



Shipping instructions

for deliveries to the

MAN Truck & Bus AG

Version 6.2



Table of contents

1. Validity	3
2. Regional division by post codes and MAN service provider manager	3
2.1. Mode of transportation and transportation provider structure of MAN	3
2.2. Regional division by post codes	4
2.3. <i>Contact details of the MAN service provider manager</i>	5
3. Classification of sending's	5
3.1. Parcel consignment	5
3.2. Unit-loads (collected goods) and part loads (LTL)	6
3.3. Milkrun	6
3.4 Full truck loads (FTL)	6
3.5. Hazardous goods consignments	6
4. The procedure for unit-load, partial-load and complete-load consignments	6
4.1. Run times matrix	6
4.2. The procedure for unit- load, partial- load and complete- load consignments	8
4.2.1. Notify regional freight forwarder of consignment	8
4.2.1.1. <i>Delivery confirmation with RDT</i>	9
4.2.1.2. <i>Delivery confirmation without RDT</i>	9
4.3. Material staging at the supplier's premises	9
4.4. Loading at the supplier's premises	9
4.5. Documentation	10
4.6. Goods tag (VDA 4902)	10
5. Processing of special deliveries	11
5.1. Term	11
5.2. Process	11
6. Processing empties	11
7. MAN plants and shipping addresses	13
8. Co-applicable documents	14



1. Validity

These shipping instructions apply until such time as they are retracted. They apply to deliveries to the plants and reception points of the MAN Truck & Bus AG, for which MAN bears costs and constitute an element of your contract with the MAN Truck & Bus AG. Changes to these instructions may be made solely by MAN. In the event of any negative effects arising for the MAN as a result of non-adherence to these instructions, we reserve the right to hold you liable for any damages we may suffer. The shipping instruction consist of two different parts,

- the *general part* of the shipping instructions in which the basic and common method and regulation of the transportation process is explained,
- the (region-)*specific part* which contains information regarding the contact persons of the respective regional freight forwarder (attachment A), the dispatch notification (attachment B) and the dispatch procedure for the respective parcel service provider (attachment C).

The shipping instructions are only valid in combination of **both** parts and will only be send of the appropriate MAN purchaser to the supplier, usually at conclusion of a contract of ex works delivery.

2. Regional division by post codes and MAN service provider manager

2.1. Mode of transportation and transportation provider structure of MAN

In general there are five different modes of transportation which are in use for MAN and are carried out by several transportation service providers. The following diagram defines and clarifies the modes and allocates the transportation provider chosen by MAN.

Transport mode	Explanation	Service Partner (regular)	Service partner (as an exception)
Parcel consignments	Small deliveries up to a certain defined weight and volume	Parcel service provider	Regional freight forwarder
Collected goods / Part loads (LTL)	Ranges, which are larger than the defined parcel volume, but smaller than a complete load.	Regional freight forwarder	-
Milkrun (MR)	Part loads of usual 2-4 Suppliers, which are combined to a fixed route.	Regional freight forwarder	Defined FTL-partner
Full truck loads (FTL)	Shipments of a supplier which use the complete capacity of a truck.	Defined FTL-partner	Regional freight forwarder
Express loads	Express loads are unscheduled and time sensible transports on behalf of MAN, which appear in emergency cases in relation to the part supply of the MAN production.	Express load providers	Regional freight forwarder

Deviations of the standard case require the direction of MAN.

In particular MAN defines, whether a milk run or a full truck load is operated by a regional freight forwarder or a predetermined FTL-partner.

The definition which transportation provider forwards packet consignments can be found in chapter [2.2](#) listed chart

2.2. Regional division by post codes

The following chart shows which post code categories or countries are sampled together by MAN to a Region and which MAN appointed regional freight forwarder has to be used.

Every delivery within an subordinated region, are according to attachment A (region)-specific parts named regional freight forwarder to be advised, as long as nothing contrary has been defined by MAN. This concerns every under Chapter 7 named receiving plant with exception of MAN St. Petersburg.

