DOCKET 2022-2

JUNE 2022

A public meeting on National Motor Freight Classification® provisions will be held on **June 14, 2022** at:

Westin Portland Harborview
157 High Street
Portland, Maine 04101
207.775.5411
www.westinportlandharborview.com

COVID-19 ADVISORY: The Freight Classification Development Council is committed to ensuring the safety of all who attend our meetings. The meeting on June 14, 2022 will, therefore, be conducted in accordance with the COVID-19 safety guidelines established by the CDC as well as state or local authorities. If circumstances necessitate changing how and where the meeting will be conducted, that information will be posted on the National Motor Freight Traffic Association's website, www.nmfta.org, and we will do our best to notify individuals who have registered to attend.

For further information, please contact Colleen Airgood, Meeting Coordinator, at airgood@nmfta.org or 703.859.3924.

ISSUED: May 12, 2022

FREIGHT CLASSIFICATION DEVELOPMENT COUNCIL DOCKET 2022-2

On Tuesday, June 14, 2022, the Freight Classification Development Council (FCDC) will conduct a public meeting to discuss proposals for amending the National Motor Freight Classification® (NMFC®). **The meeting will be held at the Westin Portland Harborview, 157 High Street, Portland, Maine 04101,** commencing at **1:00 pm Eastern Time.**

Section I of this docket provides the FCDC analyses for proposed amendments that will be discussed at the meeting. Each analysis includes the full text of the proposal, the contact person(s) for the proposal and the identity of the proponent.

Section II of this docket provides notice of classification changes made necessary by law, by order of a regulatory body, or for clarification, simplification or uniformity.

The symbol ⇉ indicates a proposed classification change. The symbol ✪ indicates that the commodities may be subject to federal regulations concerning the shipping of hazardous materials. The symbol ® indicates a registered trade name or registered trademark. The symbol ™ indicates a trademark.

Public Docket Files

Supporting data and other relevant information pertaining to each proposal in Section I herein are contained in a **Public Docket File.** The public files are available online without charge at **www.nmfta.org.** They are organized by docket and subject numbers.

Freight Classification Development Council
fcdc@nmfta.org • 703.838.1810

Chairman
Joel L. Ringer

Vice Chairman
Lisa K. O'Donnell

Member
Allison L. Austin

Packaging
Erin N. Topper

Counsel
Claire L. Shapiro

The Freight Classification Development Council invites all interested persons to participate in the classification process.

Anyone having an interest in a proposal listed in this docket may attend the meeting on June 14, 2022 and/or submit a written statement. Written statements may be submitted by mail or email, **and they must be received by the FCDC no later than 5:00 pm Eastern Time, Wednesday, June 8, 2022.**

Written submissions received by 5:00 pm Eastern Time, June 8, 2022 will be included in the respective public docket file and posted on our website. The statements will be reviewed by the FCDC, and they will be discussed by the FCDC at the public meeting on June 14, 2022.

Our mailing address is:

Freight Classification Development Council
1001 North Fairfax Street, Suite 600
Alexandria, Virginia 22314

Our email address is:

fcdc@nmfta.org

Written statements may also be emailed to the contact person(s) involved.

To schedule an appearance at the meeting, or if you require further information, please contact Colleen Airgood, Meeting Coordinator, at airgood@nmfta.org or 703.859.3924. Anyone requesting assistance in accordance with the Americans with Disabilities Act will be accommodated.

The FCDC's procedures as well as other information on the FCDC and the National Motor Freight Traffic Association are available online at www.nmfta.org.

Amendments to the National Motor Freight Classification resulting from the proposals in this docket will be published in a supplement to the NMFC. The supplement is scheduled to be issued on **July 14, 2022,** with an effective date of **August 13, 2022.**

INDEX OF SUBJECTS (PROPOSALS)

INDEX OF SUBJECTS (PROPOSALS)

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SUBJECT 1

Re: Glass, flat; or Glazing Units, glass, not in sash — Items 86700 and 86960

Contact: Larissa A. Franklin Telephone — (703) 838-1824 franklin@nmfta.org

Proponent: Freight Classification Development Council

Present Classification Provisions

Item	Description	Class
	GLASS: subject to item 86500	
86700	**Glass,** flat, bent or not bent, NOI, see Notes, items 86701 and 86702, in boxes, crates or Packages 235, 785, 2008, 2025, 2147, 2149, 2160, 2239, 2245, 2281 or 2497:	
Sub 1	Greatest dimension exceeding 96 inches, subject to Item 170 and having a density in pounds per cubic foot of:	
Sub 2	Less than 4	400
Sub 3	4 but less than 6	300
Sub 4	6 but less than 8	200
Sub 5	8 but less than 12	125
Sub 6	12 but less than 15	100
Sub 7	15 but less than 22.5	85
Sub 8	22.5 or greater	70
Sub 9	Greatest dimension not exceeding 96 inches, subject to Item 170 and having a density in pounds per cubic foot of:	
Sub 10	Less than 4	300
Sub 11	4 but less than 6	250
Sub 12	6 but less than 8	175
Sub 13	8 but less than 12	110
Sub 14	12 but less than 15	92.5
Sub 15	15 but less than 22.5	77.5
Sub 16	22.5 or greater	65
86701	NOTE—The term 'flat glass' applies to glass known as sheet, plate, polished prism, rolled, window or float glass, whether or not polished, laminated, colored, opalescent, opaque, chipped, decorated, wired, etched, figured, acid dipped, ground, sandblasted, metalized (sprayed with atomized metal while glass is hot), silvered for mirrors or tempered, but not when flashed, nor framed or leaded (set in or framed by lead or other metal).	
86702	NOTE—Flat glass, not bent, may also be cut to size, edges beveled or ground, or holes cut or drilled.	
86960	**Glazing Units,** glass, not in sash, see Note, item 86966, in boxes, crates or Packages 2149 or 2281	70
86966	NOTE—Applies on units consisting of sheets of glass separated by air or vacuum, sealed at all edges with same or other materials.	

SUBJECT 1

Proposed Classification Provisions

Item	Description	Class
	GLASS: subject to item 86500	
86700	**Glass,** flat, bent or not bent, NOI, see Notes, items 86701 and 86702; ⇉**or Glazing Units (Insulated Glass Panels),** not in sash, see Note, item A-NEW; in boxes, crates or Packages 235, 785, 2008, 2025, 2147, 2149, 2160, 2239, 2245, 2281 or 2497, ⇉see Note, item B-NEW:	
Sub 1	Greatest dimension exceeding 96 inches, subject to Item 170 and having a density in pounds per cubic foot of:	
Sub 2	Less than 4	⇉500
Sub 3	4 but less than 6	300
Sub 4	6 but less than 8	200
Sub 5	8 but less than 12	125
Sub 6	12 but less than 15	100
Sub 7	15 but less than 22.5	85
Sub 8	22.5 or greater	70
Sub 9	Greatest dimension not exceeding 96 inches, subject to Item 170 and having a density in pounds per cubic foot of:	
Sub 10	Less than 4	⇉400
Sub 11	4 but less than 6	250
Sub 12	6 but less than 8	175
Sub 13	8 but less than 12	110
Sub 14	12 but less than 15	92.5
Sub 15	15 but less than 22.5	77.5
Sub 16	22.5 or greater	65
86701	NOTE—No Change.	
86702	NOTE—No Change.	
⇉A-NEW	NOTE—Applies on units consisting of sheets of glass separated by air, gas or vacuum, sealed at all edges with same or other materials.	
⇉B-NEW	NOTE—Articles must be protected by packing forms or other packaging materials necessary to afford adequate protection against damage.	
86960	**Glazing Units,** glass, not in sash, see Note, item 86966, etc	⇉Cancel; see item 86700
86966	NOTE—⇉Cancel; see item A-NEW.	

SUBJECT 1

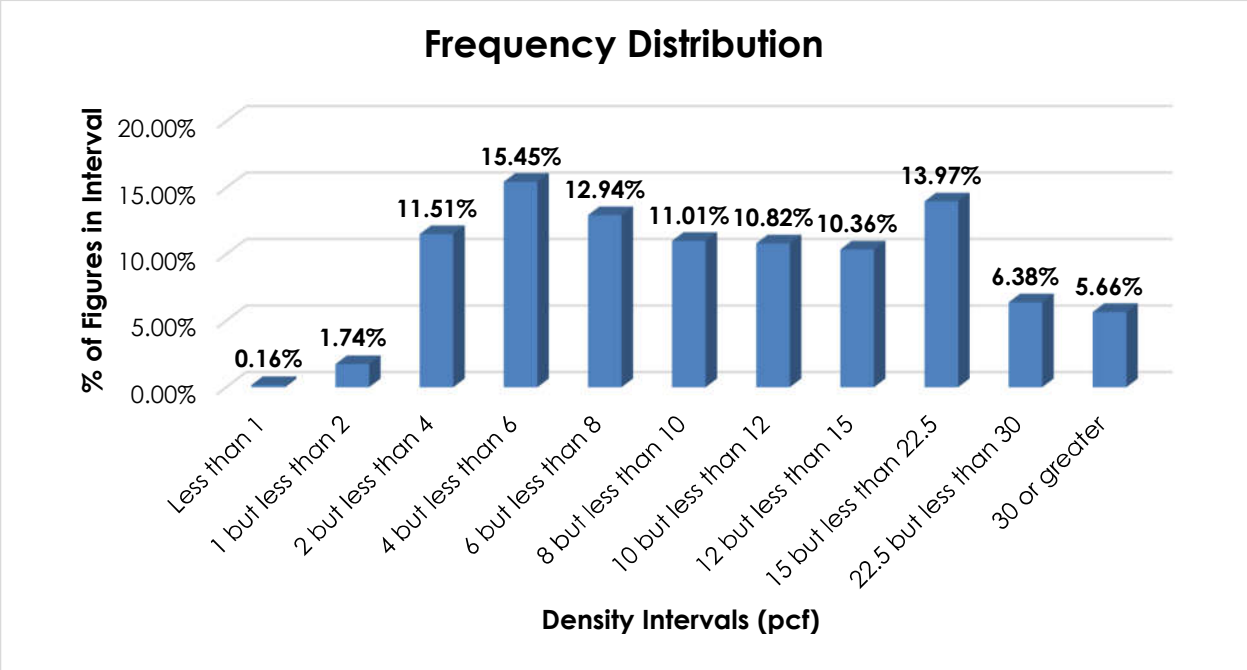
Analysis

Introduction

This proposal stems from Research Project 1475, which was initiated to review the transportation characteristics of glazing units, as named in item 86960, and to address interpretative issues relating to glazing units in which the glass panels are separated by gas instead of air or vacuum. The FCDC considered a proposal to amend item 86960 on Docket 2022-1, Subject 8 (February 2022). However, during the FCDC public meeting, comments were made regarding potential interpretation issues with flat glass, as encompassed by item 86700, and the FCDC subsequently voted to withdraw that proposal.

Transportation Characteristics

Density—The information of record includes 45,578 density observations submitted by carriers and obtained from the FCDC's Density Study[1]. The densities range from 0.15 to 47.52 pcf, with an overall average density of 11.88 pcf. As shown in the graph below, the densities are widely distributed throughout the range.



When the data is evaluated on the basis of the density groupings in item 86700, the ranges and averages shown in the table on the following page are calculated.

[1] The Density Study is part of an ongoing effort by the FCDC to collect information on actual shipments across all product categories handled by the LTL industry. Carriers that choose to participate in the Study periodically submit shipment data captured through their respective freight auditing programs. The FCDC uses verifiable data points, identified by NMFC item, that include the weight and the dimensions and/or cube of the shipping unit.

SUBJECT 1

Density Group (pcf)	Density Range (pcf)	Average Density (pcf)
Less than 4	0.15 – 3.99	2.89
4 but less than 6	4.00 – 5.99	4.96
6 but less than 8	6.00 – 7.99	6.97
8 but less than 12	8.00 – 11.99	9.94
12 but less than 15	12.00 – 14.99	13.40
15 but less than 22.5	15.00 – 22.49	18.21
22.5 or greater	22.50 – 47.52	30.91

Handling—The involved commodities are generally tendered in boxes, which may or may not be secured on lift truck skids or pallets, in crates, in one of the authorized numbered packages or in packaging not authorized in the Classification. These articles vary greatly in size, and when the data of record is evaluated based on greatest dimension, where known, it is found that numerous observations exceed 96 inches (8 feet) in greatest dimension[2]. As greatest dimension increases, the handling into and out of the vehicle becomes considerably more difficult, and certain equipment, or additional personnel, may be necessary to safely handle the longer/larger units. Furthermore, as the greatest dimension increases, cross-dock operations can be significantly affected. Moreover, due to their inherent fragility, these commodities, regardless of size, require extra care and attention when handling.

Stowability—Regardless of greatest dimension, stowing these articles presents problems due to their fragility. Extra care and attention must be taken to only stow compatible freight adjacent to and on top of the involved commodities. Additionally, shipments of the involved products exceeding 96 inches in greatest dimension present additional stowing issues as their size further complicates the carrier's ability to structure a load and maximize vehicle utilization.

Liability—The involved commodities are not perishable, hazardous in nature, nor likely to damage other freight. However, these articles do have an increased propensity to damage due to their inherent fragility.

Conclusion

Based on the foregoing analysis, this proposal would cancel item 86960 with reference to item 86700. Concurrently, the description of item 86700 would be amended to include "Glazing Units (Insulated Glass Panels), not in sash." As shown in the table on the following page, the established density breaks[3] and class adjustments based on greatest dimension in item 86700 would be maintained; however, subs 2 and 10 would have amended classes to reflect the current average density in the less than 4 pcf density group.

[2] Item (Rule) 568, "Heavy or Bulky Freight—Loading or Unloading," employs the threshold limit of exceeding 8 feet (96 inches) in greatest dimension as the measurement at which freight becomes more difficult to load and unload when compared to general boxed freight.
[3] The density provisions include reference to Item (Rule) 170, the inadvertence clause.

SUBJECT 1

Density Group (pcf)	Average Density (pcf)	Guideline Class	Class Adjustment When Greatest Dimension Does Not Exceed 96"	Class Adjustment When Greatest Dimension Exceeds 96"
Less than 4	2.89	300	400	500
4 but less than 6	4.96	200	250	300
6 but less than 8	6.97	150	175	200
8 but less than 12	9.94	100	110	125
12 but less than 15	13.40	85	92.5	100
15 but less than 22.5	18.21	70	77.5	85
22.5 or greater	30.91	60	65	70

Note, item 86966 would be canceled and reestablished as an attendant Note to item 86700. Furthermore, it would clarify that glazing units can have glass sheets separated by gas.

Additionally, pursuant to the recommendation of the FCDC's Packaging Consultant, a new Note would be established to require the articles to be protected by packing forms or other packaging materials necessary to prevent damage from the normal rigors of the LTL environment.

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SUBJECT 2

Re: Loudspeakers or Speakers — Item 62420

Contact: Adam C. Mercer Telephone — (571) 527-2698 mercer@nmfta.org

Proponent: Freight Classification Development Council

Present Classification Provisions

Item	Description	Class
	ELECTRICAL EQUIPMENT GROUP: subject to item 60500	
62420	**Loudspeakers or Speakers,** in boxes:	
Sub 1	With horns, not in cabinets or housings	150
Sub 2	NOI, also in Package 1018	100
Sub 3	With cast aluminum housings, having a density in pounds per cubic foot of 30 or greater, see Note, item 62421	60
62421	NOTE—Density must be shown by shipper on shipping orders and bills of lading at time of shipment. If density is not shown and shipment is inadvertently accepted, class will initially be assessed under the provisions of sub 2, 'NOI.' Upon submission of satisfactory proof of an actual density in pounds per cubic foot of 30 or greater, class will be adjusted accordingly.	

Proposed Classification Provisions

Item	Description	Class
	ELECTRICAL EQUIPMENT GROUP: subject to item 60500	
⇉62420	**Loudspeakers or Speakers,** NOI, in boxes	125
62421	NOTE—⇉Cancel; no further application.	

Analysis

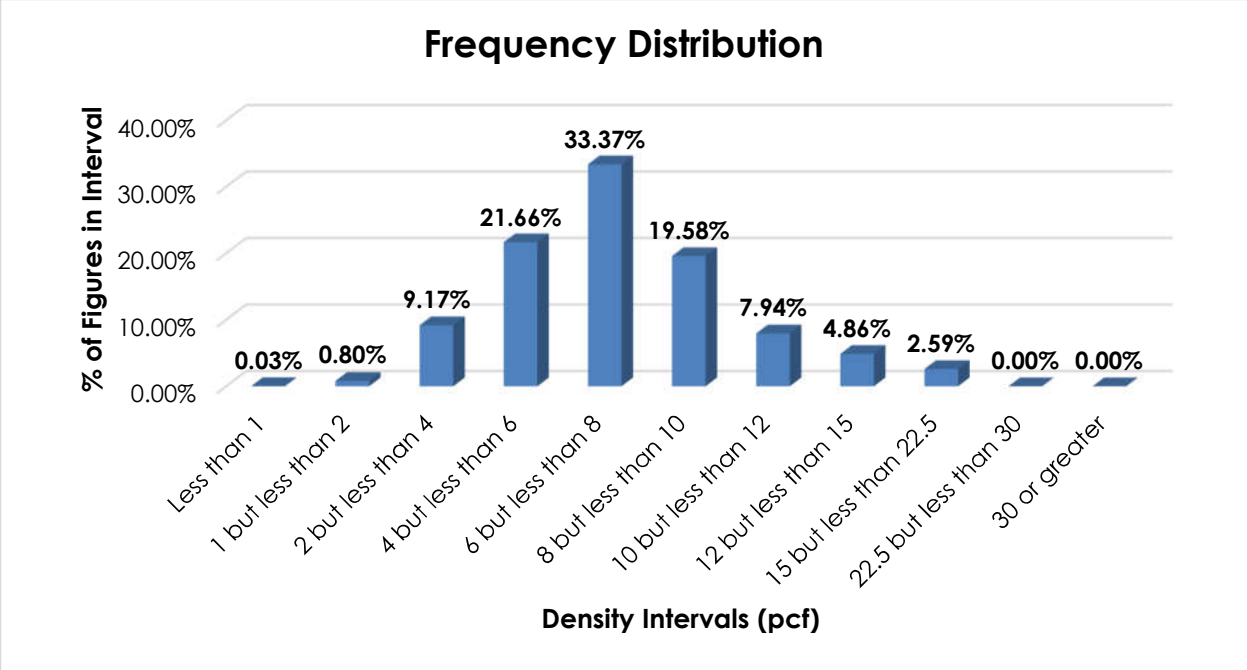
Introduction

This proposal is based on information developed through Research Project 1469, which was initiated to review the transportation characteristics of loudspeakers or speakers, as embraced by item 62420.

