

M-22

Finished Vehicle Transportation Damage Standards and Guideline

1st Edition

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»» Expertise

»» Results



The **Catalyst** for Peak Performance





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Published by:

Automotive Industry Action Group

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APPROVAL STATUS

The AIAG Materials Management Steering Committee and designated stakeholders approved this document for publication on September 12, 2012.

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ISBN#: 978 1 60534 258 0 9000



FOREWORD

Most claims involving worldwide transportation of new motor vehicles are handled electronically. In order to expedite the claims handling process, a set of standards and guidelines was developed to provide the necessary information for inspecting, recording, and transmitting vehicle damages. Contained within are several documents pertaining to this process.

1. ***Global Damage Code Standard***
 - ***Grid Location Matrix***
 - ***Vehicle “Splat” Chart***
2. ***Similarity Matrix Standard***
3. ***Non-Transportation Damage Standard***
 - ***Non-Transportation Damage Photo Sheet***
4. ***Inspection and Verification Guideline – Still under review***
5. ***Key Placement Guideline***
6. ***Inspection Type Location Guideline***

The process of developing these documents began a decade ago. In the 1970s, the American Association of Railroads (AAR) developed a set of codes that were later updated by the now-defunct Motor Vehicle Manufacturers Association in the mid-1980s. At a 2003 industry meeting, a group of people got together and agreed it was time to update the codes in order to more accurately describe the current vehicle models and accessories. The group consisted of railroads, haul-away carriers, automobile manufacturers, and inspection companies.

This group’s purpose was: To develop ideas for updating and standardizing industry codes in order to increase their effectiveness regarding claim settlement and damage prevention. The five-digit damage codes are generally known today as the AAR/MVMA codes. The codes should now be referred to as the *AIAG Global Standard Damage Codes*.

The AIAG was selected as the standards group to expand the scope of the codes and try to push for global recognition. The AAR will also publish and maintain the codes for their members.

In the fall of 2007, the AIAG was approached by ECG (European Car Transport Group) to make these codes applicable outside of North America. Through conference calls, e-mails, and one face-to-face meeting, revisions were made to the codes to make them acceptable in Europe. The first step has been taken. Now the codes are being proposed in Asia as well.

In addition to updating the damage codes, the group also took on the task of updating or creating several more documents and diagrams. Each document or diagram pertains to the vehicle exchange process from one party to another and is intended to make the process more clear and concise, ultimately reducing costs for all supply chain partners. These additions are the following:

- ***Grid Location Matrix***
- ***Vehicle “Splat” Chart***
- ***Non-Transportation Damage Photo Sheet***
- ***Key Placement Guideline***



- *Inspection and Verification Guideline*

All documents are up-to-date and will continue to be updated on a regular basis. Here are brief descriptions of the six documents:

- 1) *AIAG Global Damage Code Standard, Grid Location Matrix, and Vehicle “Splat” Charts*

This is a visual representation of the damage codes on a vehicle to show which panels and codes are related.

- 2) *Finished Vehicle, Claim Settlement, Damage Code Similarity Matrix Standard*

This matrix is used to identify damage areas, damage types, and severities of damage that can be interchanged with similar damages in the same category. This reduces the impact that occurs when each inspecting party codes damage conditions differently. Most damages can be described with different codes, based on the inspector’s perception of the damage, so it is imperative to have a document identifying descriptions defined as interchangeable.

- 3) *AIAG Non-Transportation Damage Standard and the accompanying Photo Sheet*

In the past, the different manufacturers used different documents and definitions of what was considered “transportation” damage and what was not. Damage exceptions not considered transportation related should NOT be claimed as ‘Transportation’ but rather assigned to the appropriate department within the manufacturer. Examples of these exceptions are paint drips / runs or panel edge chips due to panel misalignment. A list of these exceptions is now referred to as the *AIAG Non-Transportation Damage Standard* and was created by combining and updating existing manufacturer documents into one common document. In addition, a “*Photo Sheet*” was developed to provide a visual representation of the items in the guideline to help determine whether a specific damage is transportation related.

- 4) *Inspection and Verification Guideline – still in review*

This is being developed to provide basic instructions for conducting an inspection and for verifying noted damages.

- 5) *Key Placement Guideline*

This guideline was developed in part to have a common process across the supply chain and manufacturers and also to help reduce the risk of key thefts. The prevailing thought is to have all keys in the same place for each model from each manufacturer so if the keys are missing, the party who delivered the vehicle will be responsible. This will also make it easier to determine liability because the vehicle will not be able to move without the keys.

- 6) *AIAG Inspection Type Location Codes*

These codes are simply a reference tool to decipher what type of inspection is being done and where the inspection is taking place. This guide will increase the accuracy and location of the inspections being performed. Once again, this document is only a reference guide



ACKNOWLEDGEMENTS

AIAG wishes to acknowledge and thank those who worked on this document:

Peter Daly	Alliance Inspection Management
Ron Franks	Allied Automotive Group, Inc.
Jon Urban	Chrysler Group LLC
Rob Rice	CSX Corporation
Marta Mottini	ECG - Association of European Vehicle Logistics
Brandon Marinetti	Ford Motor Company
Steve Spicer	GLOVIS America Inc.
Lawrie Williams	General Motors Company
Rick Beroza	Hansen & Adkins AutoTransport
Tim Doonan	TM Claim Service Inc.
Mike Nelson	Toyota Logistics Services, Inc.
Keith Lee	Union Pacific Railroad
Kathryn Moynihan	Vascor Ltd.
Marna Short	Vascor Ltd.