Postcodes		Region	Parcel service provider
von	bis		
01000	09999	Leipzig	UPS*)
10000	18900	Berlin	UPS*)
39000	39999		
19000	28999	Hamburg	UPS*)
29000	32999	Hannover	UPS*)
38000	38999		
33000	33999	Münster	UPS*)
44000	46999		
48100	49999		
57000	59999		
34000	37999	Kassel	UPS*)
99000	99999		
54000	56999	Frankfurt	UPS*)
60000	69999		
76800	76999		
40000	42999	Köln	UPS*)
47000	47999		
50000	53999		
70000	76799	BW-Nord	UPS*)
77000	79999	BW Süd	UPS*)
88000	89299		
89584	89699	Bayern Nord	UPS*)
85100	85199		
86600	86799		
90000	92999		
95000	98999		
80000	85099	Bayern Süd	UPS*)
85200	86599		
86800	87999		
89300	89583		
93000	94999		



Postcodes	Region	Parcel service provider
all	BeNeLux	UPS ^{*)}
all	France	UPS ^{*)}
all	Great Britain	UPS ^{*)}
all	Italy	UPS ^{*)}
all	Austria	UPS ^{*)}
all	Poland	UPS ^{*)}
all	Estonia, Latvia, Lithuania	UPS ^{*)}
all	Switzerland	Regional forwarder
all	Scandinavia	UPS ^{*)}
all	Spain/Portugal	UPS ^{*)}
all	Czech Republic	UPS ^{*)}
all	Hungary, Slovak Republic, Slovenia	UPS ^{*)}
all	Romania	UPS ^{*)}

^{*)} Contact details as well as complied process operation of the used parcel service provider can be found in attachment C of the (region) specific part.

2.3. Contact details of the MAN service provider manager

Telephone	E-Mail
+49 (89) 1580 - 63727	transportmanagement.inbound@man.eu

3. Classification of sending's

Dependence on weight and volume of the delivery are those as followed to be dealt with.

3.1. Parcel consignment

Parcels or other small deliveries up to 60kg with a max. single weight of 32kg are being forwarded by a parcel service provider, as long as the requirements (specific part, attachment C: shipping instructions - parcel service provider) are being fulfilled.

Differing of this, parcel deliveries in specific defined regions (Chart 2.2) are being dispatched by the regional forwarder.

As long as parcel deliveries are sent by a parcel service provider, the following has to be observed: Small deliveries up to 32kg have to be combined to a single parcel. Having a shipment gross weight between 32kg. and 60kg. two parcels are allowed, whereupon the max. single parcel weight of 32kg cannot be exceeded. Single packages are to be consolidated, that the total number of parcels within a delivery is max. 2 packages. This can be carried out by loading smaller parcels in a larger covering box, which does not exceed the max. belt range, according to attachment C. In the case of contravention without having specific assignation of MAN, the increase in transport costs will be forwarded to the supplier.



3.2. Unit-loads (collected goods) and part loads (LTL)

Unit-load or part loads, which cannot be categorized as a parcel deliveries, have to be sent via the responsible regional forwarder. Further details can be found in the following chapter as well as in attachment A (contact details of regional forwarders) in the specific part.

3.3. Milkrun

During Milkruns, specific shipments of in general two to four suppliers, are sampled together to a fixed defined route. The pick-up sequence as well as the pick-up times are defined by MAN in coordination with the suppliers and the chosen transportation service provider. The notification and assignment of the transport is done directly by MAN.

3.4 Full truck loads (FTL)

In general, FTLs are to be sent with a defined FTL-partner. Insofar as no other agreements exist between MAN and the supplier, FTLs are to be shipped via the regional freight forwarder.

It has to be considered, that FTLs possibly have to be calculated with different run-times. Due to no necessity of consolidation of shipments, reduced run-times can occur.

The concrete run-times are stated by MAN or thru the defined transport service provider.

Designated FTLs are advised by MAN directly to the transport service provider. Therefore the supplier will be informed by MAN about the needed amount for the designated transport. For every other FTLs, referring to Chapter 4.2.1, suppliers have to advise. FTLs defined by MAN are to be operated at full capacity. If a not completely filled truck is dispatched, without having clear MAN instructions about this procedure, additional costs are forwarded to the supplier.

Especially FTLs on JIT-/ JIS relations which are controlled by the MAN Supply Cockpit software, the degree of loading utilization of a trailer is ensured by MAN. Supply Cockpit calculated delivery times, mostly consumption orientated and dynamic, as well as hence calculated pick-up times have to be observed and need to be indicated the freight forwarder by the supplier during the advice.

3.5. Hazardous goods consignments

The transport of hazardous goods must be arranged separately with the respective transport service providers. If in doubt, contact the MAN material manager responsible.

