



Doing Business with Harley-Davidson, Packaging

Original Equipment Manufacturing and Assembly Operations

Updated: March 2026

Harley-Davidson Supplier Packaging Guidelines for Production Parts



Doing Business with Harley-Davidson, Packaging

Original Equipment Manufacturing and Assembly Operations

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Table of Contents

Introduction

Letter to Suppliers

1.0 Expendable Packaging

- 1.1 General Requirements
- 1.2 Dunnage for Expendable Packaging
- 1.3 Expendable Packaging Closures
- 1.4 Container Pack Quantity (CPQ) Requirements
- 1.5 Packaging Sketch Form Requirements

2.0 Returnable Containers

3.0 Container Sizes

- 3.1 General Requirements
- 3.2 Application
- 3.3 Container Size Table
- 3.4 Bulk Container Size Table

4.0 Material Requirements

- 4.1 General Requirements
- 4.2 Corrugated Fiberboard
- 4.3 Plastic Packaging
- 4.4 Wood Packaging
- 4.5 Prohibited Materials
- 4.6 Certification & Documentation

5.0 Performance Testing Requirements

6.0 Pallet Requirements

- 6.1 Pallet Materials
- 6.2 Environmental Compliance



Doing Business with Harley-Davidson, Packaging

Original Equipment Manufacturing and Assembly Operations

Updated: March 2026

- 6.3 Pallet Dimensions & Maximum Load Heights
- 6.4 Pallet Capacity
- 6.5 Pallet Style & Construction
- 6.6 Pallet Loading Requirements

7.0 Product Identification Labels

8.0 Packaging Safety and Ergonomics

- 8.1 Ergonomic Requirements
- 8.2 Safety Requirements

9.0 Environmental Protection and Conditioning

- 9.1 Protective Requirements
- 9.2 Validation

10.0 Hazardous Materials Packaging Compliance

11.0 Returnable Container Maintenance and Damage

- 11.1 Supplier Responsibilities
- 11.2 Harley-Davidson Responsibilities
- 11.3 Inspection Criteria
- 11.4 Identification of Damaged Containers

12.0 Sustainability and Environmental Responsibility

13.0 Timing Requirements

Appendices

- Appendix A – Packaging Sketch Form (Excel Template)
- Appendix B – Material Certification Requirements
- Appendix C – Performance Testing Requirements
- Appendix D – Example Hang Tag and Protocol
- Appendix E – Stage Gate Packaging Check Sheet



Doing Business with Harley-Davidson, Packaging

Original Equipment Manufacturing and Assembly Operations

Updated: March 2026

To our Supplier,

The purpose of these Supplier Packaging Guidelines is to ensure that all parts shipped to Harley-Davidson are packaged in a manner that:

- Protects product quality and integrity from supplier to point of use.
- Supports safe and ergonomic handling throughout Harley-Davidson's supply chain.
- Promotes logistics efficiency through standardized pallets, containers, and labeling requirements.
- Reflects Harley-Davidson's commitment to sustainability and environmental responsibility.

These specifications apply to all suppliers shipping production parts, service parts, and accessories to Harley-Davidson facilities. Both expendable and returnable packaging systems are included.

We appreciate your partnership in helping us deliver safe, high-quality, and efficiently packaged products to our customers.

Thank you and regards,

Harley-Davidson



Doing Business with Harley-Davidson, Packaging

Original Equipment Manufacturing and Assembly Operations

Updated: March 2026

1.0 Expendable Packaging

Suppliers are responsible for designing expendable packaging that protects the part, supports safe handling, and minimizes environmental and cost impact. All expendable packaging shall comply with the following requirements:

1.1 General Requirements

- Containers shall be “right sized” to fit the part, eliminating excess void space and avoiding oversized or under-filled boxes.
- Containers shall use appropriate materials (e.g., corrugated, fiberboard, inserts, partitions) to withstand handling, storage, and shipping without failure. Packaging materials shall be recyclable where possible, with preference for recycled or renewable content.
- Packaging must also comply with the Material Requirements (see Section 4.0) and Performance & Testing Requirements (see Section 5.0).

