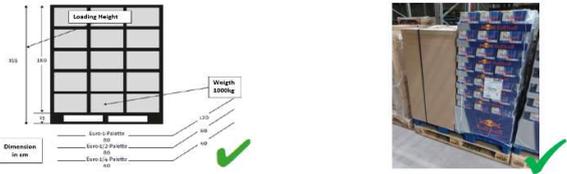
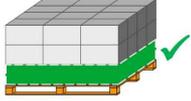
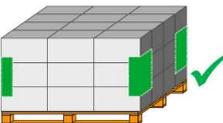
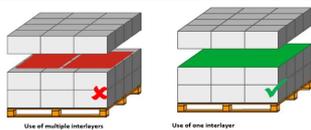
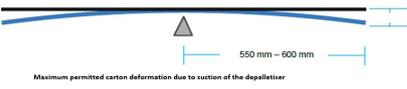
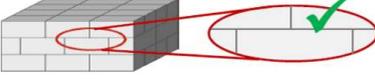
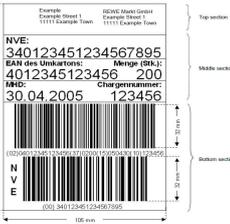


Category	Logistical requirements	
<p><b>Pallets</b></p> <p>Class C Euro pallets (exchangeable) according to GS standard and quality standard UC 430-2.</p> <p>At least one frame plate must be legible</p> <p>1,200 x 800 x 144 mm (LxWxH) &amp; load capacity 1,000 kg</p> <p>A good pallet condition is essential: a detailed contour and stability check is carried out when all pallets are collected, focusing on skids and fork clearances</p> <p>Please note, that "Düsseldorfer" pallets must not be used at all. Use one of the common nesting pallets instead.</p>		
<p><b>Optimum pallet utilization</b></p> <p>Fully utilize the area</p> <p>No overhang of goods</p> <p>Edge protection for load securing must be included</p> <p>Pallet shelters should also be avoided</p>		
<p><b>Height / weight of the load unit</b></p> <p>Delivery, unless agreed otherwise on exchangeable Euro pallets measuring 80 x 120 cm</p> <p>In general, 1/3 or 1/4 pallets can be delivered on a Euro pallet, but must not be top-heavy (topping point in the lower half)</p> <p>Maximum height (incl. pallet wood) is 105 cm (CCG1) or 135 cm (CCG2). For defined warehouse locations, in particular Penny Markt GmbH, delivery of pallets with a maximum height of 180 cm incl. pallet wood is mandatory</p> <p>Several pallets, each with a few layers, can be stacked without overlap top to a total height of CCG1 or CCG2 and a total weight of 1,000 kg. The prerequisite is that the goods are not irregular and individual items are separated by Euro pallets. Intermediate boards must always be used to protect the goods</p> <p>Maximum weight is 1,000 kg per pallet</p>		
<p><b>Weight of the layer (Defined warehouse locations with (semi-) automated warehouses)</b></p> <p>Maximum layer weight up to 300 kg</p> <p>The maximum weight of a single layer is influenced by:</p> <ul style="list-style-type: none"> <li>•the technical requirements of the depalletizer used in each case</li> <li>•the shaft load in the tray bearing</li> </ul> <p>If there are product-related restrictions when lifting a layer (reduced contact pressure), the layer weight of these goods must be reduced for automatic depalletizing.</p> <p>In the event of deviations, the supplier must coordinate with Rewe Markt GmbH's logistics department to determine whether the respective layer weight can be handled</p>		
<p><b>Layer diagram</b></p> <p>The layer pattern is based on the module dimensions (ISO 3304). The basic size is 400 x 600 mm (can be transferred to sub-sizes and multi-modules)</p> <p>Closed layer pattern</p> <p>Chimneys must be avoided (in exceptional cases, the logistics department of REWE and Penny Markt GmbH must be informed)</p> <p>Uniformity of the packing orientation of the packaging units per layer and loading unit</p> <p>Packaging units per layer as well as the layers per pallet must each have the same height</p>		
<p><b>Foiling</b></p> <p>The winding/shrinkage must cover the entire load</p> <p>It must also protect and hold the goods together during transportation</p> <p>Wrapping film may only wrap around the carrier pallet in the area of the top board to enable smooth handling for ground vehicles</p>		
<p><b>Approach protection</b></p> <p>Collision protection around the bottom layers</p> <p>Cardboard packaging of the quality required for the requirements must be used</p> <p>Collision protection must not be glued to the load or connected in any other way</p> <p>When using a collision event, there must be a perforation to enable quick removal before despalatizing</p>		
<p><b>Edge protection (can be used as a substitute if stretch/shrink film should indent the articles)</b></p> <p>Edge protection serves:</p> <ul style="list-style-type: none"> <li>•stabilization in case of slightly slipping layers</li> <li>•to prevent damage to sensitive products</li> </ul> <p>Edge protection surrounds the vertical edges of the goods and may only be located on the sides</p> <p>No fixation between pallet and load. Quick removal must be possible!</p> <p>The edge protection cardboard must be stable</p>		