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1 AIAG GLOBAL DAMAGE CODES STANDARD

1.1 Introduction

During the transportation chain, when automobiles change possession they should be inspected immediately with any damage or missing parts/options noted. The purpose of this manual is to provide a standard set of guidelines and requirements for recording vehicle exceptions to all supply chain partners responsible for handling vehicles during the vehicle shipping process.

It is important that the damage codes be detailed accurately. The codes are recorded manually on delivery receipts or in portable data terminals for transfer into manufacturers' claims systems. Individual manufacturers sometimes issue manuals with photographs depicting several of the damage areas and types. The damage codes are composed of five digits as follows:

Damage Area Code – First and Second Digits

Damage Type Code – Third and Fourth Digits

Damage Severity Code – Fifth Digit

Damage Code Example: Left front door is scratched 4 inches in length. The damage code describing this condition is as follows:

Damage Area = 10 (Left Front Door)

Damage Type = 12 (Scratch)

Damage Severity = 3 (Over 3" and up to 6"/ 8 cm up to 15 cm)

Notes:

- Damage Area Codes 82 and 83 are for use on trucks only because these parts are specific to trucks and should not be used with passenger cars.
- Right and left are determined as if sitting in the driver's seat.
- Multiple unrelated damages with the same damage area and type noted on the same panel should be entered separately.

Grid Code – Sixth Digit

In order to provide additional clarification of the exception location on major panels, another code was created depicting nine subdivided areas for each panel.. This assists in root cause analysis and in implementing corrective action. The purpose of implementing this standard is to provide a consistent method of coding going forward.

Splat Chart

This diagram provides a visual depiction of the damage area codes for further assistance in implementing the damage codes.



1.2 Damage Area Codes

DAMAGE AREA CODES					
01	ANTENNA / ANTENNA BASE	34	TV / DVD SCREEN	67	CIGARETTE LIGHTER / ASH TRAY
02	BATTERY / BOX	35	ROCKER PANEL / OUTER SILL - LEFT	68	CARPET - FRONT
03	BUMPER / COVER / EXTERIOR - FRONT	36	ROCKER PANEL / OUTER SILL - RIGHT	69	CENTER POST - RIGHT
04	BUMPER / COVER / EXTERIOR - REAR	37	ROOF	70	CENTER POST - LEFT
05	BUMPER GUARD / STRIP - FRONT	38	RUNNING BOARD / STEP - LEFT	71	CORNER POST
06	BUMPER GUARD / STRIP - REAR	39	RUNNING BOARD / STEP - RIGHT	72	LEFT FRONT TIRE
07	DOOR - BACK CARGO - RIGHT	40	SPARE TIRE / WHEEL	73	LEFT FRONT WHEEL / RIM
08	DOOR - BACK CARGO - LEFT	41	OPEN	74	LEFT REAR TIRE
09	DOOR - CARGO - RIGHT	42	SPLASH PANEL / SPOILER - FRONT	75	LEFT REAR WHEEL / RIM
10	DOOR - LEFT FRONT	43	OPEN	76	RIGHT REAR TIRE
11	DOOR - LEFT REAR	44	GAS TANK	77	RIGHT REAR WHEEL / RIM
12	DOOR - RIGHT FRONT	45	TAIL LIGHT / HARDWARE	78	RIGHT FRONT TIRE
13	DOOR - RIGHT REAR	46	OPEN	79	RIGHT FRONT WHEEL / RIM
14	FENDER - LEFT FRONT	47	OPEN	80	COWL
15	QTR PANEL / PICK UP BOX - LEFT	48	TRIM PANEL - FRONT LEFT	81	GAS CAP / COVER
16	FENDER - RIGHT FRONT	49	CD CHANGER - SEPARATE UNIT	82	FENDER - REAR LEFT
17	QTR PANEL / PICK UP BOX - RIGHT	50	TRIM PANEL - FRONT RIGHT	83	FENDER - REAR RIGHT
18	FLOOR MATS - FRONT	51	OPEN	84	TOOLS / JACK / SPARE TIRE MOUNT & LOCK
19	FLOOR MATS - REAR	52	DECK LID / TAILGATE / HATCHBACK	85	COMMUNICATION / GPS UNIT
20	WINDSHIELD	53	SUNROOF / T-TOP	86	PARKING SONAR SYSTEM
21	GLASS - REAR	54	UNDERCARRIAGE - OTHER	87	OPEN
22	GRILLE	55	CARGO AREA - OTHER	88	OPEN
23	ACCESSORY BAG / BOX	56	VINYL / CONVERTIBLE TOP / TONNEAU COVER	89	TRAILER HITCH / WIRING HARNESS / TOW HOOKS
24	HEADLIGHT / COVER / TURN SIGNAL	57	WHEEL COVERS / CAPS / RINGS	90	FRAME
25	LAMPS - FOG / DRIVING / SPOT LIGHT	58	RADIO SPEAKERS	91	EXHAUST SYSTEM
26	HEADLINER	59	WIPERS - ALL	92	LICENSE PLATE BRACKET
27	HOOD	60	OPEN - SPECIAL USE CODE	93	STEERING WHEEL / AIRBAG
28	KEYS	61	PICK UP BOX - INTERIOR	94	SEAT - FRONT LEFT
29	KEYLESS REMOTE	62	OPEN	95	SEAT - FRONT RIGHT
30	MIRROR - OUTSIDE LEFT	63	RAILS, TRUCK BED / LIGHT BAR	96	SEAT - REAR
31	MIRROR - OUTSIDE RIGHT	64	SPOILER / DEFLECTOR - REAR	97	CARPET - REAR
32	OPEN	65	LUGGAGE RACK (STRIPS) / DRIP RAIL	98	INTERIOR - OTHER
33	AUDIO / VIDEO PLAYER	66	DASH / INSTRUMENT PANEL	99	ENGINE COMPARTMENT - OTHER