SUBJECT 2

Transportation Characteristics

Density—The information of record includes 72,268 density observations submitted by carriers and obtained from the FCDC's Density Study[1]. The densities range from 0.34 to 20.39 pcf, with an overall average density of 7.51 pcf. As shown in the graph below, the density distribution is relatively tightly clustered around the average, tapering off relatively equally in both directions. The majority of the figures—almost 75%—fall between 4 and 10 pcf. The overall average is reflective of the distribution of densities.



Handling, Stowability and Liability—There have been no reports of unusual or significant handling, stowability or liability concerns.

Conclusion

Based on the foregoing analysis, item 62420 would be amended to read, "Loudspeakers or Speakers, NOI," and would assign class 125. These changes would foster clarification and simplification.

Note, item 62421 would be canceled with no further application.

[1] The Density Study is part of an ongoing effort by the FCDC to collect information on actual shipments across all product categories handled by the LTL industry. Carriers that choose to participate in the Study periodically submit shipment data captured through their respective freight auditing programs. The FCDC uses verifiable data points, identified by NMFC item, that include the weight and the dimensions and/or cube of the shipping unit.

SUBJECT 2

The FCDC's Packaging Consultant has reviewed the proposed minimum packaging requirements, i.e. "in boxes," and determined that they are appropriate for the LTL environment.

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SUBJECT 3

Re: Weatherstrips or Weatherstripping — Item 196955

Contact: Angela L. Li Telephone — (703) 838-1882 angela.li@nmfta.org

Proponent: Freight Classification Development Council

Present Classification Provisions

Item	Description	Class
196955	**Weatherstrips or Weatherstripping**, NOI; other than felt, see Note, item 196956; other than plastic or rubber, separate or combined with other materials, see Note, item 196957; in packages:	
Sub 1	Synthetic fiber	150
Sub 2	Metal, see Note, item 196958	70
196956	NOTE—For classes applicable to felt weatherstrips or weatherstripping, see item 67990.	
196957	NOTE—For classes applicable to plastic or rubber weatherstrips or weatherstripping, whether separate or combined with other materials, see item 156600 or item 157320.	
196958	NOTE—Also applies when having components or accessories of other materials not in excess of 10 percent of the weight of the individual weatherstrip or weatherstripping.	

Proposed Classification Provisions

Item	Description	Class
⇉196955	**Weatherstrips or Weatherstripping**, NOI, in boxes, subject to Item 170 and having a density in pounds per cubic foot of:	
Sub 1	Less than 1	400
Sub 2	1 but less than 2	300
Sub 3	2 but less than 4	250
Sub 4	4 but less than 6	175
Sub 5	6 but less than 8	125
Sub 6	8 but less than 10	100
Sub 7	10 but less than 12	92.5
Sub 8	12 but less than 15	85
Sub 9	15 but less than 22.5	70
Sub 10	22.5 but less than 30	65
Sub 11	30 or greater	60
196956	NOTE—⇉Cancel; no further application.	
196957	NOTE—⇉Cancel; no further application.	
196958	NOTE—⇉Cancel; no further application.	

SUBJECT 3

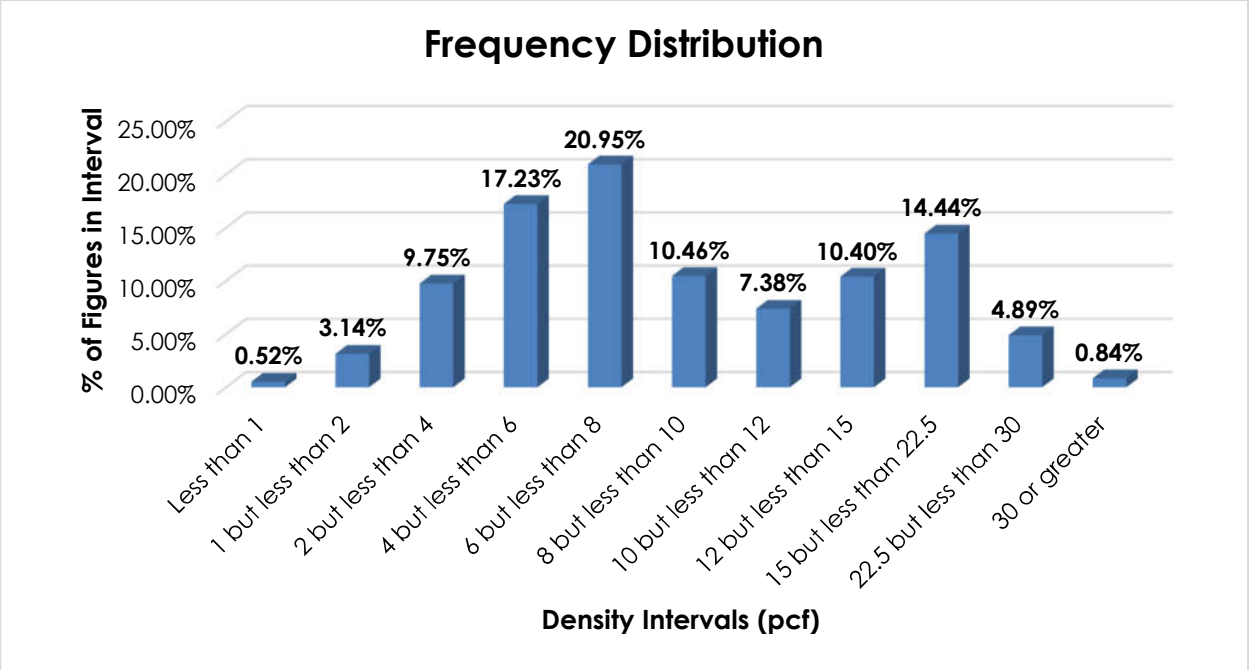
Analysis

Introduction

This proposal is based on information developed through Research Project 1501, which was initiated to review the transportation characteristics of weatherstrips or weatherstripping, as embraced by item 196955.

Transportation Characteristics

Density—The information of record includes 3,081 density observations submitted by carriers and obtained from the FCDC's Density Study[1]. The densities range from 0.70 to 38.37 pcf, with an overall average density of 9.94 pcf. As shown in the graph below, the densities are widely distributed throughout the range.



Handling, Stowability and Liability—There have been no reports of unusual or significant handling, stowability or liability concerns.

[1] The Density Study is part of an ongoing effort by the FCDC to collect information on actual shipments across all product categories handled by the LTL industry. Carriers that choose to participate in the Study periodically submit shipment data captured through their respective freight auditing programs. The FCDC uses verifiable data points, identified by NMFC item, that include the weight and the dimensions and/or cube of the shipping unit.

SUBJECT 3

Conclusion

Based on the foregoing analysis, item 196955 would be amended to provide the FCDC's standard 11-subprovision density scale[2].

Additionally, Notes, items 196956, 196957 and 196958 would be canceled with no further application, in the interest of clarification and simplification.

The FCDC's Packaging Consultant has reviewed the proposed minimum packaging requirements, i.e. "in boxes," and determined that they are appropriate for the LTL environment.

[2] The FCDC's standard 11-subprovision density scale includes reference to Item (Rule) 170, the inadvertence clause.

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SUBJECT 4

Re: Fittings, electrical conduit, NOI — Item 62010

Contact: Larissa A. Franklin Telephone — (703) 838-1824 franklin@nmfta.org

Proponent: Freight Classification Development Council

Present Classification Provisions

Item		Description	Class
		ELECTRICAL EQUIPMENT GROUP: subject to item 60500	
62010		**Fittings,** conduit, NOI, in boxes or drums:	
	Sub 1	Aluminum, with or without insulators	92.5
	Sub 2	Iron and aluminum combined, with or without insulators	77.5
	Sub 3	Iron or zinc or zinc alloy, with insulators	70
	Sub 4	Iron or zinc or zinc alloy, without insulators	50
	Sub 5	Iron, plastic coated, without insulators	70
	Sub 6	Plastic, with iron or steel component parts	85

Proposed Classification Provisions

Item		Description	Class
		ELECTRICAL EQUIPMENT GROUP: subject to item 60500	
⇉62010		**Fittings,** electrical conduit, NOI, in boxes, subject to Item 170 and having a density in pounds per cubic foot of:	
	Sub 1	Less than 12	110
	Sub 2	12 but less than 22.5	70
	Sub 3	22.5 or greater	60

Analysis

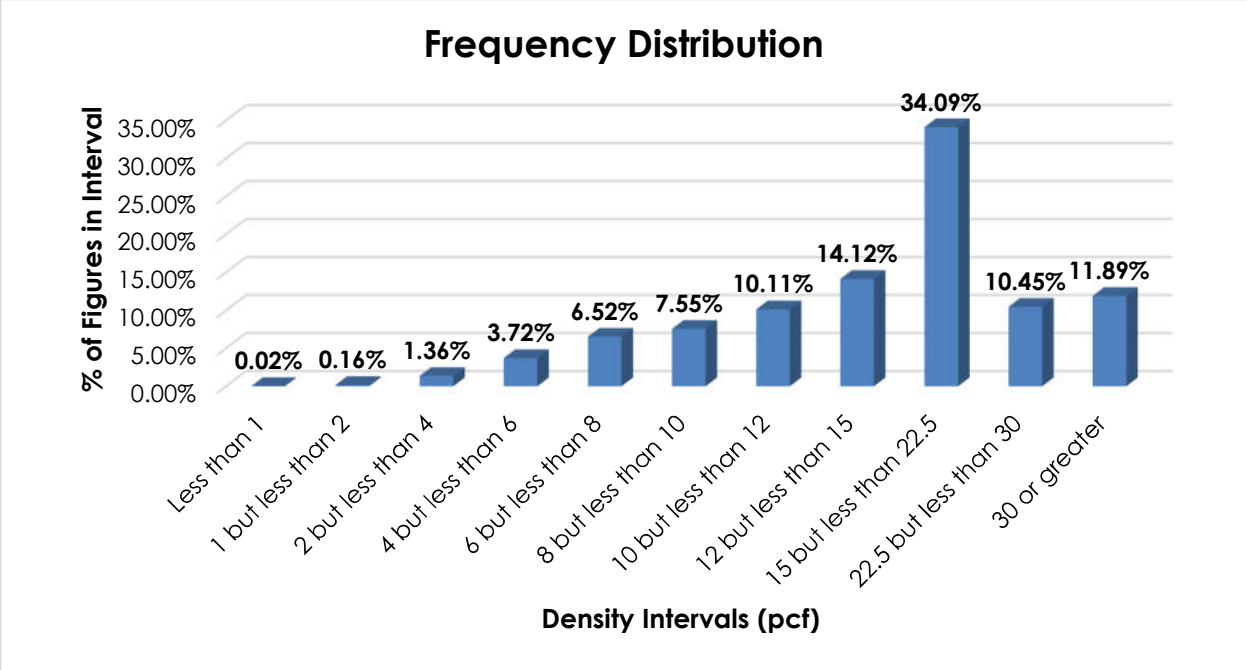
Introduction

This proposal is based on the information developed through Research Project 1365, which was initiated to review the transportation characteristics of electrical conduit fittings, as named in item 62010.

SUBJECT 4

Transportation Characteristics

Density—The information of record includes 52,559 density observations submitted by a carrier, collected on a dock survey and obtained from the FCDC's Density Study[1]. The densities range from 0.70 to 55.60 pcf, with an overall average density of 17.98 pcf. As shown in the graph below, the density distribution is skewed left. There is clustering around the overall average, with the majority of figures—over 70%—being 12 pcf or greater, and a predominant peak in the 15 but less than 22.5 pcf interval. Density breaks at 12 and 22.5 pcf address the spread and modality of the distribution.



When the data is evaluated on the basis of the three proposed density groupings to reflect the distribution of densities, the following ranges and averages are calculated.

Density Group (pcf)	Density Range (pcf)	Average Density (pcf)
Less than 12	0.70 – 11.99	8.47
12 but less than 22.5	12.00 – 22.49	17.08
22.5 or greater	22.50 – 55.60	32.46

Handling, Stowability and Liability—There have been no reports of unusual or significant handling, stowability or liability concerns.

[1] The Density Study is part of an ongoing effort by the FCDC to collect information on actual shipments across all product categories handled by the LTL industry. Carriers that choose to participate in the Study periodically submit shipment data captured through their respective freight auditing programs. The FCDC uses verifiable data points, identified by NMFC item, that include the weight and the dimensions and/or cube of the shipping unit.

SUBJECT 4

Conclusion

Based on the foregoing analysis, this proposal would amend item 62010 to provide classes predicated on density breaks at 12 and 22.5 pcf[2], as shown in the table below.

Density Group (pcf)	Average Density (pcf)	FCDC Minimum Average Density Guideline (pcf)	Class Based on FCDC Density Guidelines
Less than 12	8.47	8	110
12 but less than 22.5	17.08	15	70
22.5 or greater	32.46	30	60

In the interest of clarification, the description would be amended to read, "Fittings, electrical conduit, NOI."

Moreover, the FCDC's Packaging Consultant has reviewed the proposed minimum packaging requirements, i.e. "in boxes," and determined that they are appropriate for the LTL environment.

[2] The density provisions would include reference to Item (Rule) 170, the inadvertence clause.

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SUBJECT 5

Re: Ironing Boards

Contact: Ashley L. Gencarelli Telephone — (703) 838-1809 gencarelli@nmfta.org

Proponent: Freight Classification Development Council

Present Classification Provisions

Item	Description	Class
	BUILDING MATERIALS, MISCELLANEOUS, GROUP: subject to item 33570	
34810	**Ironing Boards,** folding, in cabinets, NOI, in boxes or crates	85
	BUILDING WOODWORK GROUP: subject to item 37500	
37504	NOTE—Where reference is made to this note, provisions apply on articles of native wood, Canadian wood or foreign birch, pine or spruce, not further finished than primed.	
37612	NOTE—Applies only on articles to be built in and become a permanent part of building woodwork or ships' woodwork.	
38000	**Ironing Boards,** folded in cabinets, see Notes, items 37504 and 37612, in packages	85
	HOUSEHOLD UTENSILS GROUP: subject to item 100500	
101060	**Ironing Boards,** sleeve, metal or wood, with or without cloth covering, in packages	100
101080	**Ironing Boards,** with legs or standards, **or Ironing Tables (Ironing Stands),** KD, with or without cloth covers or pads:	
Sub 1	Steel, in boxes	85
Sub 2	Other than steel, in packages	92.5
	WOODENWARE OR WOODEN ARTICLES GROUP: subject to item 198340	
	Boards: subject to item 198420	
198450	Ironing, without legs or standards, in packages	70

Proposed Classification Provisions

Item	Description	Class
	BUILDING MATERIALS, MISCELLANEOUS, GROUP: subject to item 33570	
⇉34810	**Ironing Boards,** folding, in cabinets, in boxes, subject to Item 170 and having a density in pounds per cubic foot of:	
Sub 1	Less than 8	150
Sub 2	8 or greater	100
	BUILDING WOODWORK GROUP: subject to item 37500	
37504	NOTE—No Change.	
37612	NOTE—No Change.	
38000	**Ironing Boards,** folded in cabinets, etc	⇉Cancel; see item 34810
	HOUSEHOLD UTENSILS GROUP: subject to item 100500	
⇉NEW	**Ironing Boards or Ironing Tables,** NOI, with or without legs or stands, with or without covers or pads, in boxes	150

SUBJECT 5

Proposed Classification Provisions — Concluded

Item	Description	Class
	HOUSEHOLD UTENSILS GROUP: subject to item 100500	
101060	**Ironing Boards,** sleeve, metal or wood, with or without cloth covering, etc	⇉Cancel; see item NEW
101080	**Ironing Boards,** with legs or standards, **or Ironing Tables (Ironing Stands),** KD, etc	⇉Cancel; see item NEW
	WOODENWARE OR WOODEN ARTICLES GROUP: subject to item 198340	
	Boards: subject to item 198420	
198450	Ironing, without legs or standards, etc	⇉Cancel; see item NEW

Analysis

Introduction

This proposal is based on the information developed through Research Project 1474, which was initiated to review the transportation characteristics of ironing boards.

Transportation Characteristics

Density—The information of record includes 894 density observations submitted by carriers and obtained from the FCDC's Density Study[1].

