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**Packaging — Bar code and  
two-dimensional symbols for shipping,  
transport and receiving labels**

*Emballage — Codes à barres et symboles bidimensionnels pour  
l'expédition, le transport et les étiquettes de réception*



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## Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards bodies (ISO member bodies). The work of preparing International Standards is normally carried out through ISO technical committees. Each member body interested in a subject for which a technical committee has been established has the right to be represented on that committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work. ISO collaborates closely with the International Electrotechnical Commission (IEC) on all matters of electrotechnical standardization.

International Standards are drafted in accordance with the rules given in the ISO/IEC Directives, Part 3.

Draft International Standards adopted by the technical committees are circulated to the member bodies for voting. Publication as an International Standard requires approval by at least 75 % of the member bodies casting a vote.

Attention is drawn to the possibility that some of the elements of this International Standard may be the subject of patent rights. ISO shall not be held responsible for identifying any or all such patent rights.

International Standard ISO 15394 was prepared by Technical Committee ISO/TC 122, *Packaging*.

Annexes A and B form a normative part of this International Standard. Annexes C to F are for information only.

## Introduction

The use of electronic data interchange (EDI) in association with the physical transport and handling of packages and when traceability is appropriate, such as that described in ISO 9000, require a clear and unique identifier linking the electronic data and the transport unit.

Bar code marked transport labels are in widespread use in the global industries. A number of different standards exist, each designed to meet the requirements of the specific industry sector. For effective and economic use within and between industry sectors one common multi-industry standard is a necessity.

A bar code marked transport label is designed to facilitate the automation of shipping and handling administrative operations. The bar code information on the transport label may be used as a key to access the appropriate database which contains detailed information about the transport unit, including information transmitted via EDI. In addition a transport label may contain other information as agreed between the trading partners.

Two-dimensional symbols may be included to assist moving large amounts of shipping label or EDI data from sender to recipient and to assist the transportation carrier automated sortation and tracking systems.



# Packaging — Bar code and two-dimensional symbols for shipping, transport and receiving labels

## 1 Scope

This International Standard

- specifies the minimum requirements for the design of labels containing linear bar code and two-dimensional symbols on transport units to convey data between trading partners;
- provides for traceability of transported units via a unique transport unit identifier (licence plate);
- provides guidance for the formatting on the label of data presented in linear bar code, two-dimensional symbol or human readable form;
- provides specific recommendations regarding the choice of bar code symbologies, specifies quality requirements, classes of bar code density;
- makes recommendations as to label placement, size and the inclusion of free text and any appropriate graphics;
- provides guidance in the selection of label material.

## 2 Normative references

The following normative documents contain provisions which, through reference in this text, constitute provisions of this International Standard. For dated references, subsequent amendments to, or revisions of, any of these publications do not apply. However, parties to agreements based on this International Standard are encouraged to investigate the possibility of applying the most recent editions of the normative documents indicated below. For undated references, the latest edition of the normative document referred to applies. Members of ISO and IEC maintain registers of currently valid International Standards.

ISO/IEC 2382 (all parts), *Information technology — Vocabulary*.

ISO/IEC 15416:—<sup>1)</sup>, *Information technology — Automatic identification and data capture techniques — Bar code print quality test specification — Linear symbols*.

ISO/IEC 15417, *Information technology — Automatic identification and data capture techniques — Bar code symbology specification — Code 128*.

ISO/IEC 15418, *Information technology — EAN/UCC Application Identifiers and Fact Data Identifiers and Maintenance*.

ISO/IEC 15434, *Information technology — Transfer syntax for high capacity ADC media*.

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1) To be published.

ISO/IEC 15438:—<sup>1)</sup>, *Bar coding — Symbology specification — PDF417*.

ISO/IEC 15459-1, *Information technology — Unique identification of transport units — Part 1: General*.

ISO/IEC 16023:—<sup>2)</sup>, *Information technology — International symbology specification — MaxiCode*.

ISO/IEC 16388, *Information technology — Automatic identification and data capture techniques — Bar code symbology specifications — Code 39*.

### **3 Terms and definitions**

For the purposes of this International Standard, the terms and definitions given in ISO/IEC 2382 (all parts) and the following apply. See also the Bibliography.

#### **3.1 sortation**

process by which an automated material-handling system routes packages and freight in a distribution environment

### **4 Concepts**

#### **4.1 Principles**

The purpose of a bar code label is to facilitate the automatic exchange of data among all members within a channel of distribution, for instance supplier, carrier, purchaser, other intermediaries. The amount of data, in linear bar code, two-dimensional symbols, and in human readable form, is dependent on the requirements of the trading partners. Where a bar code label is used in conjunction with electronic databases and/or electronic data interchange (EDI) systems, the amount of data may be significantly reduced and may consist of only one piece of data, the unique identifier for the transport unit.

Trading partners have different information requirements. Some information may be common to two or more trading partners while other information may be specific to a single trading partner. Information for various trading partners becomes available at different times, for instance:

- product specific information at the point of manufacture or packaging;
- order processing information at the time of processing the order;
- transport information at the time of shipment.

Trading partners may find it necessary to include significant data elements dealing with the above which may be presented both in bar code/two-dimensional symbols (see annexes A and B) and human readable form.

This International Standard shall be used in conjunction with application guidelines defining the parameters chosen by the trading partners concerned. Annex C gives guidance in the definition of these parameters.

#### **4.2 Unit load and transport package**

For the purposes of this International Standard a unit load is considered to be one or more transport packages or other items held together by means such as pallet, slip sheet, strapping, interlocking, glue, shrink wrap, or net wrap, making them suitable for transport, stacking, and storage as a unit. For the purposes of this International Standard a transport package is considered to be a package intended for the transportation and handling of one or

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2) To be published.



more articles, smaller packages, or bulk material. Both unit loads and transport packages are referred to as transport units in this document.

### 4.3 Unique transport unit identifier

A unique transport unit identifier is assigned to each individual transport unit. This is a common requirement for all label formats specified by this International Standard. The identifier or "licence plate" is the key providing access to information stored in computer files and which may be transmitted by EDI. The identifier may be used by all of the trading partners to retrieve information about the transport unit itself or about the status of the physical movement of the transport unit along the supply chain. It enables systems to track and trace individual transport units.

### 4.4 Label formats

#### 4.4.1 Base shipping/transport/receiving label

The base label defined by this International Standard includes the minimum set of data that fulfils the requirements of all trading partners in a supply chain when EDI is available between the parties involved.

A unique transport unit identifier shall be included on the base label.

In addition to the unique transport unit identifier ("licence plate"), it is recommended to provide the following information on a base label:

- "Ship from" name and address (to be able to return the shipment in the event that delivery was not possible);
- "Ship to" name and address (for shipment delivery);
- key to carrier's database (if the licence plate is not this data element);
- key to customer's database (if the licence plate is not this data element).

#### 4.4.2 Extended shipping/transport/receiving label

In practice, fully automated communication channels which make it possible to rely exclusively on electronic files for retrieving information on the movements of the transport units are not always available. For this reason, there is a need to indicate relevant information on the transport units themselves, in addition to their identification. The various fields of information shall be organized in a standard way in order to facilitate their interpretation and processing by the trading partners involved.

The extended label is used when the data available from the base label is not sufficient to satisfy the requirements of all trading partners. The information provided in the extended label is organized in three segments:

- carrier segment: in addition to the key to the carrier's database this segment may contain additional data, such as shipment identification and delivery instructions;
- customer segment: in addition to the pointer to the customer's database, this segment may contain additional data such as the customer part number;
- supplier segment: additional data may be generated by the supplier, such as product identification, batch number, dimensions.

## 5 Data content

### 5.1 Data representation

#### 5.1.1 Data in linear bar code symbols

Such data shall be represented in one of the three permissible combinations of data and bar code symbology:

- a) EAN.UCC applications identifiers (AIs) in accordance with ISO/IEC 15418 shall only be used in conjunction with UCC/EAN-128 (being a subset of Code 128 compliant to ISO/IEC 15417);
- b) FACT Data Identifiers (DIs) in accordance with ISO/IEC 15418 shall be used in conjunction with Code 39 symbols compliant to ISO/IEC 16388;
- c) FACT Data Identifiers (DIs) in accordance with ISO/IEC 15418 shall be used in conjunction with Code 128 symbols compliant to ISO/IEC 15417.

Refer to annex D for information on the use of the options and the issues for users encountering them.

#### 5.1.2 Data in two-dimensional symbols

Information may also be provided in two-dimensional symbols as mutually agreed upon between trading partners. Data syntax in two-dimensional symbols shall be in accordance with ISO/IEC 15434.

#### 5.1.3 Data in human readable form

The human readable interpretation of information presented in linear bar code form should be provided. Some information may be presented in human readable information only (see 6.3).

### 5.2 Data elements

#### 5.2.1 Unique transport unit identifier

A unique transport unit identifier shall be assigned to each individual transport unit.

The unique transport unit identifier shall be either:

- the SSCC, that uses application identifier "00", represented in UCC/EAN-128;
- the unique transport unit identifier using the FACT data identifier "J" represented in either Code 39 or Code 128.

**NOTE** This International Standard recognizes the historical practice in some industries and trading partners of using two separate linear bar code symbols to create a unique licence plate; the first which identifies the supplier, for example, DI "V", "2V", "6V", or "13V" and the second which identifies the package ID, for example, DI "S", "3S", "4S", "5S", "6S", or "7S". While data identifiers such as "13V" (DUNS code) with a serial number can provide unique identification, the use of two separate linear bar code symbols to create the unique transport identifier is not recommended. Use of data identifiers such as "V", and "6V" with a serial number may not provide unique identification throughout the supply chain, and these historical usages should migrate to either the UCC/EAN SSCC or the unique transport unit identifier using the FACT DI "J" within a period of five years from the date of issuance of this International Standard. The approach using two separate linear bar code symbols to create a unique transport unit identifier is discouraged but not subject to a five year migration.

The unique transport unit identifier is defined in ISO/IEC 15459-1. The unique transport unit identifier:

- a) starts with the issuing agency code (IAC), assigned to the issuing agency by the registration authority;
- b) conforms to a format specified by the issuing agency;

- c) is unique in the sense that no issuer re-issues a number until a sufficient period of time has passed so that the first number has ceased to be of significance to any user of this International Standard;
- d) contains only numeric and upper case alphabetic characters (not including lower case characters or punctuation marks);
- e) does not contain more than 20 characters;
- f) does not contain more characters than identified in Table 1 (see 7.3.4).

### 5.2.2 Ship to

The “Ship to” data element refers to the address of the party to which transport units are to be delivered. When used, it shall be represented in a maximum of five lines of human readable characters comprised of no more than 35 alphanumeric (an..35) characters each. It may also be represented by a number identifying the party, in human readable or in bar code format.

### 5.2.3 Ship from

The “Ship from” data element refers to the address of the party to which transport units are to be returned, in case the shipment was unable to be delivered. When used, it shall be represented in a maximum of five lines of human readable characters comprised of no more than 35 alphanumeric (an..35) characters each. It may also be represented by a number identifying the party, in human readable or in bar code format.

### 5.2.4 Key to carrier's database

The key to the carrier's database should be mutually agreed upon with the carrier. If the unique transport unit identifier described in 5.2.1 above does not provide the key to the carrier's database, one or more of the following keys may be used:

- the carrier tracking number that includes class of service;
- the carrier code to identify the shipment;
- the carrier code to identify the transport unit.

This data element may be included within a two-dimensional symbol, or a linear bar code symbol, or both.

### 5.2.5 Key to customer's database

The key to the customer's database should be mutually agreed upon with the customer. If the unique transport unit identifier described in 5.2.1 above does not provide the key to the customer's database, one or more of the following keys may be used:

- customer's purchase order number;
- part number;
- KANBAN/pull signal number;
- shipment ID.

This data element may be included within a two-dimensional symbol, or a linear bar code symbol, or both.

### **5.2.6 Other data elements**

As much additional data as required may be included in the extended label to fulfil the needs of the supplier, carrier and customer.

## **5.3 Concatenating data fields in linear bar code symbols**

### **5.3.1 Using application identifiers**

When several application identifiers and their data are concatenated into one UCC/EAN-128 symbol, each variable length field shall be followed by the FNC1 character, unless it is the last field encoded in the symbol. The FNC1 character used for this purpose assumes a value of  $G_S$  when transmitted by the decoder.