1.2 Dunnage for Expendable Packaging

- For some non-cosmetic parts, bulk packing is acceptable but internal dunnage could also be required in some cases.
- For cosmetic or fragile parts, expendable dunnage should be used only where necessary to protect part quality.
- Bagging, wrapping, masking, and taping parts should be minimized to ease removal during production.
- Harley-Davidson strongly recommends the use of commonly recycled materials.

1.3 Expendable Packaging Closures

- Tape shall be used to secure container lids. Paper-packaging tape that can be torn is preferred.
- Reinforced tape, staples, or glue shall not be used as closure methods unless specifically approved by a Harley-Davidson Packaging Engineer.

1.4 Container Pack Quantity (CPQ) Requirements



Doing Business with Harley-Davidson, Packaging

Original Equipment Manufacturing and Assembly Operations

Updated: March 2026

Suppliers must provide Container Pack Quantity (CPQ) information as part of the Request for Quote (RFQ). The RFQ will prompt suppliers for all required details (e.g., container dimensions, part count, dunnage, pallet type, weight).

Timing (refer to Section 12 for full list of definitions and requirements):

- Draft CPQ: Due at PK1 (Quote Timing) — estimates are acceptable.
- Final CPQ: Due at PK2 — must reflect production-intent packaging.

Expectations:

- CPQ must be submitted through the RFQ process, even if initially an estimate.
- Updates are required if dimensions, counts, or packaging methods change.
- Final CPQ must align with production packaging used at DV and PV builds.
- Final CPQ must also be documented in the Packaging Sketch Form.

1.5 Packaging Sketch Form Requirements

Suppliers must submit a Packaging Sketch Form (See Appendix A) to document the proposed production-intent packaging. This Excel-based form captures both a visual sketch or image and the key packaging details, including container dimensions, number of parts per container, dunnage type, and handling considerations. The final Container Pack Quantity (CPQ) must also be recorded on this form.

- Timing: Due by PK2, reflecting production-intent packaging and final CPQ.
- Format: Use the Harley-Davidson Excel template. Include photos, CAD views, or sketches of dunnage and packaging proposed.
- Expectations: Complete all fields accurately; updates are required if CPQ or packaging design changes after PK2 approval.

2.0 Returnable Containers

Returnable containers are used selectively within Harley-Davidson's supply chain when program volume, logistics flow, and sustainability benefits justify their use. Harley-Davidson will designate when returnable containers are required.

- Returnable containers are owned by Harley-Davidson. Harley-Davidson will be responsible for designing returnable containers with input and support from the supplier to ensure proper fit, protection, and handling.



Doing Business with Harley-Davidson, Packaging

Original Equipment Manufacturing and Assembly Operations

Updated: March 2026

- Suppliers shall comply with AIAG RC-1 Returnable Container System Guidelines, which define requirements for system design, part protection, and handling.
- Suppliers shall comply with AIAG RC-5; Global Returnable Container Management Guidelines, which define requirements for container tracking, cleaning, and return across regional and global flows.
- Returnable containers shall be maintained in good condition and cleaned as required to prevent part contamination.
- Loss, misuse, or late return of Harley-Davidson-owned returnables may result in supplier chargeback.

3.0 Container Sizes

To ensure consistency, efficiency, and compatibility with Harley-Davidson's material handling systems, all expendable packaging must conform to approved box sizes.

3.1 General Requirements

- The preferred container sizes for OE parts are listed in the table below. These dimensions are modular and designed to maximize cube utilization on Harley-Davidson's standard pallet footprints.
- When designing an expendable backup package, the container size must mirror the current returnable container size used for the part.
- Boxes should match or closely align with the size specified. Every effort must be made to stay within the preferred range.
- Exceeding dimensional tolerances (e.g., more than 20% deviation in length, width, or depth) may result in the package being rejected or subject to a supplier chargeback.

3.2 Application

- Expendable Packaging: Must align with the container dimensions in the table below, unless a deviation is approved by H-D Packaging Engineering.
- Expendable Backup: The optimal expendable size should mirror the returnable footprint where possible, ensuring smooth interchangeability.