Folding ironing boards in cabinets range in density from 2.42 to 16.32 pcf, with an overall average density of 8.27 pcf. As shown in the graph on the following page, the highest peak is around the overall average in the 8 but less than 10 pcf interval, with a smaller peak in the 6 but less than 8 pcf interval. A break at 8 pcf reflects the modality of the distribution.

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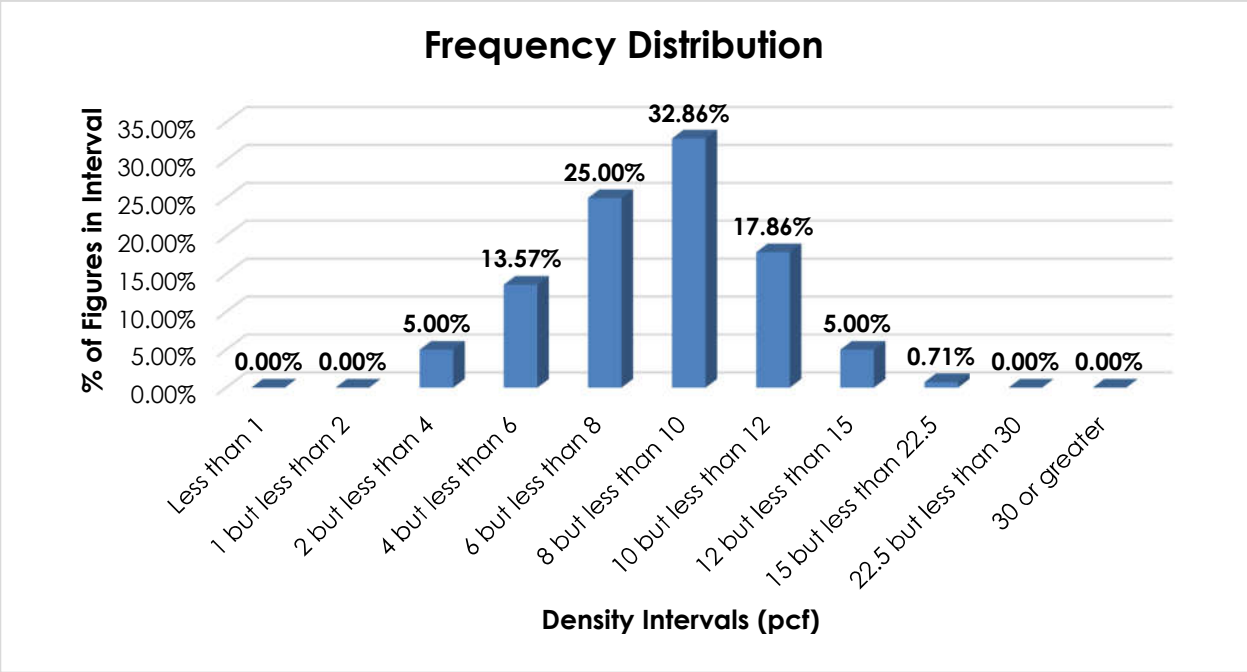
[1] The Density Study is part of an ongoing effort by the FCDC to collect information on actual shipments across all product categories handled by the LTL industry. Carriers that choose to participate in the Study periodically submit shipment data captured through their respective freight auditing programs. The FCDC uses verifiable data points, identified by NMFC item, that include the weight and the dimensions and/or cube of the shipping unit.

SUBJECT 5



When the data is evaluated on the basis of a single density break at 8 pcf to reflect the distribution of densities, the following ranges and averages are calculated.

Density Group (pcf)	Density Range (pcf)	Average Density (pcf)
Less than 8	2.42 – 7.98	6.07
8 or greater	8.00 – 16.32	9.96

Other ironing boards or ironing tables range in density from 1.51 to 32.19 pcf, with an overall average density of 6.40 pcf. As shown in the graph on the following page, the density distribution is single-peaked, with a majority of the figures—over 85%—falling between 4 and 8 pcf. The overall average is reflective of the unimodality of the distribution.

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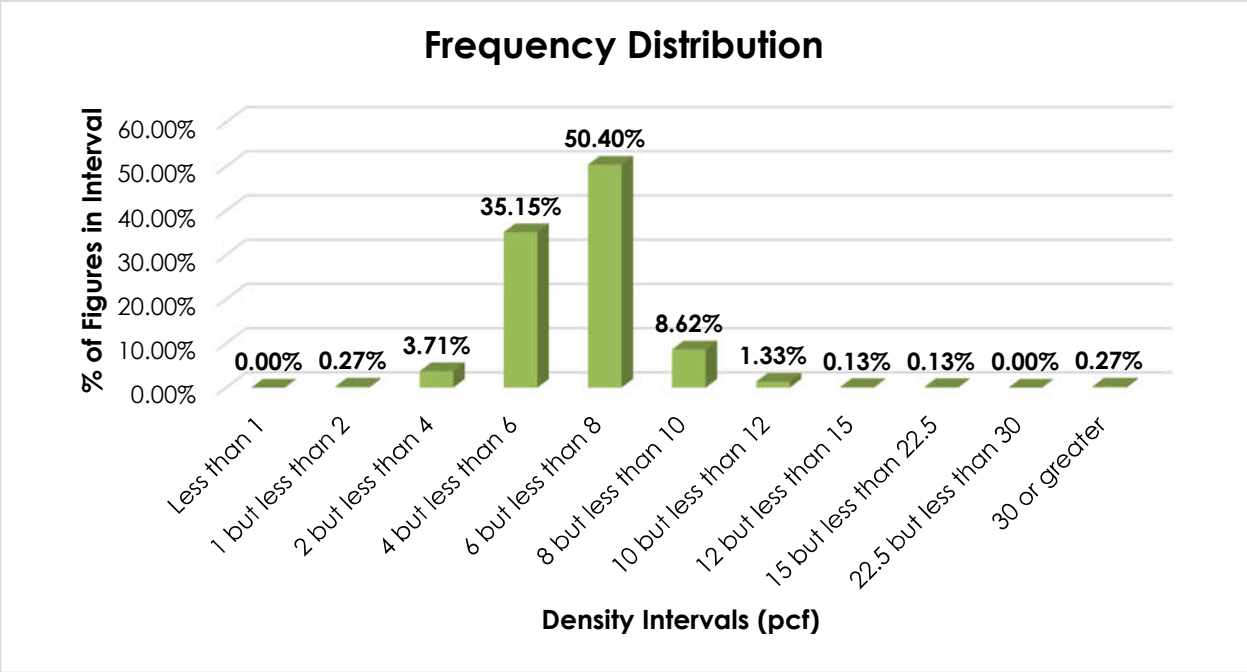
SUBJECT 5



Handling, Stowability and Liability—There have been no reports of unusual or significant handling, stowability or liability concerns.

Conclusion

Based on the foregoing analysis, item 38000 would be canceled with reference to item 34810 in the interest of clarification and simplification. Item 34810 would be concurrently amended to provide classes based on a single density break at 8 pcf[2]. The average densities and classes, per FCDC guidelines, are shown below.

Density Group (pcf)	Average Density (pcf)	FCDC Minimum Average Density Guideline (pcf)	Class Based on FCDC Density Guidelines
Less than 8	6.07	6	150
8 or greater	9.96	9	100

Furthermore, this proposal would cancel items 101060, 101080 and 198450 with reference to a new item, naming "Ironing Boards or Ironing Tables, NOI, with or without legs or stands, with or without covers or pads," at class 150.

The FCDC's Packaging Consultant has reviewed the proposed minimum packaging requirements, i.e. "in boxes," and determined that they are appropriate for the LTL environment.

[2] The density provisions would include reference to Item (Rule) 170, the inadvertence clause.

SUBJECT 6

Re: Glass Fireplace Guards or Screens — Item 69455

Contact: Lisa K. O'Donnell Telephone — (703) 838-1838 odonnell@nmfta.org

Proponent: Freight Classification Development Council

Present Classification Provisions

Item	Description	Class
	FIREPLACES OR FIREPLACE ACCESSORY GROUP: subject to item 69310	
69455	**Guards or Screens,** fireplace, glass, with metal frames, in boxes	70

Proposed Classification Provisions

Item	Description	Class
	FIREPLACES OR FIREPLACE ACCESSORY GROUP: subject to item 69310	
⇉69455	**Guards or Screens,** fireplace, glass, with metal frames, in boxes, subject to Item 170 and having a density in pounds per cubic foot of:	
Sub 1	Less than 4	300
Sub 2	4 but less than 6	250
Sub 3	6 or greater	150

Analysis

Introduction

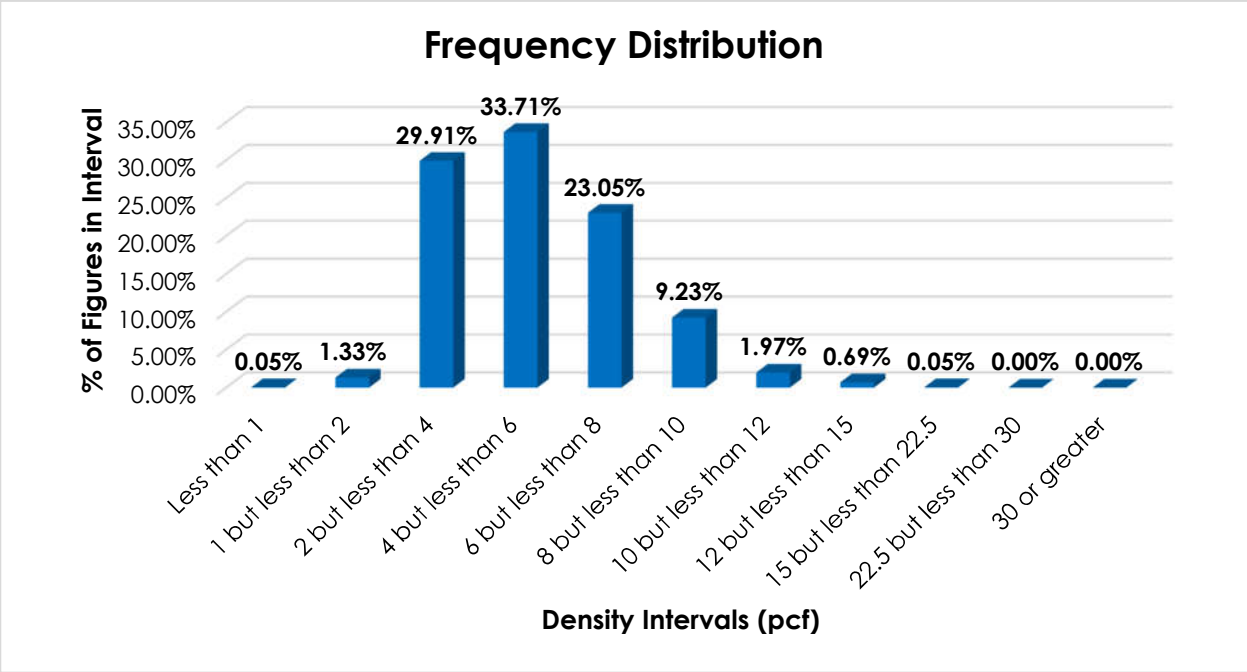
This proposal is in response to indications that shipments of glass fireplace guards or screens, as named in item 69455, exhibit transportation characteristics inconsistent with the currently assigned class 70.

Transportation Characteristics

Density—The information of record includes 2,026 density observations obtained from the FCDC's Density Study[1]. The densities range from 0.95 to 15.26 pcf, with an overall average density of 5.32 pcf. As shown in the graph on the following page, the density distribution is right-skewed, with predominant peaks in the 2 but less than 4 pcf, 4 but less than 6 pcf, and 6 but less than 8 pcf intervals. Breaks at 4 and 6 pcf address both the spread and modality of the distribution.

[1] The Density Study is part of an ongoing effort by the FCDC to collect information on actual shipments across all product categories handled by the LTL industry. Carriers that choose to participate in the Study periodically submit shipment data captured through their respective freight auditing programs. The FCDC uses verifiable data points, identified by NMFC item, that include the weight and the dimensions and/or cube of the shipping unit.

SUBJECT 6



When the data is evaluated based on the proposed density breaks, reflective of the density distribution of record, the density ranges and averages in the table below emerge.

Density Group (pcf)	Density Range (pcf)	Average Density (pcf)
Less than 4	0.95 – 3.99	3.09
4 but less than 6	4.00 – 5.99	4.97
6 or greater	6.00 – 15.26	7.65

Handling, Stowability and Liability—The involved commodities are inherently fragile and may be damaged during transportation. For this reason, the involved products should be handled and stowed with extra care.

Conclusion

Based on the foregoing analysis, this proposal would amend item 69455 to assign classes predicated on density, with breaks at 4 and 6 pcf[2]. Due to the identified handling, stowability and liability concerns, the proposed classes represent a one-class adjustment from the density guidelines.

[2] The density provisions would include reference to Item (Rule) 170, the inadvertence clause.

SUBJECT 6

The table below shows the associated average densities for each density group, the guideline classes and respective class adjustments.

Density Group (pcf)	Average Density (pcf)	FCDC Minimum Average Density Guideline (pcf)	Class Based on FCDC Density Guidelines	Class Adjustment
Less than 4	3.09	3	250	300
4 but less than 6	4.97	4	200	250
6 or greater	7.65	7	125	150

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SUBJECT 7

Re: Hitches or Couplers, vehicle, not wheeled — Item 192030

Contact: Angela L. Li Telephone — (703) 838-1882 angela.li@nmfta.org

Proponent: Freight Classification Development Council

Present Classification Provisions

Item	Description	Class
	VEHICLE PARTS: subject to item 190500	
192030	**Hitches or Couplers,** NOI, **or Parts thereof,** NOI, not wheeled, with or without stabilizers, in packages	70

Proposed Classification Provisions

Item	Description	Class
	VEHICLE PARTS: subject to item 190500	
⇉192030	**Hitches or Couplers,** NOI, **or Parts thereof,** NOI, not wheeled, with or without stabilizers, in packages, subject to Item 170 and having a density in pounds per cubic foot of:	
Sub 1	Less than 1	400
Sub 2	1 but less than 2	300
Sub 3	2 but less than 4	250
Sub 4	4 but less than 6	175
Sub 5	6 but less than 8	125
Sub 6	8 but less than 10	100
Sub 7	10 but less than 12	92.5
Sub 8	12 but less than 15	85
Sub 9	15 but less than 22.5	70
Sub 10	22.5 but less than 30	65
Sub 11	30 or greater	60

Analysis

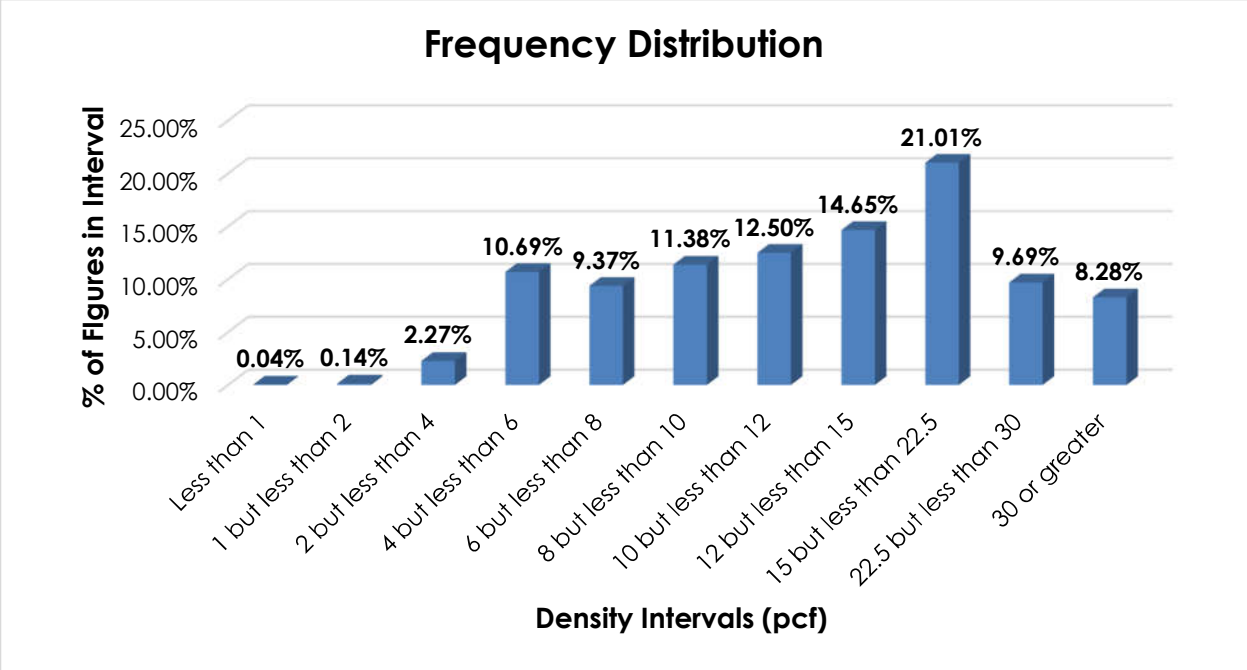
Introduction

This proposal is based on information developed through Research Project 1503, which was initiated to review the transportation characteristics of hitches or couplers, as embraced by item 192030.