### **5.3.2 Using data identifiers**

When several data identifiers and their data are concatenated into one Code 39 or Code 128 symbol, each field shall be followed by a plus "+" symbol, unless it is the last field encoded in the symbol.

## **5.4 Structured data files**

Structured data files, such as documentation supporting the handling of the transport units or complete EDI messages, may be included, for example, delivery note, quality certificate, insurance certificate. High capacity two-dimensional symbols shall be used to represent this data. Structured data files shall comply with the syntax described in ISO/IEC 15434.

## **6 Data carriers**

### **6.1 Linear bar code symbols**

#### **6.1.1 Symbology**

The linear bar code symbologies shall be one of the following:

- "Code 39" in accordance with ISO/IEC 16388;
- "Code 128" in accordance with ISO/IEC 15417.

NOTE "UCC/EAN-128" is a subset of "Code 128".

#### **6.1.2 Symbol height**

The minimum bar height of a bar code symbol shall be 1,27 cm.

#### **6.1.3 Narrow element dimension**

The minimum narrow element dimension ( $x$ -dimension) shall not be less than 0,25 mm. The  $x$ -dimension for Code 39 and Code 128 symbols should be in the range of 0,25 mm to 0,43 mm as determined by the printing capability of the supplier/printer of the label. The  $x$ -dimension for UCC/EAN-128 symbols should be in the range of 0,25 mm to 0,81 mm as determined by the printing capability of the supplier/printer of the label. The  $x$ -dimension for UCC/EAN-128 SSCC symbols should be in the range of 0,50 mm to 0,81 mm as determined by the printing capability of the supplier/printer of the label.

In the case that fewer characters than specified in Table 1 (7.3.4) are required, a larger  $x$ -dimension may be used as long as the bar code print quality requirements specified in 6.1.8 and label width recommendations are met.

NOTE Symbols with the  $x$ -dimension at the lower end of this range, specifically 0,25 mm to 0,33 mm, may require special care in order to meet the quality requirements.

#### 6.1.4 Wide-to-narrow ratio for “Code 39” symbols

The wide-to-narrow ratio ( $N$ ) of elements of “Code 39” symbols should be 3,0:1. The measured ratio shall be between 2,4:1 and 3,2:1.

#### 6.1.5 Quiet zones

Linear bar code symbols should be printed with leading and trailing quiet zones not less than 6,4 mm. Where the  $x$ -dimension is greater than 0,64 mm the quiet zones shall not be less than  $10x$ . The label registration parameters of the printer being used should be taken into consideration in order to ensure the minimum quiet zones.

#### 6.1.6 Orientation

Linear bar code symbols should be presented on transport units with the bars vertical (picket fence orientation). Subject to agreement between trading partners bars may be presented horizontally (ladder orientation).

#### 6.1.7 Placement

Linear bar code fields should be placed to ensure that they do not interfere with each other when scanned.

NOTE No more than two linear symbols should appear side by side on a label. If two linear symbols are placed side by side, the symbols should be placed so that they are not in the same linear plane, to reduce the possibility of interference with successful bar code scanning.

#### 6.1.8 Linear bar code symbol print quality

The quality of the printed linear bar code symbol shall be measured in accordance with ISO/IEC 15416. The minimum symbol grade shall be 1,5/10/660 where:

- minimum print quality grade at point of production = 1,5 (C);
- measurement aperture = 0,250 mm (approximately 10 mil/0,010 inch);
- inspection wavelength =  $(660 \pm 10)$  nm.

It is important that the linear bar code be decodable throughout the system of use. For this reason, quality tests should not be limited to label production inspection but also should be followed through to the end use. The above symbol quality and measurement parameters assure scannability over a broad range of scanning environments. Labellers should not be required to guarantee the print quality of a label when it is received by the customer. Print quality at the point of production should be higher than the requirement at the point of use.

Unattended scanning may require a higher print quality grade than identified above. Consequently, those implementing this International Standard for unattended scanning applications should discuss print quality requirements with trading partners.

It may not be possible to meet the print quality requirements of this International Standard when printing directly onto Kraft, coloured corrugated surfaces. Users considering the printing of bar code symbols directly on to Kraft, coloured corrugated surfaces should consider the scanning capabilities of their entire trading channel.

### 6.2 Two-dimensional symbols

If more data than can be accommodated with a linear bar code is required to be encoded on the label in optically readable symbol(s), two-dimensional symbols may be used. This International Standard supports the two-dimensional symbologies, MaxiCode and PDF417. This International Standard recommends MaxiCode for carrier

sortation and tracking applications and PDF417 for other applications covered by this International Standard. For further information and guidance in the use of two-dimensional symbols, see annex A, B.2 and B.3 of annex B.

## **6.3 Human readable information**

### **6.3.1 Human readable interpretation**

In order to provide a fall back key entry and a diagnostic, a human readable interpretation of each linear bar code symbol shall be provided adjacent to the bar code. Such human readable interpretation shall represent the encoded data. See Figure E.9.

### **6.3.2 Human translation**

In addition to the human readable interpretation, human translation of linear bar code information may be provided in a separate section of the label. See Figure E.9.

### **6.3.3 Data area titles**

Data areas comprise information in bar code or human readable form. Data areas shall be identified with the corresponding data area title in human-readable text, which may be prefixed, if relevant, by the appropriate AI or DI. A data area title is not required when a data area contains:

- a single linear bar code symbol concatenating multiple data elements; or
- a data area containing multiple linear bar code symbols that are intended to be scanned in a single data capture operation;
- a data area containing two-dimensional symbols.

### **6.3.4 Free text and data**

Human readable information that is not a translation of the bar code information may be provided according to the requirements of the trading partners.

## **7 Label design**

### **7.1 General considerations**

The linear bar code representing the unique transport unit identifier ("licence plate"), a mandatory element for this International Standard, shall be printed in the lowest area of the label.

Label segments are logical groupings of information based on the data needs of the trading partners within the distribution channel. Three segments are defined: carrier segment, customer segment, and supplier segment. Label segments may or may not be printed at the same time on a single physical label. When the size and structure of the transport unit permits, segments should be stacked vertically, from top to bottom, in the following order:

- carrier segment;
- customer segment;
- supplier segment.

Examples of labels are provided in annex E. The labels shown in annex E are for illustration only and do not represent all of the possible choices of label designs.

Separate sections of the label may be applied at different stages to form the complete label.

## 7.2 Layout

### 7.2.1 Base label layout

In addition to the unique transport unit identifier, a typical base label can include the following data areas:

- "Ship from" address, human readable;
- "Ship to" address, human readable;
- "Ship to" postal code or location number, linear bar code;
- carrier shipment tracking number (if required), linear bar code;
- customer purchase order number (if required), linear bar code.

Only linear bar codes shall be used to represent data in a machine-readable form on a base label.

The "Ship to" address shall be located below or to the right of the "Ship from" address. "Ship from" characters shall be noticeably smaller than the "Ship to" characters and the fields shall be easily distinguishable.

### 7.2.2 Extended label layout

The extended label comprises more information than the base label. In addition to the information contained in the base label the extended label may include:

- linear bar codes representing other discrete data elements;
- linear bar codes representing concatenated data elements;
- two-dimensional symbols;
- human translation of linear bar code information;
- human-readable-only information;
- graphics.

### 7.2.3 Other data

This International Standard does not supersede or replace any applicable safety or regulatory marking or labelling requirements. This International Standard is to be applied in addition to any other mandated labelling requirements. Free areas or certain graphics, such as, safety, hazard, quality signs, or logos, may be required.

## 7.3 Label dimensions

### 7.3.1 General considerations

The size of the label shall be consistent with the data requirements of all trading partners in the supply chain with the only constraint being the size of the transport unit.

The label format described does not dictate a fixed size for the total label. The physical dimensions of the label shall be determined by the labeller. Considerations for label size selection may include: the amount of data to be printed, the physical characteristics of the printing equipment used or the size of the transport unit.

### 7.3.2 Label height

The height of the label shall be determined by the labeller.

### 7.3.3 Label width

The width of the label shall be determined by the labeller. Label width is determined by the  $x$ -dimension of the printed bar code symbol and the maximum bar code message length. Table 2 shows the correlation between  $x$ -dimension and label width for selected  $x$ -dimensions, using the data limits set forth in Table 1.

Some existing industry standards have other data limits. If a trading partner needs a single Code 39 bar code data field that contains more characters than is shown in Table 1, the labeller may choose to use a wider label stock or an  $x$ -dimension at the lower limits of this International Standard.

### 7.3.4 Data limits

Limits on the number of characters which can be required of the labeller for a single bar code symbol are shown in Table 1.

**Table 1 — Maximum character limits for linear symbols**

Symbology and format	Character limits
Code 128 (numeric)	50 digits (after a single character DI)
Code 128 (alphanumeric)	27
UCC/EAN-128 (all numeric)	48
UCC/EAN-128 (alphanumeric)	26
Code 39	19
NOTE 1 For UCC/EAN-128, the character count includes all characters between the Function 1 (FNC1) character and the symbology check character.	
NOTE 2 For Code 39, character count includes all characters between the start and stop characters.	



Table 2 — Minimum label width required to print the maximum character limits given in Table 1

Symbology	Code 39	Code 128 all numeric	Code 128 alphanumeric	UCC/EAN-128 SSCC	UCC/EAN-128 all numeric	UCC/EAN-128 alphanumeric
Max. character limits from Table 1	19	50 (single DI)	27	20 exactly	48	26
<i>x</i> -dimension	Dimensions in millimetres					
0,25	105	105	105	Not recommended	105	105
0,33	148	148	148		148	148
0,38	148	148	148		148	148
0,43	over 148	148	over 148		over 148	over 148
0,50	Not recommended			105	over 148	over 148
0,66				148	over 148	over 148
0,76				148	over 148	over 148
0,81				over 148	over 148	over 148
NOTE 1 This table is intended to provide guidance to the printer/applier of a label on the size of label stock needed to accommodate the maximum character limits as stated in Table 1.						
NOTE 2 This label width guidance is based on only two label sizes, 105 mm and 148 mm.						
NOTE 3 Included in the minimum label width calculations in this table are the following:						
— symbology start and stop characters, 2,54 mm print registration, and quiet zones of 6,4 mm or 10 times the bar code symbol <i>x</i> -dimension, whichever is greater;						
— for UCC/EAN-128 symbols, function one character (FNC1) and symbology check character;						
— for Code 39 symbols, a 3:1 wide to narrow ratio and one <i>x</i> -intercharacter gap;						
— for Code 128 symbols, the symbology check character.						
NOTE 4 UCC/EAN SSCC bar code symbols have minimum <i>x</i> -dimensions greater than 0,432 mm. In order to fit on a label size of 102 mm, this symbol should be printed at the smallest <i>x</i> -dimension as specified in the UCC/EAN specifications.						

## 7.4 Text size

### 7.4.1 General considerations

The height of text characters is associated with the number of characters that can be required on a single line.

Nine sizes may be specified for text. The exact character heights corresponding to the nine text sizes shall be chosen by the labeller based on the capabilities of the printing process.

The characters shall be clearly legible.

Table 3 shows the maximum number of text characters per line that can be required of a labeller.

**Table 3 — Character heights and character limits**

<b>Approximate character height</b> (cm)	<b>Character limits for full width label</b> (number of characters)
2,54	8
1,27	18
0,84	28
0,64	34
0,51	42
0,43	48
0,36	59
0,32	68
0,25	77
NOTE Calculations for the text character count limits in this table are based on the following assumptions: a 102 mm wide label segment, clear distinction between the character sizes used, and fixed-width characters.	

#### 7.4.2 Specific text dimensions

The specific heights of the text characters shall be as follows:

- the data area titles shall be no smaller than 0,25 cm;
- the "Ship from" address shall be no smaller than 0,25 cm, and in any case shall be smaller than the "Ship to" address text;
- the "Ship to" address shall be no smaller than 0,43 cm, and in any case shall be larger than the "Ship from" address text;
- the literal translation of the associated linear bar code symbol (also known as human-readable interpretation, HRI) shall be no smaller than 0,25 cm;
- the primary human-readable information (also known as human translation) shall be no smaller than 0,51 cm;
- the secondary human-readable information (also known as text or descriptive information) shall be no smaller than 0,25 cm.