1.3 Damage Type Codes

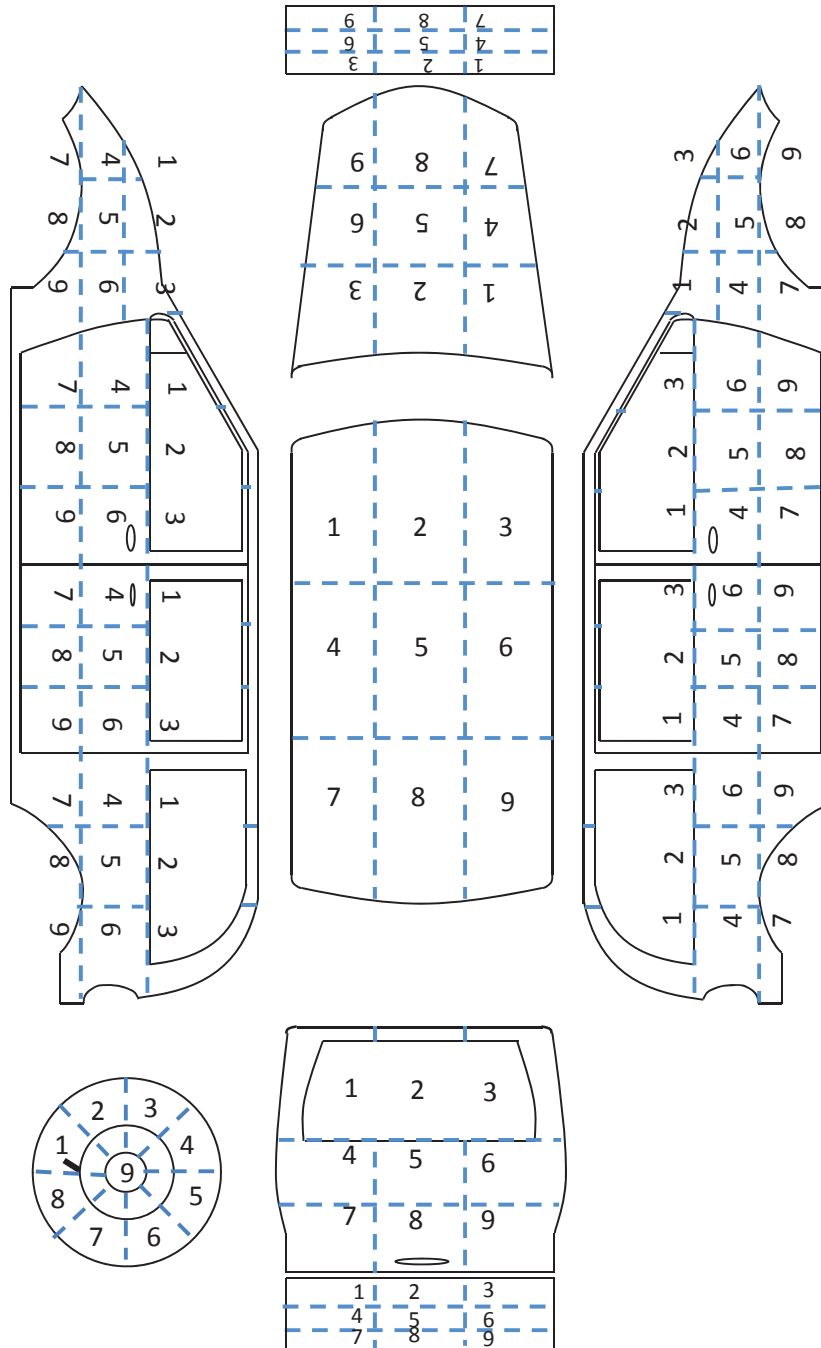
DAMAGE TYPE CODES					
01	BENT	11	PUNCTURED	24	MARKER LIGHT / TURN LIGHT DAMAGE
02	BROKEN	12	SCRATCHED - EXCEPT GLASS	25	DECAL / PAINT STRIPE DAMAGED
03	CUT	13	TORN	29	CONTAMINATION - EXTERIOR
04	DENTED - PAINT BROKEN	14	DENTED - PAINT / CHROME NOT DAMAGED	30	FLUID SPILLAGE - EXTERIOR
05	CHIPPED - EXCEPT GLASS & PANEL EDGE	18	MOLDING / WEATHER.STRIP / EMBLEM DAMAGED	34	PANEL EDGE CHIPPED
06	CRACKED - EXCEPT GLASS	19	MOLDING / WEATHER.STRIP / EMBLEM MISSING	36	PART / OPTION NOT AS INVOICED
07	GOUGED	20	GLASS - CRACKED	37	HARDWARE EXTERIOR - DAMAGED
08	MISSING - EXCEPT MOLDING / EMBLEM	21	GLASS - BROKEN	38	HARDWARE EXTERIOR - LOOSE / MISSING
09	SCUFFED	22	GLASS - CHIPPED	39	JUMPED CHOCKS
10	INTERIOR STAINED / SOILED	23	GLASS - SCRATCHED		