SUBJECT 7

Transportation Characteristics

Density—The information of record includes 30,681 density observations submitted by carriers and obtained from the FCDC's Density Study[1]. The densities range from 0.86 to 52.76 pcf, with an overall average density of 15.08 pcf. As shown in the graph below, the densities are distributed relatively uniformly throughout most of the range.



Handling, Stowability and Liability—There have been no reports of unusual or significant handling, stowability or liability concerns.

Conclusion

Based on the foregoing analysis, item 192030 would be amended to provide the FCDC's standard 11-subprovision density scale[2].

[1] The Density Study is part of an ongoing effort by the FCDC to collect information on actual shipments across all product categories handled by the LTL industry. Carriers that choose to participate in the Study periodically submit shipment data captured through their respective freight auditing programs. The FCDC uses verifiable data points, identified by NMFC item, that include the weight and the dimensions and/or cube of the shipping unit.

[2] The FCDC's standard 11-subprovision density scale includes reference to Item (Rule) 170, the inadvertence clause.

SUBJECT 8

Re: Organs, Pianos, Keyboards or Synthesizers, electronic or digital — Item 139165

Contact: Larissa A. Franklin Telephone — (703) 838-1824 franklin@nmfta.org

Proponent: Freight Classification Development Council

Present Classification Provisions

Item	Description	Class
	MUSICAL INSTRUMENTS, OR PARTS NAMED: subject to item 138800	
139165*	**Organs, Pianos, Keyboards or Synthesizers,** electronic or digital, see Notes, items 139166 and 139167, in boxes or Packages 1225, 2001, 2061, 2100, 2124, 2214, 2229 or 2252	125
139166	NOTE—Also applies on one bench or stool shipped in the same package.	
139167	NOTE—Does not apply on acoustic pianos that have electronic or digital components or functions. Such pianos are classified in item 139420, naming 'Pianos, NOI.'	

Package 2229

In fiber boxes made of corrugated fiberboard, the fiberboard complying with Item 222. For gross weight not exceeding 150 pounds, boxes must be of doublewall corrugated fiberboard testing 275 pounds. For gross weights exceeding 150 pounds but not exceeding 350 pounds, box must be of doublewall corrugated fiberboard testing 350 pounds, except when boxes of three-piece construction with flanged caps, the flanged caps may be of corrugated fiberboard testing 275 pounds.

Article must rest on full dimension pad of doublewall corrugated fiberboard testing 275 pounds, scored and folded on long edges to provide not less than 3/4 inch clearance between article and inside wall of container at bottom.

Not less than one inch clearance must be maintained between article and walls of container by molded polystyrene end blocks molded to the configuration of the article, full width of article from front to back at top. Forms may be full depth of container or of two-piece construction provided end blocks bear on not less than 40 percent of article's structural bearing surface and are securely locked in place.

Finished surfaces which may be affected by abrasion must be protected by a nonabrasive material.

Body of container may have two slots in one length panel to provide location for positioning and holding in place one KD bench enclosed within a corrugated fiberboard carton testing 200 pounds securely affixed in place.

*Published in Supplement 1 to NMF 100-AV, effective April 9, 2022.

SUBJECT 8

Present Classification Provisions — Concluded

Package 2252

SHIPPING CONTAINER:

Body—Half-slotted container (HSC) of corrugated fiberboard testing 275 pounds having 4 inch overlapping flaps or a flanged tube of corrugated fiberboard testing 275 pounds.

Cap(s)—Corrugated fiberboard cap(s) testing 275 pounds must have 3 inch interlocking flanges and be secured to body with metal straps.

Inner Forms—Expanded polystyrene forms must hold article immovable and provide clearance of not less than 2 inches on top, front, back and sides. Expanded polystyrene bottom pad must provide a clearance of not less than 1 inch and extend full width of organ. All finished surfaces of article which come in contact with inner forms must be protected by a nonabrasive material.

Base Pad—Corrugated fiberboard testing 275 pounds full dimension of container.

GROSS WEIGHT: Not to exceed 150 pounds.

Proposed Classification Provisions

Item	Description	Class
	MUSICAL INSTRUMENTS, OR PARTS NAMED: subject to item 138800	
139165	**Organs, Pianos, Keyboards or Synthesizers,** electronic or digital, see Notes, items 139166 and 139167, in boxes or ⇉Packages 2061, 2100, 2124 or 2214	⇉175
139166	NOTE—No Change.	
139167	NOTE—No Change.	

Package 2229

⇉Cancel; no further application.

Package 2252

⇉Cancel; no further application.

Analysis

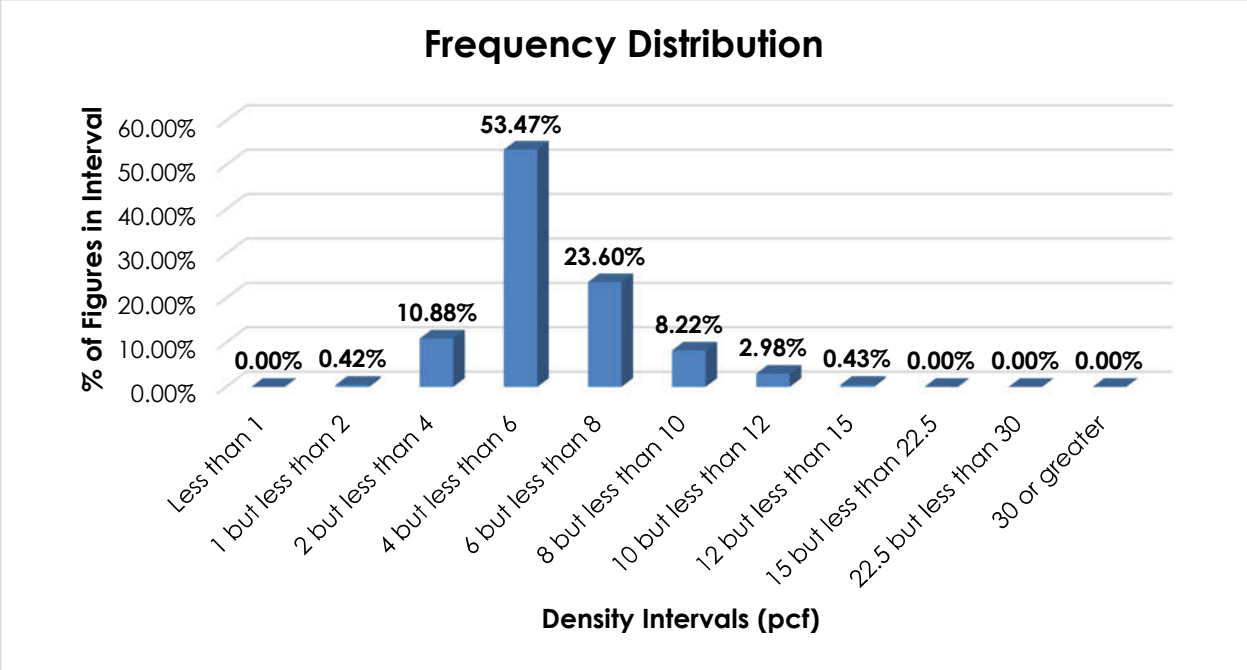
Introduction

This proposal is in response to indications that shipments of electronic or digital organs, pianos, keyboards or synthesizers, as named in item 139165, exhibit transportation characteristics inconsistent with the currently assigned class 125.

SUBJECT 8

Transportation Characteristics

Density—The information of record includes 8,080 density figures obtained from the FCDC's Density Study[1]. The densities range from 1.22 to 13.03 pcf, with an overall average density of 5.70 pcf. As shown in the graph below, the density distribution is single-peaked, with a majority of the figures—over 77%—falling between 4 and 8 pcf. The overall average is reflective of the unimodality of the distribution.



Handling, Stowability and Liability—There have been no reports of unusual or significant handling, stowability or liability concerns.

Conclusion

Based on the foregoing analysis, this proposal would amend item 139165 to assign class 175.

Moreover, to ensure that the commodities are adequately protected so as to withstand the normal rigors of the less-than-truckload environment, and pursuant to the recommendation of the FCDC's Packaging Consultant, Packages 2229 and 2252 would be canceled with no further application. Their references, as well as the references to Packages 1225 and 2001, would be removed from item 139165.

[1] The Density Study is part of an ongoing effort by the FCDC to collect information on actual shipments across all product categories handled by the LTL industry. Carriers that choose to participate in the Study periodically submit shipment data captured through their respective freight auditing programs. The FCDC uses verifiable data points, identified by NMFC item, that include the weight and the dimensions and/or cube of the shipping unit.

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SUBJECT 9

Re: Beds, folding, upright, door, recess or wall, disappearing type — Item 79720

Contact: Adam C. Mercer Telephone — (571) 527-2698 mercer@nmfta.org

Proponent: Freight Classification Development Council

Present Classification Provisions

Item	Description	Class
	FURNITURE GROUP: subject to item 79000	
	Metallic or Wooden: subject to item 79600	
79720	**Beds,** folding, upright, door, recess or wall, disappearing type, with or without rollers, steel:	
Sub 1	In Package 19F	150
Sub 2	In Packages 1F, 3F, 5F, 21F or 22F	125

Proposed Classification Provisions

Item	Description	Class
	FURNITURE GROUP: subject to item 79000	
	Metallic or Wooden: subject to item 79600	
⇉79720	**Beds,** disappearing folding type, door, recess or wall, **or Murphy Beds,** with or without rollers, in Packages 1F, 3F, 5F, 19F, 21F or 22F, subject to Item 170 and having a density in pounds per cubic foot of:	
Sub 1	Less than 5	300
Sub 2	5 but less than 10	150
Sub 3	10 but less than 15	85
Sub 4	15 or greater	70

Analysis

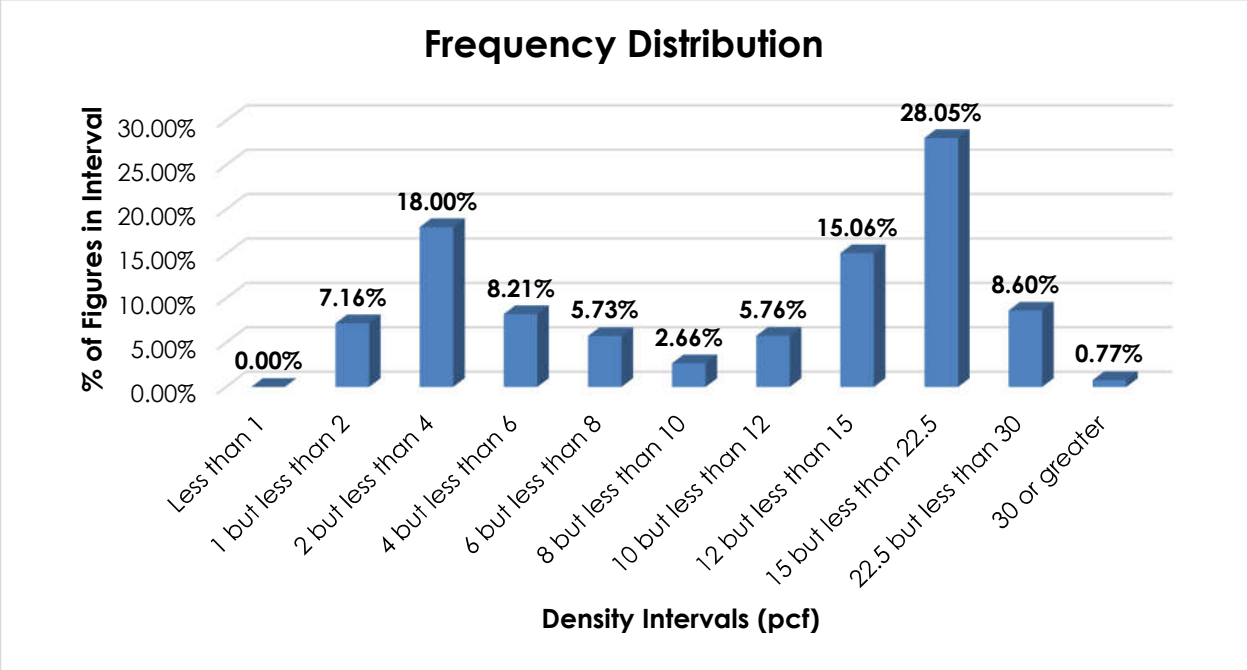
Introduction

This proposal is based on information developed through Research Project 1480, which was initiated to review the transportation characteristics of beds, folding, upright, door, recess or wall, disappearing type, as embraced by item 79720.

SUBJECT 9

Transportation Characteristics

Density—The information of record includes 3,266 density observations submitted by carriers and obtained from the FCDC's Density Study[1]. The densities range from 1.00 to 36.54 pcf, with an overall average density of 11.98 pcf. As shown in the graph below, the U-shaped distribution peaks in the 2 but less than 4 pcf interval, and again in the 15 but less than 22.5 pcf interval. Density breaks at 5, 10 and 15 pcf address the spread and modality of the distribution.



When the data is evaluated on the basis of the four proposed density groupings to reflect the distribution of densities, the following ranges and averages are calculated.

Density Group (pcf)	Density Range (pcf)	Average Density (pcf)
Less than 5	1.00 – 4.90	2.72
5 but less than 10	5.00 – 9.94	6.79
10 but less than 15	10.00 – 14.96	12.74
15 or greater	15.00 – 36.54	20.49

Handling, Stowability and Liability—There have been no reports of unusual or significant handling, stowability or liability concerns.

[1] The Density Study is part of an ongoing effort by the FCDC to collect information on actual shipments across all product categories handled by the LTL industry. Carriers that choose to participate in the Study periodically submit shipment data captured through their respective freight auditing programs. The FCDC uses verifiable data points, identified by NMFC item, that include the weight and the dimensions and/or cube of the shipping unit.

SUBJECT 9

Conclusion

Based on the foregoing analysis, this proposal would amend item 79720 to assign classes predicated on density breaks at 5, 10 and 15 pcf[2], as shown in the table below.

Density Group (pcf)	Average Density (pcf)	FCDC Minimum Average Density Guideline (pcf)	Class Based on FCDC Density Guidelines
Less than 5	2.72	2	300
5 but less than 10	6.79	6	150
10 but less than 15	12.74	12	85
15 or greater	20.49	15	70

Furthermore, the description of item 79720 would be amended to read, "Beds, disappearing folding type, door, recess or wall, or Murphy Beds, with or without rollers." This would foster clarification of the provisions.

[2] The density provisions would include reference to Item (Rule) 170, the inadvertence clause.

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SUBJECT 10

Re: Specifications for Wood Boxes

Contact: Erin N. Topper Telephone — (703) 838-8856 topper@nmfta.org

Proponent: Classification Resource Committee

Proposed Classification Provisions

It is proposed to amend Item 220, Definition of or Specifications for Boxes—General, and to establish a new Item, Specifications for Wood Boxes, as follows:

ITEM 220

DEFINITION OF OR SPECIFICATIONS FOR BOXES—GENERAL

Boxes are ⇉six-sided containers with solid or closely fitted sides, ends, bottoms and tops. They must be made of wood, see ⇉Item NEW, metal, plastic, see ⇉Note, or fiberboard, see Item 222, and must completely enclose their contents. Unless otherwise provided in individual items, boxes must be securely closed. The term does not include cylindrical, conical or taper-sided containers, which are specifically defined as: Drums, Pails or Tubes.

⇉**Note 1—**Cancel; no further application.

⇉**Note—**Plastic boxes constructed of high-density polyethylene, self-supporting, rigid construction, not extruded nor expanded, must be molded by either injection molding, blow molding, rotational molding or thermal molding process. Tops or covers must be securely affixed.

⇉ITEM NEW

SPECIFICATIONS FOR WOOD BOXES

Wood boxes must be constructed so as to withstand the normal rigors of the less-than-truckload environment and must meet the following minimum specifications:

Base: Boxes must have a lift truck skid, pallet or platform base of sufficient design, size and strength to ensure contents cannot cause any failure of structural components. Deck boards must be sufficiently close to one another or a wood structural panel (see Note 1) may be secured on top of deck boards to adequately protect contents from underside damage and to prevent contents from falling through the deck.

Note 1—Wood structural panels (plywood or oriented strand board) shall conform to DOC PS1, DOC PS2, ANSI/APA PRP 210, CSA O325 or CSA O437*.

Side Framing and Panels: Boxes must be constructed with inner or outer framework consisting of upright and horizontal members and with additional structural members where necessary to provide adequate strength and rigidity. Wood structural panel(s) must be secured to frame with fasteners appropriate to prevent failure during transport.

SUBJECT 10

Proposed Classification Provisions — Concluded

Top: Top must be framed to provide strength and stability to support top-loaded freight of even load and weight distribution during transport, utilizing the available space above the box, up to 96 inches, and having a density of at least 20 pounds per cubic foot. Horizontal structural members must be placed no more than 24 inches apart. Wood structural panel(s) must be secured to frame with fasteners appropriate to prevent failure during transport.

Interior Requirements: Contents must be secured to prevent movement during transport. Protective packing forms or other packaging materials must be used where necessary to afford adequate protection against damage to the contents.

Gross weight of box and contents must not exceed 6,000 pounds.

***References:** U.S. Department of Commerce (DOC); American National Standards Institute (ANSI); APA – The Engineered Wood Association (APA); CSA Group (CSA).

Analysis and Conclusion

This proposal was docketed by the Classification Resource Committee (CRC) based on a recommendation from the CRC's Packaging Subcommittee.

