | | | |
| Country of Origin (spelled out, abbreviations are not acceptable) | 50 9 Pt Helvetica or English Letters, Numerals, Up Lower Case w/ | | | | | | | |
| Bar Code | | Use Code 39 w | vith the following sp | ec: | | | | |
| | a. Start Code: 1 Column (specified value "*") b. Part Number: 12 Columns (Do NOT include hyphen, leave a space when suffix & color are not included) c. Check Digit: 1 Column (Use Modulus 43) d. Stop Code: 1 Column (Use Specified value "*") e. Fine Bar is 0.20mm – 0.25mm (0.25mm preferred) f. Bar Code Ratio: 3:1 g. Overall Bar Code length is 50mm to 60 mm h. Overall Bar Code height is 9mm i. Density: 0.009 (high) j. 0.25" Quiet Zone on each side | | | | | | | |
| Quantity (number of parts inside carton) | Max of 4 characters | 16 Pt (4 mm) | Helvetica or Arial, Bold | Numerals left to right | | | | |
| Part Number (Provided by MNAO) | Max of 15 (including hyphens) | 16 Pt (4 mm) | Helvetica or Arial, Bold | English Letters, Arabic Numerals, Upper & Lower Case w/Blanks and Hyphens | | | | |
| Lot Number (Optional) | Max of 4 Supplier defined to control product lots. | 16 Pt (4 mm) | Helvetica or Arial, Bold | English Letters, Arabic Numerals, Upper Case | | | | |
| Callouts | "QTY" or "LOT" all upper case | 9 Pt (2.25 mm) | Helvetica or Arial, NOT Bold | Print "LOT" even if no lot number is used | | | | |
| Corporate Name | 23 (counting spaces) 9 Pt Helvetica or Mazda Upper & Lower Case (2.25 mm) Arial, NOT Bold Corpor | | | | | | | |
| Supplier Code (overpack or master carton labels) | Helvetica or Arial, Bold | English Letters, Arabic Numerals, Upper Case | | | | | | |

APPENDIX E (Continued)

SERVICE PART LABEL FORMAT

4) Service Part Label (Overpack / Master Carton) – Supplier Created

The sample below shows the minimum size and data for the overpack / master carton label. Minimum requirements are:

- 1. Mazda Part Number
- 2. Description
- 3. Quantity
- 4. MNAO Supplier Code

Use the same specifications as shown in section 3 above. Bar code for quantity and supplier code should follow the same rules as the bar code for "part number".

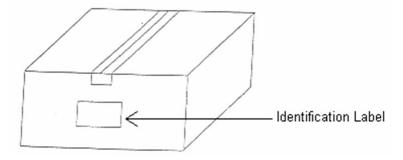
Only the Mazda logo can be shown (no supplier logo). For artwork or help with the logo, review the guide on MNAO's Suppler Extranet (link below) or contact your MNAO Buyer.