Doing Business with Harley-Davidson, Packaging

Original Equipment Manufacturing and Assembly Operations

Updated: March 2026

3.3 Container Size Table

Ideal Length	Ideal Width	Ideal Depth	Acceptable Length Range	Acceptable Width Range	Acceptable Depth Range
6"	6"	6"	6"	6"	6"
12"	7.4"	5"	10-12"	6-7.4"	5"
15"	12"	5"	13-15"	10-12"	5"
15"	12"	7.5"	13-15"	10-12"	6-7.5"
15"	12"	9.5"	13-15"	10-12"	6-9.5"
16"	15"	7.5"	14-16"	13-15"	6-7.5"
16"	15"	9.5"	14-16"	13-15"	6-9.5"
24"	15"	5"	22-24"	13-15"	5"
24"	15"	7.5"	22-24"	13-15"	6-7.5"
24"	15"	9.5"	22-24"	13-15"	6-9.5"
24"	15"	11.5"	22-24"	13-15"	9.5-11.5"
24"	15"	14.5"	22-24"	13-15"	11.5-14.5"
24"	22"	7"	22-24"	20-22"	5-7"
24"	22"	9"	22-24"	20-22"	7-9"
24"	22"	11"	22-24"	20-22"	9-11"
32"	15"	7.5"	30-32"	13-15"	6-7.5"
32"	15"	9"	30-32"	13-15"	6-9"
48"	22"	7"	46-48"	20-22"	5-7"

3.4 Bulk Container Size Table

32	30	24	30-32"	28-30"	23-25"
32	30	34	30-32"	28-30"	30-34"
48	45	34	46-48"	43-45"	30-34"

4.0 Material Requirements

To ensure consistency, durability, and compliance across the supply chain, all packaging materials used for Harley-Davidson parts shipments must meet the following requirements:

4.1. General Requirements

- Packaging materials must be suitable for protecting parts from damage, contamination, and environmental exposure under normal handling and transport conditions.



Doing Business with Harley-Davidson, Packaging

Original Equipment Manufacturing and Assembly Operations

Updated: March 2026

- All materials must comply with local and international environmental regulations (including recyclability, RoHS, REACH, and any region-specific restrictions).
- Recyclability is strongly encouraged to align with Harley-Davidson's sustainability goals.

4.2. Corrugated Fiberboard

- Must meet a minimum 32 ECT single-wall standard for shipments up to 30 lbs.
- 44 ECT (or higher) required for heavier cartons (>30 lbs.) or where multi stacking of palletized unit loads are required.
- Export or high-risk shipments must use, at minimum, a 44ECT or equivalent.
- Expendable corrugated pallets are not permitted unless approved by Pkg. Engineer

4.3. Plastic/Foam Packaging

- Polybag use should require no less than 2 mil thickness
- VCI bags should be required for parts that have the following:
 - Uncoated steel or cast iron
 - Machined surfaces
 - Ground or honed finishes
 - Phosphate or black-oxide coatings
 - Oiled surfaces that may dry out
- Expanded polypropylene (EPP) or polyethylene (EPE) foams must be of sufficient density to maintain cushioning performance over repeated use cycles.

4.4. Wood Packaging

- All wood packaging materials (including pallets, crates, and dunnage) must meet ISPM 15 treatment and labeling requirements for international shipments.
- Untreated, non-certified wood may be required depending upon regulatory standards.

4.5. Prohibited Materials

- Metal strapping/banding is not permitted due to safety risks.
- Materials that are hazardous or restricted under environmental regulations are prohibited unless pre-approved.



Doing Business with Harley-Davidson, Packaging

Original Equipment Manufacturing and Assembly Operations

Updated: March 2026

4.6. Certification & Documentation

- Suppliers must provide Material Certifications from the raw material producer or converter verifying material grade and compliance. See Appendix B.
- Certifications must include material grade/type, performance test results (ECT, burst, GSM — see Appendix B), traceability (batch/lot), and regulatory compliance declarations.
- Timing: Material Certifications are due at PK3.

5.0 Performance Testing Requirements

Suppliers will be required to perform packaging performance testing on certain components to demonstrate that proposed packaging can withstand Harley-Davidson's handling, storage, and transportation environments. All testing shall be conducted to applicable AIAG and ISTA standards unless otherwise approved.