Item 220 provides the general definition of and specifications for boxes, and Note 1 specifies the construction requirements for wood boxes[1]. Over the years, carriers have reported wood box failure due to the lack of structural support for top-loaded freight, as well as other types of failures during transport. Wood boxes vary greatly in size, and may hold freight weighing hundreds or thousands of pounds. An example of a wood box that does not have the structural integrity to withstand the normal rigors of the less-than-truckload environment is shown in the photo.

In response to the carrier reports, a working group of packaging and wood industry experts was created in 2021 to develop more-specific requirements for the construction of wood boxes. The group evaluated existing wood box specifications and wood building requirements developed by the U.S. Department of Commerce, the American National Standards Institute, APA – The Engineered Wood Association and CSA Group, and reviewed less-than-truckload-specific data to develop minimum wood box construction requirements that would adequately protect freight.

[1] Note 1 states, "Pressed wood chips, wafers or particle-type boards may be used in construction of wooden boxes. Boxes must be constructed so as to protect contents on the sides, ends, top and bottom, and in such manner that the box containing its contents may be taken into or out of the vehicle. Boxes must be designed and constructed with transverse cross-members at base, as necessary, to provide sufficient strength to protect the underside of the article packed therein against damage by mechanical handling equipment."

SUBJECT 10

FCDC policies state the FCDC is to establish and maintain packaging rules and specifications as necessary to ensure that freight is adequately protected and can be handled and stowed in a manner that is reasonably safe and practicable so as to withstand the normal rigors of the less-than-truckload environment. As such, this proposal would establish a new rule for the construction of wood boxes.

Furthermore, Item 220 would be concurrently amended by canceling Note 1 and referring to the new rule, while also establishing that boxes are six-sided containers. The reference to current Note 2 would be amended accordingly for clarification and uniformity.

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SUBJECT 11

Re: Item (Rule) 280 and Item (Rule) 680 — Flexible Intermediate Bulk Containers (FIBCs)

Contact: Erin N. Topper Telephone — (703) 838-8856 topper@nmfta.org

Proponent: Classification Resource Committee

Proposed Classification Provisions

It is proposed to amend Item 280, Definition of or Specifications for Intermediate Bulk Containers (IBCs), and Item 680, Packing or Packaging—General, as follows:

ITEM 280

DEFINITION OF OR SPECIFICATIONS FOR INTERMEDIATE BULK CONTAINERS (IBCs)

Sec. 1. No Change.

Flexible IBCs (FIBCs)

Sec. 2. Flexible IBCs (FIBCs) may be used for dry commodities only and must be constructed as follows and meet the performance requirements specified herein. FIBCs must be made from coated or uncoated polyethylene or polypropylene woven fabric so constructed as to contain and protect the contents and withstand the normal rigors of the less-than-truckload environment. Handles or straps must harness, encircle or be securely attached to the FIBC body to facilitate handling by mechanical equipment. FIBCs with spouts for discharging purposes, or with top or bottom filling or discharging openings, must be secured by means that will provide a sift-proof closure. ⇉FIBCs on lift truck skids, pallets or platforms must be placed within a fiberboard tray, with or without a separate fiberboard sleeve, and the depth of the tray or tray and sleeve, as the case may be, must extend at least 20 inches from the lift truck skid, pallet or platform deck. FIBC, tray and, where present, sleeve must not overhang the deck, and the entire handling unit must be secured together with plastic film. FIBCs may be used again in transportation only when they are in such condition that they will protect contents as effectively as new containers.

Secs. 3-4. No Change.

SUBJECT 11

Proposed Classification Provisions — Concluded

ITEM 680

PACKING OR PACKAGING—GENERAL

Secs. 1.-7. (a) No Change.
Sec. 7. (b)
(1) No Change.
(2) Articles in bags complying with the construction requirements for such containers, as authorized in individual item descriptions, will be accepted when unitized on lift truck skids, pallets or platforms meeting the requirements of Item 265, provided the bottom tiers of bags are placed within a fiberboard tray, with or without a separate fiberboard sleeve, on the lift truck skid, pallet or platform deck. Depth of the tray or tray and sleeve, as the case may be, must extend at least 20 inches from the lift truck skid, pallet or platform deck (see Note 5). Bags, tray and, where present, sleeve must not overhang the deck, and the entire handling unit must be secured together with plastic film and with strapping in opposing directions, at least two straps in each direction. Fiberboard protectors or a barrier sheet of fiberboard, heavy-duty Kraft paper or similar material must be used to prevent direct contact between straps and bags. See Note 6.
Note 5—When bags are stacked to a height of less than 20 inches, depth of the tray or tray and sleeve, as the case may be, must extend the full height of the bags.
Note 6—⇉For requirements applicable to flexible intermediate bulk containers (FIBCs), see Item 280, Sec. 2.
Secs. 7. (c)-17. No Change.

Analysis and Conclusion

This proposal was docketed by the Classification Resource Committee (CRC) based on a recommendation from the CRC's Packaging Subcommittee. Item 280, Sec. 2 provides specifications for flexible intermediate bulk containers (FIBCs), including the general securement requirements for FIBCs on lift truck skids or pallets. Comparatively, Item 680, Sec. 7(b), paragraph 2 provides detailed securement requirements for bags, not FIBCs, when tendered on lift truck skids or pallets. FIBCs are subject to the same settling and sagging issues as bagged freight, which can leave the FIBCs susceptible to damage, causing loss or damage to their contents.

FCDC policies state the FCDC is to establish and maintain packaging rules and specifications as necessary to ensure that freight is adequately protected and can be handled and stowed in a manner that is reasonably safe and practicable so as to withstand the normal rigors of the less-than-truckload environment. Therefore, this proposal would amend Item 280, Sec. 2 by adding detailed securement specifications for FIBCs on lift truck skids or pallets. For clarification and uniformity, Item 680, Note 6 would concurrently be amended.

SUBJECT 12

Re: Item (Rule) 580 — Labeling, Marking or Tagging Freight

Contact: Erin N. Topper Telephone — (703) 838-8856 topper@nmfta.org

Proponent: Classification Resource Committee

Proposed Classification Provisions

It is proposed to amend Item 580, Marking or Tagging Freight, to read as follows:

⇉ITEM 580

LABELING, MARKING OR TAGGING FREIGHT

Freight must be labeled, marked or tagged in accordance with the following, except as otherwise provided in this Classification or required in the DOT's hazardous materials regulations.

Each package, piece or handling unit (see Item 110, Sec. 6) must be labeled, marked or tagged by the shipper, showing name and address of shipper and one name and address of consignee to which destined. Packages or pieces unitized for shipment need not each be labeled, marked or tagged, provided each handling unit is labeled, marked or tagged.

Packages or handling units containing fragile articles must be labeled, marked or tagged **'FRAGILE-HANDLE WITH CARE'** or with equivalent pictorial markings, as applicable. See Item 682.

Labels, markings or tags must be clear and legible, and must be both waterproof and capable of withstanding normal transportation abrasion.

Name and address of shipper and consignee may be typed, printed or hand-lettered. When typed or printed, letters must not be less in height than capital letters of 14-point type. When hand-lettered, characters must be printed legibly and not less than $^{3}/_{8}$ inch in height. Where space does not permit, characters may be proportionately smaller in size.

Labels must be securely attached with adhesive or with metal staples.

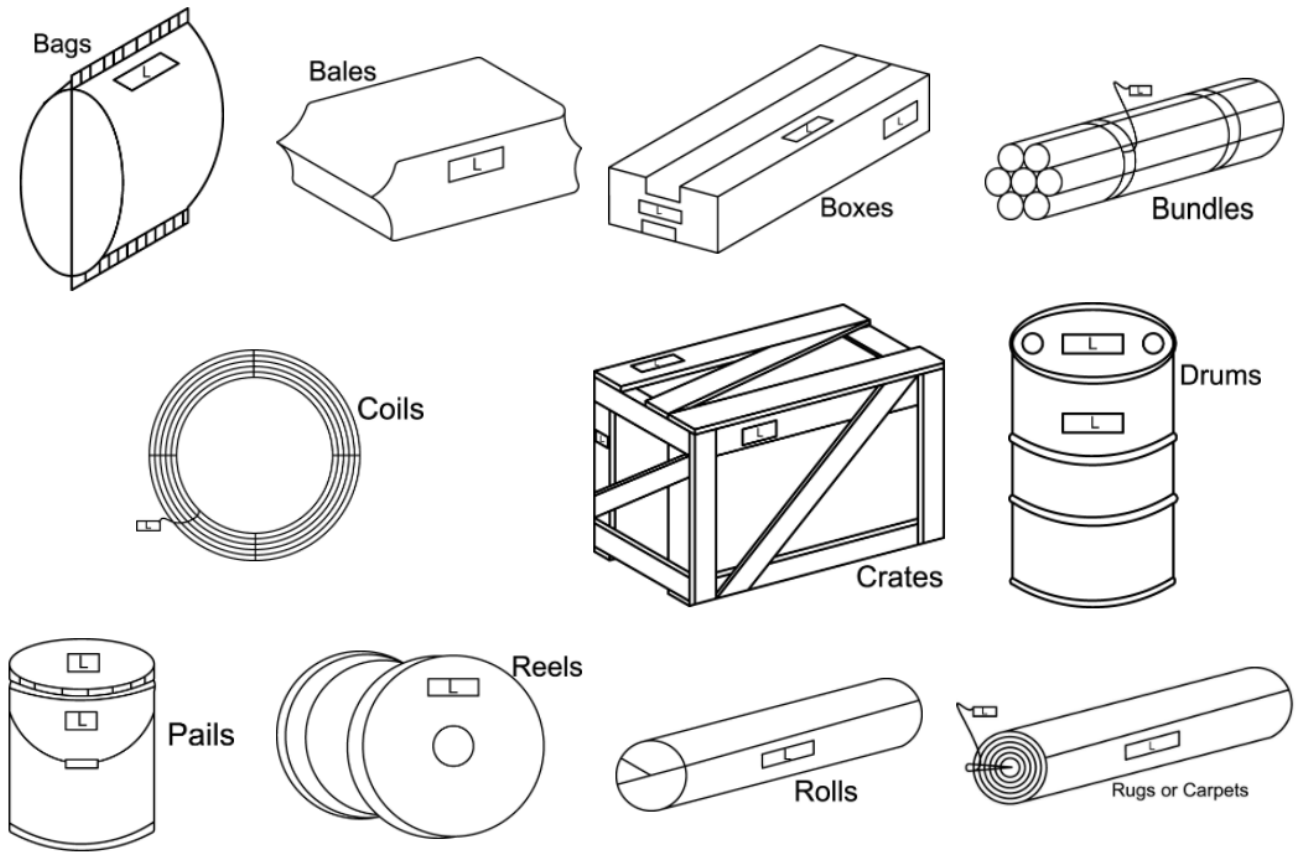
Tags must be made of metal or plastic and must be securely fastened with cable ties, cord or wire.

Old labels, markings or tags must be removed or completely effaced.

Unless specifically provided elsewhere in this Classification, labels, markings or tags must be located approximately as shown below. Where more than one location is shown, placement is optional.

SUBJECT 12

Proposed Classification Provisions — Concluded



Analysis and Conclusion

This proposal was docketed by the Classification Resource Committee (CRC) based on a recommendation from the CRC's Packaging Subcommittee. FCDC policies state the NMFC's rules are to be consistent with current motor carrier practice, clear as to intent and otherwise up-to-date. As such, this proposal would amend Item 580 by updating the terminology and requirements to be consistent with today's practices, and for clarification and simplification.

SUBJECT 13

Re: Lights and Frames, boat porthole or deck; or Glass, automobile or boat, including Windshields or Windshield Glass — Items 25100 and 86630

Contact: Larissa A. Franklin Telephone — (703) 838-1824 franklin@nmfta.org

Proponent: Freight Classification Development Council

Present Classification Provisions

Item		Description	Class
		BOAT GROUP: subject to item 24500	
25100		**Porthole or Deck Lights and Frames,** in boxes, crates or drums	85
		GLASS: subject to item 86500	
86630		**Glass,** automobile or boat, including **Windshields or Windshield Glass,** with or without frames or fittings, see Note, item 86631, in boxes, crates or Packages 304, 315, 1180, 1247, 2034, 2146, 2147, 2347, 2348 or 2483, or on shipping carriers or racks, see Note, item 86632, subject to Item 170 and having a density in pounds per cubic foot of:	
	Sub 1	Less than 4	400
	Sub 2	4 but less than 8	200
	Sub 3	8 or greater	92.5
86631		NOTE—Applies only on glass cut to size and shape for installation in automobiles or boats.	
86632		NOTE—Glass must be held securely in place within package or on shipping carrier or rack and be protected by packing forms necessary to afford adequate protection against damage.	

Package 2146

In a steel box-type frame consisting of a tubular steel pallet type base to which are welded four vertical corner stacking posts constructed of fully welded steel tubing. Corner posts must be connected on sides and back of frame by upper horizontal members of steel tubing and welded to corner posts. All steel tubing must have a thickness of not less than 11 gauge. Glass must be loaded on edge and supported at bottom by steel members with an adequate cushioning material between the glass and the steel members. The stack of glass must rest against a steel back support with adequate cushioning material between the glass and the steel back support. Glass must be restrained in the longitudinal direction by steel members with an adequate cushioning material between the glass and the steel members. Glass must be unitized and held securely in place by strapping to the back support of frame. A material of adequate protective quality must be used for straps which directly contact glass. Individual pieces of glass must be separated by suitable material when glass is nested together.

SUBJECT 13

Present Classification Provisions — Continued

Package 2347

Not less than four nor more than twelve automotive or boat windshields may be shipped in corrugated fiberboard containers when constructed of sufficient strength to provide adequate protection in transit but in no instance shall the fiberboard body or tube be less than doublewall corrugated testing not less than 500 puncture test units. Container to be fastened to wooden pallet by glue and staples. Glass must be supported at bottom of container by not less than two and positioned at top by not less than two angle-slotted corrugated fiberboard or corrugated fiberboard and wood combined forms. Slotted forms must be of sufficient strength to provide adequate protection and support to the windshields. Tips of windshields must be separated and protected.

Containers containing mixed windshield part numbers must be separated and supported by slotted corrugated fiberboard and wood combined forms having a two-inch spacing. Top forms to be not less than nine inches in depth with slots not less than $6^{1}/_{2}$ inches in depth. No windshield will differ in depth more than five inches from one to the other. All windshields must be supported on ends by built-up corrugated fiberboard wedges.

All containers must contain four wooden corner posts securely fastened in the corners. Not less than two wooden vertical supports extending from bottom blocks to top blocks (neck end) must be securely held and banded in place. Package must contain horizontal wooden braces securely fastened to the corner posts and top blocks. Two strips of $^{5}/_{8}$ inch steel banding must be used to secure the slotted blocks in place as well as the windshields. A minimum clearance of one inch must be maintained at all times between glass and inner surfaces of box. Outside dimensions of box not to exceed 76 inches in length, by 55 inches in width, by 45 inches in height. Maximum weight not to exceed 600 pounds.

Package 2348

Eight, not to exceed twenty-five, automotive or boat windshields may be shipped in corrugated fiberboard containers, the tube or body to be triplewall construction, testing not less than 900 puncture test units. Glass must be supported at bottom of container by not less than two and positioned at top by not less than two angle-slotted corrugated fiberboard or corrugated fiberboard and wood combined forms. Slotted forms to be of sufficient strength to provide adequate protection and support to the windshields. Tips of windshields must be separated and protected. All containers must contain four (4) wooden corner posts securely fastened in the corners. Not less than two wooden vertical supports extending from bottom blocks to top blocks (neck end) must be securely held and banded in place. Two strips of $^{5}/_{8}$ inch steel banding must be used to secure the slotted blocks in place as well as the windshields. A minimum clearance of one inch must be maintained at all times between glass and inner surfaces of container. Package must contain horizontal wooden braces securely fastened to the corner posts and top blocks with one horizontal wooden brace securely connecting the top blocks. Container to be fastened to wooden pallet base by glue and steel banding or with staples and steel banding. Outside dimensions of package not to exceed 76 inches in length, by 55 inches in width, by 45 inches in depth and maximum weight must not exceed 1,500 pounds.

SUBJECT 13

Present Classification Provisions — Concluded

Package 2483

In full overlap style corrugated fiberboard container testing 275 pounds, having double thickness laminated 33 pound mediums. Gross weight not to exceed 140 pounds.

Proposed Classification Provisions

Item	Description	Class
	BOAT GROUP: subject to item 24500	
25100	**Porthole or Deck Lights and Frames,** etc	⇉Cancel; see item 86630
	GLASS: subject to item 86500	
⇉86630	**Glass,** automobile or boat, including **Windshields or Windshield Glass,** with or without frames or fittings, see Note, item 86631, in boxes, crates or Packages 304, 315, 1180, 2034 or 2147, or on shipping carriers or racks, see Note, item 86632:	
Sub 1	Greatest dimension exceeding 96 inches, subject to Item 170 and having a density in pounds per cubic foot of:	
Sub 2	Less than 4	500
Sub 3	4 but less than 8	250
Sub 4	8 or greater	125
Sub 5	Greatest dimension not exceeding 96 inches, subject to Item 170 and having a density in pounds per cubic foot of:	
Sub 6	Less than 4	400
Sub 7	4 but less than 8	200
Sub 8	8 or greater	110
86631	NOTE—No Change.	
86632	NOTE—No Change.	

Package 2146

⇉Cancel; no further application.

Package 2347

⇉Cancel; no further application.

Package 2348

⇉Cancel; no further application.

Package 2483

⇉Cancel; no further application.

