

Mercedes-Benz US International, Inc.
MBUSI Service Parts
Accumulator Dangerous Goods Confirmation Letter

Date:

Company:

Address:

To Whom It May Concern:

This letter is to serve as verification that shock, strut, damper and prop type parts manufactured and sold to Mercedes-Benz US International Service Parts (MBUSI SP) by _____, have or have not been designed to meet all applicable exceptions within DOT, ICAO, and IMDG standards in reference to transportation of such parts via air, land, and sea. Completion and return of this document is mandatory for all suppliers that ship shocks, struts and/or props.

For your reference, the standards which establish the exceptions to domestic and international requirements indicate each part **must meet the following requirements to qualify for the exceptions:**

1. Gas Space Capacity:

- a. Each accumulator has a gas space capacity not exceeding 1.6 L and a charge pressure not exceeding 280 bar, where the product of the capacity expressed in liters and charge pressure expressed in bars does not exceed 80 (for example, 0.5 L gas space and 160 bar charge pressure). [49 CFR 173.306]
- b. Each article has a gas space capacity not exceeding 1.6 L and a charge pressure not exceeding 280 bar where the product of the capacity (litres) and charge pressure (bars) does not exceed 80 (i.e. 0.5 L gas space and 160 bar charge pressure, 1 L gas space and 80 bar charge pressure, 1.6 L gas space and 50 bar charge pressure, 0.28 L gas space and 280 bar charge pressure). [IATA Special Provision A114 and IMDG Special Provision 283]

2. Burst Pressure:

- a. Each article has a minimum burst pressure of 4 times the charge pressure at 20 °C for products not exceeding 0.5 L gas space capacity and 5 times the charge pressure for products greater than 0.5 L gas space capacity. [49 CFR 173.306, IATA Special Provision A114, and IMDG Special Provision 283]

3. Fragmenting:

- a. Each article is manufactured from material which will not fragment upon rupture. [IATA Special Provision A114 and IMDG Special Provision 283]

4. Fire Test:

- a. The design type has been subjected to a fire test demonstrating that pressure in the article is relieved, by means of a fire degradable seal or other pressure relief device such that the article will not fragment and that the article does not rocket. [49 CFR 173.306, IATA Special Provision A114, and IMDG Special Provision 283]



Mercedes-Benz

Created on: 5/1/2022
Reviewed on: 4/11/2024

Uncontrolled when printed | Supplier Guide | SG 11 | Packaging and Dangerous Goods | Service Parts
Failure to comply with the MBUSI Service Parts Supplier Guide could result in damages under the Master Terms Direct Purchasing

5. Quality Assurance Standards:

- a. Accumulators must be manufactured under a written quality assurance program, which monitors parameters controlling burst strength, burst mode and performance in a fire situation. A copy of the quality assurance program must be maintained at each facility at which the accumulators are manufactured. [49 CFR 173.306]
- b. Each article is manufactured in accordance with a quality assurance standard acceptable to the appropriate national authority. [IATA Special Provision A114]
- c. Each article is manufactured in accordance with a quality-assurance standard acceptable to the competent authority. [IMDG Special Provision 283]

6. Leakage:

- a. The accumulators, and their packaging, are designed and constructed to prevent leakage that may be caused by vibrations or changes in altitude and temperature during transportation aboard aircraft. [49 CFR 173.27 and IATA 5.0.2]

Please check one of the three statements below regarding parts.

None of the shocks/struts/props parts provided to MBUSI SP meet the exception requirements listed above for shipments under U.S. DOT, U.N. ICAO, & IMDG Codes.

All of the shocks/struts/props parts provided to MBUSI SP meet the exception requirements listed above for shipments under U.S. DOT, U.N. ICAO, & IMDG Codes. (If you checked this option, please list the part numbers that fall into the fully regulated category and part numbers which meet the exception requirements on the following page.)

Some of the shocks/struts/props parts provided to MBUSI SP meet the exception requirements listed above for shipments under U.S. DOT, U.N. ICAO, & IMDG Codes. (If you checked this option, please list the part numbers that fall into the fully regulated category and part numbers which meet the exception requirements on the following page.)

To the best of my knowledge, the information provided herein is true and accurate.

Supplier Representative - Signature

Supplier Representative Name - Printed

This completed document must be sent by email to MBUSI-Service-Parts-Packaging@mercedes-benz.com prior to filling orders or shipping product to MBUSI SP. For questions, please utilize the email address provided.

The supplier is fully responsible for submitting this document for any new or existing shocks, struts, or props. If a parts exception status changes, the supplier shall notify MBUSI SP by means of completing this form.

Supplier Parts List Shocks/Struts/Props Acknowledgement

Please enter the applicable information for parts that fall into the fully regulated category and parts that have successfully met all of the mentioned exception requirements into the below table. Alternatively, you may elect to attach a file with the information requested. The format however, must be maintained.

Manufacturer & Supplier Name	Descriptive Verbiage Include: Hydraulic or Pneumatic	MBUSI SP Part Number	All Exceptions Met
Example: (Tier 2, Tier 1 if applicable) Manufacturer X, for Supplier Y	Example: Pneumatic Mono Tube	Example: A1663202030	Example: No

Document History

Version Number	Location of Change(s)	Summary of Changes	Author User ID	Date of Release
001	All	Initial Release / Creation	JGALVAR	09/15/2017
002	All	Owner change from Josh Galvarino to Kelsey Kopec. Document number change from SP007 to SP019.	JGALVAR	11/06/2019
003	All	GSP/OJT revised to Service Parts	KEKOPEC	4/30/2020