#### 7.5 Material

Label material and the method of attaching the label to the transport unit shall be selected to ensure that the label:

- remains attached to the transport unit for the intended life of the label;
- remains readable for the life of the label;
- survives the environments for the life of the label, for example, contamination, heat, light, moisture;
- meets disposability requirements.

## 8 Label placement

### 8.1 General considerations

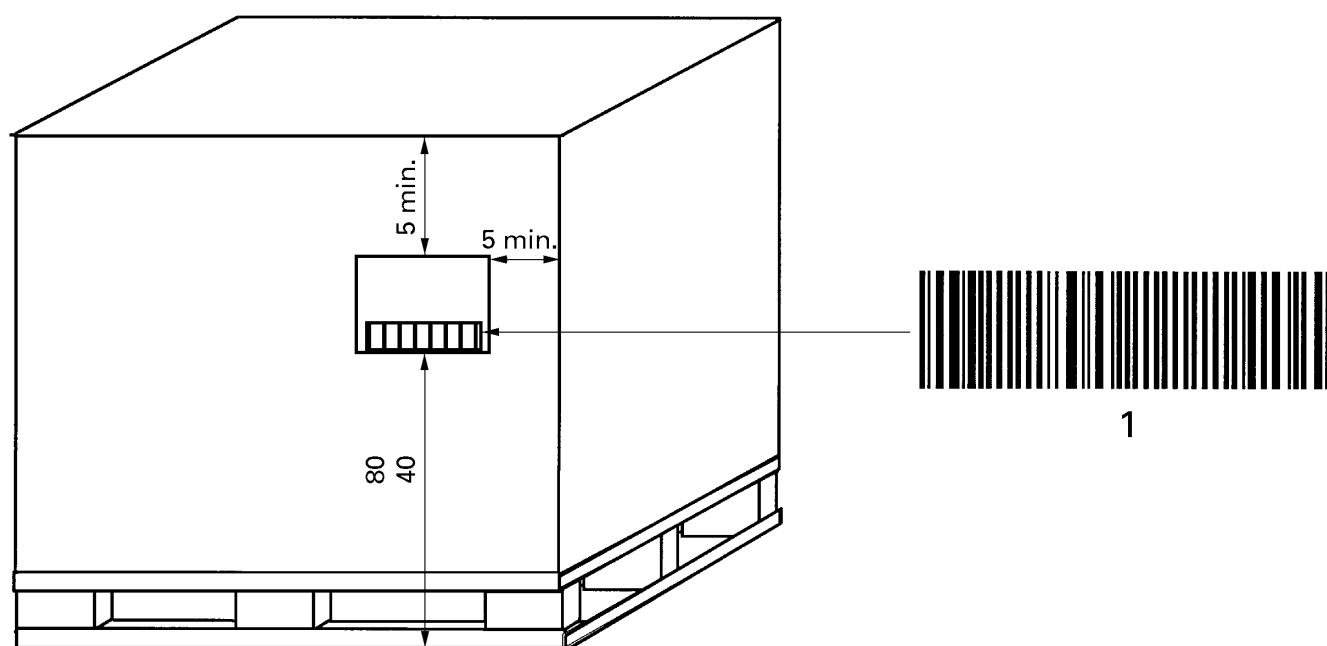
Labels should be affixed at a suitable location where there is a minimum risk of damage. Labels should be placed on the side of the transport unit with the human readable information parallel to the natural bottom of the transport unit. The edge of the label(s) should be a minimum of 32 mm from any transport unit edge.

Transport units should have identical labels affixed on two adjacent sides. Parcel carriers may require the placement of carrier information on the top of a transport unit, in addition to customer and supplier information which would continue to be placed in accordance with the preceding paragraph.

### 8.2 Unit loads (pallets)

Each pallet shall have at least one bar code label. The label shall be placed right of centre on a vertical face, allowing a minimum of 5 cm from either edge. The label should not be placed over a seam nor should sealing tape or bands be placed over the label in a manner that interferes with the scanning of the label. The bottom edge of the unique transport unit identifier symbol should be within the range of 40 cm to 80 cm from the bottom of the pallet. If the pallet is less than 50 cm in height, the label should be placed as high as possible on the pallet. See Figure 1.

Dimensions in centimetres



#### Key

1 Unique transport unit identifier

Figure 1 — Pallet label location

### 8.3 Transport packages

For transport packages up to 1 m in height, the bottom edge of the unique transport unit identifier symbol should be within the range of 2,5 cm to 7,6 cm from the natural bottom of the package. Transport packages greater than 1 m in height should follow the recommendations of 8.2.

### 8.4 Other transport units

Annex F provides examples of the labelling of various transport units. Label placement requirements should be developed in conjunction with specific application guidelines.

## Annex A (normative)

### Procedures for using MaxiCode

#### A.1 Carrier sortation and tracking applications

Carrier sortation is the process in which transport units are routed between two or more points. Carrier tracking is the process by which the location of unit loads and transport units being transported by a carrier is updated in the carrier's database.

Data to be included comprises that which is required to route transport units between multiple points, to locate transport units, and other supporting data which is relevant to sortation and/or tracking for internal and external processing.

When a two-dimensional symbol is used for the carrier sortation and tracking applications, the MaxiCode symbology (see ISO/IEC 16023) is capable of being read in a high-speed scanning environment. The structure and syntax of the MaxiCode symbols for the carrier sortation and tracking applications shall conform to the structure and syntax described in ISO/IEC 15434.

#### A.2 Data encoding

##### A.2.1 Code set

When encoding information in a MaxiCode symbol, it is recommended that character selection be limited to Code Set A where possible (see ISO/IEC 16023).

##### A.2.2 Mode

A MaxiCode symbol incorporates one mode per symbol. This International Standard recommends the use of MaxiCode Mode 2 or Mode 3, to ensure that the sortation system can decode the "Ship to" postal code, "Ship to" country code and class of service in the event of symbol damage (see ISO/IEC 16023).

The determination of which mode to use is established by the data characteristics of the "Ship to" postal code and class of service. Table A.1 determines the appropriate mode.

**Table A.1 — Determining which MaxiCode Mode to use**

<b>If the "Ship to" postal code is</b>	<b>and the class of service is</b>	<b>then use</b>
numeric-only maximum of 9 digits	numeric-only	Mode 2
alphanumeric maximum of 6 characters	numeric-only	Mode 3
other than above	numeric-only	Mode 4
any of the above	alphanumeric	Mode 4

### A.3 Error correction levels

MaxiCode has fixed levels of error correction. The MaxiCode symbol should use the standard error correction level identified within ISO/IEC 16023.

### A.4 Narrow element dimension

MaxiCode is not a scalable symbol (supporting different  $x$ -dimensions). The MaxiCode symbol shall have an  $x$ -dimension (the width of a symbol module) and all other dimensions consistent with the ISO/IEC 16023.

### A.5 Quiet zones

For the carrier and sortation application, the MaxiCode symbol shall have a minimum quiet zone of 1 mm above, below, to the left and to the right.

### A.6 MaxiCode symbol print quality

The ISO/IEC 16023 shall be used to determine the print quality of the MaxiCode symbol. For the carrier sortation and tracking application the minimum symbol grade shall be one that has:

- a print quality grade of greater than or equal to 2,5 (B) at the point of printing the symbol;
- a light source wavelength =  $(660 \pm 10)$  nm.

The above symbol quality and measurement parameters assure scannability over a broad range of scanning environments. Labeller's may not be able to guarantee the print quality of a label when it is received by the customer. Therefore, the print quality requirement at the point of production should be higher than the requirement at the point of use.

It may not be possible to meet the print quality requirements of this International Standard when printing directly onto Kraft, coloured corrugated surfaces. Users considering the printing of MaxiCode symbols directly onto Kraft, coloured corrugated surfaces should consider the scanning capabilities of their entire trading channel.

### A.7 Orientation and placement

#### A.7.1 MaxiCode orientation

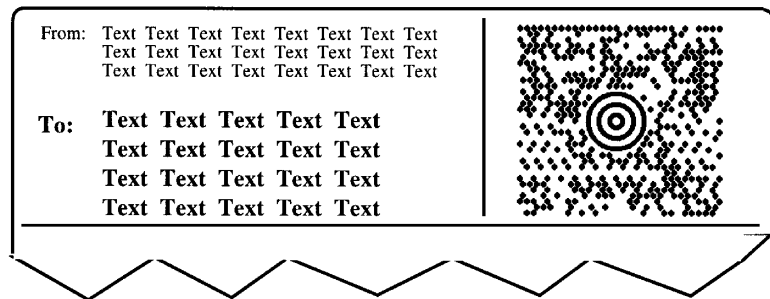
Due to the nature of the MaxiCode symbology, specific symbol orientation is not required.

#### A.7.2 Symbol placement

If the symbol is included in an ISO label, the MaxiCode symbol shall be placed in the carrier segment. See Figure A.1 for example of placement.

#### A.7.3 Label placement

Labels shall be placed on the top transport units.



NOTE This figure is not to scale.

Figure A.1 — Placement of MaxiCode symbol on label

## A.8 Concatenation

### A.8.1 Use of structured append MaxiCode symbols

If the data message is greater in length than the maximum amount of data that can be encoded in a single MaxiCode symbol, two structured append symbols shall be used as follows. As this International Standard recommends the use of Modes 2 and 3, structured append symbols shall be as defined in ISO/IEC 16023 and particularly:

- the primary message shall be repeated in both symbols;
- the structured append indicator sequence shall be placed in the first two data symbol characters in the secondary message;
- the continuation of the data message shall be in the secondary message of the second symbol.

### A.8.2 Printing structured append MaxiCode symbols

Printing systems should be configured in such a manner that when the amount of data to be encoded in a single message for a carrier and sortation application exceeds the capacity of a single symbol, the printing system shall automatically use structured append.

The symbols shall be printed side by side.

### A.8.3 Reading structured append MaxiCode symbols

When structured append is used with Modes 2 and 3 symbols, the primary message may be decoded from any of the symbols in the structured append sequence.

The entire message shall be reconstructed as defined in annex B of ISO/IEC 16023:—.

## **Annex B**

### **(normative)**

## **Procedures for using PDF417**

### **B.1 General considerations**

This annex defines the rules which shall be followed if one or both of the following is mutually agreed as part of the customer information:

- shipping and receiving data (B.2), which effectively allows all the bar coded data on the label to be combined in one PDF417 symbol;
- complete EDI message/transaction (B.3) to be encoded in PDF417 symbol(s).

### **B.2 Shipping and receiving applications**

#### **B.2.1 General**

The shipping and receiving data facilitates staging, transportation, and receipt of goods and materials. This data shall be printed on a “label” as defined by this document. This symbol is intended to be scanned in the same environment as other symbols on the label. The structure and syntax of the PDF417 symbols for the shipping and receiving applications shall conform to the structure and syntax described in ISO/IEC 15434.

#### **B.2.2 Symbology recommendation**

This International Standard recommends the use of the PDF417 symbology (see ISO/IEC 15438) for the shipping and receiving application.

For the shipping and receiving application, compact PDF417 as defined in the ISO/IEC 15438 shall not be used.

For the shipping and receiving application, macro PDF417 as defined in the ISO/IEC 15438 shall not be used.

#### **B.2.3 Error correction level**

For the shipping and receiving application, PDF417 symbols shall use error correction level 5.

#### **B.2.4 Narrow element dimension**

For the shipping and receiving application, the narrow element dimension ( $x$ -dimension) range should be from 0,254 mm to 0,432 mm as determined by the printing capability of the supplier/printer of the label. Symbols with narrow elements at the lower end of this range, i.e. 0,254 mm to 0,330 mm, may require special care to meet the print quality requirements of B.2.8. Conformance to the print quality requirements shall be determined according to B.2.8.

#### **B.2.5 Row height**

The PDF417 symbol shall have a minimum row height (height of the symbol element) of three times the width of the narrow element ( $x$ -dimension). Increasing the row height may improve scanning performance but shall reduce the number of characters that can be encoded in a given space.

### B.2.6 Quiet zone

For the shipping and receiving application, the PDF417 symbol shall have a minimum quiet zone of 1 mm above, below, to the left, and to the right. The quiet zone is included within the calculation of the size of the symbol.