SUBJECT 13

Analysis

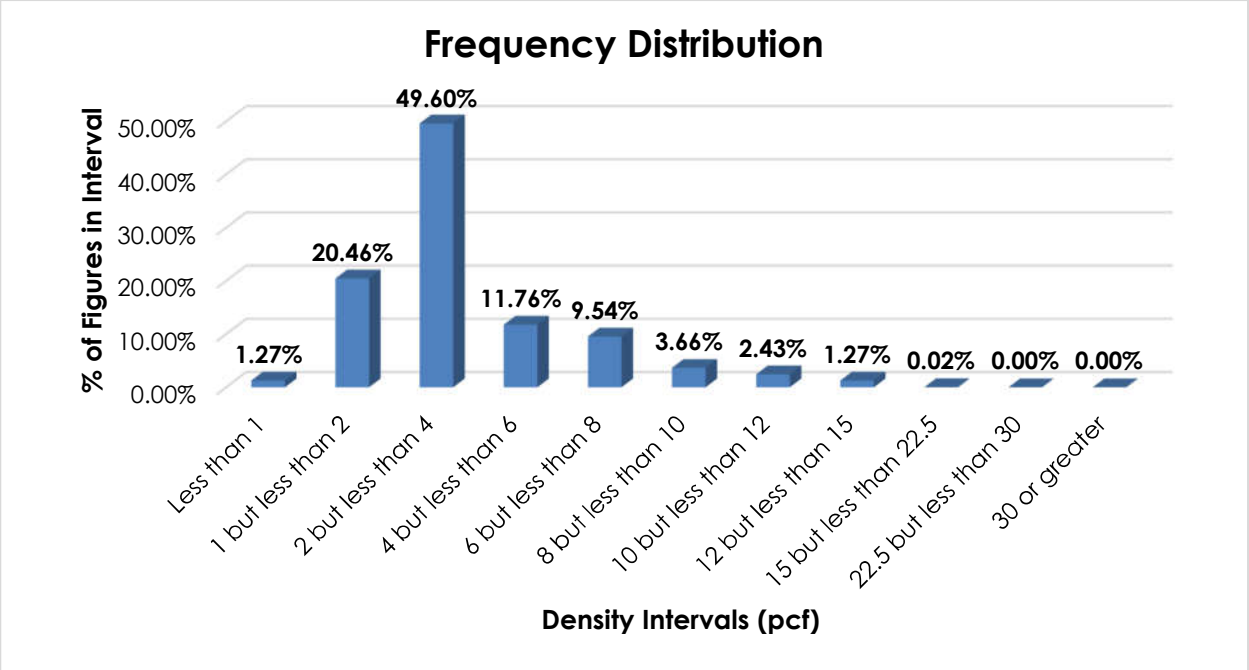
Introduction

This proposal is in response to indications that shipments moving under items 25100 and 86630 exhibit transportation characteristics inconsistent with their currently assigned, respective classes.

Interpretive issues also exist because porthole or deck lights (lites) and frames are a type of boat glass, and boat glass is specifically named in item 86630.

Transportation Characteristics

Density—The information of record includes 29,999 density observations submitted by a carrier and obtained from the FCDC's Density Study[1]. The densities range from 0.29 to 16.88 pcf, with an overall average density of 3.69 pcf. As shown in the frequency distribution below, the densities are skewed right. The current density breaks at 4 and 8 pcf in item 86630 address the spread and modality of the distribution.



When the data is evaluated based on the established density breaks at 4 and 8 pcf, the ranges and averages shown in the table on the following page are calculated.

[1] The Density Study is part of an ongoing effort by the FCDC to collect information on actual shipments across all product categories handled by the LTL industry. Carriers that choose to participate in the Study periodically submit shipment data captured through their respective freight auditing programs. The FCDC uses verifiable data points, identified by NMFC item, that include the weight and the dimensions and/or cube of the shipping unit.

SUBJECT 13

Density Group (pcf)	Density Range (pcf)	Average Density (pcf)
Less than 4	0.29 – 3.99	2.38
4 but less than 8	4.00 – 7.99	5.77
8 or greater	8.00 – 16.88	10.36

Handling—The involved commodities are generally tendered in boxes, which may or may not be secured on lift truck skids or pallets, in crates, in one of the authorized numbered packages, on shipping carriers or racks, or in packaging not authorized in the Classification. These articles vary greatly in size, and when the data of record is evaluated based on greatest dimension, where known, it is found that numerous observations exceed 96 inches (8 feet) in greatest dimension[2]. As greatest dimension increases, the handling into and out of the vehicle becomes considerably more difficult, and certain equipment, or additional personnel, may be necessary to safely handle the longer/larger units. Furthermore, as the greatest dimension increases, cross-dock operations can be significantly affected. Moreover, due to their inherent fragility, these commodities, regardless of size, require extra care and attention when handling.

Stowability—Regardless of greatest dimension, stowing these articles presents problems due to their fragility. Extra care and attention must be taken to only stow compatible freight adjacent to and on top of the involved commodities. Additionally, shipments of the involved products exceeding 96 inches in greatest dimension present additional stowing issues as their size further complicates the carrier's ability to structure a load and maximize vehicle utilization.

Liability—The involved commodities are not perishable, hazardous in nature, nor likely to damage other freight. However, these articles do have an increased propensity to damage due to their inherent fragility.

Conclusion

Based on the foregoing analysis, item 25100 would be canceled with reference to item 86630 in the interest of clarification and simplification. This proposal would also amend item 86630 to provide classes predicated on greatest dimension and density. There would be a one-class adjustment for handling units not exceeding 96 inches in greatest dimension and a two-class adjustment for handling units exceeding 96 inches in greatest dimension. As shown in the table below, the established density breaks at 4 and 8 pcf would be maintained[3].

Density Group (pcf)	Average Density (pcf)	Guideline Class	Class Adjustment When Greatest Dimension Does Not Exceed 96"	Class Adjustment When Greatest Dimension Exceeds 96"
Less than 4	2.38	300	400	500
4 but less than 8	5.77	175	200	250
8 or greater	10.36	100	110	125

[2] Item (Rule) 568, "Heavy or Bulky Freight—Loading or Unloading," employs the threshold limit of exceeding 8 feet (96 inches) in greatest dimension as the measurement at which freight becomes more difficult to load and unload when compared to general boxed freight.
[3] The density provisions include reference to Item (Rule) 170, the inadvertence clause.

SUBJECT 13

Moreover, to ensure that the commodities are adequately protected so as to withstand the normal rigors of the less-than-truckload environment, and pursuant to the recommendation of the FCDC's Packaging Consultant, Packages 2146, 2347, 2348 and 2483 would be canceled with no further application. Their references, as well as the reference to Package 1247, would be removed from item 86630.

SUBJECT 14

Re: Plastic or Rubber Tire Patches, Plugs or Liners — Items 157213 and 157215

Contact: Lisa K. O'Donnell Telephone — (703) 838-1838 odonnell@nmfta.org

Proponent: Freight Classification Development Council

Present Classification Provisions

Item	Description	Class
	PLASTIC OR RUBBER ARTICLES, OTHER THAN EXPANDED, GROUP: subject to item 156500	
157213	**Tire Boots, Flaps, Patches, Reliners or Shoes,** NOI, in packages	70
157215	**Tire Boots, Patches or Reliners,** produced from scrap tires and tubes, in packages	60

Proposed Classification Provisions

Item	Description	Class
	PLASTIC OR RUBBER ARTICLES, OTHER THAN EXPANDED, GROUP: subject to item 156500	
157213	**Tire Boots, Flaps, Patches, Reliners or Shoes,** NOI, etc	⇉Cancel; see item 157215
⇉157215	**Tire Patches, Plugs or Liners,** in boxes, subject to Item 170 and having a density in pounds per cubic foot of:	
Sub 1	Less than 15	92.5
Sub 2	15 or greater	70

Analysis

Introduction

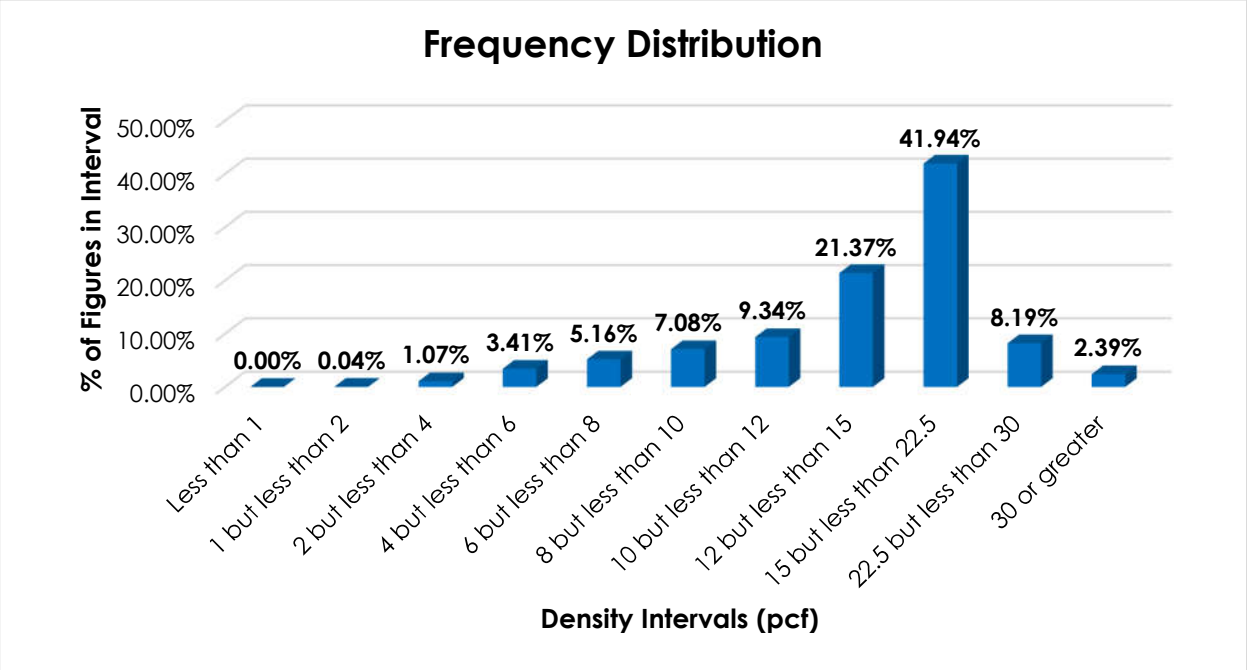
This proposal is in response to indications that shipments of plastic or rubber tire patches, plugs or liners, as provided for in items 157213 and 157215, exhibit transportation characteristics inconsistent with the currently assigned classes 70 and 60, respectively.

Also, research indicates that the current terminology to describe the involved commodities is tire "patches, plugs or liners," and that the terms tire "boots, flaps, reliners or shoes" are archaic.

SUBJECT 14

Transportation Characteristics

Density—The information of record includes 2,344 density observations obtained from the FCDC's Density Study[1]. The densities range from 1.30 to 40.79 pcf, with an overall average density of 15.62 pcf. As shown in the graph below, the density distribution is left-skewed, with predominant peaks in the 12 but less than 15 pcf, and 15 but less than 22.5 pcf intervals. A break at 15 pcf addresses both the spread and modality of the distribution.



When the data is evaluated based on the proposed density break to reflect the distribution of densities, the density ranges and averages in the table below emerge.

Density Group (pcf)	Density Range (pcf)	Average Density (pcf)
Less than 15	1.30 – 14.98	10.86
15 or greater	15.00 – 40.79	19.93

Handling, Stowability and Liability—There have been no reports of unusual or significant handling, stowability or liability concerns.

[1] The Density Study is part of an ongoing effort by the FCDC to collect information on actual shipments across all product categories handled by the LTL industry. Carriers that choose to participate in the Study periodically submit shipment data captured through their respective freight auditing programs. The FCDC uses verifiable data points, identified by NMFC item, that include the weight and the dimensions and/or cube of the shipping unit.

SUBJECT 14

Conclusion

Based on the foregoing analysis, item 157213 would be canceled with reference to item 157215. Concurrently, item 157215 would be amended by including the current terminology, "Tire Patches, Plugs or Liners," and assigning classes predicated on a density break at 15 pcf[2]. The average densities and classes, per FCDC guidelines, are shown below.

Density Group (pcf)	Average Density (pcf)	FCDC Minimum Average Density Guideline (pcf)	Class Based on FCDC Density Guidelines
Less than 15	10.86	10.5	92.5
15 or greater	19.93	15	70

The FCDC's Packaging Consultant has reviewed the proposed minimum packaging requirements, i.e. "in boxes," and determined that they are appropriate for the LTL environment.

[2] The density provisions would include reference to Item (Rule) 170, the inadvertence clause.

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SUBJECT 15

Re: Silica Gel, including Silica Gel Catalyst or Desiccants — Item 46050

Contact: Ashley L. Gencarelli Telephone — (703) 838-1809 gencarelli@nmfta.org

Proponent: Freight Classification Development Council

Present Classification Provisions

Item		Description	Class
		CHEMICALS GROUP: subject to item 42600	
46050		**Silica Gel,** including **Silica Gel Catalyst or Desiccants,** in bags, boxes, drums or pails, subject to Item 170 and having a density in pounds per cubic foot of:	
	Sub 1	Less than 10	125
	Sub 2	10 but less than 15	85
	Sub 3	15 or greater	65

Proposed Classification Provisions

Item		Description	Class
		CHEMICALS GROUP: subject to item 42600	
⇉46050		**Silica Gel,** including **Silica Gel Catalyst or Desiccants,** in bags, boxes, drums or pails, subject to Item 170 and having a density in pounds per cubic foot of:	
	Sub 1	Less than 1	400
	Sub 2	1 but less than 2	300
	Sub 3	2 but less than 4	250
	Sub 4	4 but less than 6	175
	Sub 5	6 but less than 8	125
	Sub 6	8 but less than 10	100
	Sub 7	10 but less than 12	92.5
	Sub 8	12 but less than 15	85
	Sub 9	15 but less than 22.5	70
	Sub 10	22.5 but less than 30	65
	Sub 11	30 or greater	60

Analysis

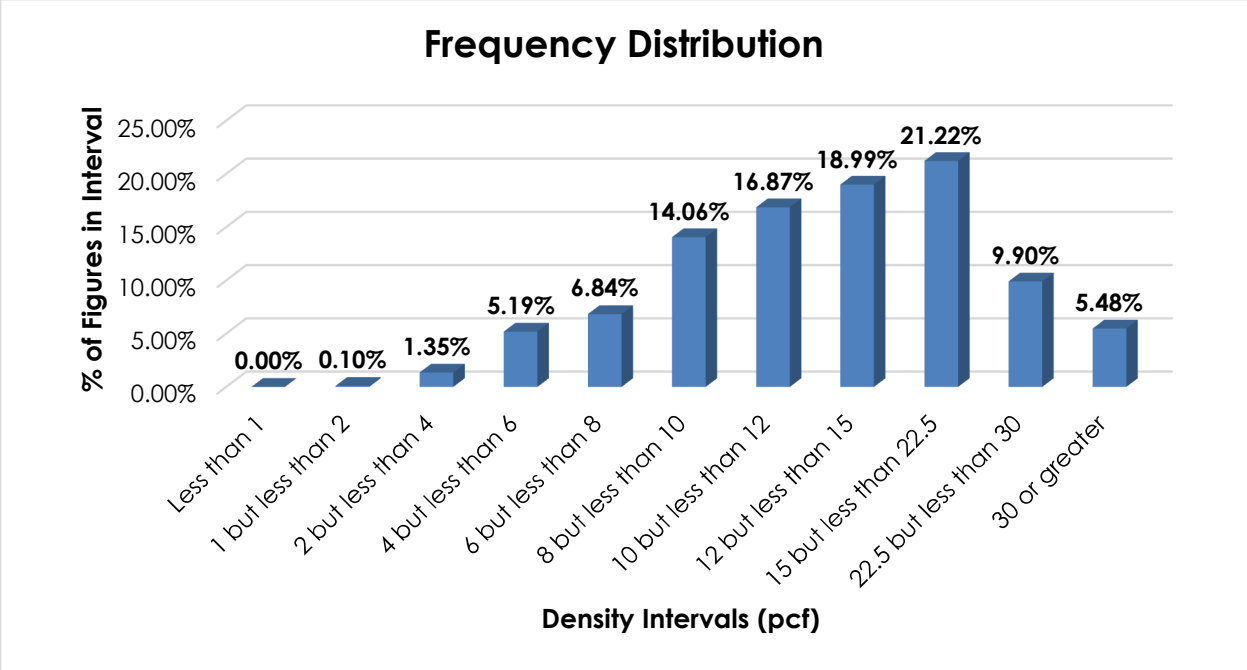
Introduction

This proposal was developed through Research Project 1464, which was initiated to review the transportation characteristics of silica gel, as named in item 46050.

SUBJECT 15

Transportation Characteristics

Density—The information of record includes 3,101 density observations submitted by a carrier and obtained from the FCDC's Density Study[1]. The densities range from 1.51 to 47.41 pcf, with an overall average density of 14.88 pcf. As shown in the frequency distribution below, the figures are widely distributed throughout the range.



Handling, Stowability and Liability—There have been no reports of unusual or significant handling, stowability or liability concerns.

Conclusion

Based on the foregoing analysis, this proposal would amend item 46050 to provide the FCDC's standard 11-subprovision density scale[2].