1.4 Damage Severity Codes

1	LESS THAN & INCLUDING 1"	LESS THAN 3 cm
2	OVER 1" UP TO & INCLUDING 3"	3 cm UP TO 8 cm
3	OVER 3" UP TO & INCLUDING 6"	8 cm UP TO 15 cm
4	OVER 6" UP TO & INCLUDING 12"	15 cm UP TO 30 cm
5	OVER 12"	30 cm & OVER
6	MISSING	



1.5 AIAG Grid Location Matrix



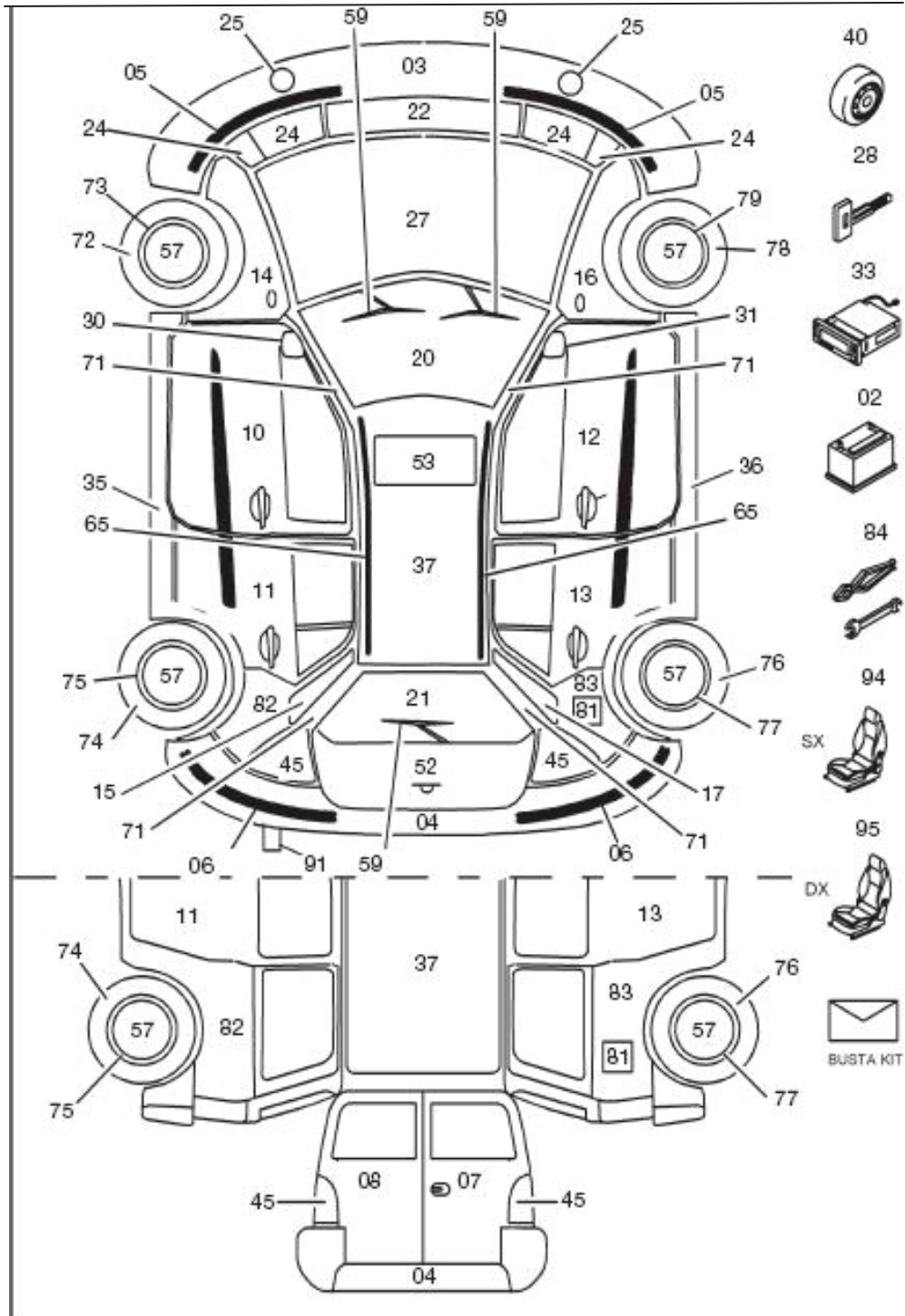
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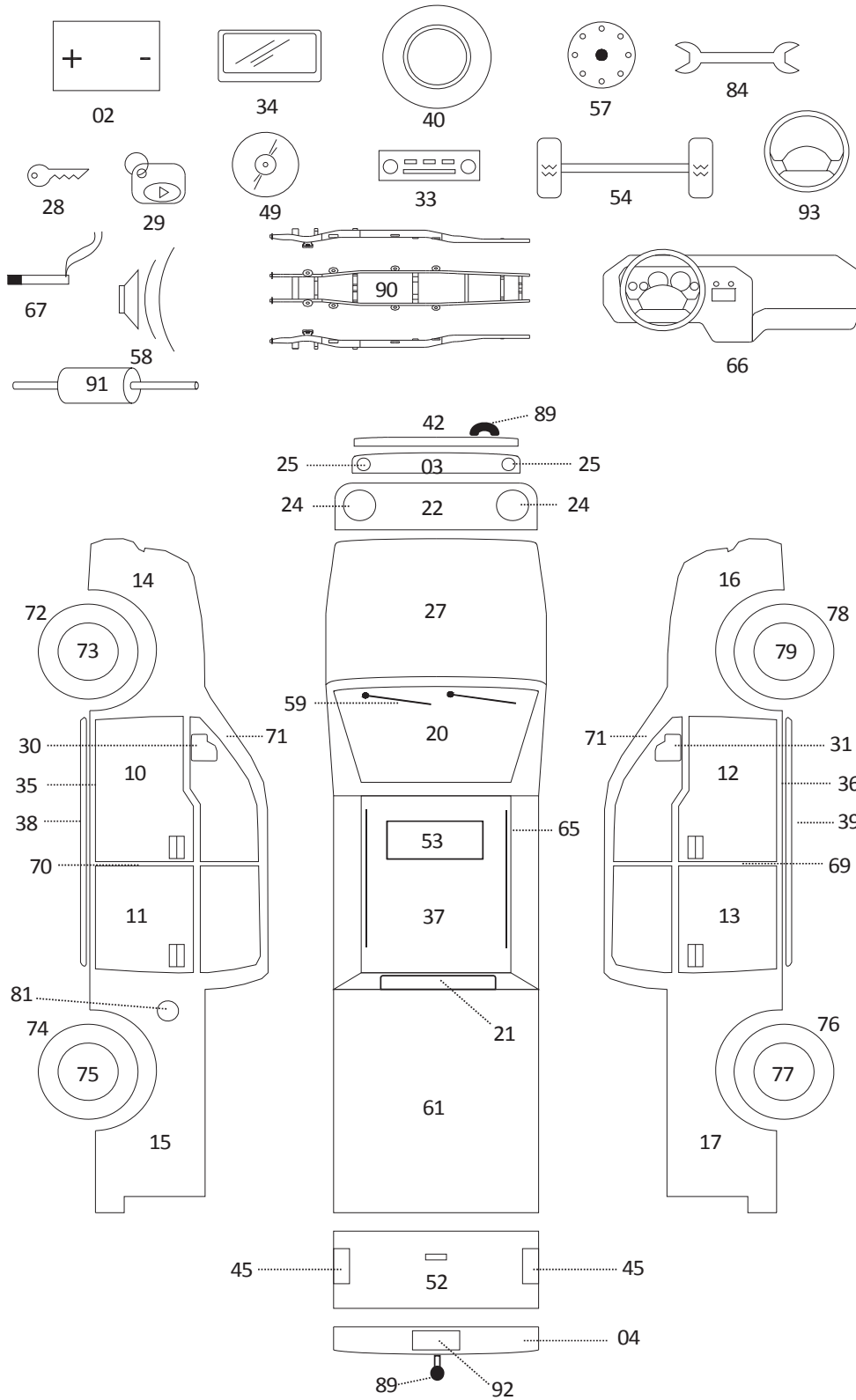
Finished Vehicle Transportation Damage Standards and Guidelines