### B.2.7 Symbol size

For the shipping and receiving application, PDF417 symbols shall not exceed 61 mm in height including quiet zones.

A PDF417 symbol for the shipping and receiving application should be printed with no more than 12 data columns in width. This shall assure readability by the broadest range of reading devices. Up to 18 data columns may be used only with the agreement of trading partners. Table B.1 shows the width of PDF417 symbols (including quiet zones) with 12 data columns at different  $x$ -dimensions. For further information on data columns, symbol widths, character counts, and print densities see B.4.2 and B.4.3.

Tables B.2 through B.8 are provided as guidance in planning for the incorporation of PDF417 symbols into the design of an ISO label. Actual achieved size of a PDF417 symbol may vary, based on data content and printing process. The sizes listed should accommodate most situations.

**Table B.1 — Maximum symbol width using 12 data columns**

Dimensions in millimetres

$x$ -dimension	Maximum width (including quiet zones)
0,25	71,37
0,33	92,20
0,38	106,17
0,43	119,89

### B.2.8 Print quality

ISO/IEC 15438 shall be used to determine the print quality of the PDF417 symbol. For the shipping and receiving application the minimum symbol grade should be 2,5/10/660, where:

- recommended print quality grade = 2,5 (B) at the point of printing the symbol;
- measurement aperture = 0,250 mm (approximately 10 mil/0,010 inch);
- light source wavelength =  $(660 \pm 10)$  nm.

The above symbol quality and measurement parameters assure scannability over a broad range of scanning environments. Labellers should not be required to guarantee the print quality of a label when it is received by the customer. Therefore, the print quality requirement at the point of production should be higher than the requirement at the point of use.

It may not be possible to meet the print quality requirements of this International Standard when printing directly onto Kraft, coloured corrugated surfaces. Users considering the printing of PDF417 symbols directly onto Kraft, coloured corrugated surfaces should consider the scanning capabilities of their entire trading channel.



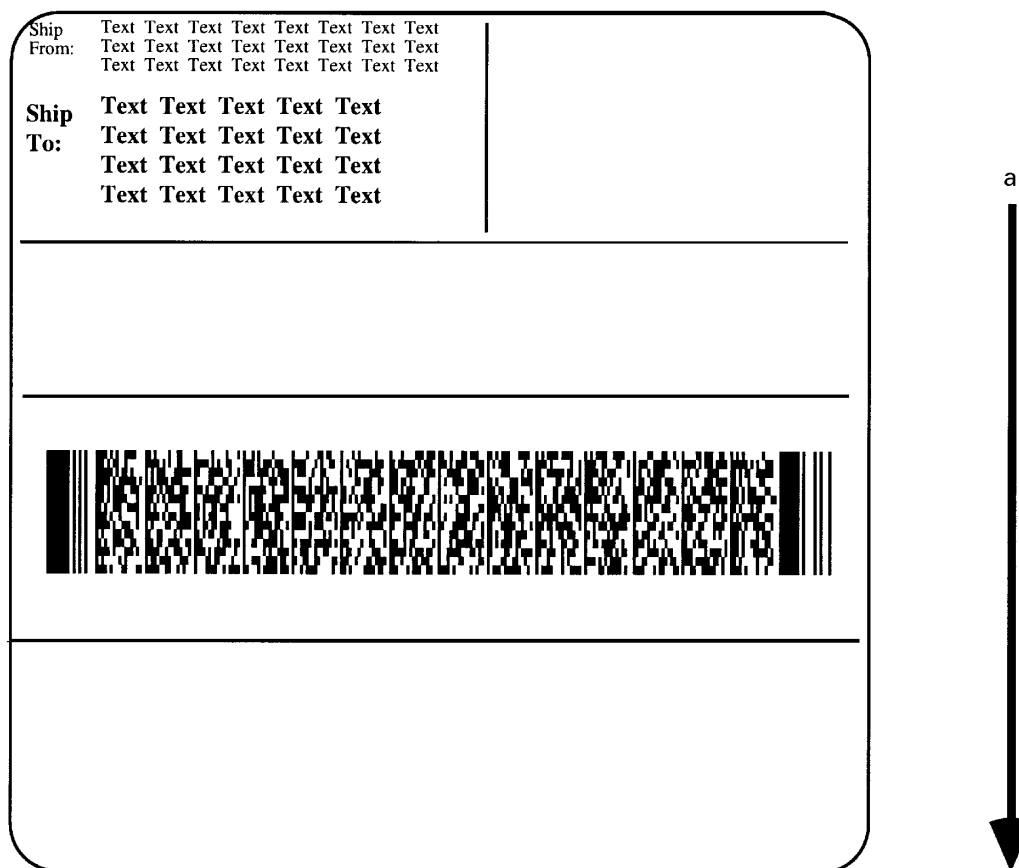
## B.2.9 Orientation and placement

### B.2.9.1 PDF417 orientation

The bars of the PDF417 symbol shall be perpendicular to the natural bottom of the label (see Figure B.1).

### B.2.9.2 Label placement

Labels shall be placed on packages as specified in clause 8.



NOTE This figure is not to scale.

#### Key

a Direction of the natural bottom of the container

Figure B.1 — Orientation of PDF417 symbol on label

## B.3 Supporting documentation application

### B.3.1 General

The shipping, transportation, and receiving of transport units often requires supporting documentation data such as bill of lading, manifest, packing slip, customs data, or information that may also be transmitted by EDI. This data is not intended to be printed on a "label". This data is not intended to be scanned in the same environment as data on a label. The application considered in this category involves the encoding of data in two-dimensional symbols in support of the shipping, receiving, and transportation sortation and tracking.

### B.3.2 Symbology recommendation

This International Standard recommends the use of PDF417 symbology (see ISO/IEC 15438 for the supporting documentation applications). The structure and syntax of the PDF417 symbols for the supporting documentation application shall conform to the structure and syntax described in ISO/IEC 15434.

### B.3.3 Error correction levels

For the supporting documentation application, PDF417 symbols shall use error correction level 5.

### B.3.4 Narrow element dimension

This International Standard recommends, for the supporting documentation application, the use of a PDF417 symbol with an  $x$ -dimension of 0,254 mm.

### B.3.5 Row height

The PDF417 symbol should have a row height (height of the symbol element) three times the width of the narrow element ( $x$ -dimension).

### B.3.6 Quiet zones

For the supporting document application, the PDF417 symbol shall have a minimum quiet zone of 1 mm above, below, to the left and to the right.

### B.3.7 Print quality

ISO/IEC 15438 shall be used to determine the print quality of the PDF417 symbol. For the supporting documentation application the minimum symbol grade shall be 2,5/06/660, where:

- recommended print quality grade = 2,5 (B) at the point of printing the symbol;
- measurement aperture = 0,150 mm (approximately 6 mil/0,006 inch);
- light source wavelength =  $(660 \pm 10)$  nm.

In those applications where an aperture size of 0,125 mm (approximately 5 mil/0,005 inch) is being used to verify other symbols, the 0,125 mm aperture may be used for PDF417 symbols.

### B.3.8 Orientation and placement

#### B.3.8.1 Orientation

All PDF417 symbols shall have the same orientation. The bars of the PDF417 symbol shall be oriented such that they are perpendicular to the natural bottom of the page. For the supporting documentation application symbol skew shall not be more than  $\pm 5^\circ$ .

#### B.3.8.2 Placement

All PDF417 symbols for the supporting documentation application shall be placed so that they are clear of any folds or creases in the document itself.

NOTE As the document is likely to be folded after printing, tests should be carried out to select appropriate symbol locations.

### B.3.9 Concatenation of symbols

#### B.3.9.1 General

For the supporting documentation application, the macro PDF417 version of the PDF417 symbology, as defined in the ISO/IEC 15438 shall be used to encode data messages that are greater in length than the maximum amount of data that can be encoded in a single PDF417 symbol.

#### B.3.9.2 Planning for large messages

When designing an application which encodes large amounts of data, consideration shall be given to the amount of data to be encoded in a single message. If it is anticipated that a single data message, including formatting characters, can exceed approximately 1 500 alphanumeric characters, planning shall be done to ensure that all the concatenated symbols that constitute the entire macro PDF417 message be read in a single scanning sequence. Scanning an intervening symbol, either linear or two-dimensional symbols, breaks the scanning sequence and may give unpredictable results.

#### B.3.9.3 Printing concatenated symbols

Printing systems should be configured in such a manner that when the amount of data encoded in a single message for a supporting documentation application exceeds the capacity of a single symbol, the printing system should either automatically use or be configurable to use macro PDF417. The macro PDF417 control block should include the optional segment count field in addition to the mandatory fields to enable the macro PDF417 symbols to be scanned in either a buffered or unbuffered mode.

#### B.3.9.4 Reading macro PDF417 symbols

To read macro PDF417 symbols properly, the transmission protocol of the decoder shall comply with macro PDF417 as defined in annex H of ISO/IEC 15438:—. The decoder shall be capable of fully supporting the symbology identifier options for PDF417.

The symbols may be transmitted in the buffered or unbuffered mode.

The data in each symbol shall be preceded by the symbology identifier, "JL1". This header signifies that escape and sequence characters have been inserted into the message by the reader, and shall be handled by the application program. The application program shall then recognize the symbology identifier, interpret escape characters, and reassemble the original message. The exact content of the escape and sequence characters, their usage, and the structure of macro PDF417 is defined in ISO/IEC 15438.

## B.4 Considerations when printing PDF417 symbols

### B.4.1 General

When printing PDF417 symbols compliant with this International Standard, several factors shall be considered. All of these factors shall be used to determine what PDF417 options to use. These considerations include:

- data requirements;
- scanner technologies;
- label area requirements;
- printer technologies.

Developers and users of PDF417 printing software should follow these guidelines when determining what PDF417 options should be used. Since no one solution is optimal, tradeoffs shall sometimes be made. These guidelines

shall assure that valid symbols are printed. In addition, they assure that a user's scanning and printing requirements have been considered. The following considerations should be used with Table B.2.

## B.4.2 Designing the label layout

### B.4.2.1 Plan for the maximum $x$ -dimension(s) that may be used

When planning for the space required in which a PDF417 symbol shall be placed on an ISO label, the designer should plan for the largest  $x$ -dimension that may be used in printing. Since the supplier/printer of the label ultimately determines the  $x$ -dimension at which the symbol shall be printed, it is possible that a PDF417 symbol printed for a shipping/receiving application can be printed at any  $x$ -dimension from 0,254 mm to 0,432 mm.

### B.4.2.2 Plan for the maximum amount of data

Determine the fields that shall be required in the message, and the maximum anticipated length of each field. Add in the additional characters needed for formatting.

### B.4.2.3 Plan for scanning equipment likely to be used

When choosing a space in which to encode a PDF417 symbol, it is important to consider the capabilities of the scanning equipment likely to be used. For example, if the equipment has a maximum field of view of 7,6 cm, it would be impossible to read a symbol that is 10 cm wide, but the same data can fit in a taller configuration that is only 6,6 cm wide.

**Table B.2 — Symbol width and character count for PDF417 symbols**

$x$ -dimension	0,43 mm		0,38 mm		0,33 mm		0,25 mm	
Number of characters	Symbols 2 cm high	Symbols 4 cm high	Symbols 2 cm high	Symbols 4 cm high	Symbols 2 cm high	Symbols 4 cm high	Symbols 2 cm high	Symbols 4 cm high
50	83,31 mm	61,21 mm	73,66 mm	47,75 mm	58,42 mm	41,66 mm	41,15 mm	28,19 mm
100	105,16 mm	68,58 mm	80,26 mm	54,36 mm	64,01 mm	47,24 mm	45,47 mm	36,83 mm
150	119,89 mm	75,95 mm	93,22 mm	60,71 mm	75,44 mm	52,83 mm	49,78 mm	36,83 mm
200	134,62 mm	83,31 mm	106,17 mm	67,31 mm	86,61 mm	52,83 mm	54,10 mm	36,83 mm
250	149,35 mm	90,68 mm	119,13 mm	73,66 mm	92,20 mm	58,42 mm	62,74 mm	41,15 mm
300	164,08 mm	97,79 mm	132,08 mm	80,26 mm	103,38 mm	64,01 mm	67,06 mm	41,15 mm
400	200,66 mm	112,52 mm	157,99 mm	93,22 mm	125,98 mm	75,44 mm	80,01 mm	49,78 mm
500	230,12 mm	127,25 mm	183,90 mm	106,17 mm	142,75 mm	81,03 mm	88,65 mm	54,10 mm
750	310,90 mm	164,08 mm	248,67 mm	132,08 mm	187,71 mm	103,38 mm	118,87 mm	67,06 mm
1 000	391,41 mm	208,03 mm	313,44 mm	164,34 mm	238,25 mm	125,98 mm	144,78 mm	80,01 mm
1 250	472,19 mm	244,60 mm	371,60 mm	196,85 mm	282,96 mm	148,34 mm	175,01 mm	92,96 mm
1 500	560,32 mm	281,43 mm	436,37 mm	222,76 mm	333,50 mm	170,69 mm	200,91 mm	105,92 mm
Table assumptions: — width includes quiet zones; — error correction level of 5.								