[1] The Density Study is part of an ongoing effort by the FCDC to collect information on actual shipments across all product categories handled by the LTL industry. Carriers that choose to participate in the Study periodically submit shipment data captured through their respective freight auditing programs. The FCDC uses verifiable data points, identified by NMFC item, that include the weight and the dimensions and/or cube of the shipping unit.

[2] The FCDC's standard 11-subprovision density scale includes reference to Item (Rule) 170, the inadvertence clause.

SUBJECT 16

Re: Mulch, horticultural — Item 138720

Contact: Ashley L. Gencarelli Telephone — (703) 838-1809 gencarelli@nmfta.org

Proponent: Freight Classification Development Council

Present Classification Provisions

Item	Description	Class
138720	**Mulch,** horticultural:	
Sub 1	Cellulose, wood fiber or woodpulp fiber, in bags, boxes or drums	70
Sub 2	NOI, in bags, or in machine pressed bales	50

Proposed Classification Provisions

Item	Description	Class
⇉138720	**Mulch,** horticultural or landscaping, in bags, boxes or intermediate bulk containers (IBCs)	70

Analysis

Introduction

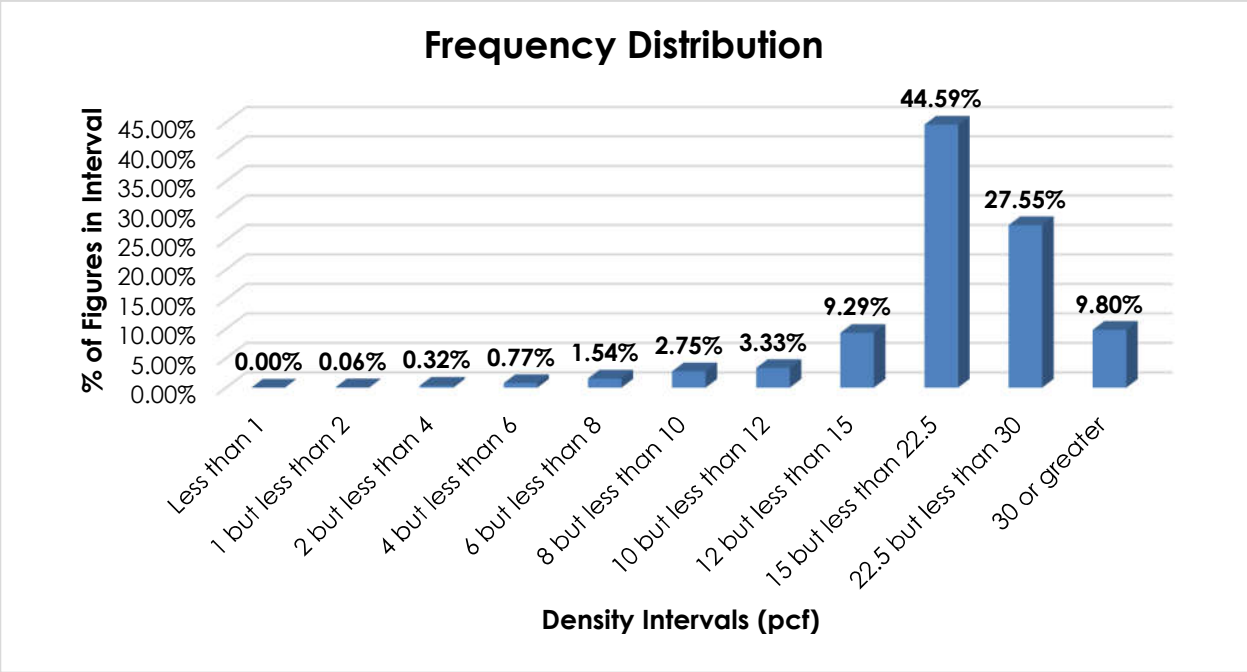
This proposal is based on the information developed through Research Project 1431, which was initiated to review the transportation characteristics of horticultural mulch, as named in item 138720.

Transportation Characteristics

Density—The information of record includes 1,561 density observations submitted by carriers and obtained from the FCDC's Density Study[1]. The densities range from 1.60 to 61.00 pcf, with an overall average density of 21.08 pcf. As shown in the graph on the following page, the density distribution is left-skewed with clustered peaks around the average. Over 91% of the figures are 12 pcf or greater, and over 81% fall between 12 and 30 pcf. The overall average is reflective of the distribution of densities.

[1] The Density Study is part of an ongoing effort by the FCDC to collect information on actual shipments across all product categories handled by the LTL industry. Carriers that choose to participate in the Study periodically submit shipment data captured through their respective freight auditing programs. The FCDC uses verifiable data points, identified by NMFC item, that include the weight and the dimensions and/or cube of the shipping unit.

SUBJECT 16



Handling, Stowability and Liability—There have been no reports of unusual or significant handling, stowability or liability concerns.

Conclusion

Based on the foregoing analysis, this proposal would amend item 138720 to assign a single class 70. In the interest of clarification, the description would be amended to read, "Mulch, horticultural or landscaping."

The FCDC's Packaging Consultant has reviewed the proposed minimum packaging requirements and determined that they are appropriate for the LTL environment. Intermediate bulk containers (IBCs) would be added to the minimum packaging requirements at the recommendation of the FCDC's Packaging Consultant.

SUBJECT 17

Re: Seats or Backs, chair or stool

Contact: Adam C. Mercer Telephone — (571) 527-2698 mercer@nmfta.org

Proponent: Freight Classification Development Council

Present Classification Provisions

Item	Description	Class
	FURNITURE PARTS GROUP: subject to item 82750	
82772	**Backs or Seats,** chair, hardboard, cut to shape, with or without holes for mounting, banded to pallets, platforms or skids	70
82850	**Chair Seats,** fiberboard, in boxes	70
82870	**Chair Seats or Backs,** NOI, separate or combined, **or School or Cafeteria Chair Table Arms or Tops;** upholstered, in boxes; or other than upholstered, in packages	85
82890	**Chair Seats or Backs,** wood flour, chips or shavings, with resin binder, with or without plastic facing, not upholstered, in boxes	70
82900	**Chair Seats or Chair Backs,** not attached to each other nor of combination construction, glass-fiber reinforced plastic, nested solid, in boxes	70
83440	**Seats and Backs combined,** chair or settee, one-piece molded plastic, in boxes	110
83445	**Seats,** chair or stool, wooden, not upholstered, finished, in packages as described in Note, item 83447	70
83447	NOTE—Packages must be of box-type construction consisting of fiberboard testing 200 pounds. Gross weight of each package may not exceed 100 pounds.	

Proposed Classification Provisions

Item	Description	Class
	FURNITURE PARTS GROUP: subject to item 82750	
82772	**Backs or Seats,** chair, hardboard, cut to shape, with or without holes for mounting, etc	⇉Cancel; see item 82870
82850	**Chair Seats,** fiberboard, etc	⇉Cancel; see item 82870

SUBJECT 17

Proposed Classification Provisions — Concluded

Item	Description	Class
	FURNITURE PARTS GROUP: subject to item 82750	
⇉82870	**Chair or Stool Seats or Backs**, NOI, see Note, item NEW, **or School or Cafeteria Chair Table Arms or Tops,** in boxes, subject to Item 170 and having a density in pounds per cubic foot of:	
Sub 1	Less than 4	300
Sub 2	4 but less than 9	175
Sub 3	9 or greater	92.5
⇉NEW	NOTE—Also applies on one-piece molded plastic seats and backs combined for chairs or settees.	
82890	**Chair Seats or Backs,** wood flour, chips or shavings, with resin binder, with or without plastic facing, not upholstered, etc	⇉Cancel; see item 82870
82900	**Chair Seats or Chair Backs,** not attached to each other nor of combination construction, glass-fiber reinforced plastic, nested solid, etc	⇉Cancel; see item 82870
83440	**Seats and Backs combined,** chair or settee, one-piece molded plastic, etc	⇉Cancel; see item 82870
83445	**Seats,** chair or stool, wooden, not upholstered, finished, etc	⇉Cancel; see item 82870
83447	NOTE—⇉Cancel; no further application.	

Analysis

Introduction

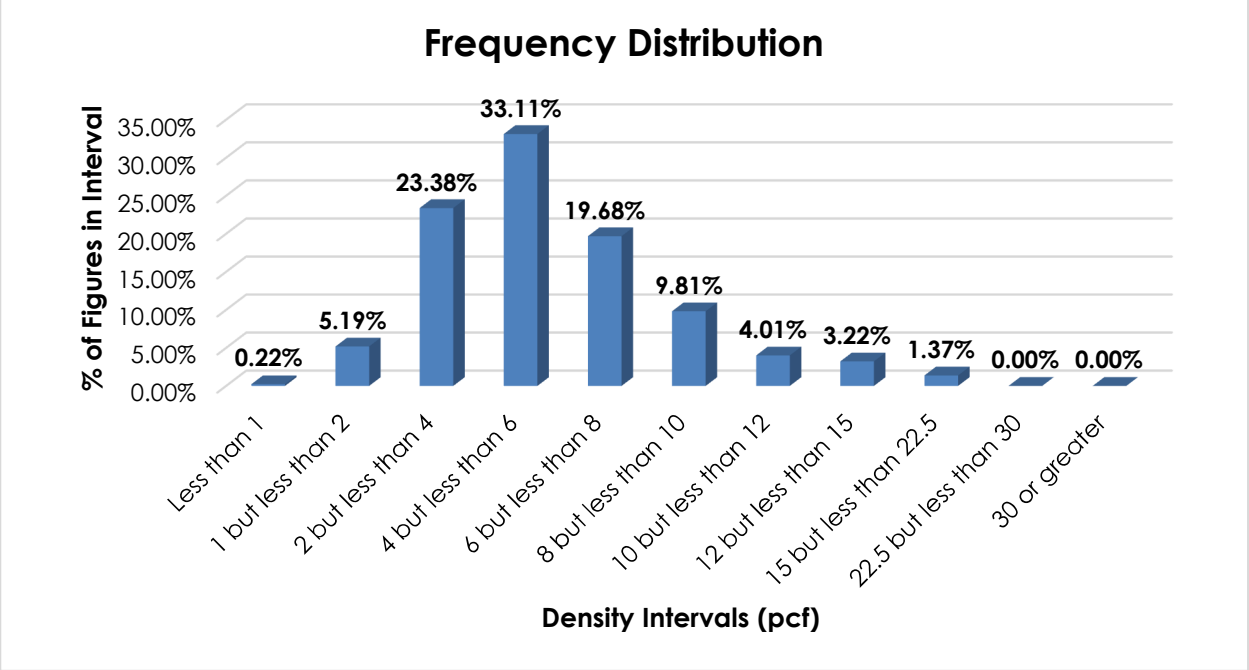
This proposal is based on information developed through Research Project 1438, which was initiated to review the transportation characteristics of chair or stool seats or backs, as embraced by items 82772, 82850, 82870, 82890, 82900 and 83445. The project was later expanded to include item 83440.

Transportation Characteristics

Density—The information of record includes 3,567 density observations submitted by shippers, a carrier and obtained from the FCDC's Density Study[1]. The densities range from 0.40 to 17.62 pcf, with an overall average density of 5.74 pcf. As shown in the graph on the following page, the density distribution is skewed right. Density breaks at 4 and 9 pcf reflect the modality of the distribution.

[1] The Density Study is part of an ongoing effort by the FCDC to collect information on actual shipments across all product categories handled by the LTL industry. Carriers that choose to participate in the Study periodically submit shipment data captured through their respective freight auditing programs. The FCDC uses verifiable data points, identified by NMFC item, that include the weight and the dimensions and/or cube of the shipping unit.

SUBJECT 17



When the data is evaluated on the basis of the three proposed density groupings to reflect the distribution of densities, the following ranges and averages are calculated.

Density Group (pcf)	Density Range (pcf)	Average Density (pcf)
Less than 4	0.40 – 3.99	2.72
4 but less than 9	4.00 – 8.98	5.95
9 or greater	9.00 – 17.62	11.64

Handling, Stowability and Liability—There have been no reports of unusual or significant handling, stowability or liability concerns.

Conclusion

Based on the foregoing analysis, items 82772, 82850, 82890, 82900, 83440 and 83445 would be canceled with reference to item 82870. The description of item 82870 would be amended accordingly, and classes would be assigned predicated on density breaks at 4 and 9 pcf[2], as shown in the table below. Combining these items would foster clarification and simplification.

Density Group (pcf)	Average Density (pcf)	FCDC Minimum Average Density Guideline (pcf)	Class Based on FCDC Density Guidelines
Less than 4	2.72	2	300
4 but less than 9	5.95	5	175
9 or greater	11.64	10.5	92.5

[2] The density provisions would include reference to Item (Rule) 170, the inadvertence clause.

SUBJECT 17

A new attendant Note would be established to clarify that item 82870 would also apply on combination chair or settee seats and backs of one-piece molded plastic construction.

Note, item 83447 would be canceled with no further application.

The FCDC's Packaging Consultant has reviewed the proposed minimum packaging requirements, i.e. "in boxes," and determined that they are appropriate for the LTL environment.

SUBJECT 18

Re: Chair Parts, molded paper or pulp — Item 82845

Contact: Adam C. Mercer Telephone — (571) 527-2698 mercer@nmfta.org

Proponent: Freight Classification Development Council

Present Classification Provisions

Item	Description	Class
	FURNITURE PARTS GROUP: subject to item 82750	
82845	**Chair Parts,** molded paper or pulp, see Note, item 82847, in boxes:	
Sub 1	Seats and backs, with or without arms, SU	400
Sub 2	NOI	100
82847	NOTE—Applies on parts for construction of upholstered chairs, other than laminated paperboard or pulpboard chair backs.	
83270	**Furniture Parts,** NOI, in boxes or crates, subject to Item 170 and having a density in pounds per cubic foot of:	
Sub 1	Less than 1	400
Sub 2	1 but less than 2	300
Sub 3	2 but less than 4	250
Sub 4	4 but less than 6	175
Sub 5	6 but less than 8	125
Sub 6	8 but less than 10	100
Sub 7	10 but less than 12	92.5
Sub 8	12 but less than 15	85
Sub 9	15 but less than 22.5	70
Sub 10	22.5 but less than 30	65
Sub 11	30 or greater	60

Proposed Classification Provisions

Item	Description	Class
	FURNITURE PARTS GROUP: subject to item 82750	
82845	**Chair Parts,** molded paper or pulp, see Note, item 82847, in boxes:	
Sub 1	Seats and backs, with or without arms, SU	⇉Cancel; believed to be obsolete
Sub 2	NOI	⇉Cancel; see item 83270
82847	NOTE—⇉Cancel; no further application.	
83270	**Furniture Parts,** NOI, in boxes or crates, subject to Item 170 and having a density in pounds per cubic foot of:	
Subs 1-11	No Change.	

SUBJECT 18

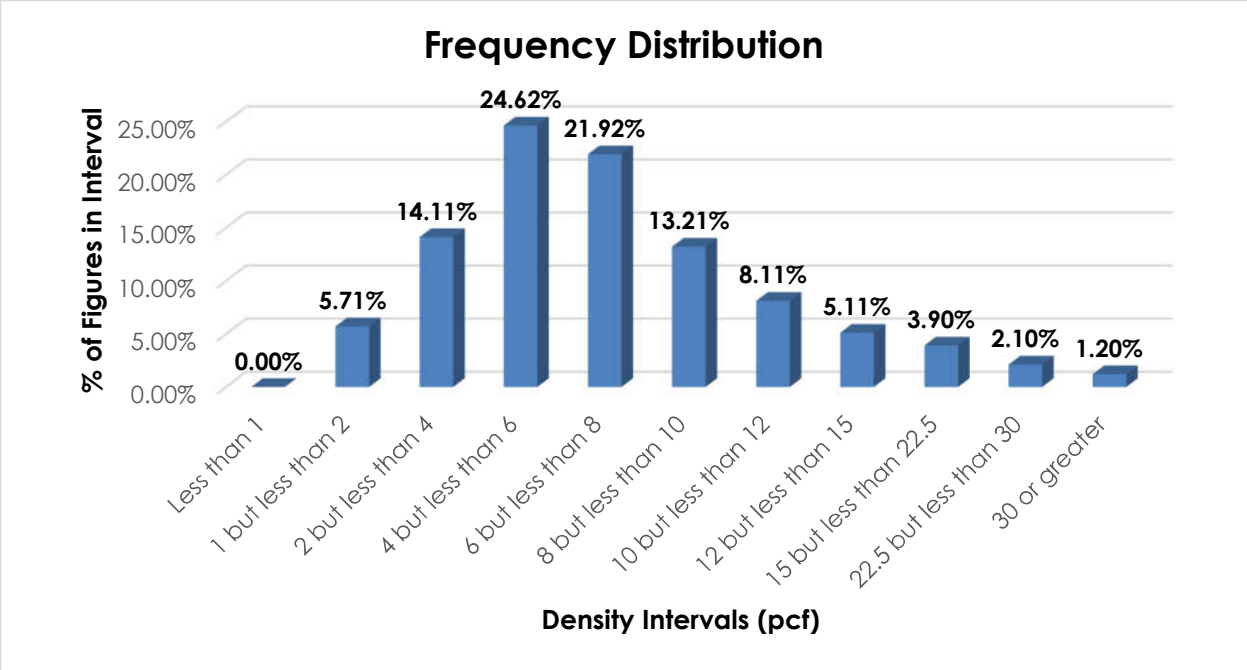
Analysis

Introduction

This proposal is based on information discovered during the course of Research Project 1438, involving various provisions applying on chair or stool seats or backs. A review of the FCDC's Density Study[1] from 2019 to 2022 showed only four observations under sub 1 of item 82845, suggesting that these provisions may be obsolete. It was also discovered that shipments moving under sub 2 of item 82845 exhibited transportation characteristics inconsistent with the currently assigned class.

