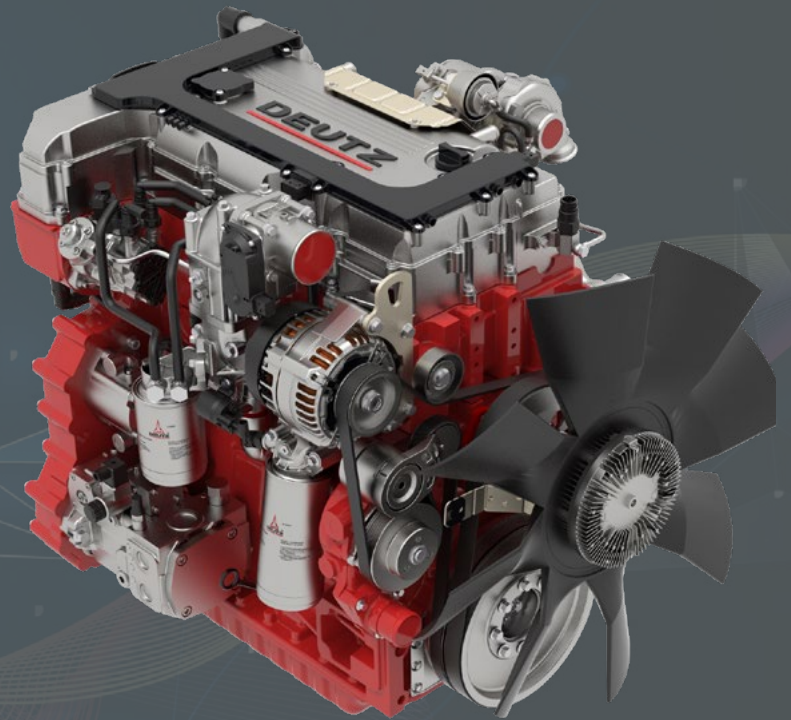


Recommended procedures for shipping series products

Specification for storage and transportation by DEUTZ and its customers



Imprint

Published by:
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Dear Customers,
Supply Chain Partners,
Ladies and Gentlemen,

Recurrent enquiries regarding the correct handling of the DEUTZ engines you have ordered has led us to compile a description, in this handling recommendation, of the necessary framework conditions along the process chain from ordering, packaging and transportation to delivery and continued use in your facilities.

This handling recommendation is addressed to all parties involved in the ordering and material flow process along the supply chain and is intended to assist in the correct handling of our products so that nothing stands in the way of you, our customers, seamlessly integrating our engines into your systems.

You now have the first edition of our “Handling recommendation for the shipment of series products” and we hope that this will be able to answer many of your questions. Of course, we are still available to answer your questions as before.

Please feel free to send us your ideas and suggestions for improvement, so that we can incorporate them into the next edition of this recommendation.

We hope you make frequent use of this handling recommendation and share it with all colleagues in your supply chain involved in the process so that we can all work together to ensure the seamless integration of our DEUTZ engines and exhaust aftertreatment systems in your machines and end devices.

Kind regards

Dr.-Ing. René Graf
Senior Vice President Logistics

Claus Rausch
Head of Transport, Packaging Management
and Customs

Recommended procedures for shipping series products

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Download under www.deutz.com/products/quality

Edition: 11/2017

Part number: 0101 8077

Responsible for contents:

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LIST OF ABBREVIATIONS

ADR	Accord européen relatif au transport international des marchandises Dangereuses par Route (European Agreement concerning the International Carriage of Dangerous Goods by Road)
CFR	Costs and Freight
CIF	Cost, Insurance and Freight
CIP	Carriage and Insurance Paid
CPT	Carriage Paid To
CTU	Cargo Transport Unit
DGR	Dangerous Goods Regulations
DPF	Diesel Particle Filter
EAT	Emission After Treatment
FCA	Free Carrier
FCL	Full Container Load
FOB	Free On Board
HGB	German Commercial Code
ICAO	International Civil Air Association
ICC	International Chamber of Commerce
IATA	International Air Transport Association
IMDG	International Maritime Code for Dangerous Goods
IMO	International Maritime Organization
LCL	Less than container load
PE	Polyethylen
TIS	Transport Informations Service
VCI	Volatile Corrosion Inhibitor
VDA	German Association of the Automotive Industry

AREA OF APPLICATION

This handling recommendation is intended to provide a better overview and a better understanding of how to work with our series products (engines, EAT and accessories) and their technical delivery scopes. All processes that are directly related to the shipping, storage and handling of series products by DEUTZ AG up to installation by the customer are described in the handbook, e.g.

- Ordering from DEUTZ AG
- Shipment by DEUTZ AG or logistics service providers
- Loading
- Transport
- Delivery to the customer
- Storage by the customer
- Customer internal transportation and delivery

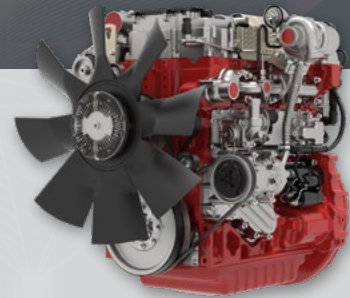
Adherence to the handling recommendations ensures the standard of quality and protects the products up to installation by the customer.

This handbook contains process descriptions that are purely recommendations: they do not constitute additional warranty obligations.

In addition to this handbook, the “DEUTZ AG Packing Handbook” (Please see *additional documentation*, page 19) remains valid.

1

ORDER



1.1 Technical scope of delivery

The technical scope of delivery forms part of the *Overview of variants* (for a representative excerpt see Appendix pages 20 and 21). This is used to define and implement the order scope at DEUTZ AG. Corrosion protection and packaging is also specified here alongside the engine components.