#### B.4.2.4 Find the appropriate size in the tables

Table B.2 gives approximate width of symbols for a PDF417 symbol having heights of 2 cm and 4 cm, up to the stated number of alpha-numeric characters, using  $x$ -dimensions of 0,43 mm, 0,38 mm, 0,33 mm and 0,25 mm. In Table B.2, find the maximum  $x$ -dimension that is anticipated for the application, then find the number of characters that represents the maximum size. The sizes are an approximation; actual sizes may vary based on factors including the compaction algorithm and the nature of the data to be encoded.

If the space available does not accommodate the initial character count, one option is to consider reducing the character count.

#### B.4.3 Printing the symbol on the label

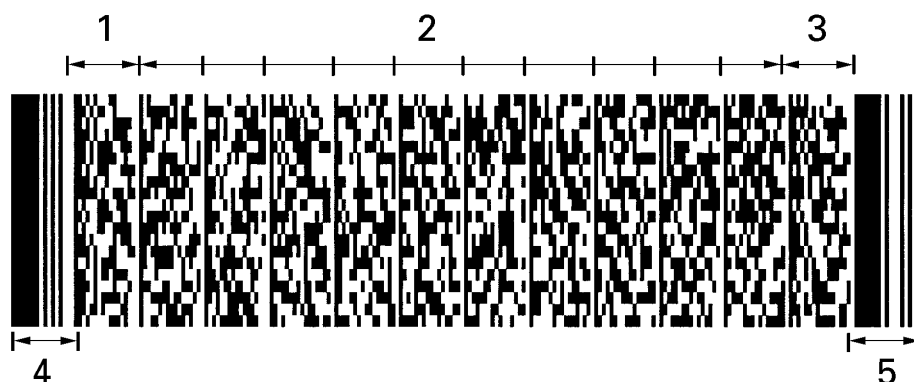
##### B.4.3.1 General

When printing a PDF417 symbol for a pre-defined ISO shipping label, the supplier/printer shall consider the amount of space allocated for the symbol.

##### B.4.3.2 Determine the $x$ -dimension to be used

This International Standard recommends that PDF417 symbols for the shipping/receiving application be printed with no more than 12 data columns (see Figure B.2), unless otherwise agreed by all trading partners involved. This limitation, combined with the amount of space allocated for the symbol on the label, may influence the choice of  $x$ -dimension for printing the symbol. The capability of the printing equipment to be used shall determine the possible choices of  $x$ -dimension.

The encoded data is shown below contained within the data columns.



#### Key

- 1 Left row indicator column
- 2 Data columns
- 3 Right row indicator column
- 4 Start pattern
- 5 Stop pattern

Figure B.2 — The anatomy of a PDF417 symbol

Tables B.3 to B.6 illustrate at given  $x$ -dimensions, at various symbol widths, the number of data columns and the number of alphanumeric characters which can be encoded in PDF417 symbols where the label is 102 mm wide. In Tables B.3 to B.6, PDF417 symbols are assumed to be either 2,5 cm or 5 cm high. Error correction levels are defined as error correction level of 5.

For labels having a width of 102 mm.

**Table B.3 — Approximate alphanumeric capacity of PDF417 symbols at specific widths and heights  $x$ -dimension = 0,25 mm**

	Width approx. 38,1 mm		Width approx. 50,8 mm		Width approx. 63,5 mm		Width approx. 76,2 mm		Width approx. 96,5 mm	
	mm	Data columns	mm	Data columns	mm	Data columns	mm	Data columns	mm	Data columns
Symbol height	36,8	4	49,8	7	62,7	10	75,7	13	93,0	17
2,5 cm	56 characters		185 characters		315 characters		445 characters		617 characters	
5 cm	293 characters		601 characters		909 characters		1 217 characters		1 535 characters	
Table assumptions: width includes quiet zones.										

**Table B.4 — Approximate alphanumeric capacity of PDF417 symbols at specific widths and heights  $x$ -dimension = 0,33 mm**

	Width approx. 38,1 mm		Width approx. 50,8 mm		Width approx. 63,5 mm		Width approx. 76,2 mm		Width approx. 96,5 mm	
	mm	Data columns	mm	Data columns	mm	Data columns	mm	Data columns	mm	Data columns
Symbol height	36,1	2	47,2	4	55,8	6	75,4	9	92,2	12
2,5 cm	N/A		13 characters		77 characters		175 characters		272 characters	
5 cm	41 characters		200 characters		358 characters		596 characters		833 characters	
N/A means not applicable. Where N/A appears this means that with the associated label width and an error correction level of 5, no data can be encoded.										
Table assumptions: width includes quiet zones.										

**Table B.5 — Approximate alphanumeric capacity of PDF417 symbols  
at specific widths and heights  $x$ -dimension = 0,38 mm**

	Width approx. 38,1 mm		Width approx. 50,8 mm		Width approx. 63,5 mm		Width approx. 76,2 mm		Width approx. 96,5 mm	
	mm	Data columns	mm	Data columns	mm	Data columns	mm	Data columns	mm	Data columns
Symbol height	34,8	1	47,8	3	60,7	5	73,7	7	93,2	10
2,5 cm	N/A		N/A		27 characters		85 characters		171 characters	
5 cm	N/A		88 characters		225 characters		362 characters		567 characters	
N/A means not applicable. Where N/A appears this means that with the associated label width and an error correction level of 5, no data can be encoded.										
Table assumptions: width includes quiet zones.										

**Table B.6 — Approximate alphanumeric capacity of PDF417 symbols  
at specific widths and heights  $x$ -dimension = 0,43 mm**

	Width approx. 38,1 mm		Width approx. 50,8 mm		Width approx. 63,5 mm		Width approx. 76,2 mm		Width approx. 96,5 mm	
	mm	Data columns	mm	Data columns	mm	Data columns	mm	Data columns	mm	Data columns
Symbol height	31,8	0	46,5	2	61,2	4	75,9	6	90,7	8
2,5 cm	N/A		N/A		N/A		34 characters		85 characters	
5 cm	N/A		N/A		121 characters		239 characters		358 characters	
N/A means not applicable. Where N/A appears this means that with the associated label width and an error correction level of 5, no data can be encoded.										
Table assumptions: width includes quiet zones.										

Tables B.7 and B.8 illustrate at given  $x$ -dimensions, at various symbol widths, the number of data columns and the number of alphanumeric characters which can be encoded in PDF417 symbols where the label is greater than 102 mm wide. In Tables B.7 and B.8, PDF417 symbols are assumed to be either 2,5 cm or 5 cm high. Error correction levels are defined as error correction level of 5.

For labels having a width of greater than 102 mm.

**Table B.7 — Approximate alphanumeric capacity of PDF417 symbols  
at specific widths and heights  $x$ -dimension = 0,38 mm**

	Width approx. 122 mm		Width approx. 135 mm		Width approx. 147 mm	
	mm	Data columns	mm	Data columns	mm	Data columns
Symbol height	119	14	132	16	145	18
2,5 cm	286 characters		344 characters		401 characters	
5 cm	841 characters		891 characters		920 characters	

**Table B.8 — Approximate alphanumeric capacity of PDF417 symbols  
at specific widths and heights  $x$ -dimension = 0,43 mm**

	Width approx. 122 mm		Width approx. 135 mm		Width approx. 147 mm		Width approx. 160 mm	
	mm	Data columns	mm	Data columns	mm	Data columns	mm	Data columns
Symbol height	120	12	135	14	142	15	157	17
2,5 cm	185 characters		236 characters		261 characters		311 characters	
5 cm	596 characters		715 characters		747 characters		770 characters	
Table assumptions: width includes quiet zones.								



## Annex C (informative)

### Issues to consider in the drafting of application guidelines or standards conforming to this International Standard

#### C.1 General considerations

This International Standard is a framework to which various industry application standards for a bar code shipping and receiving label should conform. This International Standard defines the minimum and common elements, and specifies the options for data identifiers and symbologies. The application guideline should, within the overall constraint of complying with this International Standard, be more specific. This annex describes the features which have to be defined in the application guideline.

#### C.2 Application guidelines

**C.2.1** Define the domain of the application guideline or standard in terms of:

- the responsible agent (typically a trade association, federation or similar body) publishing and maintaining the application guideline;
- the industry sector;
- the geographic domain;
- classes of trading partner covered by the application guideline.

**C.2.2** Define which method of data representation (see 5.1.1 and 5.1.2) is to be used:

- UCC/EAN application identifiers;
- FACT data identifiers;
- if two-dimensional symbols are part of the standard, to specify which formats from ISO/IEC 15434 are permitted.

**C.2.3** The structure of the document should make it clear whether the base and/or extended label (see 4.4) are acceptable to trading partners.

**C.2.4** Specify the set of data elements together with a definition of whether they are required or optional:

a) the required data element of the unique transport unit identifier (5.2.1) shall be fully defined as follows:

- if UCC/EAN application identifiers are used, then all suppliers shall comply with the rules for the UCC/EAN serial shipping container code;
- if FACT data identifiers are used, then the publisher of the application standard shall ensure that, as an organization, it fully complies with the responsibilities of an issuing agency (as defined in ISO/IEC 15459-2) and registers with the registration authority. All suppliers shall comply with the rules of the unique identifier incorporated into the application guidelines.

- b) the information needs of the carrier shall be considered, particularly for the key to carrier information (see 5.2.4);
- c) the information needs of the customer shall be considered, particularly for the key to customer information (see 5.2.5);
- d) other data shall be considered by mutual agreement between the supplier, carrier and customer (see 5.2.6). This may need a deeper analysis of the encoding capabilities of the UCC/EAN application identifiers or of the FACT data identifiers.

**C.2.5** When the unique transport unit identifier is encoded with FACT data identifiers:

- a) a single international registration authority is designated by ISO/IEC JTC 1/SC 31;
- b) the registration authority assigns a unique code to an issuing agency (an IAC);
- c) the issuing agency then controls and assigns identifiers to individual organizations or persons, ensuring that those identifiers are unique within the system of the issuing agency;
- d) the organizations or persons then use the IAC and their own issuing agency assigned identifier to create a "licence plate" number for a transport unit, using the data identifier "J". The data following the "J" identifier starts with the issuing agency code (IAC), and then conforms to a format specified by the issuing agency; which shall ensure that the data shall be unique in a sense that no issuer re-issues a number until a sufficient period of time has passed so that the first number has ceased to be of significance to any user of data.

**C.2.6** If two-dimensional symbol(s) are to be incorporated, specify the selected formats. The precise rules of annex A and/or annex B have to be incorporated.

**C.2.7** Specify which linear symbology shall be used (see 6.1). If migrating from Code 39, see annex D.

**C.2.8** Specify the *x*-dimension (see 6.1.3). Ideally this should offer the full range of 0,25 mm to 0,43 mm in accordance with this International Standard. However, there can be industry-specific reasons for being more restrictive.

**C.2.9** Specify the symbol quality grade (see 6.1.8, A.6, B.2.8 and B.3.7). Ideally, this should be identical to that of this International Standard. However, there can be industry-specific requirements which call for a different symbol quality grade. In drafting the application guideline, consideration needs to be given to the crossover effect both for:

- labels from suppliers covered by the application guideline going to customers outside the domain of the industry;
- labels coming from suppliers outside the domain of the industry.

In both these cases, the expectation of trading partners is to conform to the symbol quality grade as specified in this International Standard.