4. The procedure for unit-load, partial-load and complete-load consignments

4.1. Run times matrix

The so-called "ABC agreement" with regard to the transport process has been reached with the regional freight forwarder. In order to ensure that deliveries to the MAN plants and reception points can be made on time (Day C and following working days), the supplier must notify the regional freight forwarder of the consignment in good time prior to the delivery date specified in the delivery call-off (Day A), and must have the consignment ready for collection on the following day (Day B). For details please refer to 5.2.



There is a possibility that for Milkruns and FTLs different run times apply. Those are exclusively arranged by MAN in coordination with the transport service provider and the supplier.

The delivery days agreed with the regional freight forwarder can be found in the run-time matrix below. Working backwards, Day A/Day B must then be calculated on this basis. Public holidays and other exceptional circumstances (even ban on driving in transit countries) should be taken into consideration when calculating the delivery date and should be arranged with the transport partner.

Shipment run times (working days)

Country	Area	Munich	Dachau	Nuremberg	Salzgitter	Wittlich	Plauen	Steyr	Vienna	Krakau (Niepolomice)**	Starachowice**	Ankara (Apr-Sept)*	Ankara (Okt-Mrz)*
Germany	Hamburg	C	C	C	C	C	C	C	D	E	E	H	I
Germany	Kassel	C	C	C	C	C	C	C	D	E	E	H	I
Germany	Münster	C	C	C	C	C	C	C	D	E	E	H	I
Germany	Hannover	C	C	C	C	C	C	C	D	E	E	H	I
Germany	Berlin	C	C	C	C	C	C	D	D	E	E	H	I
Germany	Cologne	C	C	C	C	C	C	C	D	E	E	H	I
Germany	Leipzig	C	C	C	C	C	C	C	D	E	E	H	I
Germany	BaWü South	C	C	C	C	C	C	C	C	E	E	H	I
Germany	BaWü North	C	C	C	C	C	C	C	D	E	E	H	I
Germany	Bavaria North	C	C	C	C	C	C	C	C	E	E	H	I
Germany	Bavaria South	C	C	C	C	C	C	C	C	E	E	H	I
Germany	Frankfurt	C	C	C	C	C	C	D	D	E	E	H	I
Europe	Czech Republic	D	D	D	D	D	D	D	D	D	D	I	J
Europe	Great Britain / Ireland	F	F	F	E	E	F	F	F	G	G	K	L
Europe	Switzerland	D	D	D	D	D	D	D	D	F	F	I	J
Europe	Spain (Province 01; 05; 08; 09; 12; 16; 17; 19; 20; 22; 24; 25; 26; 28; 31; 33; 34; 37; 39; 40; 42; 43; 44; 46 - 50)	F	F	F	F	F	F	F	F	H	H	K	L
Europe	Spain (Province 02; 03; 04; 06; 10; 11; 13; 14; 15; 18; 21; 23; 27; 29; 30; 32; 36; 41; 45)	G	G	G	G	G	G	G	G	I	I	L	M
Europe	Portugal	G	G	G	G	G	G	G	G	I	I	L	M
Europe	Italy North (zip codes 0-6)	D	D	D	E	E	E	D	E	F	F	I	J
Europe	Italy South(zip codes 7-9)	E	E	E	F	F	F	E	F	G	G	J	K
Europe	Poland	E	E	E	E	E	E	E	E	C	C	J	K
Europa	Estonia, Latvia, Lithuania	F	F	F	F	F	F	F	F	D	D	K	L
Europe	Austria	C	C	C	D	D	C	C	C	D	D	H	I
Europe	Hungary, Slovenia, Slovakia	D	D	D	D	D	D	D	D	D	D	I	J
Europe	Romania	E	E	E	E	E	E	D	D	E	E	J	K
Europe	Scandinavia (Finland)	F	F	F	F	F	F	G	G	H	H	K	L
Europe	Scandinavia (Denmark; Sweden zip codes 20-29)	E	E	E	E	E	E	F	F	G	G	J	K
Europe	Scandinavia (Sweden, zip codes 10-19; 30-89)	F	F	F	F	F	F	F	F	H	H	K	L
Europe	Scandinavia (Sweden, zip codes 90-98)	G	G	G	G	G	G	G	G	I	I	L	M
Europe	Scandinavia (Norway, zip codes 0-6)	G	G	G	G	G	G	G	G	I	I	L	M
Europe	Scandinavia (Norway, zip codes ≥7)	H	H	H	H	H	H	H	H	J	J	M	N
Europe	France North/ East (Dep. 02, 08, 10, 21, 25, 27, 28, 39, 45, 51, 52, 54, 55, 57, 59, 60, 62, 67, 68, 70, 75-78, 80, 88-95)	D	D	D	D	D	D	E	E	F	F	I	J
Europe	France Rest	E	E	E	E	E	E	F	F	G	G	J	K
Europe	BeNeLux	D	D	D	D	D	D	D	D	F	F	I	J