Version 1, Dated 10/12



1.6 Vehicle "Splat" Chart







2 AIAG FINISHED VEHICLE, CLAIM SETTLEMENT, DAMAGE CODE SIMILARITY MATRIX STANDARD

2.1 Introduction

The AIAG Similarity Matrix is designed for use by the claims processor to determine which damage codes are interchangeable with other codes in the same category (i.e., Damage Area, Damage Types, and Damage Severity). This document is not intended to influence the way damages are coded. It is for use by persons who are filing and adjudicating claims, not by persons who are recording damages.

Similar Damage Area Matrix			
Table Logic Works from Left to Right			
Description	Area	Matrix Suggestion	
Antenna/Antenna Base	01		
Battery/Box	02	99	
Bumper/Cover/Exterior, Front	03	05 42 86	
Bumper/Cover/Exterior, Rear	04	06 86	
Bumper Guard/Strip, Front	05	03 42 86	
Bumper Guard/Strip, Rear	06	04 86	
Door, Back Cargo-Right	07	52	
Door, Back Cargo- Left	08	52	
Door, Right Cargo	09	13	
Door, Left Front	10		
Door, Left Rear	11		
Door, Right Front	12		
Door, Right Rear	13	9	
Fender, Left Front	14		
Qtr. Panel or Pick-Up Box, Left	15	82	
Fender, Right Front	16		
Qtr. Panel or Pick-Up Box, Right	17	83	
Front Floor Mats	18	98 19 68	
Rear Floor Mats	19	98 18 97	
Glass Windshield	20		
Glass Rear	21		
Grille	22		
Accessory Bag/Box	23	55 98	
Headlight/Cover/Turn Signal	24	25	
Lamps, Fog/Driving/Spotlight	25	24	
Headliner	26	98	
Hood	27		
Keys	28	29	