1.2 Terms of delivery

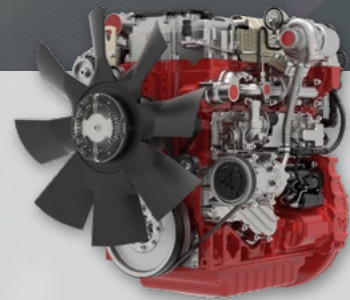
Upon ordering, the terms of delivery, currently in accordance with Incoterms 2010, form part of the contractual agreement between DEUTZ AG and the customer. Dispatch of goods is processed in accordance with the rules stipulated here. The Incoterms 2010 preferred by DEUTZ AG are presented with a brief explanation below. These can be divided up into the following categories according to the transfer of risks and costs from the seller to the buyer:

Incoterms 2010	Term type	Transfer of risks and costs
FCA	collect	The buyer bears the risks and costs from loading of the goods onto the transportation vehicle from the named place of delivery
FOB	collect	The buyer bears the risks and costs from loading of the goods on board in the named port of shipment
CPT, CIP	prepaid	The buyer bears the risks from the named place of delivery and costs from arrival at the place of destination
CFR, CIF	prepaid	The buyer bears the risks from the port of shipment and costs from arrival at the port of destination

For a complete definition of all Incoterms 2010 according to the ICC, please see *Additional documentation*, p 19.

2

PACKAGING



Engine corrosion protection and packaging is conducted according to the customer's selection in the *overview of variants* (for a representative excerpt see Appendix p 20 and 21).

All DEUTZ AG wooden packaging or load carriers are treated in accordance with IPPC / ISPM 15 (see *Additional documentation*, p 19) and are therefore free from harmful organisms. This is also confirmed in the *delivery note* (see Appendix p 29/30) provided by DEUTZ AG.

The wood can therefore be stored, reused, burned or disposed of without any concern. All other packaging products, such as plastic sheeting, can be disposed of.

2.1 Corrosion protection

All DEUTZ AG products receive corrosion protection for 12 months before shipment as standard. Corrosion protection ensures that the engine is protected against corrosion under the transportation and storage conditions recommended by DEUTZ AG for the corresponding period of time (see *Storage requirements*, p 14).

A precise description of corrosion protection can be found in the "Technical Bulletin 0199-99-1170/2" (see *Additional documentation* p 19).

2.2 Engine packaging types

Each engine must receive packaging suitable for transportation regardless of the mode of shipment. This is composed of a load carrier and protective packaging and protects the engine from damage during transportation and from other outside influences. The type of packaging is selected

by the customer in the scope of delivery (representative Fig. *Assembly sets for packaging*, Appendix p 21).

2.2.1 Load carriers

Two categories of transport frames are available as load carriers: Single-use and multiple-use transport frames. Single-use transport frames are individually manufactured from wood and are included in the sale price. Multiple-use transport frames are made from steel and remain the property of DEUTZ AG (Fig. *Transport frames (variant examples)*, Appendix p 22).

ATTENTION: Steel frames cannot be used in conjunction with protective packaging cases or cardboard boxes. Further information on types of transport frames and managing the packaging accounts for multiple-use transport frames etc. can be found in the “DEUTZ AG Packing Handbook” from page 34 (see *additional documentation*, p 19).

2.2.2 Protective packaging

2.2.2.1 Standard


This is a PE protective hood in which the engine is packaged (fig. *Standard packaging*, Appendix p 23). This packaging provides protection against outside influences such as dirt and dust during transportation and storage.

The “standard” protective packaging is always used. All additional protective packaging is used in addition to this.

Engines with standard protective packaging can be loaded onto steel transport frames (multiple-use packaging) and wooden transport frames (single-use packaging).


2.2.2.2 Cardboard box

This is a cardboard box that is attached to the engine transport frame with strapping band and edge protectors (Fig. *Cardboard box packaging*, Appendix p 23). This packaging provides extra protection against outside influences such as dirt and dust during transportation and storage. Products with cardboard box packaging may only be loaded onto wooden transport frames (single-use packaging) and can generally be stacked in piles of two for transportation.

ATTENTION: The printed load limit identified by a stacking load symbol  may not be exceeded!

2.2.2.3 Case

This is a plywood case in which the engine is packaged (fig. *Plywood case*, Appendix p 24). This packaging provides very good protection against outside influences such as dirt and dust during transportation and storage. Products with case packaging may only be loaded onto wooden transport frames (single-use packaging) and can generally be stacked in piles of two for transportation.

ATTENTION: The printed load limit identified by a stacking load symbol  may not be exceeded!

2.3 Packaging types for loose accessories (engine accessories)

The packaging for loose engine components is dependent from the quantity of parts and on their dimensions and weights and is always created as an individual accessories set (Fig. *Individual accessories set*, Appendix p 25 et seq.). This means that the accessories for each engine are packaged in an individual packing unit. All individual parts in the loose accessories are labelled and packaged in PE bags. The labels contain a data matrix code and a reference to the position of the accessory part in the packing list (see *Accessories labels*, Appendix p 28). Comparing the individual accessories parts with the packing list shows whether the delivery is complete. If parts are marked on the packing list but not included in the delivery, a complaint can be made to the contact person at DEUTZ AG (see *Delivery note*, Appendix p 29/30). If required parts are neither included in the delivery nor marked on the packing list, then they are not part of the selected delivery scope.

The process of packaging loose accessories is video-monitored and documented in images and video recordings. In addition, a plausibility test is conducted using weight controls.

2.3.1 Bag

If the accessory component weighs a maximum of 500g, it is packaged in a PE bag and attached to the engine's protective hood (Fig. *Individual accessories set*, Appendix p 26).

ATTENTION: When removing the protective hood please first remove the accessories before disposing of the PE sheeting.

2.3.2 Cardboard box

If the total weight of the engine accessories is more than 500g, the following packaging type is selected. Small parts measuring no more than 100 x 20 mm (\cong 3.94 x 0.79 in) and weighing no more than 80 grams (\cong 0.036 lbs) are first given skin packaging. The parts in plastic bags with data matrix codes are shrink-wrapped onto a cardboard base (Fig. *Individual accessories set*, Appendix p 25). The skin packaging is packed in a cardboard box lined with bubble wrap together with the pre-packaged large parts (e.g. in cardboard boxes or PE bags).