**C.2.10** Specify, in as much detail as is appropriate for the application, the label design (see clause 7) taking into consideration the size of label (see 7.3) and any special label materials (see 7.5).

**C.2.11** Specify the label placement appropriate for the application (see clause 8). Note that if the application includes carrier sortation and tracking data, the MaxiCode symbol should be located on top of the transport unit (see A.7.3).

## Annex D (informative)

### The impact of systems being confronted with multiple symbologies and formats

#### D.1 General considerations

Open systems, such as identified in this International Standard, encourage the free movement of transport units between any supplier and customer via any carrier. Organizations scanning the bar code label for shipping and receiving may be presented with symbols which do not conform to their specific requirements but are useful elsewhere in the supply chain. This annex addresses issues which are associated with this situation. These issues can affect any organization. This annex also addresses the issues which have to be considered in a planned migration between options.

This annex describes the use of data carrier/symbology identifiers as identified in ISO/IEC 15424. The symbology identifier is a prefix to the data transmitted by a decoder. Data carrier/symbology identifiers are not encoded in the symbol.

The options, as defined in 5.1.1, are:

- a) application identifiers with UCC/EAN 128 symbology;
- b) data identifiers with Code 39 symbology;
- c) data identifiers with Code 128 symbology.

Although it may be intended that only one of these combinations be in a system, it is important for all users to be aware that any of the other combinations can appear in a scanning system. Given this fact, organizations may choose to support a single option or support other options as well. These are discussed below.

#### D.2 Systems where a single option is intended to be scanned

For users selecting to operate in a single option environment the following procedures should be considered.

- For single use of option a), users may be able to switch off all other symbologies in a decoder, including Code 128, as described in option c). If the decoder supports symbology identifiers the host system shall validate the appropriate symbology identifier, specifically JC1 that signifies a UCC/EAN-128 symbol having a FNC1 character in the first position after the start code.
- For single use of option b), users shall switch off all other symbologies in any decoder. If the decoder supports symbology identifiers the host computer system shall validate the appropriate symbology identifier, specifically JA0.
- For single use of option c), users shall need to implement fully the symbology identifier capability. For decoders that do not support symbology identifiers, host computer systems are unable to automatically distinguish between option a) and option c). By using the symbology identifier, the host computer can distinguish between the different options and filter out the unwanted options. The host computer system shall validate the appropriate symbology identifier, specifically JC0.

### **D.3 Systems where multiple options are intended to be scanned**

Users, who choose to provide their systems with information scanned from labels using two or all of the options, shall fully implement symbology identifier capabilities. For decoders that do not support symbology identifiers, host computer systems are unable to automatically distinguish between option a), option b), and option c). By using the symbology identifier, the host computer can distinguish between the different options and filter out the unwanted options. The combination of the symbology identifier and the FACT data identifier or application identifier shall provide the user with reliable input. Users should consider adopting additional reliability features described in B.4.3 as appropriate.

### **D.4 Migration choices — Considerations**

#### **D.4.1 General**

It is feasible to migrate from one option to another. The realistic migrations are:

- A: Code 39 with FACT DIs to UCC/EAN-128
- B: Code 39 with FACT DIs to Code 128 with FACT DIs
- C: Code 128 with FACT DIs to UCC/EAN-128

Migration paths require some (usually considerable) period of parallel operation. This has implications for both systems (see D.4.2) and equipment (see D.4.3).

#### **D.4.2 Systems**

Industry bodies and individual suppliers migrating between any two options must be aware of their responsibilities to customers. While it is relatively easy for a company or industry body to assume that its bar code label standards affect all customers equally, this is an over-simplification.

If there is a change between FACT DIs and UCC/EAN AIs (for example migration choices "A" and "C") the computer systems supporting label production and the carriers' and customers' computer systems must be upgraded to handle UCC/EAN application identifiers prior to any switch.

Each of the migration choices requires the host computer system software to be able to recognize symbology identifiers (see D.4.3), which provide the only reliable means of distinguishing between the symbologies and some of their optional features.

Such migrations involve significant changes which have to be mutually agreed by supplier, carrier and customer groups. Failure to do so can result in problems with well-established systems and even to the corruption of data.

#### **D.4.3 Equipment**

##### **D.4.3.1 Printing**

Printing hardware, printing software, and users implementing printing hardware and software shall be capable of producing the new format symbols by including the FACT data identifiers and/or EAN.UCC-128 application identifiers correctly and generating the correct symbology.

##### **D.4.3.2 Decoder**

In order to avoid errors in automatic data capture, bar code readers that can automatically read more than one symbology should be configured to read only those symbologies required by the application.

Decoders must be configured to read and transmit data from both the old and the new symbology and to transmit the relevant symbology identifier.

NOTE Migration choice "C" requires a different decoder setting between the old and new standards.

Not all decoders are capable of transmitting symbology identifiers. The use of non-conforming equipment in a system with the old and new symbologies can result in the inability to correctly distinguish between them. Some decoders may be able to be upgraded, others may not be able to be upgraded and must be replaced.

Scanners are unlikely to be affected. Models that have integrated decoders may be affected.

## D.5 Recommended actions to manage migration

### D.5.1 By the responsible industry body

The industry body responsible for initiating the migration needs to identify any potential transition problems likely to be experienced by suppliers, carriers and customers. Liaison should take place with bodies representing carriers' and customers' interests as soon as the supplying industry is contemplating a migration. In particular, it should:

- identify and carefully consider the migration issues;
- survey suppliers, carriers, and customers to assess the extent that equipment shall be made obsolete;
- survey these groups to assess the extent that databases must be upgraded;
- allow for an upgrade path for the enhancement of equipment and computer systems, bearing in mind that users required to scan symbols consistent with the new standard need to have systems in place before the new label formats are introduced;

NOTE This is a completely different implementation strategy to that commonly adopted when initially implementing bar code systems, where a number of labels usually precede the implementation of scanning.

- plan for a phase-out of the old label format.

### D.5.2 By those organizations producing the label

Suppliers implementing a change of identifier standard and/or symbology should:

- if changing to UCC/EAN AIs, ensure that the mapping software between the internal database and the application identifiers is correct;

NOTE The format of data can be different between FACT DIs and UCC/EAN AIs for the nominal data, for example, the way dates or units of measure are encoded.

- if changing to UCC/EAN-128, ensure that printing software and/or hardware fully supports the options in that symbology, including FNC1 in the first position after the start code and in other positions;
- carry out print quality tests of Code 128 and UCC/EAN-128 prior to a live launch of the new format label.

These systems tests can identify the need to upgrade or replace existing systems and hardware.

### D.5.3 By those organizations scanning the label

Organizations needing to scan the new format label should take the following actions prior to the live introduction of the label:

- ensure that decoders are fully compliant with the ISO/IEC 15424 data carrier/symbology identifier specification with respect to Code 39 and Code 128;
- implement software that checks on the validity of both FACT data identifiers and UCC/EAN application identifiers;
- implement software that parses the data for format and length;
- if changing to UCC/EAN AIs, implement software to convert the data from the AI format to the format requirements of the host computer.

NOTE This is required because the format of some data fields is different between FACT DIs and UCC/EAN AIs.

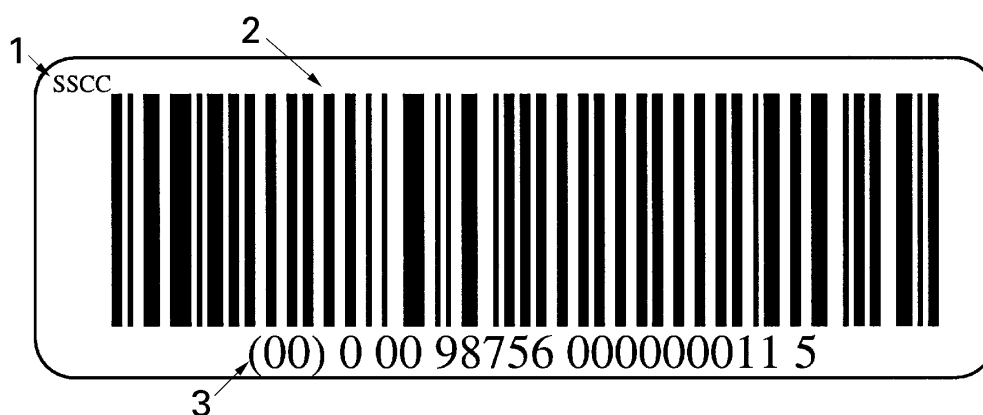
## Annex E (informative)

### Label examples

#### E.1 Base label examples

##### E.1.1 Minimum base label examples

At a minimum, one of the two following formats shown in Figures E.1 or E.2 is required.

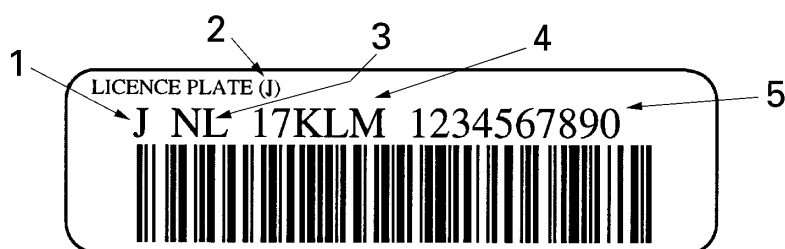


#### Key

- 1 Field title
- 2 Symbol representation of unique transport unit identifier
- 3 Human readable representation of unique transport unit identifier

NOTE This figure is not to scale.

**Figure E.1 — Base label using UCC/EAN-128 licence plate**



#### Key

- 1 IAC
- 2 Data identifier
- 3 National prefix
- 4 Company prefix
- 5 Unique ID

NOTE In this example the issuing agency code is "J" for the UPU.

**Figure E.2 — Base label using "J" data identifier licence plate**

### E.1.2 Base label examples using bar code symbols as pointers to trading partner's databases

When, with the mutual agreement of the trading partners, pointers to the carrier's or customer's databases are needed, the formats shown in either Figure E.3 or Figure E.4 are recommended.



#### Key

- 1 Sender
- 2 Recipient
- 3 Pointer to carrier's database
- 4 Pointer to recipient's or customer's database
- 5 UCC/EAN-128 licence plate

NOTE This figure is not to scale.

**Figure E.3 — Label using UCC/EAN-128 licence plate with pointers to the carrier's and customer's databases**



1 →	SHIP FROM:	<b>Good Supplier 3693 Lowlander Piney Rapids, IA 52403 USA</b>
2 →	SHIP TO:	<b>Telefonaktelebolaget Olafsson - Physical Distribution Stockholm S-131 89 Sweden</b>
3 →	(12K) SCAC & PRO #:	<b>SCAC110780</b> 
4 →	(14K) P.O. + LINE #:	<b>M166312+04</b> 
5 →	LICENCE PLATE (J)	<b>KFR572219672 1234567</b> 

**Key**

- 1 Sender
- 2 Recipient
- 3 Pointer to carrier's database
- 4 Pointer to recipient's or customer's database
- 5 Code 39 DI "J" licence plate

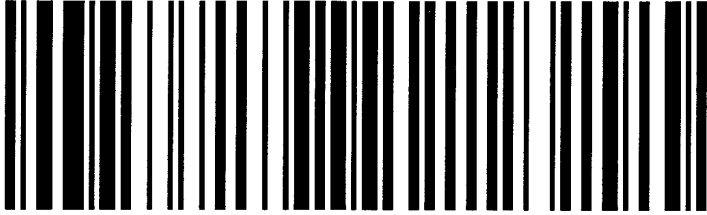



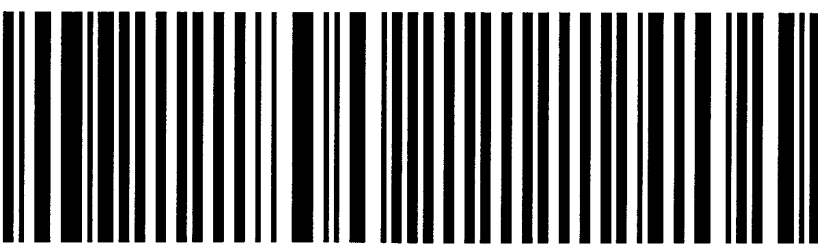
NOTE This figure is not to scale.