Similar Damage Area Matrix						
Table Logic Works from Left to Right						
Description	Area	Matrix Suggestion				
Keyless Remote	29	28				
Mirror, Outside, Left	30					
Mirror, Outside, Right	31					
Open	32					
Audio/Video Player	33	34	49	85		
TV/DVD Screen	34	33	85			
Rocker Panel/Outer Sill, Left	35					
Rocker Panel/Outer Sill, Right	36					
Roof	37	53	56	65	71	
Running BD/Step, Left T	38					
Running BD/Step, Right T	39					
Spare Tire/Wheel	40	72	73	74	75	76 77
		78	79	84		
Open	41					
Splash Panel/Spoiler Front	42	03	05			
Open	43					
Gas Tank	44	54				
Tail Light/Hardware	45					
Open	46					
Open	47					
Trim Panel, Left Front	48	98				
CD Player Separate Unit	49	33				
Trim Panel, Right Front	50	98				
Open	51					
Deck Lid/Tailgate/Hatchback	52	64				
Sun Roof/T-Top	53	37	56			
Undercarriage/Other	54	90	91	44	84	89
Cargo Area, Other	55	23	98			
Vinyl/Convertible Top/Tonneau Cover	56	37	53			
Wheel Covers/Caps/Rings	57	23	55	98		
Radio Speakers	58					
Wipers, All	59					
Special Use	60					
Box Interior, Pick-Up Truck	61	63				
Open	62					
Rails, Truckbed/Light Bar	63	61				
Deflector/Spoiler, Rear	64	52				
Luggage Rack/Strips/Drip Rail	65	37	71			
Dash/Instrument Panel	66	33	34	85		
Cigarette Lighter/Ashtray	67					

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Similar Damage Area Matrix							
Table Logic Works from Left to Right							
Description	Area	Matrix Suggestion					
Carpet, Front	68	18	19	98			
Center Post, Right	69						
Center Post, Left	70						
Corner Post	71						
Left Front Tire	72	40					
Left Front Wheel/Rim	73	40					
Left Rear Tire	74	40					
Left Rear Wheel/Rim	75	40					
Right Rear Tire	76	40					
Right Rear Wheel/Rim	77	40					
Right Front Tire	78	40					
Right Front Wheel/Rim	79	40					
Cowl	80						
Gas/Cap Cover	81						
Fender, Left Rear T	82	15					
Fender, Right Rear T	83	17					
Tools/Jacks/Spare-Tire Mount & Lock	84						
Communication/GPS Unit	85						
Parking Sonar System	86	54					
Open	87						
Open	88						
Trailer Hitch, Wiring Harness Tow Hooks	89	54					
Frame	90	54					
Exhaust System	91	54					
License Bracket	92	55					
Steering Wheel/Airbag	93	98					
Seat, Left Front	94	98					
Seat, Right Front	95	98					
Seat, Rear	96	98					
Carpet, Rear	97	98					
Interior	98	18	19	23	26	48	50 57
		58	68	94	95	96	97
Engine Compartment, Other	99	02					



Type		Type											
Type	Description	Matrix Suggestion											
01	Bent	Deformed surface or part due to impact. Different from broken or dented	02	03	04	06	07	11	13				
02	Broken	Inoperable. Also means to separate into two or more parts as a result of impact	03	06	11	13							
03	Cut	A smooth-edged serration (as if cut by a knife). Not a break, crack, or tear	02	06	11	13							
04	Dented - Paint or Chrome damaged	An inward depression of a painted or chrome surface with damage to the paint or chrome present	01	02	03	06	07	11	13				
05	Chipped - Does not apply to glass or panel edge	An area missing paint caused by impact. Do not use to describe chips caused by poor panel alignment during assembly.	01	02	03	04	06	07	09	11	12	13	34
06	Cracked - Does not apply to glass	A narrow opening of flaw as a result of impact; the pieces remain together.	02	02	11	13							
07	Gouged	A groove or cavity causing damage to metal or plastic surface	02	03	04	06	11	13					
08	Missing	Part or option is not present at time of inspection	38										
09	Scuffed	A scrape mark that does not break the surface material	01	02	03	04	05	06	07	11	12	13	34
10	Stained or Soiled	Discoloration of an interior surface by a foreign substance.											
11	Punctured	A hole caused by piercing	02	03	06	13							
12	Scratched - Does not apply to glass	A linear mark or cut in painted or chrome surfaces.	01	02	03	04	05	06	07	09	11	13	34
13	Torn	Similar to cut, but edges of damage area are ragged	02	03	06	11							
14	Dented Paint not Damaged - Paint / Chrome not damaged	An inward depression of a painted or chrome surface with no damage to paint or chrome.	01	02	03	04	06	07	11	13			
18	Molding/Emblem/Weather-strip Damaged	Damage to the molding or emblem of a specific damage area resulting from impact to that part or to a directly adjacent part.	19	25	37	38							