- Timing: Performance testing must be completed and certified by PK3.
- Documentation: Suppliers must submit the Testing & Validation Check Sheet along with supporting test results.
- Reference: See Appendix C – Performance Testing Requirements for detailed test descriptions and documentation expectations.

6.0 Pallet Requirements

Harley-Davidson requires all suppliers to ship their product on standard-size pallets. Harley-Davidson does not provide expendable pallets for supplier shipments. The following requirements must be met for all palletized shipments to Harley-Davidson facilities:

6.1 Pallet Materials

- Wood, metal, and plastic pallets are acceptable, provided they meet the criteria outlined in this specification.
- Expendable corrugated pallets are not acceptable unless specifically approved by a Harley-Davidson packaging engineer.

6.2 Environmental Compliance

- All international wood packaging materials, including pallets, must comply with ISPM 15 treatment and labeling standards.



Doing Business with Harley-Davidson, Packaging

Original Equipment Manufacturing and Assembly Operations

Updated: March 2026

- Details of these requirements can be found on the USDA website.

6.3 Pallet Dimensions & Maximum Load Heights

LENGTH (inches)	WIDTH (inches)	MAX HEIGHT (inches)
48	45	50
32	30	37.5 -> 50"?
48	32	40 -> 50"?

6.4. Pallet Capacity

- The gross weight of a pallet load must not exceed 1,200 lbs. unless otherwise approved.
- Palletized shipments must be capable of double stacking during transport, unless product configuration or weight makes this impractical.
- Double stacking is required to maximize trailer cube and transportation efficiency.

6.5 Pallet Style & Construction

- Pallets must be four-way entry notched stringer pallets.
- Pallets must be flush (not winged) and may be either reversible or non-reversible stringer pallets.
- Block-style pallets are not accepted due to safety concerns.
- Construction must meet standards defined by the National Wooden Pallet and Container Association (NWPCA).

6.6 Pallet Loading Requirements

- No overhang of boxes is permitted.
- A pallet load should be at least 90% utilized.
- All packages must be securely fastened to prevent shifting during transit.
- Plastic strapping is required for all shipments.
- Stretch film may be required in addition to strapping to further secure loads.



Doing Business with Harley-Davidson, Packaging

Original Equipment Manufacturing and Assembly Operations

Updated: March 2026

7.0 Product Identification Labels

Harley-Davidson's enterprise-wide product identification labels are the Container, Master, Mixed Load, and Mixed Master barcode labels, which utilize the AIAG B-10 standard as the base format. The labels are 4 x 6" and tie the contents of the shipment to Harley-Davidson's requirement as well as an electronic Advance Ship Notice (ASN).

- Container Label – Reflects the contents of a single container holding an identical part number.
- Master Label – Reflects the contents of a single pallet containing identical part numbers.
- Mixed Load Label – A single pallet that contains multiple part numbers.

All suppliers must utilize this format to identify products shipped to Harley-Davidson. Product Identification Labels are required for shipments to ALL Harley-Davidson Distribution Centers and contract facilities.

This text is an excerpt from the Bar Coding and Labeling Requirements document that can be found in its entirety on H-DSN:

www.h-dsn.com/genbus/PublicDocServlet?docID=75&docExt=pdf2.0.

8.0 Packaging Safety and Ergonomics

Safety and ergonomics are a primary concern for Harley-Davidson in the development of all packaging. When designing expendable packaging, suppliers must consider human interaction to ensure safety and prevent injuries at both Harley-Davidson and supplier facilities. Suppliers are encouraged to propose improvements that enhance the safety, quality, cost, and efficiency of product packaging.

Suppliers are responsible for incorporating these requirements into their packaging designs and validating that handling is safe and efficient during normal operations.

8.1 Ergonomic Requirements

- Weight Limits: Individual containers shall not exceed 35 lbs. (16 kg). Exceptions require prior approval from a Harley-Davidson Packaging Engineer.
- Access and Reach: Parts must be removable without excessive reach, bending, or twisting. The recommended maximum reach is 24 inches.