http://suppliers.mazdausa.com/Library/common_mazda_logo_basic_guide.pdf

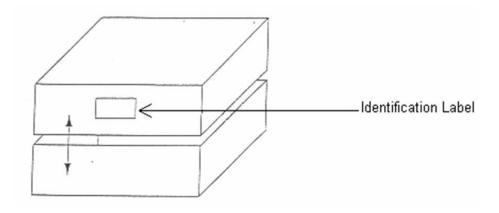


APPENDIX F LABEL PLACEMENT

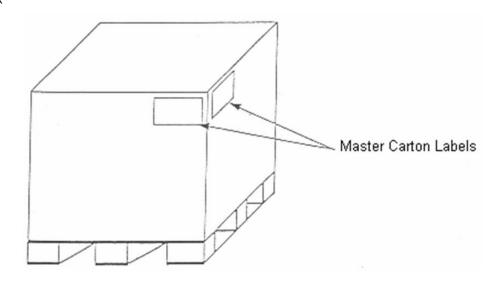
Carton



Telescoping Container



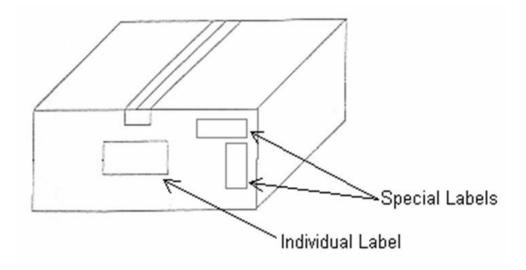
Pallet Box



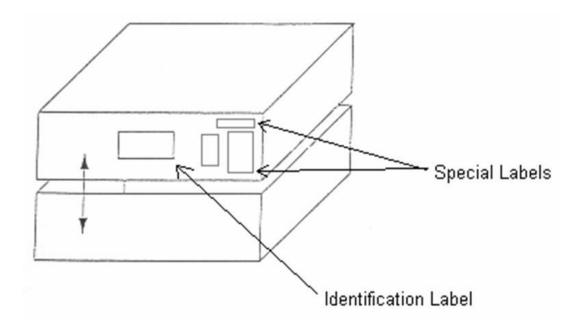
APPENDIX G

SPECIAL LABEL PLACEMENT

Carton



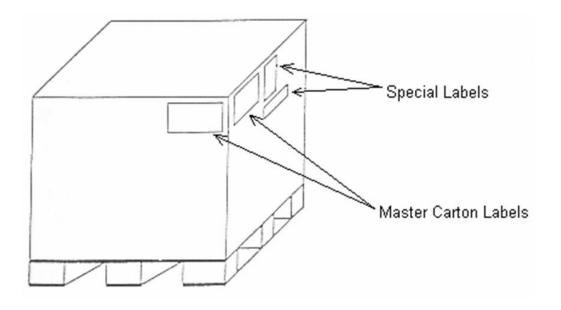
Telescoping Container



APPENDIX G (Continued)

SPECIAL LABEL PLACEMENT

Pallet Box



| Contact your MNAO Buyer with any questions. | | | | | | | | | | | | |
|---|--|--------------|-----------------------------|------------|---------------------------|--------------------|-----------------|--------|-------|------------------------|--------------|---|
| L | ENSIONS (I W | nches) H | WEIGHT PER PALLET (LBS.) | | | Conta | act vour Mi | NAO | Ruve | r with | h anv | auestions |
| http://suppliers.mazdausa.com/P | | | | | | | ack_home.htm | | | | | |
| | This packaging specification data form is available on MNAO'S Supplier Extranet: | | | | | | | | | | | |
| | | | Γ | 1 | | PACKAGIN | G COST PER PIEC | E | | | \$ - | 1 |
| | | | | | TOTAL PACKAGING COST \$ - | | | | | OTHER (SPECIFY BELOW): | | |
| | | | | 8 | | | | \$0.00 | 0 | \$ - | | SILICA - GEL |
| | | | | 7 | | | | \$0.00 | 0 | \$ - | | |
| OAII LOAL |) OI OII (II | OSINGAFA | LLL 1 }- | 6 | | | | \$0.00 | 0 | \$ - | | VOLATILE CORROSION INHIBITOR |
| PARTS PE | | F USING A PA | II ETD- | 5 | | | | \$0.00 | 0 | \$ - \$ - | | RUST PREVENTION METHOD (IF USED) OILING |
| | LE WALL | | | 3 | | | | \$0.00 | 0 | \$ - | | MODIFIED |
| I | BLE WALL | STRENGTH | TEST | 2 | | | | \$0.00 | 0 | \$ - | | NEWLY ESTABLISHED |
| | LE WALL | BURSTING | EDGE CRUSH | 1 | | | | \$0.00 | 0 | \$ - | | CLASSIFICATION: |
| | | | | Nα | ITEM | MATERIAL | DIMENSIONS | Cost | QTY | Ext Cost | 1 | |
| L | W | Н | BOX (LBS.) | Н Р | LEASE FILL IN | PACKAGING / DUNN/ | AGE SPECS. | Unit | TOTAL | | Per Pc | DATE ISSUED: |
| DIM | ENSIONS (I | nches) | WEIGHT PER | | | | | | | | | |
| | | | | | | | | | | | | SUPPLIER SHIP FROM ADDRESS: |
| INDIVIDUA | L BOX PHO | то: | | | | | | | | | | E-Mail : |
| L W H PIECE (LBS.) | | | | | | | | | | PHONE #: | | |
| | ENSIONS (I | | WEIGHT PER | 1 | | | | | | | | |
| | | | | | | | | | | | | SUPPLIER NAME & VENDOR CODE: CONTACT PERSON: |
| | | | | DUNN | IAGE IF USED |): | | | | | | TYPE PART NUMBER(S) HERE TYPE PART DESCRIPTION HERE |
| PART PHO | TO: | | | | | SIGN PHOTO (PLEASE | SHOW ALL | | | | | to this spec, please provide all applicable part numbers on a sep. form to the buyer) |
| | | | | Ī | | | | | | | | Part Number & Description of more than one part is applicable |
| D 1 ' O 'C (' D (| | | | | | | Buyer Name: | | | | | |
| | | | | | | | | | | | | For MNAO Use Only SPEC SERIAL #: |

Note: There may be some package configurations that require different or additional field descriptions on the MNAO Packaging Spec Form to completely define the package design. Attach additional pages as necessary and indicate on the first page that additional pages are included when more space is needed.