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Type		Type	Description	Matrix Suggestion														
19	Molding/Emblem/Weather-strip Loose		Loosening of the molding or emblem of a specific damage area resulting from impact to that part or an adjacent part. Do not use to describe molding or emblems improperly installed at the assembly plant.	18	25	37	38											
20	Glass Cracked		Cracked as a result of impact, but pieces remain together.	02	21	22	23											
21	Glass Broken		Glass has been broken as a result of impact to the glass or surrounding panel or molding.	02	20	22	23											
22	Glass Chipped		A small fragment of glass removed as a result of impact.	02	20	21	23											
23	Glass Scratched		A narrow linear exception.	02	20	21	22											
24	Marker Light Damaged		Damage to the marker light lens or bezel mounted on a specific area of the vehicle															
25	Decal/Paint Stripe Damaged		Damage to a decal, wood grain transfer, or paint stripe on a specific area of the automobile	18														
29	Contamination, Exterior			30														
30	Fluid Spillage, Exterior		Discoloration of an exterior painted or bright metal surface by a fluid substance or airborne material.	29														
34	Chipped Panel Edge		The same as Chipped (05), but along the edge of a panel, such as a door panel.	01	02	03	04	05	06	07	09	11	12	13				
36	Incorrect Part or Option not as Invoiced		Part is incorrect or option is incorrect. Not considered transportation damage.															
37	Hardware - Damaged		Damage type not described by other codes. Door handles, key locks, air horns, grab handles, etc.	18														
38	Hardware - Loose, Missing		Damage type not described by other codes. Door handles, key locks, air horns, grab handles, etc.	19														

Please note the table logic works from the left column (or the type code) to the codes on the right. This does not work in reverse. The philosophy is that damage will not cure itself in transit.

"14-1" Damage type / severity code is not interchangeable with any other code.



Similar Damage Codes For Severity					
Description	Severity	Matrix Suggestion			
Damage up to and including 1" in length / diameter - less than 3 cm	1	2	3	4	5
Damage over 1" up to and including 3" in length / diameter - 3 cm up to 8 cm	2	1	3	4	5
Damage over 3" up to and including 6" in length / diameter - over 8 cm up to 15 cm	3	2	4	5	
Damage over 6" up to and including 12" in length / diameter - over 15 cm up to 30 cm	4	3	5		
Damage over 12" in length / diameter - over 30 cm	5	4			
Missing	6				



3 AIAG NON-TRANSPORTATION DAMAGE STANDARD

3.1 Introduction

The *AIAG Non Transportation Damage Standard* was established to assist the inspector in determining if an exception is transportation related or not. This is an advice to the carriers that they will not be held liable for these items regardless of whether these types of damages are noted or not.

3.2 Conditions Not Considered Transportation Damage

1. All exterior paint damage resulting from environmental fallout or fluids, unless clear evidence supports carrier responsibility.
2. Sheet metal dents, restricted to severity 1, with no paint damage or evidence of physical impact, abrasion, or forced entry, except to the left front door or as identified by the specific manufacturer's policy.
3. Sheet metal protrusions or misalignment of panels, moldings, decals, weather stripping, emblems, etc., indicative of plant or installation problems.
4. Missing moldings, emblems, decals, etc., when there is clear evidence of no installation (i.e., holes not drilled for installation, or holes with no screws installed).
5. Peeling, runs, sags, blisters, or foreign material in paint or chrome.
6. Stress cracks in glass originating from under molding without signs of impact.
7. Minor damage, as identified by the manufacturer, to painted surfaces protected by shipping film, where the shipping film shows no obvious signs of disturbance.
8. Missing contents of sealed plant-provided loose-part packages.
9. Incorrect parts or options claims – mis-built vehicles.

CONDITIONS NOTED BY DEALERS TO BE ASSIGNED BY CLAIMS CENTER

10. Damages noted at factory gate inspection.
11. Plant-authorized known quality problems or pattern damage (Vehicle Quality Group or divisional directives to charge plant).
12. Vehicle interior damages other than driver area, as identified by the manufacturer, unless there is clear evidence of theft / vandalism.
13. Battery charge and test / replace as a result of failure not due to carrier negligence.

GM-SPECIFIC NOTATIONS

14. Plant failure to install basic protective devices to prevent damage during the normal shipping process, for example, seat or carpet protection.
15. Port Claims by damage area/type/severity including 09-1, 12-1, 14-1, 14-2, 18-1, 25-1, 32-6, 37-1.

CHRYSLER-SPECIFIC NOTATIONS

16. Panel edge chips – other than driver's door.

Note: This document is not intended to influence the way damages are coded. It is for use by persons who are filing and adjudicating claims, not by persons who are recording damages.



3.3 AIAG Non Transportation Damage Guideline Photo Sheet

1. All exterior paint damage resulting from environmental fallout or fluids, unless clear evidence supports carrier



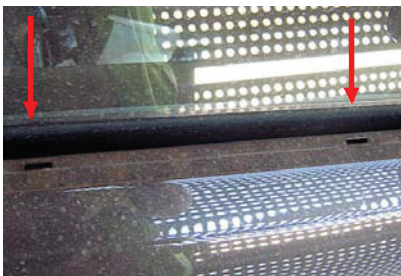
2. Sheet metal dents, restricted to severity 1, with no paint damage or evidence of physical impact, abrasion or forced entry.



3. Sheet metal protrusions or misalignment of panels, moldings, decals, weather stripping, emblems, etc., indicative of plant or installation problems.



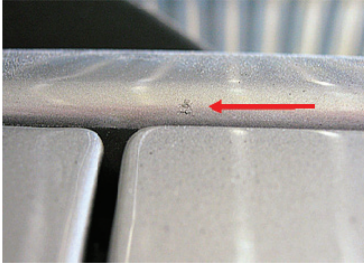
4. Missing moldings, emblems or decals when there is clear evidence of no installation (i.e., holes not drilled for installation).