**Figure E.4 — Label using “J” data identifier licence plate with pointers to the carrier's and customer's databases**

## E.2 Extended labels

### E.2.1 Label examples using bar code symbols as pointers to trading partner's databases

When, with the mutual agreement of the trading partners, pointers to the carrier's or customer's databases are needed, the formats shown in either Figure E.5 or Figure E.6 are recommended.

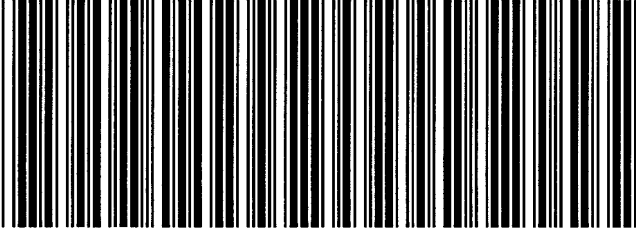
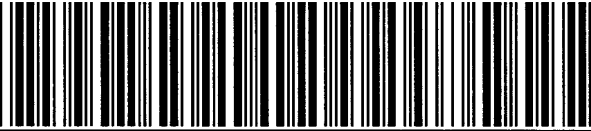
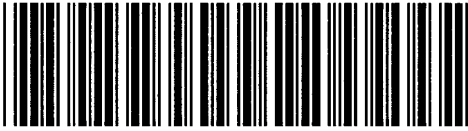
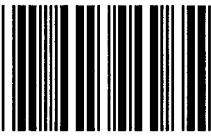

1 →	SHIP FROM: <b>Good Supplier</b> 3693 Lowlander Piney Rapids, IA 52403 USA	SHIP TO: <b>Good Customer</b> Rue Royale 92 1000 Brussels BELGIUM	← 2
3 →	EAN DEST.  (410) 5412345000167		
4 →	CUST PO:  (400) M166312		
5 →	CUST PART NO:  (241) AA00211211		
6 →	SCC-14 & QTY:  (01) 90098756100016 (30) 0500		
7 →	SSCC:  (00) 0 00 98756 000000011 5		

#### Key

- |   |                             |
|---|-----------------------------|
| 1 Sender  | 5 Optional data             |
| 2 Recipient                                     | 6 Optional data             |
| 3 Pointer to carrier's database                 | 7 UCC/EAN-128 licence plate |
| 4 Pointer to recipient's or customer's database |                             |

NOTE This figure is not to scale.

**Figure E.5 — Label using UCC/EAN-128 licence plate with pointers to the carrier's and customer's databases**

1 →	SHIP FROM: <b>Good Supplier</b> 3693 Lowlander Piney Rapids, IA 52403 USA	
2 →	SHIP TO: <b>Telefonaktlebolaget</b> <b>Olafsson - Physical Distribution</b> Stockholm S-131 89 Sweden	
3 →	(12K) SCAC & PRO #: <b>SCAC110780</b> 	
4 →	(14K) P.O. + LINE # <b>M166312+04</b> 	
5 →	(1P) PART # SPLR <b>MH80312</b> 	<b>P.O. NUMBER: M166312</b>  <b>P.O. LINE NUMBER: 04</b>  <b>PART NUMBER: MH80312</b>  <b>QUANTITY: 16</b>
6 →	(Q) QTY <b>16</b> 	
7 →	(J) LICENCE PLATE <b>UN0433257110000001</b> 	

**Key**


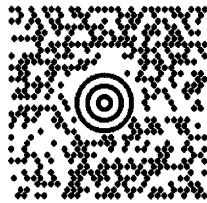
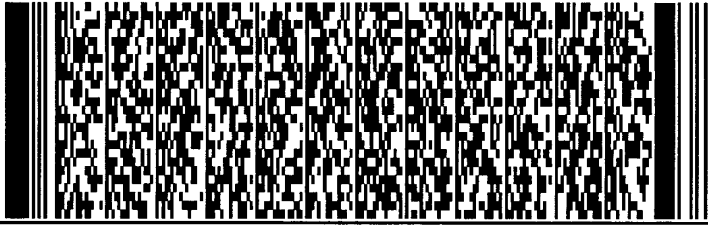
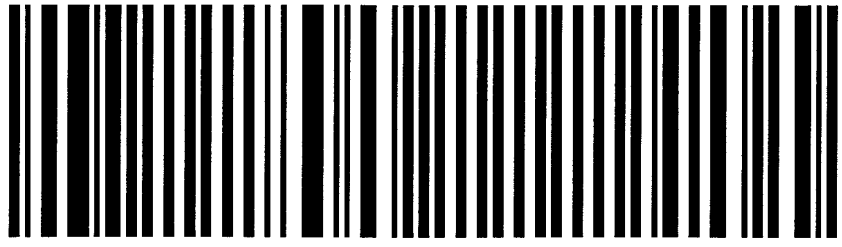
- |   |                                |
|---|--------------------------------|
| 1 Sender  | 5 Optional data                |
| 2 Recipient                                     | 6 Optional data                |
| 3 Pointer to carrier's database                 | 7 Code 39 DI "J" licence plate |
| 4 Pointer to recipient's or customer's database |                                |

NOTE This figure is not to scale.

**Figure E.6 — Label using “J” data identifier licence plate with pointers to the carrier’s and customer's databases**

### E.2.2 Label examples using licence plate and 2D symbols for additional trading partner data

When, with the mutual agreement of the trading partners, trading partner data in two-dimensional (2D) symbols are needed, the formats shown in Figure E.7, Figure E.8 or Figure E.9 are recommended. Users should be aware that different scanners shall be needed to scan two-dimensional symbols, unless their existing scanners already read 2D symbols.

<b>SHIP FROM:</b>  GOOD SUPPLIER 3693 LOWLANDER PINEY RAPIDS, IA 52403	<b>SHIP TO:</b>  <b>Good Customer</b> <b>2020 Valleydale Road</b> <b>Birmingham, AL 35244</b>
Shipment ID: 480546160 PO#: 123456789 PO Line #: 1 Country of Origin: US Carton 1 of 3 Cartons	 
	
<b>Customer Product ID: 098756100013</b> <b>Supplier ID: 098756</b> <b>Traceability Code: MJH110780</b> <b>Quantity: 500 each</b> <b>Shipment Weight: 263.2 KG</b> <b>Shipment Volume: 1.65 CR</b>	
<b>SSCC:</b>  (00) 0 00 98756 000000011 5	

#### Key

- 1 Sender
- 2 Recipient
- 3 Carrier sortation/tracking 2D symbol
- 4 Recipient's or customer's data 2D symbol
- 5 UCC/EAN-128 licence plate

NOTE This figure is not to scale.

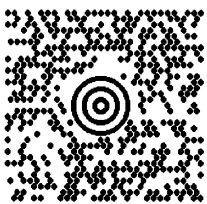
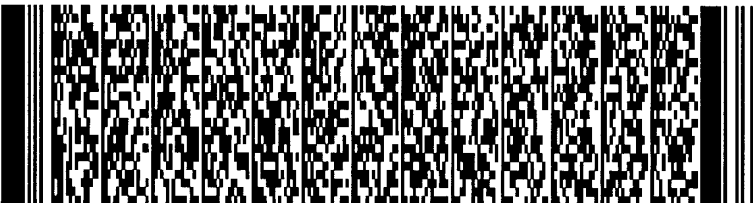


Figure E.7 — Label using UCC/EAN-128 licence plate and additional trading partner data in 2D symbols

The data encoded in the MaxiCode symbol in Figure E.7 is as follows:

Compliance indicator	[> <sup>R</sup> <sub>S</sub>
Sortation and tracking format header	01 <sup>G</sup> <sub>S</sub> 96
Carrier data	352440000 <sup>G</sup> <sub>S</sub> 840 <sup>G</sup> <sub>S</sub> 001 <sup>G</sup> <sub>S</sub>
Carrier data	9631415926535984147098 <sup>G</sup> <sub>S</sub> SCAC <sup>G</sup> <sub>S</sub>
Carrier data	5215716587 <sup>G</sup> <sub>S</sub> <sup>G</sup> <sub>S</sub> 480546160 <sup>G</sup> <sub>S</sub> <sup>G</sup> <sub>S</sub> 580 <sup>G</sup> <sub>S</sub> Y <sup>R</sup> <sub>S</sub>
Application identifier format header	05 <sup>G</sup> <sub>S</sub>
Supplier's transport unit ID	00000987560000000115 <sup>R</sup> <sub>S</sub> <sup>E</sup> <sub>O</sub> <sub>T</sub>

The data encoded in the PDF417 symbol in Figure E.7 is as follows:

Header	[> <sup>R</sup> <sub>S</sub>
Data format "03" format header	03003030 <sup>F</sup> <sub>S</sub> <sup>G</sup> <sub>S</sub> <sup>U</sup> <sub>S</sub>
Sender's name	N1 <sup>G</sup> <sub>S</sub> SF <sup>G</sup> <sub>S</sub> GOOD SUPPLIER <sup>F</sup> <sub>S</sub>
Sender's street address	N3 <sup>G</sup> <sub>S</sub> 3693 LOWLANDER <sup>F</sup> <sub>S</sub>
Sender's city, state and postal code	N4 <sup>G</sup> <sub>S</sub> PINEY RAPIDS <sup>G</sup> <sub>S</sub> IA <sup>G</sup> <sub>S</sub> 52403 <sup>F</sup> <sub>S</sub>
Recipient's name	N1 <sup>G</sup> <sub>S</sub> ST <sup>G</sup> <sub>S</sub> GOOD CUSTOMER <sup>F</sup> <sub>S</sub>
Recipient's street address	N3 <sup>G</sup> <sub>S</sub> 2020 VALLEYDALE ROAD <sup>F</sup> <sub>S</sub>
Recipient's city, state and postal code	N4 <sup>G</sup> <sub>S</sub> BIRMINGHAM <sup>G</sup> <sub>S</sub> AL <sup>G</sup> <sub>S</sub> 35244 <sup>R</sup> <sub>S</sub>
Application identifier format header	05 <sup>G</sup> <sub>S</sub>
Shipment ID	902S480546160 <sup>G</sup> <sub>S</sub>
Transport unit ID (container licence plate)	00000987560000000115 <sup>G</sup> <sub>S</sub>
Carrier shipment number	9631415926535984147098 <sup>G</sup> <sub>S</sub>
Customer PO number and line item number	400123456789+001 <sup>G</sup> <sub>S</sub>
SCC-14 (item code) and quantity (each)	019009875610001630500 <sup>G</sup> <sub>S</sub>
Customer product ID	241AA00211211 <sup>G</sup> <sub>S</sub>
Country of origin	904LUS <sup>G</sup> <sub>S</sub>
Lot/batch number	10MJH110780 <sup>G</sup> <sub>S</sub>
Carton "n of x"	9013Q1/3 <sup>G</sup> <sub>S</sub>
Shipment weight	3301263 <sup>G</sup> <sub>S</sub>
Shipment volume	3362165CR <sup>R</sup> <sub>S</sub>
Trailer	<sup>E</sup> <sub>O</sub> <sub>T</sub>

SHIP FROM: GOOD SUPPLIER 185 MONMOUTH PKWY E. SHORT BRANCH, NJ 07764-1394	SHIP TO: <b>Telefonaktelebolaget</b> <b>Olafsson Physical Distribution</b> <b>Stockholm S-131 89</b> <b>Sweden</b>
Despatch Advice #: 9305678ML PO#: PO505054 Country of Origin: US Carton 1 of 3 Cartons	CARR 
CUST 	
Customer Product ID: AA00211211 Supplier ID: 0662742 Traceability Code: MJH110780 Quantity: 500 each Shipment Weight: 263.2 KG Shipment Volume: 1.65 CR	
(J) LICENCE PLATE UN0433257110000001 	

**Key**

- 1 Sender
- 2 Recipient
- 3 Carrier sortation/tracking 2D symbol
- 4 Recipient's or customer's data 2D symbol
- 5 Code 39 DI "J" licence plate

NOTE This figure is not to scale.