Legend: Day A = Booking day Day B = Loading day Day C, D, ff. = Delivery



* for all shipments coming from **Germany** with the destination Ankara larger than 8 loading meter, the transportation run time is less than 1 day (April- September A-B-G, October- March A-B-H)

** for shipments going to Poland following applies: HUB is used for all shipments coming from Germany (only up to 4 tons/ 4 loading meter) as well as shipments coming from the United Kingdom/ Republic of Ireland, Spain/ Portugal, Italy, Scandinavia, France, and BeNeLux. Transit time to hub “North” in Peine is equal to transit time to Salzgitter, transit time to hub “South” in Schwaig is equal to transit time to Munich

Translation Transit days (Monday- Friday)

A	-
B	0
C	1
D	2
E	3
F	4
G	5
H	6
I	7
J	8
K	9
L	10
M	11
N	12
O	13

4.2. The procedure for unit- load, partial- load and complete- load consignments

4.2.1. Notify regional freight forwarder of consignment

The supplier notifies the regional freight forwarder of the consignment by fax or e-mail, using the form for notification of consignments found in the *specific part* (see *attachment B: dispatch notification*) or a form supplied by the regional freight forwarder. If the forwarder offers the possibility to use a web portal for booking shipments, it is recommended to use this web portal. There can be individual cases, where complete loads are advised by the freight forwarder directly thru MAN.

The supplier hands over the original shipping order and the delivery note to the regional freight forwarder when the latter collects the consignment (see Chapter [4.5.](#))

The notification of the consignment must contain the following information:

- a) The type, number, gross weight and dimensions of the containers, and information on whether they can be stacked
- b) The recipient's address together with the number of the unloading point



-
- c) Hazardous goods / hazardous goods class
 - d) Date of collection from supplier (as a rule, the working day following the day of notification)
 - e) Date of delivery to the recipient (as a rule, the working day specified as per the run time matrix)

The regional freight forwarder shall be notified of the consignment **no later than 16:00** on the day prior to loading; any exceptions to this rule must be agreed on with the regional freight forwarder or defined by MAN. (for example: JIS/JIT supply).

4.2.1.1. Delivery confirmation with RDT

The supplier sends the delivery note as per VDA Standard 4913 to MAN **and** to the regional freight forwarder. In addition, the supplier hands over the completely filled in shipping order and delivery note or the RDT waybill together with the consignment to the regional freight forwarder.

4.2.1.2. Delivery confirmation without RDT

The supplier hands over the completely filled-in shipping order and delivery note to the regional freight forwarder together with the consignment.

4.3. Material staging at the supplier's premises

Consignments must always be ready for collection by the regional freight forwarder **at the latest by 08:00** on the day of collection. The time of collection by the freight forwarder takes place during the opening hours (standard times, may vary, 08:00 – 18:00). Any exceptions to this rule must be agreed on with the regional freight forwarder or defined by MAN.

Loading must take place immediately so that the dispatching process can be completed **within 2 hours**. In the event that the regional freight forwarder is kept standing or waiting for a period exceeding two hours, the forwarder is entitled to remove the vehicle he has provided. Responsibility for the delivery of the goods on the due date then passes to the supplier, at the supplier's own cost. Alternatively, the regional freight forwarder is entitled to demurrage from the supplier of 20 Euros for every 30 minutes or part thereof in excess of two hours.

On request by the regional freight forwarder, the supplier is obligated to confirm by means of a routing slip the beginning and end of the period during which the vehicle was provided.

4.4. Loading at the supplier's premises

The quantities notified shall be suitably packed by the supplier for shipping in accordance with the regulations and instructions of the MTB AG as per Works Standard M3338 "Packaging Guidelines" and loaded, stowed and fastened onto suitable vehicles in a manner ensuring their safe transport (the respectively applicable version of the regulations of the German Commercial Code (HGB), the German Traffic Code (STVO) and the VBG apply).