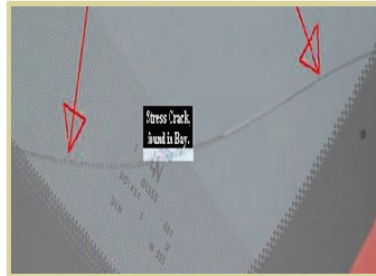
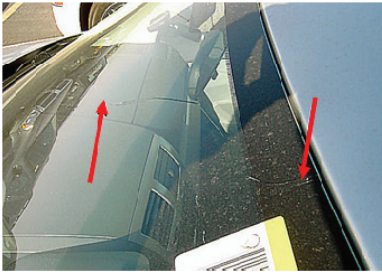


AIAG Non-Transportation Damage Guideline Photo Sheet (Cont.)

5. Peeling, runs, sags, blisters or foreign material in paint or chrome.



6. Stress cracks in glass originating from under molding without signs of impact.



7. Damage to painted surfaces protected by shipping film, where the shipping film shows no obvious signs of disturbance.



8. Missing contents of sealed, part-provided loose-part packages

Parts box present in sealed bag



Parts box missing from sealed bag

9. Incorrect parts or options claims – mis-built vehicles.

Lower Bumper not color-keyed to body paint color





4 AIAG INSPECTION & VERIFICATION GUIDELINE

4.1 Introduction

The *AIAG Inspection & Verification Guideline* is currently being developed and reviewed by the AIAG Damage Claims Workgroup. The guideline will be sent out for Stakeholder Review prior to inclusion in this publication.



5 KEY PLACEMENT GUIDELINE

5.1 Introduction

The *AIAG Key Placement Guideline* was developed to provide a common process for placing keys not in use. In descending order, there are three places identified for the keys to be placed. NOTE: All keys are secured together when exiting the plant's facility.

Keys are to be placed here (in order of priority):

1. Cup Holder (if there is one)
2. Center Console (if no Cup Holder exists)
3. Glove Box (if no Cup Holder or Center Console exists)





6 INSPECTION TYPE LOCATION CODE GUIDELINE

6.1 Introduction

The *AIAG Inspection Type Location Codes* are a list of codes used as a reference guide to facilitate the interpretation of inspection records. By definition, an inspection type code is a 1- or 2-digit code used to describe the type of inspection taking place at a particular location. More than one type of inspection can be performed at a location. Not all vehicle manufacturers' systems require inspection type codes, but some carriers and third parties use these codes to add further detail to vehicle inspection records. This list shows how the respondents to our inquiries use these codes and is for informational purposes only.

6.2 Inspection Type Location Codes

Inspection Type Code			
Code	Inspection Type Name	Inspection Type	Inspection Type
		Definition 1	Definition 2
1	Origin (rail) Inspection	Location where motor vehicle is loaded on a multi-level	
2	Intermediate Interchange Inspection	Location in transit between point of origin and destination. Responsibility of vehicle is being transferred between two carriers.	
3	Railroad Interchange	Point at which multi-level is transferred from one railroad to another	
	Marine Survey Preload	Last point of rest before loading onto a vessel for ocean transportation	
4	Destination Inspection	Location where motor vehicle is to be unloaded from multi-level	
		Other variations for Inspection Type 4 may be:	
4R		In bay or destination on Ground	
4E		Data Entry—trucker's Load Sheets	
4V		Verification Inspection with truckers	
5	Dealer Inspection, delivery receipt	Location where carrier transfers possession to manufacturer's selling agent	
6	Factory Gate	Plant location where motor vehicle is considered to be transferred to first truck carrier.	
6F	Pre-Delivery	Inspection before acceptance by pre-delivery processor	
6Y	Factory Yard	Yard Inspection outside or near Plant	
7	Origin On Rail	Performed on multi-level after loading and securing the motor vehicle	
7R	Origin On Rail	Origin On Rail	
8	Destination On Rail	Performed on multilevel railcar at destination before unloading the motor vehicle.	
9	Marine Survey Discharge	Sometimes used as first point of rest after discharge from ocean vessel	Major Damage
	Major Damage		Used to denote non-transportation-related exceptions
	Non-Transportation		
9Y	Repair return	Inside Yard Inspection after repair	



Inspection Type Code			
Code	Inspection Type Name	Inspection Type	Inspection Type
		Definition 1	Definition 2
11	Major Damage	Code used by some haulaway carriers to denote presence of major damage to vehicle	
21	Major Damage Inspection	Code used by some carriers to indicate major damage and additional reporting available	
51	Origin Non-Distribute	Code used by some manufacturers to indicate vehicle hold at origin	
52	Interchange Non-Distribute	Code used by some manufacturers to indicate vehicle hold at interchange	
90	Delivery With Notification	Code used to note additional information available upon dealer delivery	
96	Intermediate Delivery	Code used for vehicle storage yard arrival	
96R	Inbound Yard Inspection	Code used for vehicle storage yard entry inspection	
97	Outbound Intermediate	Code used for vehicle storage yard exit	
97Y	Outbound Yard Inspection	Code used for vehicle storage yard exit	
98	GM delivery inspection, Dealer Receipt	Location where carrier transfers possession of vehicle to manufacturer's selling agent	
99	Letter of Notification	Code used to indicate that claim letter has been sent	
AR	Arrived In Storage	Code used for storage yard arrival activity	
OU	Removed for Storage	Code used for storage yard exit activity	

NOTE: Code usage is specific to each OEM. Please get approval from the OEM before using a code type.



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