Depending on the space available, the packing unit is either fastened to the engine's transport frame (Fig. *Individual accessories set*, Appendix p 25) or supplied on a separate single-use pallet. The decisive factor here is whether fixing the accessories set next to the engine extends beyond the edge of the frame dimensions (overall length/width) (see also "DEUTZ AG Packaging Handbook").

It is NOT allowed to fix the accessories box on the top of the engine (Fig. *Individual accessories set*, Appendix p 26)

2.4 EAT packaging types with loose accessories

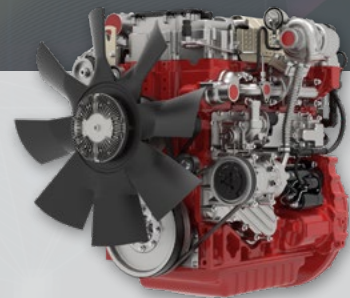
This section only applies if the EAT is not attached to the engine ex works.

As with engine packaging (cardboard box or case), EAT components are always shipped on a separate single-use pallet due to their bulkiness. (Fig. *EAT packaging*, Appendix p 26).

The individual components of the loose accessories for EAT components are packaged in PE bags and labelled with a position description just like the loose engine accessories. Skin packaging will also be used here in future. All EAT accessory components are packaged together with the EAT components in one packing unit. The packaging process is documented and a plausibility test is performed (see *Packaging types for loose accessories (engine accessories)*, p 9 et seq.).

3

SHIPPING



The engines are shipped in accordance with the contractually agreed terms of delivery (Incoterms 2010) and mode of transport either by DEUTZ AG or collection under the customer's direction. In the case of collection by the customer, the customer must book a time for collection from the relevant shipping point.

3.1 Means of transport

DEUTZ AG ships series products by HGV, sea or air freight.

3.1.1 HGV

As a general rule, this mode of shipment is used for transporting goods within Europe. Generally the protective packaging type "standard" and a multiple-use transport frame is used for land transport by HGV (see *Engine packaging types*, p 8 et seq.).

3.1.2 Ship

For FCL/FCL¹ shipments, the protective packaging type "Standard" is generally used with a single-use transport frame. In contrast, for LCL shipments, use of case packaging is standard. Cardboard box packaging can, however, also be used at the customer's request.

For FCL shipments, DEUTZ AG only creates the stowage planning where DEUTZ AG is also responsible for executing transportation (Incoterms 2010 terms C and D). If the terms of delivery state "FCA", the customer is responsible for stowage planning or must have this done by their haulage contractor.

¹ Container shipping from a sender to a recipient

During and after unloading of the sea container, the products must be handled and stored in accordance with the recommendations provided by DEUTZ AG (see *Storage requirements*, p 14).

3.1.3 Aeroplane

This mode of shipping is usually only used in special cases. DEUTZ AG defines the standard air freight packaging as a “case” (Fig. *Plywood case*, Appendix p 24).

ATTENTION: Engines shipped by air freight are regarded as dangerous goods (see *FAQ*, p 17).

3.2 Identification of shipments

All packing units from DEUTZ AG (engine, EAT, accessories) are provided with a VDA label on the outside of the packaging. This contains the following information:

- Goods receiver
- Unloading area
- Delivery note no.
- Supplier address
- Net and gross weight
- Customer order number
- Fill volume (quantity)
- Designation (content)
- Supplier order number (item number)
- Supplier number
- Date
- Packing unit number
- Batch number

Loose accessories can be allocated to the corresponding engine using the “Order number”. The numbers on the “VDA” labels must correspond (Fig. *Labels*, Appendix p 27 et seq.).

3.3 Accompanying documents

All packing units from DEUTZ AG are accompanied by a delivery note. If DEUTZ AG commissions transport, a freight letter is also created and for shipment by air freight a dangerous goods certificate is enclosed. In the case of export to non-EU countries, an export declaration is also

generated and enclosed. In the case of multiple deliveries to the same recipient, a collective delivery note is created (Fig. *Delivery note*, Appendix p 29/30).

As a general rule and regardless of the delivery terms, DEUTZ AG creates the accompanying documentation (Incoterms 2010).

3.4 Load securing

DEUTZ AG checks every outgoing shipment for appropriate load securing. If a load cannot be properly secured due to e.g. a faulty vehicle or securing equipment, DEUTZ AG will not allow loading. This is the case regardless of the terms of delivery and the packaging of the goods.

Stowage gaps in containers or trailers are secured with suitable dunnage.

All load securing points always relate to compliance with the laws and regulations and follow the “CTU packing guidelines” (see *Additional documentation*, p 19).

In addition to adherence to the safety regulations, the means of transport/transport containers must allow clean, dry and weather-protected transportation.

3.5 Transportation service providers

All transportation service providers must provide acknowledgement of the fault-free condition of the packing units upon receipt of goods.

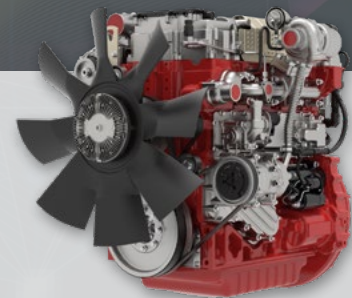
3.6 Customs

As a general rule, DEUTZ AG performs the customs formalities for EXPORT.

In principle, the CUSTOMER is responsible for customs formalities for IMPORT.