Doing Business with Harley-Davidson, Packaging

Original Equipment Manufacturing and Assembly Operations

Updated: March 2026

- Container Height: Expendable boxes taller than 22 inches (including pallet height) must include a drop panel. The drop panel shall provide an opening equal to at least 50% of the wall height and 80% of the wall width.
- Part Orientation: If required; Packaging should present parts as instructed by H-D Packaging Engineering
- Dunnage Design: Internal dunnage must allow easy part removal without sharp edges, excessive force, or obstruction.

8.2 Safety Requirements

- Stackability: All containers and palletized loads must be stackable unless part configuration or weight requirements prevent it. If pallets cannot be stacked, the use of crush cones is recommended.
- Material Condition: All packaging and pallets must be in good working condition prior to shipment to Harley-Davidson.

9.0 Environmental Protection and Conditioning

Certain components are sensitive to environmental factors such as moisture, humidity, and temperature fluctuations during storage and transportation. Suppliers are responsible for designing packaging that protects against these risks and validating performance through ISTA environmental conditioning procedures (see Appendix C).

9.1 Protective Requirements

- Corrosion Protection: Parts susceptible to rust or oxidation shall be protected using appropriate methods such as VCI (volatile corrosion inhibitor) bags, wraps, or papers.
- Moisture Protection: Moisture barriers, sealed bags, or lined cartons shall be used when parts are at risk of absorbing humidity or condensation.
- Desiccants and Indicators: Where required, suppliers shall include desiccants (e.g., silica gel packs) and humidity indicator cards to confirm package integrity.
- Temperature Cycling: Packaging for parts subject to expansion, contraction, or degradation due to temperature changes shall be validated under ISTA environmental conditioning cycles.



Doing Business with Harley-Davidson, Packaging

Original Equipment Manufacturing and Assembly Operations

Updated: March 2026

9.2 Validation

Suppliers shall confirm that protective features maintain product integrity for the full expected distribution cycle, including storage at Harley-Davidson facilities.

10.0 Hazardous Materials Packaging Compliance

All suppliers and/or shippers are responsible for complying with all applicable international, national, federal, provincial, state, and local laws and regulations governing the packaging of hazardous materials. This includes requirements for:

- Packing
- Marking and labeling
- Describing and documenting
- Certification

Suppliers with questions regarding hazardous material packaging regulations should contact the appropriate Harley-Davidson Packaging Engineer.

11.0 Returnable Container Maintenance and Damage

Both Harley-Davidson and suppliers share responsibility for maintaining the integrity of returnable packaging. Suppliers are expected to ensure containers are clean, safe, and functional before shipping parts.

11.1 Supplier Responsibilities

- Maintain containers in a clean condition; all parts must be shipped in clean, undamaged packaging.
- Notify Harley-Davidson Packaging Engineer of any damaged containers received within 24 hours of receipt.
- Do not scrap or dispose of Harley-Davidson-owned packaging without prior written approval from the appropriate Harley-Davidson Packaging Engineer.
- If damaged containers are shipped to Harley-Davidson facilities and parts are damaged as a result, the cost of product and rework may be charged back to the supplier.



Doing Business with Harley-Davidson, Packaging

Original Equipment Manufacturing and Assembly Operations

Updated: March 2026

11.2 Harley-Davidson Responsibilities

- Harley-Davidson will cover expenses for repair or replacement of containers when damage is caused by normal wear and tear.
- Costs of repairs required due to accidents, abuse, or misuse will be charged to the party responsible.

11.3 Inspection Criteria

Returnable containers must be regularly inspected for the following types of damage (including, but not limited to):

- Cracks in corner joints
- Bent posts
- Broken fork pockets
- Missing or broken access gate hinges
- Extensive base damage
- Broken-off pieces
- Pierces or cuts
- Bowing sidewalls
- Excessive dirt or debris

11.4 Identification of Damaged Containers

Suppliers should clearly mark or tag containers that are damaged and unfit for shipping. Harley-Davidson requires the use of a hang tag system to identify containers awaiting repair or replacement. Suppliers can request hangtags from the H-D Packaging Engineer. (See Appendix D for example hang tag, instructions for completion, and protocol.)