<p><b>Intermediate layers / covers</b></p> <p>If possible, intermediate layers should be avoided, as they make automatic depalletizing difficult or even impossible, among other things</p> <p>Layer pads should only be used if the stability of the load cannot be guaranteed in any other way</p> <p>Covers only make sense if the load is to be protected from environmental influences that could impair quality</p> <p>If an intermediate layer must be used:</p> <ul style="list-style-type: none"> <li>•each layer must have an intermediate layer</li> <li>•only one intermediate layer may be used per layer</li> <li>•the intermediate layer must consist of one piece</li> <li>•the base area of the intermediate layer should be the same as the base area of the layer</li> <li>•the maximum dimensions of 1200 x 800 mm must be observed</li> </ul>		
<p><b>Additional requirements for defined warehouse locations with (semi-) automated warehouses of REWE Group apply to layer pads:</b></p> <p>Only cardboard packaging may be used</p> <p>The cardboard packaging must not be too thin:</p> <ul style="list-style-type: none"> <li>•Cardboard that is too thin can slip or be sucked into the spaces between the goods</li> <li>•folded cardboard or corrugated cardboard can be used. The thickness of a sheet should be <math>\geq 1</math> mm for solid cardboard and <math>\geq 2</math> mm for corrugated cardboard.</li> </ul> <p>The intermediate layer must not be deformed by the suction of the depalletizer (see illustration)</p> <p>The surface must not be too smooth or dull</p> <p>The intermediate layer must not be glued</p> <p>The intermediate layer must not have any holes, as this would prevent the creation of a vacuum during the depalletizing process</p>		
<p><b>Composite stacking</b></p> <p>Composite stacking is preferable to the use of intermediate layers or the application of the bonding technique whenever possible</p> <p>The packing variants/composite stacking offer a high level of stability, even in internal transport, without the use of additional load securing devices</p> <p>The staggered stacking of the transport packaging results in a stability that can be recognized in the construction of walls</p>	 <p>High stability due to composite stacking</p>	
<p><b>Longitudinal loading truck</b></p> <p>Load carriers are unloaded with the help of classic electric arms, therefore all load carriers must be loaded lengthways to the truck axle (narrow side of the load carrier (800 mm) must be aligned towards the rear of the truck)</p>		

<p>If pallets are loaded crosswise, there is a risk of damage to the load carrier and/or the goods when manoeuvring under the load carrier and lifting the load carrier.</p>																																																																									
<p>The address of the consignor and consignee can be clearly written at the top of the transport label and the logo of the consignor can be placed on it.</p> <p>The middle segment also contains information in clear text that accompanies the goods and is intended for the person carrying out the work on the ramp or in the warehouse.</p> <p>GS1/EAN 128 format enables automatic scanner detection and automatic reading of the information. So that all participants along the value chain can read the data in a GS1/EAN 128 barcode symbol (unambiguous interpretation of the data through exact definition of the format and meaning of each piece of information (data element)). The two- to four-digit data identifiers (DI) indicate the subsequent data content and the number of digits.</p>																																																																									
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The information provided makes it possible to automatically reconcile the delivery with the order.</td> </tr> <tr> <td>GLN for the Retail consignee</td> <td>413</td> <td>GLN for the Retail consignee</td> <td>This is required for cross-docking processes if the goods are forwarded unchanged. According to applicable legislation (Sections 7 and 7a German Food Labelling Regulation and articles 9 and 10 Directive 2000/13/EC), the best before date should be replaced by the use-by date for perishable food which must pose an immediate risk to human health. - number of decimal places.</td> </tr> </tbody> </table>	Item on label	DI	Data content	Explanations	SSCC	00	Serial shipping container code	Identification at package level	Product identification	01	Trading unit GTIN	This is used if the shipping unit (pallet) corresponds to a trading unit and the use of GTIN is required for shipping units. The 13-digit format of the GTIN conforms to a 14-digit format starting with 0. 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<p>Use of the label elements</p> <p>*Item-only shipping units: contain items with the same GTIN -The shipping unit (pallet) corresponds to a trading unit and has its own GTIN -The shipping unit does not correspond to a trading unit, i.e. it does not have its own GTIN, so the GTIN of the item from the next smaller packaging level (e.g. cartons) is used in conjunction with a quantity in pieces. Figure 11 explains this relationship.