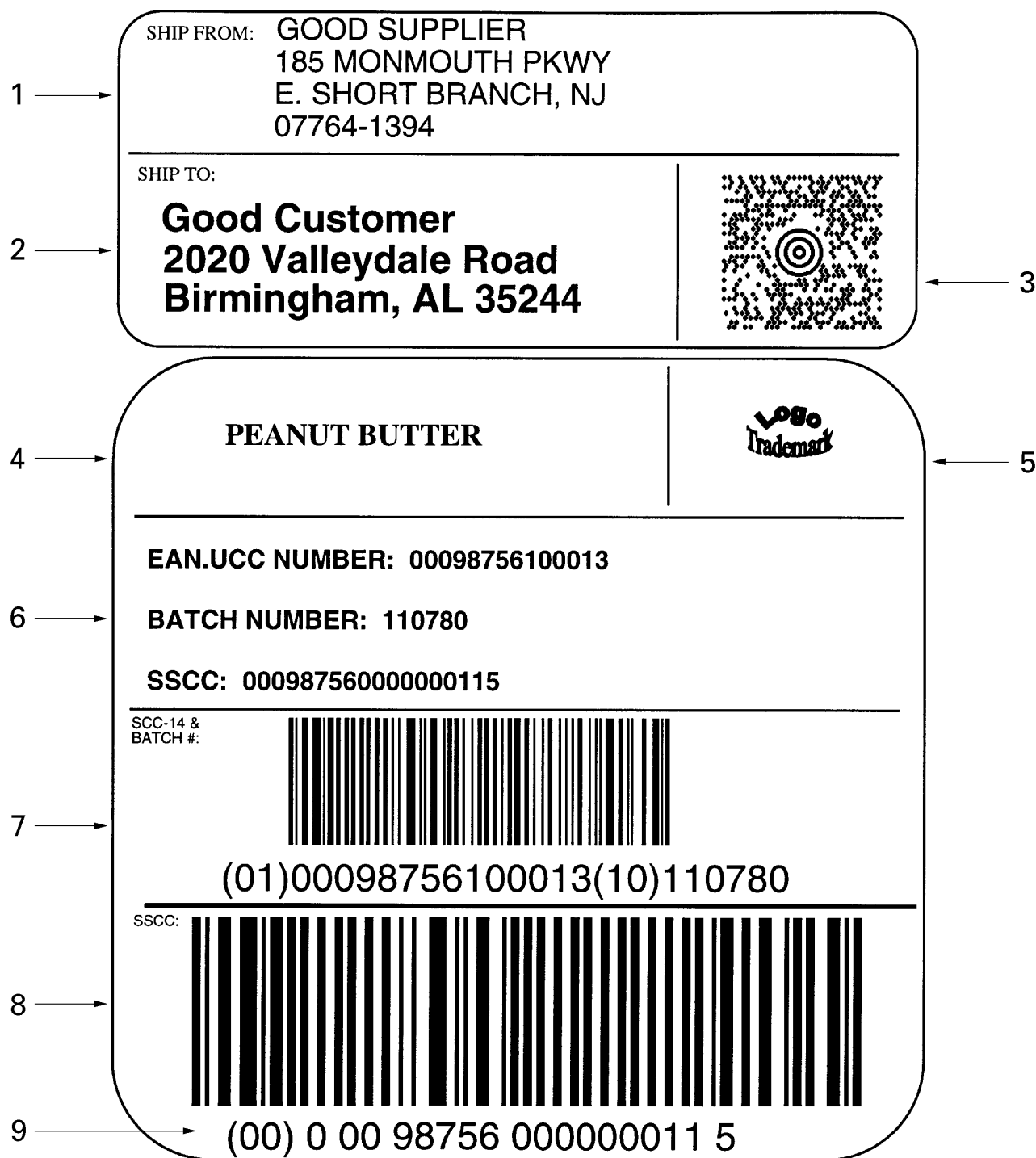
**Figure E.8 — Label using “J” data identifier licence plate and additional trading partner data in 2D symbols**

The carrier data encoded in the MaxiCode symbol in Figure E.8 is as follows:

Header	$[]>^R_S$
Sortation and tracking format header	$01^{G_S}96$
Carrier data	$S-131\ 89^{G_S}752^{G_S}006^{G_S}MH80312^{G_S}SCAC^{G_S}$
Carrier data	$5215716587^{G_S}1JEABCXXA^{G_S}580^{G_S}Y^R_S E_{O_T}$

The customer data encoded in the PDF417 symbol in Figure E.8 is as follows:

Header	$[]>^R_S$
Data format "04" format header	$04092001^F_S G_S^U_S$
Sender's name and address	$NAD^{G_S}SF^{G_S}GOOD\ SUPPLIER^{G_S}185\ MONMOUTH\ PKWY^{G_S}E.$ $SHORT\ BRANCH^{G_S}NJ^{G_S}07764-1394^{G_S}USA^F_S$
Recipient's name and address	$NAD^{G_S}ST^{G_S}TELEFONAKTLEBOLAGET\ OLAFSSON+PHYSICAL$ $DISTRIBUTION^{G_S}STOCKHOLM^{G_S}S-131\ 89^{G_S}SEK^F_S$
Despatch advice number	$BGM^{G_S}351^{G_S}93-5678ML^{G_S}9^R_S$
Data identifier format header	$06^{G_S}$
Transport unit ID (container licence plate)	$JEABCXXA^{G_S}$
Carrier shipment number	$12KSCACMH80312^{G_S}$
Customer PO number	$KPO505054^{G_S}$
Quantity (each implied)	$Q500^{G_S}$
Supplier ID	$3V0662742^{G_S}$
Customer product ID	$PAA00211211^{G_S}$
Country of origin	$4LUS^{G_S}$
Lot/batch number	$1TMJH110780^{G_S}$
Carton " <i>n</i> of <i>x</i> "	$13Q1/3^{G_S}$
Shipment mass	$7Q263.2KG^{G_S}$
Shipment volume	$7Q1.65CR^R_S$
Trailer	$E_{O_T}$



**Key**

- |  |                                   |
|--|-----------------------------------|
| 1 Sender                               | 6 Human translation               |
| 2 Recipient                            | 7 EAN.UCC number and batch number |
| 3 Carrier sortation/tracking 2D symbol | 8 UCC/EAN-128 licence plate       |
| 4 Product description                  | 9 Human readable translation      |
| 5 Logo                                 |                                   |

NOTE This figure is not to scale.

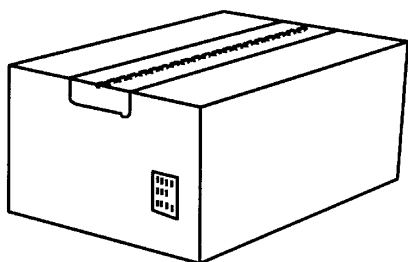
**Figure E.9 — Two labels (top label is carrier label — bottom label is supplier label)**



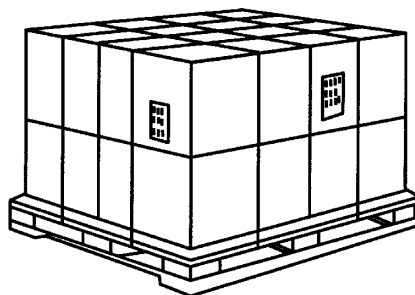
## Annex F (informative)

### Label locations

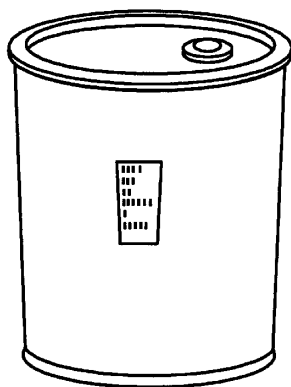
Figure F.1 shows examples of the labelling of various transport units.



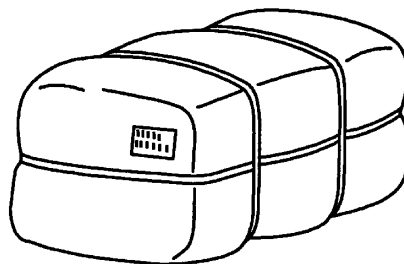
a) Box or carton with transport package label



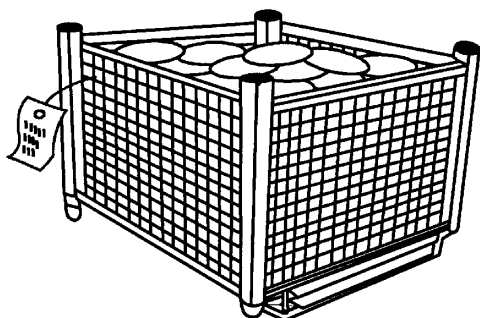
b) Pallet with two unit load labels



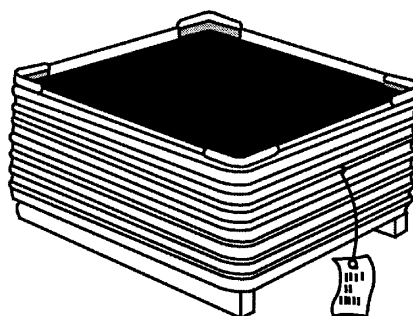
c) Drum, barrel or cylindrical container



d) Bale

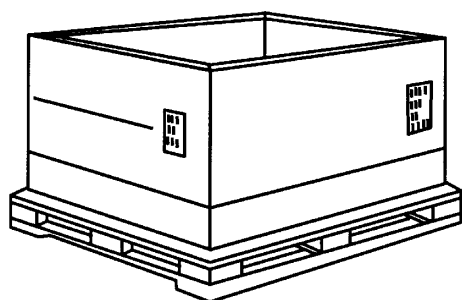


e) Basket, wire-mesh container

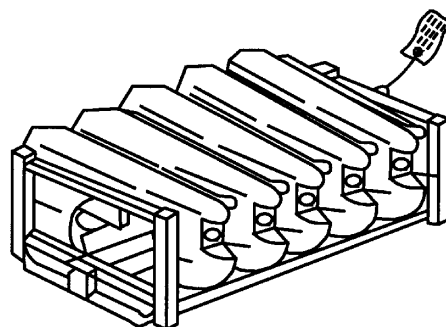


f) Metal bin or tub

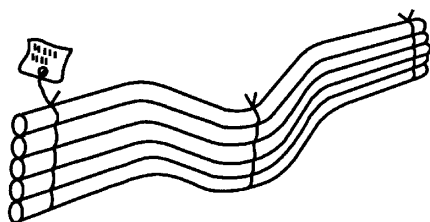
Figure F.1 — Examples of label locations



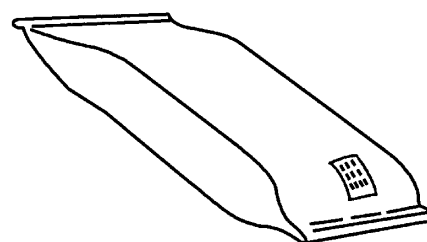
g) Pallet box



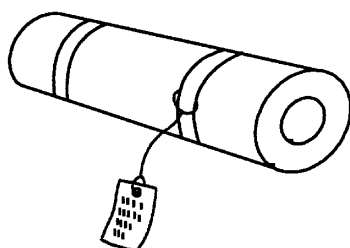
h) Rack



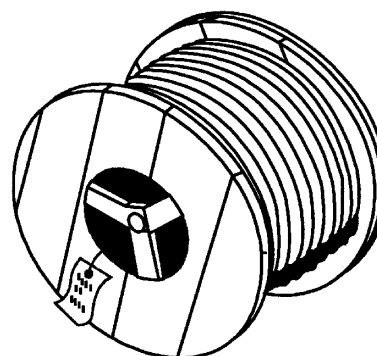
i) Bundle



j) Bag



k) Roll or coil



l) Reel or cable

Figure F.1 — Examples of label locations (*continued*)

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<sup>3)</sup> To be published.

<sup>4)</sup> The two projects, ISO/IEC 15422, *Information technology — Automatic identification and data capture techniques — Bar coding — Test specifications — Bar code printers* and ISO/IEC 15425, *Information technology — Automatic identification and data capture techniques — Bar coding — Requirements for bar code printing software* have been incorporated into ISO/IEC 15419.

- [16] ISO/IEC 16390:1999, *Information technology — Automatic identification and data capture techniques — Bar code symbology specifications — Interleaved 2 of 5*.
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- [18] ISO/IEC 18001:—<sup>3)</sup>, *Information technology — Automatic identification and data capture techniques — Radio-frequency identification for item management — Application requirements profiles*.
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