4

DELIVERY TO THE CUSTOMER



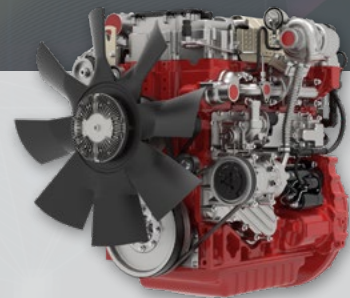
The following points must be observed upon delivery of the shipment to the customer:

- Unloading must be performed in a way that is protected from the weather.
- The packing units must be unloaded in a way that suitable for the products by trained personnel and carried out using suitable ground conveyors.
- The packing units must properly registered.
- All packing units must be carefully checked for any external signs of damage and the parameters must be compared with the delivery note before the freight letter is signed. In the case of faults, see Chapter *Complaints processing* (p 15).
- The compatibility of accessories, EAT and engine must be ensured. For this, it is necessary to compare the order numbers on the VDA label (Fig. *Labels*, Appendix p 27 et seq.).
- For the storage of all DEUTZ AG products, the DEUTZ recommendations for optimum product storage must be observed (see *Storage requirements*, p 14).

A short checklist to support the incoming goods department during the incoming goods inspection is included in the Appendix (p 32).

5

HANDLING BY THE CUSTOMER



5.1 Storage requirements

The minimum requirements for storing products from DEUTZ AG must be adhered to as follows:

- The delivered and packaged parts must be stored under cover during the entirety of the transportation route, up to the customer's assembly line; they may not be transported or stored in an unprotected state even temporarily.
- In accordance with the storage climate conditions recommended by the insurance association (TIS), the maximum room/ambient relative humidity must not exceed 50% (classification SC IV, see *Additional documentation*, p 19 "Storage atmosphere requirements").
- Taking air humidity into account, the optimum ambient temperature is between 17 and 21° Celsius (\pm 62.6 to 69.8° Fahrenheit).
- The storage time in accordance with the corrosion protection specifications may not be exceeded.
- If the storage time exceeds the corrosion protection period, new corrosion protection must be applied (see *Additional documents*, p 19 "Technical Bulletin 0199-99-1170/2 DE").

- If damage to the corrosion protection is determined, new corrosion protection must be applied.
- If corrosion is detected on the engine or on other parts, new corrosion protection must be applied (see *Additional documentation*, p 19). "Technical Bulletin 0199-99-1170/2 DE".

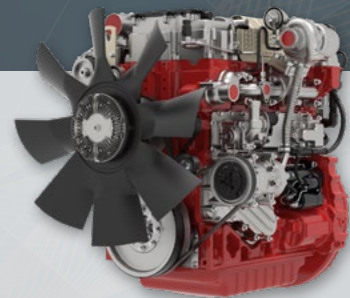
DEUTZ AG products that are packaged in cases or cardboard box packaging on wooden transport frames can be stacked in piles of three. Products with the protective packaging "standard" can only be stacked if packaged on stackable transport frames, in which case stacking in piles of three is also possible. This only relates to static loads (not transportation). In other cases, stacking is not possible.

5.2 Internal transport

Proper handling of the packing units must be observed. As part of this, DEUTZ AG products may only be moved by specialised personnel using suitable conveyors in the appropriate way (e.g. forklift, pallet truck etc.). Due care and attention must be paid here. Engines and parts may not be exposed to weather conditions during this.

6

QUALITY



Compliance with the points above is necessary in order to maintain the product quality.

6.1 Complaints processing

If damage is detected upon receipt of a delivery during careful checks of the packing units, the following procedure must be followed:

- Make a note of the damage on the freight letter and delivery note in the field “transport damage” (see *Delivery note*, Appendix p 29/30).
- Photo documentation
- Report and forward to documentation to the contact address given on the delivery note under “Transport damage” (see *Delivery note*, Appendix p 29/30).

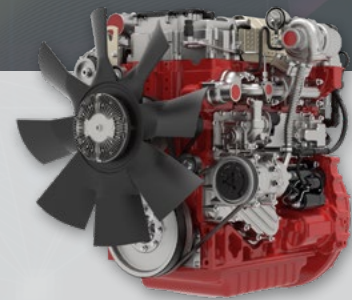
In the case of obvious damage, complaints must be made intermediately upon receiving the goods, in the case of hidden damage this must be done within seven days of delivery.

6.2 Improvements

If you have any suggestions for improvement, we are very willing to optimise the process together with you. For this, please contact the responsible colleague in Sales.

7

FAQ



■ What is the aim of this handbook?

This handbook is intended to provide a better understanding of how to handle and work with our series products and technical delivery scopes.

■ Who is my contact partner at DEUTZ AG?

The first contact partner is always the colleague responsible for the customer in the order processing stage.

■ Who is my contact partner in the event of transport damage or missing parts?

Regarding this, please see Chapter 6.1 *Complaints processing*, page 15.

■ What must be taken into account with regard to orders?

Alongside the required engines and parts, a complete order includes the desired terms of delivery, the packaging and corrosion protection.

■ What terms of delivery does DEUTZ AG offer?

Regarding this, please see Chapter 1.2 *Terms of delivery*, page 6.

■ Is the engine protected against corrosion and other damage?

Regarding this, please see Chapter 2 *Packaging*, page 8 et seq.

■ What corrosion protection should be chosen?

The application of corrosion protection is dependent on the transport stress and the planned storage period. Here it is important to take different climate zones into account. More detailed information can be obtained from your contact partner at DEUTZ AG.

■ What are the different packaging variants?

Regarding this, please see Chapter 2 *Packaging*, page 8 et seq.

■ How is packaging determined?

Regarding this, please see Chapter 2 *Packaging*, page 8 et seq.

■ What are the advantages and disadvantages of the different packaging types?

Regarding this, please see Chapter 2 *Packaging*, page 8 et seq.

■ Must a rental fee be paid for multiple-use transport frames?

DEUTZ AG provides multiple-use transport frames free of charge for transportation purposes.

■ How long is the standard loan period for multiple-use transport frames?

Multiple-use transport frames must be returned to DEUTZ AG within one month.

■ Who is responsible for the organisation and the costs for returning multiple-use transport frames?