</p> <p>*Pallet shipping units: contain items with different GTINs</p> <p>The following table explains the relationship between the type of shipping unit and the use of the label elements.</p>	 <p>Figure 11: Recommended data identifier to identify the products in a shipping unit</p> <p>The following table outlines the link between the type of shipping unit and the elements of the label:</p> <table border="1"> <thead> <tr> <th>Data element</th> <th>DI</th> <th>Shipping unit containing a single product</th> <th>Multiple shipping units with GTIN</th> <th>Item-only shipping units with different GTINs</th> <th>Item-only shipping units with the same GTIN</th> </tr> </thead> <tbody> <tr> <td>SSCC</td> <td>00</td> <td>yes</td> <td>yes</td> <td>yes</td> <td>yes</td> </tr> <tr> <td>Trading unit GTIN</td> <td>01</td> <td>yes</td> <td>yes</td> <td>yes</td> <td>yes</td> </tr> <tr> <td>GTIN for outer packaging</td> <td>02 + 37</td> <td>yes</td> <td>yes</td> <td>yes</td> <td>yes</td> </tr> <tr> <td>Batch number</td> <td>10</td> <td>yes</td> <td>yes</td> <td>yes</td> <td>yes</td> </tr> <tr> <td>Date of production</td> <td>11</td> <td>yes</td> <td>yes</td> <td>yes</td> <td>yes</td> </tr> <tr> <td>BBD</td> <td>15</td> <td>yes</td> <td>yes</td> <td>yes</td> <td>yes</td> </tr> <tr> <td>Use-by date</td> <td>17</td> <td>yes</td> <td>yes</td> <td>yes</td> <td>yes</td> </tr> <tr> <td>Gross weight</td> <td>130</td> <td>yes</td> <td>yes</td> <td>yes</td> <td>yes</td> </tr> <tr> <td>Number of items</td> <td>30</td> <td>yes</td> <td>yes</td> <td>yes</td> <td>yes</td> </tr> <tr> <td>Number of units contained</td> <td>37</td> <td>yes</td> <td>yes</td> <td>yes</td> <td>yes</td> </tr> <tr> <td>GLN for the Retail consignee</td> <td>413</td> <td>yes</td> <td>yes</td> <td>yes</td> <td>yes</td> </tr> </tbody> </table> <p>Legend:    1: Required to applicable legislation (Sections 7 and 7a German Food Labelling Regulation and articles 9 and 10 Directive 2000/13/EC), the best before date should be replaced by the use-by date for perishable food which must pose an immediate risk to human health.    2: Color coding is a recommended procedure when goods using into the warehouse are immediately prepared and forwarded for delivery to the stores without being stored at the warehouse.</p>	Data element	DI	Shipping unit containing a single product	Multiple shipping units with GTIN	Item-only shipping units with different GTINs	Item-only shipping units with the same GTIN	SSCC	00	yes	yes	yes	yes	Trading unit GTIN	01	yes	yes	yes	yes	GTIN for outer packaging	02 + 37	yes	yes	yes	yes	Batch number	10	yes	yes	yes	yes	Date of production	11	yes	yes	yes	yes	BBD	15	yes	yes	yes	yes	Use-by date	17	yes	yes	yes	yes	Gross weight	130	yes	yes	yes	yes	Number of items	30	yes	yes	yes	yes	Number of units contained	37	yes	yes	yes	yes	GLN for the Retail consignee	413	yes	yes	yes	yes
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<p>The shipping unit number (SSCC)</p> <p>*Globally unique package identification for the shipping unit -Minimum components of a transport label -In GS1/EAN 128 standard, NVE is displayed with data identifier 00 -Remains as long as the charge carrier exists -If only the SSCC is specified on the transport label, the following sequence in Code 128 must be observed in the SSCC/SSCC: -Start frame plate -NVE -Character -NVE -Symbol test mark -Stop indicator</p>																																																																									
<p>GS1/EAN 128 transport label in combination with DESADV</p> <p>-The simplest form of the GS1/EAN 128 transport label only contains the NVE -This label may only be used in combination with the electronic shipping notification (DESADV) -The SSCC forms the key for all other relevant data for the shipping unit.</p>																																																																									
<p>Label application and placement</p> <p>*Location: The label should be clearly visible and legible on at least one of the front sides and the long side to the right of it *Placement height: The lower and upper outer edge of the barcode symbols of the label should be at least 400 mm and at most 800 mm above the floor *Placement width: The distance from the side edges should be at least 50 mm *If the pallet is less than 400 mm high, the label should be attached as high as possible *Any additional labels should be attached above the existing label. For reasons of processing safety several labels with the same content are never applied to the same side of the logistics unit *The label should be applied on the wrapping and not under the wrapping</p>	 <p>Label under foil</p> 																																																																								