12.0 Sustainability and Environmental Responsibility

Harley-Davidson is committed to reducing the environmental impact of its packaging systems, and suppliers are expected to integrate sustainability into packaging design, material selection, and ongoing improvements.

- **Recyclability:** Packaging materials shall be recyclable wherever possible. Suppliers should prioritize materials with recycled content or from renewable sources.



Doing Business with Harley-Davidson, Packaging

Original Equipment Manufacturing and Assembly Operations

Updated: March 2026

- **Reduction of Waste:** Overpackaging, unnecessary components, and non-recyclable materials shall be avoided. Packaging should be designed to minimize material use while maintaining product protection.
- **Reusable Solutions:** Where feasible, suppliers should suggest reusable containers, dunnage, or other return systems that reduce single-use packaging.
- **Hazardous Materials:** The use of packaging materials containing restricted or environmentally harmful substances is prohibited unless specifically approved by Harley-Davidson.
- **Innovation and Continuous Improvement:** Suppliers are expected to proactively propose improvements or alternatives that reduce waste, improve recyclability, or lower overall environmental impact. Harley-Davidson may recognize suppliers who demonstrate leadership in sustainable packaging practices.



Doing Business with Harley-Davidson, Packaging

Original Equipment Manufacturing and Assembly Operations

Updated: March 2026

12.0 Timing Requirements

Packaging deliverables must be completed according to the following program milestones:

- **PK1 – RFQ Timing**
 - Occurs at the time of the Request for Quote (RFQ).
 - Suppliers must provide an initial CPQ estimate with the RFQ response.
- **PK2 – 90 Days Prior to DV Build**
 - Occurs 90 days before the Design Validation (DV) build.
 - Suppliers must submit the Packaging Sketch Form and the final CPQ.
 - All DV builds must use production-intent packaging with the Packaging Check Sheet attached.
- **PK3 – PPAP Timing**
 - Occurs at Production Part Approval Process (PPAP) submission.
 - Suppliers must submit Packaging Sketch Form (Appendix A) and Performance Testing results (Appendix C).
- **PK4 – 90 Days Prior to PV Build**
 - Occurs 90 days before the Production Validation (PV) build.
 - Any required updates must be fully communicated with the assigned Harley-Davidson Packaging Engineer.
 - All PV builds must use final production packaging with the Packaging Check Sheet inserted.

Adhering to these deadlines is essential to ensure packaging readiness aligns with program build events and production schedules. Missing deliverables can delay validation, disrupt builds, and create additional cost for both suppliers and Harley-Davidson.



Doing Business with Harley-Davidson, Packaging

Original Equipment Manufacturing and Assembly Operations

Updated: March 2026

Appendix



Doing Business with Harley-Davidson, Packaging

Original Equipment Manufacturing and Assembly Operations

Updated: March 2026

Appendix A



EXPENDABLE PACKAGING SKETCH FORM

H-D Part Information				Supplier Information			
H-D Part Number		Part Description		Supplier Name		Supplier Code	
12345678		COVER,ASSY,BLK		SUPPLIER ABC		123456	
H-D Plant		Primary Container Information					
<input checked="" type="checkbox"/> 3001 - York	<input type="checkbox"/> 3047 - Thailand Powertrain	Container Part Quantity (CPQ)	Loaded Container Weight (lbs)	Container Board Grade (ECT, Burst or GSM)	Container Dimensions - OD (in)		
<input type="checkbox"/> 3002 - Tomahawk	<input type="checkbox"/> 3048 - Thailand Mastering				Length	Width	Height
<input type="checkbox"/> 3003 - Pilgrim Road	<input checked="" type="checkbox"/> 3049 - Thailand Vehicle	24	11	32 ECT	23	15	10
Packaging Bill of Material (BOM)				Dunnage Photo			
Pkg Material	Description	Quantity					
Corrugated box	32 ECT, Corrugated Single Wall Box	1					
Long Divider	32 ECT, Corrugated Single Wall Long Divider	5					
Short Divider	32 ECT, Corrugated Single Wall Short Divider	7					
Plastic Bag 12x9	1 Bag Per Part	24					
Foam Sheets	1 Sheet Per Part	24					
Dunnage Photo		Dunnage In Container (empty)		Loaded Container			
Sketch Form Notes: Place part in polybag and wrap in foam							

*Part number reflects original submission of form

Location on web [xxx]



Doing Business with Harley-Davidson, Packaging

Original Equipment Manufacturing and Assembly Operations

Updated: March 2026

Appendix B

Supplier Packaging Material Certification Form

Purpose: To verify that all packaging materials used for Harley-Davidson production parts meet required performance and compliance standards.