Multiple-use transport frames are returned according to the terms of delivery selected by the customer when the order was placed. If the terms of delivery state "FCA", the customer is responsible for returning the multiple-use transport frames. For all other terms of delivery, a haulage contractor commissioned by DEUTZ AG returns the multiple-use transport frames following notification by the customer.

■ Is the accessories set always shipped together with the engine?

See Chapter 2.3 *Packaging types for loose accessories* and 2.4 *EAT packaging types with loose accessories*, page 9 et seq.

■ Why is the accessories set not always shipped together with the engine in one transport frame?

If the dimensions do not allow for the accessories set to be secured to the transport frame alongside the engine without it protruding beyond the edges of the frame, the accessories set must be delivered as a separate packing unit. Only in this way is it possible to ensure damage-free transport.

■ Which means of transportation are used by DEUTZ AG?

Regarding this, please see Chapter 3.1 *Means of transportation*, page 11.

■ Who chooses the means of transportation?

The party that pays the freight costs chooses the means of transportation pursuant to Incoterms 2010.

■ Is it possible to store finished end products with DEUTZ AG for a longer period of time?

DEUTZ AG does not offer longer term storage.

■ Are DEUTZ AG engines regarded as dangerous goods?

Road transport: No, the engines are not regarded as dangerous goods within the meaning of the ADR.

Sea transport: No, the engines are not regarded as dangerous goods within the meaning of IMO-IMDG.

Air transport: Yes, following a completed test run, engines are regarded as dangerous goods within the meaning of the ICAO/IATA-DGR. Depending on the operating mode of the engine, they fall into different classes.



diesel oil: class 3 (flammable liquid), UN 3528, Packing Instruction 378
Transport with passenger- and cargo aircraft possible



gas: class 2.1 (flammable gas), UN 3529, Packing Instruction 220
Transport with cargo aircraft only.

DEUTZ AG always creates a "shipper's declaration for dangerous goods" for every air freight shipment (Fig. *Shipper's Declaration for Dangerous Goods*, Appendix p 31).

Safety data sheets cannot be issued for engines. In principle, these only exist for dangerous substances that are, for example, explosive, toxic, radioactive or corrosive, and not for objects.

■ **Who is responsible for loading shipments?**

In principle, DEUTZ AG or its logistics partners is responsible for loading the shipment into/onto the transport container.

■ **Who is responsible for determining freight capacity/stowage planning?**

With the exception of the terms of delivery and “FCA”, DEUTZ AG is responsible for determining freight capacity and for stowage planning.

■ **What requirements are placed on the means of transportation?**

The means of transportation may not be faulty and must allow for appropriate load securing. Loading in box trucks is therefore not permitted.

Loading in refrigerated containers is also not possible. In addition, the means of transportation must be closed in order to ensure weather-proof transportation. Regarding this, please see Chapter 3.4 *Load securing*, page 12.

■ **How is notification of readiness for dispatch/despatch and arrival of a shipment given?**

DEUTZ AG informs its customers when engines are ready for delivery (FCA, FOB) and also when they are actually delivered (CPT, CIP, CFR, CIF). In line with the selected terms of delivery, either the customer’s haulage carrier or DEUTZ AG’s haulage carrier gives notification of arrival.

In principle the customer can, however, also be informed of every dispatch from the supplying plant. In this case, a delivery note is automatically sent to the customer’s email address when the goods are loaded in the supplying plant. The responsible colleague in the sales department ensures the email address is stored for this purpose at the customer’s request.

■ **How are the packing units identified?**

Regarding this, please see Chapter 3.2 *Identification of shipments*, page 12.

■ **Which documents are included with a shipment from DEUTZ AG?**

Regarding this, please see Chapter 3.3 *Accompanying documents*, page 12.

■ **Who is responsible for customs clearance?**

Regarding this, please see Chapter 3.6 *Customs*, page 12.

■ **What must be taken into account with regard to delivery?**

Regarding this, please see Chapter 4 *Delivery to the customer*, page 13.

■ **What is the procedure in the event of obvious faults upon delivery?**

Regarding this, please see Chapter 6.1 *Complaints processing*, page 15.

■ **How can the loose accessories be checked for completeness?**

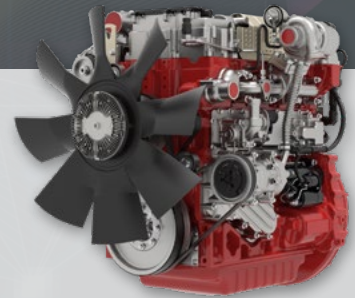
Checking the items on the packing list first shows which parts form part of the order. Following this, the shipment can be checked for completeness by comparing the items marked on the accessory parts with the packing list. If parts are marked on the packing list but not included in the delivery, a complaint can be made to the contact person at DEUTZ AG (see *Delivery note*, Appendix p 29/30) (see also Chapter 2.3 *Packaging types for loose accessories* (engine accessories), p 9).

■ **What are the optimum storage conditions?**

Regarding this, please see Chapter 5.1 *Storage requirements*, page 14.

8

ADDITIONAL DOCUMENTATION

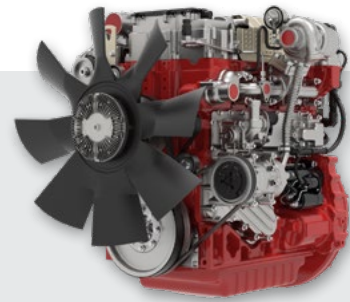


CTU packing guidelines,
IPPC / ISPM 15
storage conditions
Incoterms 2010 pursuant to DEUTZ AG ICC
installation guidelines DEUTZ AG
Technical Bulletin 0199-99-1170/2 DE
(engine corrosion protection)
DEUTZ AG Packing Handbook