- Any subsequent changes to the quantities may be made only after consultation with Material Scheduling at the MAN Truck & Bus AG. Fundamentally, however, the supplier is responsible for notifying the regional freight forwarder of the consignment as per Section 5.1.1.
- The regional freight forwarder must be informed immediately if the weight or volume of the consignment deviates from that notified by more than +/- 10%. The supplier can be charged directly by the forwarder in the event that the regional freight forwarder incurs additional costs or dead freight.

The supplier is responsible for the correct notification of his freight (cf. the German Commercial Code (HGB) §§ 415/416/417).



The regional freight forwarder shall check the goods that were handed over for externally visible damage and ensure that the number of containers corresponds to the number stated on the freight document. The driver shall be granted unrestricted access to his vehicle at all times during the loading procedure. Moreover, the supplier shall ensure that the driver is able to secure the cargo properly.

4.5. Documentation

Documents used for delivery and transport, have to match only MAN specified VDA Standards resp. DIN-specifications according to below chart:

Number of copies(<i>all plants</i>)	National transport	International transport	
		EU	Non-EU
Int. CMR consignment note	-	2	3
Shipping order/ consignment note VDA 4922	2	2	2
Delivery note DIN 4994 or EDI delivery note VDA 4912	2	2	2
Customs documents	-	-	2
Commercial Invoice/ pro-forma invoice	-	-	2

It is necessary to declare on shipping order/ consignment note the type, number, gross weight and dimensions of the containers as well as loading volume in cubic metres and information on whether the containers can be stacked.

All required delivery documents need to be handed over to the freight forwarder in paper mold. If the delivery documents are not corresponding to the requested type and quantity, the MAN department of goods receipt reserves the right to refuse delivery. Costs (standing time, empty runs etc.), that occur at supplier's forwarder resp. at department of goods receipt because of the refusing, have to be paid by the supplier.

The delivery note or RDT waybill (VDA 4912) must be handed over to the transport service provider together with the freight documents (**do not** attach them to the packages!). The actual scope of the delivery (including load carriers / packaging) must correspond to that stated on the freight papers and documents.

The export documents for deliveries to or from non-EU countries must be filled in by the supplier. They must correspond to the actual scope of the delivery and must be handed over on collection of the consignment.

! The procedure for all consignments not shipped via the regional freight forwarder's consolidation point (including special deliveries) makes it absolutely necessary that the forwarder is sent **the shipping order and the delivery note** (in the case of suppliers without RDT connection) **additionally by fax** . If this applies to your consignments you will be informed accordingly by your regional freight forwarder.

4.6. Goods tag (VDA 4902)

A goods tag as per VDA Standard 4902 shall be fastened to every package in such a manner that it is **visible**. For further details please refer to the Logistic norm M3399 of MAN. Packing pieces are single pieces or grouped units by suppliers to handle a transport, for example: Parcels, boxes, iron-barred boxes or pallets.



5. Processing of special deliveries

5.1. Term

Special deliveries are unscheduled, time-critical deliveries for the MAN Truck & Bus AG which are necessary to supply MAN production with parts in the event of emergencies. Packing pieces are single pieces or grouped units by suppliers to handle a transport, for example: Parcels, boxes, iron-barred boxes or pallets.

5.2. Process

The instruction for special deliveries commissioned by MAN Truck & Bus AG is generally given by the material disposition of the receiving MAN plants in coordination with the supplier. If a special delivery is caused by MAN, costs, commission and transaction of the special delivery are in responsibility of MAN. Whether it turns out that a special delivery is not caused by MAN but the supplier (or vice versa), the costs have to be passed on to the counterpart. If a special delivery is caused by the supplier he has to pay the costs and is also responsible for the commission and transaction. In this case the supplier receives a special number from the material management. If the supplier commissions the special delivery freight forwarder of MAN (currently INTIME); the special delivery number has to be communicated to this forwarder. The MAN special delivery number has to be noted on all transport documents. Alternatively, the supplier is allowed to use a different freight forwarder.

6. Processing empties

Empties call-offs carried out by the supplier at MAN, shall be scheduled prior to the planned shipment of loaded pallets with a correspondingly calculated lead times as per the lead times listed in the run-time matrix. The supplier shall ensure that the delivery of empties can take place at the same time as the collection of loaded pallets.

The unloading process has to take place immediately, due to the fact that the dispatch of the un- and uploading process has to take place within 2 hours. Regulation of Demurrage Chapter [4.3](#).