1. Supplier Information	
Supplier Name:	_____
Supplier Code:	_____
Contact Person / Title:	_____
Email / Phone:	_____
2. Packaging Material Details	
Packaging Type:	<input type="checkbox"/> Corrugated Box <input type="checkbox"/> Tote <input type="checkbox"/> Foam <input type="checkbox"/> Pallet <input type="checkbox"/> Other _____
Material Description:	_____
Material Grade:	<input type="checkbox"/> ECT (____) <input type="checkbox"/> Burst (____ psi) <input type="checkbox"/> GSM (____ g/m ²)
Board Construction:	<input type="checkbox"/> Single-wall <input type="checkbox"/> Double-wall <input type="checkbox"/> Triple-wall
3. Test & Certification Information	
Material Certification Attached:	<input type="checkbox"/> Yes <input type="checkbox"/> No
Lot / Batch Number(s):	_____
Test Standard Referenced:	<input type="checkbox"/> AIAG B-10 <input type="checkbox"/> ISTA (3B/3H/Other: _____) <input type="checkbox"/> ASTM/ISO: _____
Test Results Attached:	<input type="checkbox"/> Yes <input type="checkbox"/> No
Date of Test / Certification:	_____
4. Compliance Declaration	
Requirements:	_____
Supplier Declaration:	We hereby declare that the materials used in this packaging are compliant
5. Supplier Signature	
Name / Title:	_____
Signature / Date:	_____

NOT REQUIRED AT THIS TIME



Doing Business with Harley-Davidson, Packaging

Original Equipment Manufacturing and Assembly Operations

Updated: March 2026

Appendix C

Supplier Testing & Validation Guideline

DEFINITIONS

ISTA: International Safe Transit Association – governing body for transit testing. **(Preferred Method)**

ASTM: American Society for Test and Materials

Packaging System: Complete set of materials protecting the part (carton, dunnage, foam, wrap, pallet, etc.).

Class A Surface: Chrome, painted, polished, or cosmetic surface requiring defect-free appearance.

Fragility (G-Value): Shock sensitivity rating of product or component.

Critical-to-Quality Areas (CTQs): Regions susceptible to cosmetic or functional damage.

PART CATEGORIES

Parts shall be classified into the following categories prior to selecting an ISTA test protocol.

Category 1 – Premium Cosmetic Components

Examples: - Chrome surfaces, painted tanks/fenders - Polished wheels - Mirror housings and decorative trim

Risk Profile: - High cosmetic sensitivity - Moderate-to-high abrasion risk - Failure mode: scratches, dents, coating defects

Required ISTA Tests: ISTA 3A or 3B depending on package type

Category 2 – Electronic & Electrical Components

Examples: - ECUs, BCMs, ABS modules - Sensors, displays, switches

Risk Profile: - Fragility < 50G - Electrostatic discharge (ESD) sensitivity - Susceptible to vibration and drop shock

Required ISTA Tests: ISTA 2A (baseline) or ISTA 3A (high-value or parcel-mode shipments)

Category 3 – Structural & Mechanical Components

Examples: - Frames, forks, bars - Engine covers, housings, castings - Brake components

Risk Profile: - High mass - Low fragility (>80G) - Packaging must prevent puncture or containment failure

Required ISTA Tests: ISTA 1C or ISTA 3B (palletized)

Category 4 – Flexible & Soft Components

Examples: - Seats, leather/vinyl panels - Rubber hoses, gaskets - Wire harnesses

Risk Profile: - Low fragility - High deformation risk - Susceptible to compression set

Required ISTA Tests: ISTA 1A or ISTA 2A

Category 5 – Dealer-Facing Retail Products

Examples: - Accessories in branded packaging - Helmets, visors, apparel items - Chrome kits for retail