www.tis-gdv.de
www.tis-gdv.de
www.tis-gdv.de
www.iccgermany.de


9

APPENDICES





9.1 Overview of variants (representative excerpt)

9.1.1 Assemblies for corrosion protection

 Variantenübersicht		BF6M1013 E externe Kühlung		Ausgabe 24.09.14	Seite 1.2.44	<small>Preis in EUR</small> <small>Stand 01.09.14</small>
Auftragsnummer:		Vertriebsleitungsnummer:				
066 0029 1063 UY						066
Betriebsanleitung, Ersatzteilliste, Wartungsbild	deutsch	1 - fach			0517	
		2 - fach			0518	
	englisch	1 - fach			0519	
		2 - fach			0538	
	deutsch / englisch				5219	
	französisch				0539	
	spanisch				0540	
	italienisch				0902	
	dänisch				2377	
	griechisch				2379	
	schwedisch				2320	
	niederländisch				2569	
	finnisch	1 - fach			2839	
	russisch				3074	
	norwegisch				3182	
türkisch				3707		
englisch, italienisch und spanisch				6952		
Betriebsanleitung ohne Ersatzteilliste u. Wartungsbild	türkisch				3440	
Ersatzteilliste, Wartungsbild ohne Betriebsanleitung					2993	
Wartungsbild, ohne Betriebsanleitung und Ersatzteilliste					0608	
ohne Betriebsanleitung und Wartungsbild	Betriebsanleitung des DEUTZ-Motors muß dem Gerät beigelegt werden!				3460	
Kundenbezogene Ersatzteilnummernlisten können über DEUTZ-Service beauftragt werden						
067 0029 1064 UY						067
Lackierung	schiefergrau, matt, RAL 7015				1689	
		Sonderanwendung			3665	
	schwarz, glänzend, RAL 9011				5860	
		Sonderanwendung			6984	
ohne Lackierung	ohne Grundierung, Schutzhaube gegen Korrosion				2914	
					2943	
068 0029 1065 UY						068
Konservierung	Schutzdauer bis 12 Monate	mit Schutzhaube			1692	
		ohne Schutzhaube			3666	
		mit VCI-Schutzhaube (immer erforderlich bei Seeverpackung)			3401	

Back to Chapter 1.1: Technical scope of delivery (page 6)

9.1.2 Assembly sets for packaging

		Variantenübersicht		BF 6M 1013 E externe Kühlung		Ausgabe 24.09.14 Seite 1.2.45		Preise in EUR Stand 01.09.14			
Auftragsnummer:				Vertriebsleitungsnummer:							
069		0029 1066 UY						069			
Landverpackung Abs.30!	Holztransportrahmen	4-Wege-Rahmen (Palette von 4 Seiten anfahrbar)	Beipack in Einzelversand	immer bei Vorbaukühler (Abs. 017), Transportrahmen 1800 mm lang					0621 0620		
	Stahltransportrahmen (Abs. 39 beachten)			u.a. bei BS 2369 (Abs. 010)					2601		
				u.a. bei BS 2909 (Abs. 018)					2599		
				u.a. bei BS 2369 (Abs. 010)					2600		
										7003	
						nicht bei Vorbaukühler oder angebaute Luftfilter, (Abs. 017) Transportrahmen 1400 mm lang				5335	
						u.a. immer bei Vorbaukühler oder angebaute Luftfilter, (Abs. 017) Transportrahmen 1600 mm lang				0623	
						u.a. immer bei Vorbaukühler und angebaute Luftfilter (Abs. 017) Transportrahmen 1800 mm lang				1163	
						ohne Vorbaukühler	nur bei ohne Luftfilter			0603	
						Container Versand	ohne Karton	immer bei Vorbaukühler (Abs. 017)			0625 0624
										0726	
Seeverpackung					bei Vorbaukühler und Luftfilter				7432 0705		
					bei PowerPack				7238		
					immer bei Vorbaukühler (Abs. 017)				0704		
					bei besonderen Transportwegen				3497		
Sonderverpackung 	Stahltransportrahmen			Landverpackung		Stapelbar			6885		
				für Traktoren, Transportrahmen 1200 mm lang		1200 mm lang			3474		
					nur bei ohne Lüfter (Abs. 18)		1400 mm lang			1507 2217	
	Holztransportrahmen				Seeverpackung					5645	
Ende der Kombination											

Back to Chapter 2: Packaging (page 8)

9.2 Transport frame (variant examples)

Wooden transport frame



4-way frame



Pallets with squared timber

Steel transport frame



Simple steel pallet



Steel frame for double-deck loading

[Back to Chapter: 2.2.1 Load carriers \(page 9\)](#)

9.3 Standard packaging



Engines with PE protective hood

Engine with VCI protective hood

Back to Chapter: 2.2.2.1 Standard (page 9)

9.4 Cardboard box packaging



Back to Chapter: 2.2.2.2 Cardboard box (page 9)

9.5

Plywood case



Back to Chapter: 2.2.2.3 Case (page 9)
3.1.3 Aeroplane (page 12)

9.6

Individual accessories set



Accessories set with data matrix codes



... in a cardboard box...



... on the transport frame for an engine



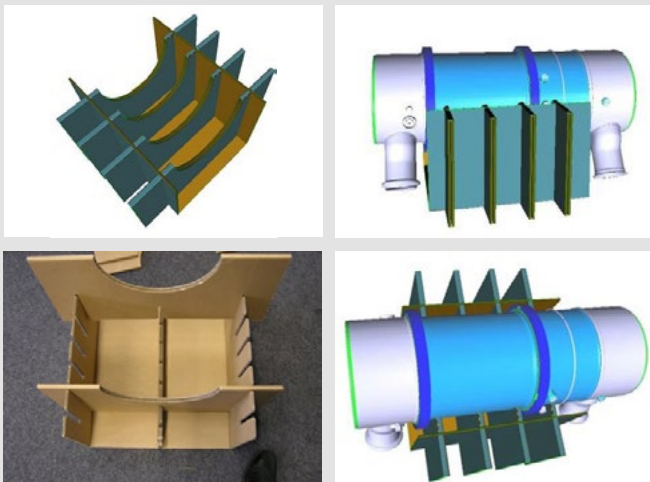
Accessories in bags fixed on the top of the engine = allowed



Accessories box fixed on the top of the engine = NOT allowed

Back to Chapter: 2.3 Packaging types for loose accessories (engine accessories set) (page 9 et seq.)