Returns of empties coming from the supplier to a MAN plant or to a different supplier are exclusively on demand of MAN empties distribution department to be carried out. During the notification of the transport of empties, the supplier has to exhibit the assignation to the freight forwarder in written form. Excepted of the authorization of every single empties transport can be standard processes, (such as service provider processes, who plan frequent empties returns to the supplier or to MAN plant). Those suppliers/ service providers will be authorized by MAN. There will be special information coming from MAN concerning this. In case of doubt or in case of uncertainty please contact the concerned MAN empties distribution department. Shipments of empties without a proof of approval from MAN side, will be advised as well as transported in suppliers name, as well as on suppliers cost. Transferring those costs onwards to MAN is not possible. Furthermore, it is necessary that following document (empties transport request) is used by the supplier for the notification (optional) as well as the transport (compelling).



Empties – transport request

Addresser

Vendor number
Mustermann AG
Musterstraße 1
11111 Musterhausen

Forwarding department

Musterspedition GmbH

Musterallee 3
33333 Musterweiler

Addressee

Musterfrau AG
Musterweg 5
55555 Musterheim

Date:
Lfd.Nr.:

Type of container	Appellation	Comment	Piece
09.84019._____			
09.84019._____			
09.84019._____			
09.84019._____			
09.84019._____			
09.84019._____			
09.84019._____			
09.84019._____			
09.84019._____			
09.84019._____			
09.84019._____			
09.84019._____			
09.84019._____			
09.84019._____			
09.84019._____			

Loading meter:

Forwarder confirmation:

Securing of loads implemented:

.....
Date, Stamp of the company,
Signature forwarder

.....
Signature collector

.....
Date, Stamp of the company,
Signature receive



7. MAN plants and shipping addresses

Plant	Shipping address
Munich	MAN Truck & Bus AG - Werk München - Dachauer Str. 667 D-80995 München
Dachau After Sales	MAN Truck & Bus AG - Ersatzteilwesen Dachau - Max-Planck-Str. 1 D-85221 Dachau
Dachau After Sales Außenlager Neufahrn	MAN Truck & Bus AG -Ersatzteilwesen Dachau - Außenlager Neufahrn Römerstraße 1- 16 (Prologis- Park) D-85375 Neufahrn
Nuremberg	MAN Truck & Bus AG - Werk Nürnberg - Vogelweiherstr. 33 D-90441 Nürnberg
Nuremberg After Sales	MAN Truck & Bus AG - Ersatzteilwesen Nürnberg - Vogelweiherstr. 33 D-90441 Nürnberg
Salzgitter	MAN Truck & Bus AG - Werk Salzgitter - Heinrich-Büssing-Str. 1 D-38239 Salzgitter
Salzgitter After Sales	MAN Truck & Bus AG - Ersatzteilwesen Salzgitter - Industriestraße Mitte 2 D-38239 Salzgitter
Steyr	MAN Truck & Bus Österreich AG - Werk Steyr - Schönauer Str. 5 A-4400 Steyr
Steyr After Sales	MAN Truck & Bus Österreich AG - Zentraler Ersatzteildienst (ZED) - Schönauer Str. 5 A-4400 Steyr



Vienna Lkw-Einfahrt:	Rheinmetall MAN Military Vehicles Österreich GmbH Brunner Str. 44 - 50 Seybelgasse 26 A-1230 Wien
Bus Modification Center Plauen	MAN Truck & Bus AG - Bus Modification Center Plauen - Leuchtmühlenweg 12 D-08523 Plauen
Truck Modification Center Wittlich	MAN Truck & Bus AG - Truck Modification Center - Otto-Hahn-Str. 31 54516 Wittlich
Truck Modification Center München	MAN Truck & Bus AG - Truck Modification Center - Dachauer Str. 667 D-80995 München
Starachowice	MAN Bus Sp.Z o.o. ul. 1 Maja 12 PL-27-200 Starachowice
Niepolomice (Krakau)	MAN Trucks Sp. Z o o. Ulica Rudolfa Diesla 1 PL-32-005 Niepolomice
Ankara	MAN Türkiye A.S. Esenboga Havalimani Yolu 22. Km. TR-06750 Akyurt (Ankara)
St. Petersburg (nur für definierte FTL- Relationen)	OOO MAN Truck & Bus Production RUS Mira street 7 RUS-196626 Sankt Petersburg Settlement Shushary

8. Co-applicable documents

The present edition, the general part of the shipping instructions is only valid in combination with the (region-) –specific part. The (region-) –specific part has to be obtained by the responsible MAN-purchaser.