Risk Profile: - Retail packaging must remain visually flawless - High parcel distribution frequency

Required ISTA Tests: ISTA 3A (mandatory)

ISTA TEST SELECTION MATRIX

<u>Packaging Type</u>	<u>Part Category</u>	<u>ISTA Test</u>
<u>Requirement</u>		
Small parcel / individual carton	1, 2, 5	ISTA 3A
Master pack (multiple small cartons)	1–5	ISTA 3A
Heavy/large individual pack	3	ISTA 2B or 3B
Palletized load	3, 4	ISTA 1C / ISTA 3B
Retail packaging	5	ISTA 3A



Doing Business with Harley-Davidson, Packaging

Original Equipment Manufacturing and Assembly Operations

Updated: March 2026

ISTA 3A is the Harley standard for high-value, cosmetic, or parcel-distributed goods.

Supplier Packaging Testing & Validation Check Sheet

Purpose: To verify that packaging designs have been tested and validated per AIAG/ISTA/ASTM requirements to ensure safe handling, storage, and shipment of Harley-Davidson production parts.

1. Supplier Information	
Supplier Name:	_____
Supplier Code:	_____
Contact Person / Title:	_____
Email / Phone:	_____
2. Test Summary	
Test Standard Applied:	<input type="checkbox"/> AIAG B-10 <input type="checkbox"/> ISTA 3B <input type="checkbox"/> ISTA 3H <input type="checkbox"/> ASTM _____ <input type="checkbox"/> Other _____
Test Lab:	<input type="checkbox"/> Internal <input type="checkbox"/> Third-Party (Name: _____)
Date of Test:	_____
3. Test Results	
<input type="checkbox"/> Compression Test	Result: <input type="checkbox"/> Pass <input type="checkbox"/> Fail Value: _____
<input type="checkbox"/> Drop Test (corners/edges/faces)	Result: <input type="checkbox"/> Pass <input type="checkbox"/> Fail Height: _____
<input type="checkbox"/> Vibration Test	Result: <input type="checkbox"/> Pass <input type="checkbox"/> Fail Duration: _____
<input type="checkbox"/> Incline / Impact Test	Result: <input type="checkbox"/> Pass <input type="checkbox"/> Fail Force: _____
<input type="checkbox"/> Environmental Conditioning	Result: <input type="checkbox"/> Pass <input type="checkbox"/> Fail Conditions: _____
<input type="checkbox"/> Other Test(s): _____	
4. Attachments	
Full Test Report Attached: _____	
5. Supplier Certification	
Name / Title:	_____
Signature / Date:	_____



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Original Equipment Manufacturing and Assembly Operations

Updated: March 2026

Appendix D

Repair Hang Tag



Add QWeb Instructions



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Original Equipment Manufacturing and Assembly Operations

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Appendix E

Stage-Gate Packaging Checklist

This check list guides suppliers through required packaging deliverables at each program milestone. Suppliers should complete all preparation steps and submit the required documentation on time.

Refer to Supplier Packaging Guidelines (SPG) for any further details.

PK1 – Request for quote (RFQ) timing

- Read Harley-Davidson Supplier Packaging Guidelines
- Review applicable AIAG and ISTA standards
- Submit initial CPQ estimate and detailed cost breakdown (SPG Section 1.4 – 1.6) with RFQ response

PK2 – 90 Days Prior to Design Validation (DV) build

- Confirm packaging aligns with expendable packaging requirement (SPG Section 1.0 – 1.6)
- Confirm compliance with container sizes (SPG Section 3.0 – 3.6)
- Submit Packaging Sketch Form Draft (SPG 1.4, Appendix A)
- Submit CPQ updates if applicable
- Submit DV parts in production intent packaging

PK3 – PPAP Timing

- Submit Packaging Sketch Form Final (SPG 1.4, Appendix A)
- Submit Performance testing form (SPG 5.0, Appendix C)

PK4 – 90 days prior to Production Validation (PV) Build

- Review and communicate any packaging updates with H-D Packaging Engineer
- Submit any updated documentation required
- Ship PV build parts in final production packaging with Stage Gate checklist (Appendix E) included.