9.7 EAT packaging



Inside packaging for DPF



DPF in cardboard packaging with VCI protective hood



Cardboard box for land transport



DPF in case packaging

Back to Chapter: 2.4 EAT packaging types with loose accessories (page 10)

9.8

Packing unit labels

VDA label for an engine

Warenempfänger		Abladestelle	
Order-Nr.		Lieferant/Auftrags-Nr. DEUTZ AG 03116022000010	
		Gew.Netto 400 KG	Gew.Brutto 440 KG
Sach-Nr. Kunde I16-4467 MAGNI TH			
Füllmenge 1	Bezeichnung Motor TCD 3.6 L4		
	Sach-Nr. Lief. 11935837		
Lieferanten-Nr. 3144798			
	Datum 25.07.2016		
Packstück-Nr. MO11935837	Chargen-Nr.		
DEUTZ AG 51057 Köln (GERMANY)		Warenanhänger VDA 4902, Version 3	

An order (same order number) contains only engines and accessory parts of the same type. Engines, accessory sets and EAT components are therefore freely combinable within the order. By comparing the order numbers on the VDA label, it can be ensured that the engine and the corresponding accessories (according to the order) belong together.

VDA label accessories set

Warenempfänger		Abladestelle	
Order-Nr.		Lieferant/Auftrags-Nr. DEUTZ AG 03116022000010	
		Gew.Netto 5 KG	Gew.Brutto 6 KG
Sach-Nr. Kunde I16-4467 MAGNI TH			
Füllmenge 1	Bezeichnung Beipack TCD 3.6 L4		
	Sach-Nr. Lief.		
Lieferanten-Nr. 3144798			
	Datum 25.07.2016		
Packstück-Nr. LP00705770	Chargen-Nr.		
DEUTZ AG 51057 Köln (GERMANY)		Warenanhänger VDA 4902, Version 3	

Use of packing units/accessory parts from other orders where the engine specification is the same must be prevented!

VDA label for EAT accessories set

Warenempfänger [Redacted]		Abladestelle	
Order-Nr.		Lieferant/Auftrags-Nr. DEUTZ AG 03116022000010	
		Gew.Netto 50 KG	Gew.Brutto 71 KG
Sach-Nr. Kunde I16-4467 MAGNI TH			
[Barcode]			
Füllmenge 1		Bezeichnung EAT-Beipack TCD 3.6 L4	
[Barcode]		Sach-Nr. Lief. 01904934	
Lieferanten-Nr. 3144798		[Barcode]	
[Barcode]		Datum 25.07.2016	
Packstück-Nr. WE26965261		Chargen-Nr.	
[Barcode]		[Barcode]	
DEUTZ AG 51057 Köln (GERMANY)		Warenanhänger VDA 4902, Version 3	

Back to Chapter: 3.2 Identification of shipments (page 12)

4 Delivery to the customer (page 13)

9.9

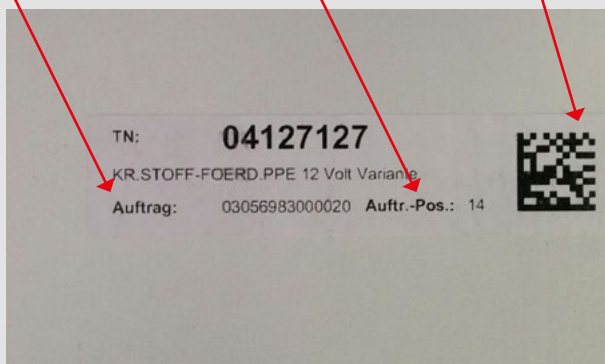
Etiketten von Zubehörteilen



Order number
DEUTZ AG


Order item: Gives the
accessory part item on the
packing list.

Data Matrix Code



Back to Chapter: 2.3 Packaging types for loose accessories (engine accessories set) (page 9)

9.10 Delivery note



DEUTZ AG, D-51057 Köln

Customer address → [Redacted]

CHINA

Ship-to-address

Delivery address → [Redacted]

CHINA

Delivery terms : Free Carrier .

Container : [Redacted]

Total weight in KG : Gross: 4.035,02 Net: 3.589,62 Qty. of pack.: 12

Item	Order no.-item	Qty.	Un.	Content	Gross KG	Net KG	Dimensions MM
0010	Delivery: Your oder no.: 3112694-20	2	PC	86314398 5500012577 from 09.05.2016 Motor type: TCD 2012 L06 2V Power (kW): 123,0 KW Specification: 25010112 Your material: 017216591 Packaging: 002 * 01501663 TRANSPORT. FRAME Total weight in KG: 1.220,00 940,00 Weight per engine in KG: 610,00 470,00 Engine no. 11914474, 11914475			1.400 x740 x1.300
	2 x accesories 3112694-20	2	x	CARTON loose parts according to packing list 26618774/000657029 26618775/000657030	6,55 6,55	5,05 5,05	570 x370 x390 570 x370 x390

Collective-Delivery note

Number: 1000104816 → Delivery note number

Date: 30.05.2016 → Dispatch date

Customer no.: [Redacted] → DEUTZ Customer number

Our supplier no.: 15422

Contact person: [Redacted] → Customer's contact person

Telephone: [Redacted]

Fax: [Redacted]

eMail: [Redacted]

Transp. group: [Redacted]

Page: 1 / 3

The General Terms of Delivery of DEUTZ AG shall exclusively apply to all our deliveries.
Under www.deutz.com you are able to read, download or print the General Conditions.
By request we will send you a hardcopy of the General Conditions by mail.

Delivery data (gross/net weight, number of packing units)

Packing unit measurements

Packing unit weight

Packaging designation

DEUTZ AG, Oststr. 1 - D-51149 Cologne (Pors-Eil) - Telefon (0 221) 822-0 Fax: 822-2700
 Deutsche Bank AG - Köln Konto-Nr. 119933000 IBAN: DE82 3707 0060 01199330 00 BIC (Swift Code): DEUTDE33
 Chairman of the Supervisory Board: Hans-Georg Härter Board of Management: Dr.-Ing. Helmut Leube Chairman: Dr. Margarete Haase, Michael Wellenroth
 District and Register Court: Amtsgericht Cologne, Commercial Register No.: 42 HR B 281
 Ust-Id DE122843311 St.Nr. 216/9709/2328



Number: 1000104816 Page: 3/ 3
 Date: 30.05.2016

Note on wood protection measures

The raw wood of our packagings is heat treated as per the IPPC-standard "ISPM 15" (International Standard Phytosanitary Measures, Directive 15) and marked accordingly.

Contact person in the event of damage

Transportschäden

Transportschäden bitte sofort dem Frachtführer melden, von diesem bestätigen lassen und Info an:
DEUTZ AG, Abt. VL-T geben.

Manufacturer's declaration

**Herstellereklärung
 im Sinne der EG-Richtlinie 89/392/EWG, Anhang II B**

Hiermit erklären wir, dass der mitgeführte Verbrennungsmotor zum Einbau in eine Maschine bestimmt ist und dass ihre Inbetriebnahme solange untersagt ist, bis festgestellt wurde, dass die Maschine den Bestimmungen EG-Richtlinie 89/392/EWG in der Fassung 91/368/EWG entspricht.

DEUTZ AG

Confirmation of receipt

**"Delivery taken over complete and without damages"
 The undersigned carrier confirms that the goods were taken over properly loaded**

freight forwarder:

CTS
 BH - 22581
 Jh

country / postal code / city:

motor vehicle no.:

signature:


DEUTZ AG, Ottostraße 1 - D-51148 Cologne (Para-EU) - Telefon (0 221) 822-0, Fax: 822-2700
 Deutsche Bank AG - Köln Konto-Nr. 11 9933000 IBAN: DE82 3707 0060 011 99330 00 BIC (Swift Code): DEUTDE33
 Chairman of the Supervisory Board: Hans-Georg Häfner, Board of Management: Dr.-Ing. Helmut Leube Chairman; Dr. Margarete Hasse, Michael Wellenzohn
 Domicile and Register Court: Amtsgericht, Cologne, Commercial Register No.: 42 HR B 281
 Ust-Id DE122943311 St.Nr. 216/5709/2325

Back to Chapter: 2.3 Packaging types for loose accessories (engine accessories set) (page 9)
 3.3 Accompanying documents (page 12)
 6.1 Complaints processing (page 15)

9.11

Shipper's Declaration for Dangerous Goods

SHIPPER'S DECLARATION FOR DANGEROUS GOODS

Shipper		Air Waybill No.				
		Page of Pages				
		Shipper's Reference Number <i>(optional)</i>				
Consignee						
<i>Two completed and signed copies of this Declaration must be handed to the operator.</i>		WARNING				
TRANSPORT DETAILS		Failure to comply in all respects with the applicable Dangerous Goods Regulations may be in breach of the applicable law, subject to legal penalties.				
This shipment is within the limitations prescribed for: <i>(delete non-applicable)</i>		Airport of Departure:				
<input type="checkbox"/> PASSENGER AND CARGO AIRCRAFT	<input checked="" type="checkbox"/> CARGO AIRCRAFT ONLY					
Airport of Destination:		Shipment type: <i>(delete non-applicable)</i> <input type="checkbox"/> NON-RADIOACTIVE <input type="checkbox"/> RADIOACTIVE				
NATURE AND QUANTITY OF DANGEROUS GOODS						
Dangerous Goods Identification				Quantity and type of packing	Packing Inst.	Authorization
UN or ID No.	Proper Shipping Name	Class or Division (Subsidiary Risk)	Packing Group			
UN 3528	Engine, internal combustion, flammable liquid powered	3		1 plywood box 550 kg	378	
Additional Handling Information						
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 labelled/placarded, and are in all respects in proper condition for transport according to applicable international and national governmental regulations. I declare that all of the applicable air transport requirements have been met.				Name/Title of Signatory		
				Place and Date		
				Signature <i>(see warning above)</i>		

Druck und Vertrieb: Dörrel & Rademacher, Fuldaerstraße 15, 30457 Hannover, Tel: 05131 32 30-0, Telefax 05131 32 30-23 *0,01 Bestell-Nr.: 54

Back to Chapter 7: FAQ (page 17)

9.12 Checklist for receipt of goods by the customer

The following points must be observed upon receipt of goods:

- 1.) Does the delivery address on the accompanying documents correspond to the label on the goods?
- 2.) Have packing units (from DEUTZ or third parties) been loaded onto the engines?
- 3.) Were the loads properly secured (lay straps over the transport frame and not over the engine)?
- 4.) Is there any obvious damage to the packing units?
- 5.) Does the number of packing units correspond to the delivery note?

Faults identified should be documented in photographs and sent to the DEUTZ AG contact address. This can be found on the delivery note under "Transport damage". In addition, the faults should be noted on the delivery note and on the freight letter and countersigned by the delivery driver.

Back to Chapter 4: Delivery to the customer (page 13)

10

CONFIDENTIALITY

The documents submitted to the relevant contractual party, information provided, knowledge and experience may only be used for the purposes of the contract.

International:

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www.deutz.com

DEUTZ Corporation

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Telefax: +1 770 564 7222
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www.deutzamericas.com

DEUTZ (Beijing) Engine Co., Ltd.

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Telefax: +86 10 65 12 00 42
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E-Mail: deutzoz@deutz.com
www.deutz.com.au

The engine company.