Transportation Characteristics

Density—The information of record for sub 2 of item 82845 includes 333 density observations obtained from the FCDC's Density Study. The densities range from 1.14 to 48.70 pcf, with an overall average density of 7.81 pcf. As shown in the graph below, the distribution is spread broadly across the range.



Handling, Stowability and Liability—There have been no reports of unusual or significant handling, stowability or liability concerns.

[1] The Density Study is part of an ongoing effort by the FCDC to collect information on actual shipments across all product categories handled by the LTL industry. Carriers that choose to participate in the Study periodically submit shipment data captured through their respective freight auditing programs. The FCDC uses verifiable data points, identified by NMFC item, that include the weight and the dimensions and/or cube of the shipping unit.

SUBJECT 18

Conclusion

Based on the foregoing analysis, sub 1 of item 82845 would be canceled as obsolete. Additionally, sub 2 of item 82845 would be canceled with reference to the full-scale density-based provisions of item 83270[2].

[2] Item 83270 provides the FCDC's standard 11-subprovision density scale, which includes reference to Item (Rule) 170, the inadvertence clause.

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SUBJECT 19

Re: Mail — Item 133940

Contact: Larissa A. Franklin Telephone — (703) 838-1824 franklin@nmfta.org

Proponent: Freight Classification Development Council

Present Classification Provisions

Item	Description	Class
133940	**Mail,** see Note, item 133941, in packages, see Note, item 133942	77.5
133941	NOTE—United States Postal Service regulations notwithstanding, for classification purposes mail is defined as matter shipped for acceptance, processing and delivery by a government postal facility.	
133942	NOTE—Mail must be packaged in compliance with United States Postal Service regulations, as applicable.	

Proposed Classification Provisions

Item	Description	Class
133940	**Mail,** see Note, item 133941, in packages, see Note, item 133942	⇉0
133941	NOTE—No Change.	
133942	NOTE—No Change.	

Analysis

Introduction

This proposal is based on information developed through Research Project 1498, which was initiated to review the transportation characteristics of mail, as embraced by item 133940.

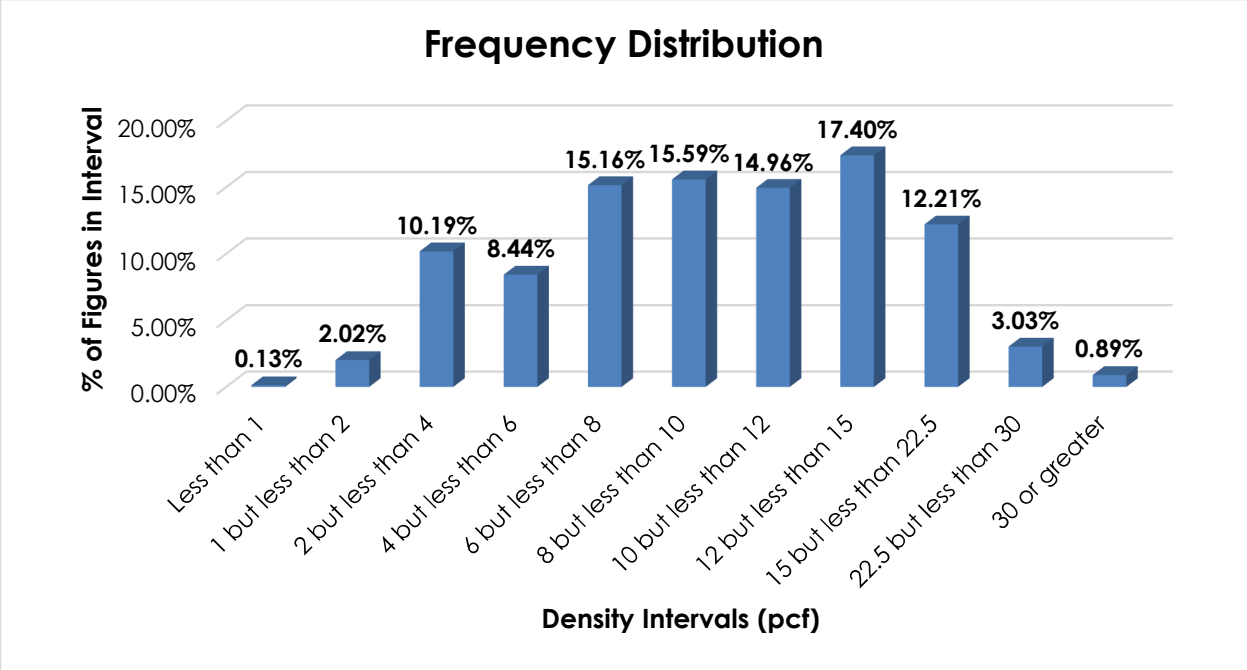
Mail is defined as "any mailable matter that is accepted for mail processing and delivery by [the United States Postal Service (USPS)].[1]" Moreover, per Note, item 133941, "for classification purposes mail is defined as matter shipped for acceptance, processing and delivery by a government postal facility." As inferred from these definitions, there is an exceptionally broad set of products, from letters to merchandise contained within various-sized packages, that can be considered mail. Some of those commodities are more-specifically named within the Classification and are assigned appropriate classes based on their respective transportation characteristics; however, when processed and delivered by the USPS or some other government postal facility, those commodities become mail.

[1] United States Postal Service. "Postal Terms." United States Postal Service. Accessed March 16, 2022. https://about.usps.com/publications/pub32/pub32_terms.htm.

SUBJECT 19

Transportation Characteristics

Density—The information of record includes 8,512 density observations submitted by carriers and obtained from the FCDC's Density Study[2]. The densities range from 0.53 to 33.51 pcf, with an overall average density of 10.42 pcf. As shown in the graph below, the densities are widely distributed throughout the range.



Handling and Stowability—Mail is typically tendered in bags, boxes or trays, often secured on lift truck skids or pallets. There may be handling or stowing considerations depending on what is being shipped. For example, lightbulbs and several types of hazardous materials can be shipped via USPS; these types of commodities, along with others, lend themselves to special handling and stowing requirements. Some examples of these needs include, but are not limited to, the necessity to sort and segregate the commodities from other freight, or the forethought needed to determine if the handling units should be top- or floor-loaded to avoid damage or to preclude damage to other freight.

Liability—Depending on the particular commodities being shipped as mail, there can be a number of liability considerations. Some mail, including promotional material and advertisements, is time-sensitive and, therefore, perishable. Some types of mail, such as lightbulbs, are fragile and, therefore, susceptible to damage. Hazardous materials, by definition, are inherently hazardous in nature, and, thus, there is the potential to damage other freight or to injure carrier personnel. However, in other cases, there are no unusual or significant liability factors involved in shipping mail.

[2] The Density Study is part of an ongoing effort by the FCDC to collect information on actual shipments across all product categories handled by the LTL industry. Carriers that choose to participate in the Study periodically submit shipment data captured through their respective freight auditing programs. The FCDC uses verifiable data points, identified by NMFC item, that include the weight and the dimensions and/or cube of the shipping unit.

SUBJECT 19

Conclusion

There is an extreme variety of materials and products that move as mail today, with an extreme range of density, handling, stowability and liability characteristics. This makes a traditional evaluation of the transportation characteristics of mail unfeasible; therefore, this proposal would assign class 0[3] to item 133940.

[3] As defined in Item (Rule) 420, Sec. 3, "When '0' is shown in the 'CLASS' column, it means that such articles are subject to the rates and regulations of individual carriers."

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SUBJECT 20

Re: Item (Rule) 420, Sec. 3 — Explanation of the '0' Class

Contact: Joel L. Ringer Telephone — (703) 838-1826 ringer@nmfta.org

Proponent: Freight Classification Development Council

Present Classification Provisions

ITEM 420

CLASSIFICATION OF ARTICLES—GENERAL

Secs. 1-2. Not Involved.
Sec. 3. When '0' is shown in the 'CLASS' column, it means that such articles are subject to the rates and regulations of individual carriers.
Secs. 4-5. Not Involved.

Proposed Classification Provisions

ITEM 420

CLASSIFICATION OF ARTICLES—GENERAL

Secs. 1-2. No Change.
Sec. 3. When '0' is shown in the 'CLASS' column, it means that ⇉the unique nature of the article named prevents the assignment in this Classification of a class based upon the recognized transportation characteristics. Refer to the terms, conditions, rules and other provisions of individual carriers pertaining to the article being shipped.
Secs. 4-5. No Change.

Analysis and Conclusion

In the course of preparing the proposal on mail—Subject 19 of this docket—it was determined that the present wording of Item 420, Sec. 3 does not adequately explain the meaning of the '0' class. All articles, regardless of the class assigned, are subject to the rates and regulations (provisions) of individual carriers.

Generally speaking, the '0' class is used where the article involved is so unique in nature that the assignment of a class based upon an evaluation of the recognized transportation characteristics of density, handling, stowability and liability is not feasible. This proposal would amend Item 420, Sec. 3 accordingly and would refer the NMFC user to the terms, conditions, rules and other provisions of individual carriers for such articles.

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SUBJECT 21

Re: Balls, tennis — Item 15590

Contact: Allison L. Austin Telephone — (703) 838-8864 austin@nmfta.org

Proponent: Freight Classification Development Council

Present Classification Provisions

Item	Description	Class
	ATHLETIC GOODS GROUP: subject to item 15500	
15590	**Balls,** tennis, in boxes:	
Sub 1	Other than in cans	100
Sub 2	In cans	85

Proposed Classification Provisions

Item	Description	Class
	ATHLETIC GOODS GROUP: subject to item 15500	
⇉15590	**Balls,** tennis, in boxes, subject to Item 170 and having a density in pounds per cubic foot of:	
Sub 1	Less than 6	250
Sub 2	6 or greater	100

Analysis

Introduction

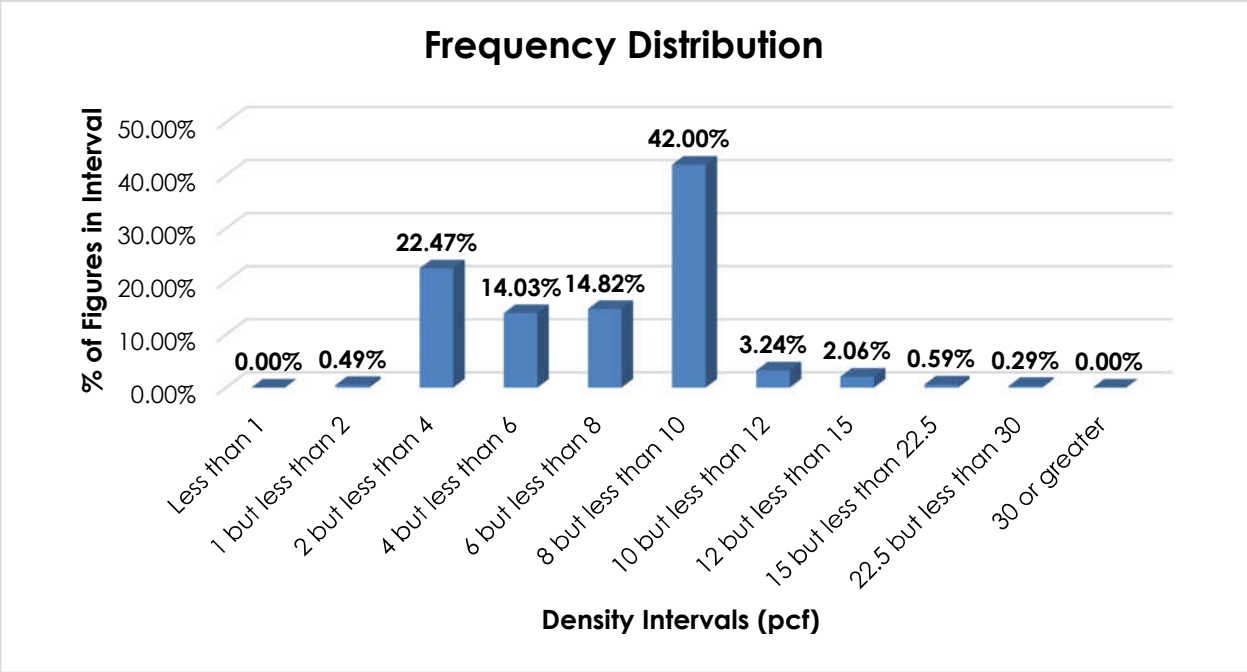
This proposal is in response to indications that shipments of tennis balls, as named in item 15590, exhibit transportation characteristics inconsistent with the currently assigned classes.

Transportation Characteristics

Density—The information of record includes 1,019 density observations obtained from the FCDC's Density Study[1]. The products range in density from 1.52 to 22.97 pcf, with an overall average of 7.10 pcf. As shown in the graph on the following page, the density distribution has two distinct peak points, with a predominant peak in the 8 but less than 10 pcf interval, and a smaller peak in the 2 but less than 4 pcf interval. A single density break at 6 pcf addresses the modality of the distribution.

[1] The Density Study is part of an ongoing effort by the FCDC to collect information on actual shipments across all product categories handled by the LTL industry. Carriers that choose to participate in the Study periodically submit shipment data captured through their respective freight auditing programs. The FCDC uses verifiable data points, identified by NMFC item, that include the weight and the dimensions and/or cube of the shipping unit.

SUBJECT 21



When the data is evaluated based on the proposed density break, the density ranges and averages in the table below emerge.

Density Group (pcf)	Density Range (pcf)	Average Density (pcf)
Less than 6	1.52 – 5.97	3.80
6 or greater	6.00 – 22.97	9.04

Handling, Stowability and Liability—There have been no reports of unusual or significant handling, stowability or liability concerns.

Conclusion

Based on the foregoing analysis, this proposal would amend item 15590 to provide a single density break at 6 pcf[2], as shown in the table below, with classes reflective of the respective average densities of each grouping.

Density Group (pcf)	Average Density (pcf)	FCDC Minimum Average Density Guideline (pcf)	Class Based on FCDC Density Guidelines
Less than 6	3.80	3	250
6 or greater	9.04	9	100

[2] The density provisions would include reference to Item (Rule) 170, the inadvertence clause.

SUBJECT 22

Re: Item (Rule) 680 — Requirements for Pails Unitized or Secured on Lift Truck Skids, Pallets or Platforms

Contact: Erin N. Topper Telephone — (703) 838-8856 topper@nmfta.org

Proponent: Classification Resource Committee

Proposed Classification Provisions

It is proposed to amend Item 680, Packing or Packaging—General, to read as follows:

ITEM 680

PACKING OR PACKAGING—GENERAL

Secs. 1-6. No Change.

Articles Secured to Skids or to Lift Truck Skids, Pallets or Platforms, or Bundled Together

Sec. 7. (a) No Change.

Sec. 7. (b)

(1) Except as required in ⇉Paragraphs (2) and (3), articles in packages or shipping forms, as authorized in individual item descriptions, will be accepted when unitized or secured on lift truck skids, pallets or platforms meeting the requirements of Item 265. Unless otherwise provided, when in the specifications of numbered packages or in individual item descriptions articles are required to move on lift truck skids, pallets or platforms, such skids, pallets or platforms must meet the requirements of Item 265. Except where required by the applicable provisions, it is recommended that articles unitized or secured on lift truck skids, pallets or platforms not overhang the skid, pallet or platform deck.

(2) No Change.

Notes 5 and 6—No Change.

⇉(3) Articles in pails complying with the construction requirements for such containers, as authorized in individual item descriptions, will be accepted when unitized or secured on lift truck skids, pallets or platforms meeting the requirements of Item 265, except spacing between deck boards must not exceed 3 inches. Bottom tier of pails must firmly rest on deck boards or on a sheet of fiberboard or wood placed directly on the deck boards, and a fiberboard or wood sheet may be placed between each tier of pails. Pails must not overhang the deck, and bails or handles must not come into direct contact with one another. Stack height of pails must be less than 1.5 times the shortest dimension of the bottom tier of pails.

The entire handling unit must be wrapped with plastic film in a manner that secures the freight together and to the lift truck skid, pallet or platform, so as to withstand the normal rigors of the less-than-truckload environment. In lieu of plastic film, strapping must be used around the perimeter of each tier of pails, and strapping in opposing directions must be used to secure the pails to the lift truck skid, pallet or platform, with at least two straps in each direction. When strapping is used to secure the handling unit, a fiberboard or wood sheet or cap must be placed over the top tier of pails to help prevent strapping from shifting in transit.

Secs. 7. (c)-17. No Change.

SUBJECT 22

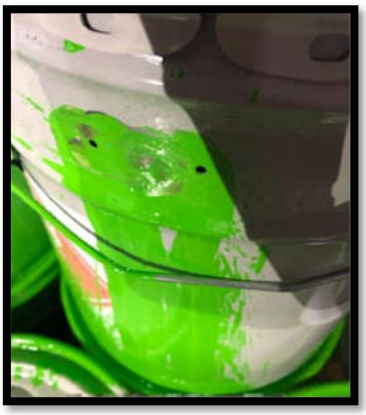
Analysis and Conclusion

This proposal was docketed by the Classification Resource Committee (CRC) based on a recommendation from the CRC's Packaging Subcommittee.

The FCDC has received reports of various types of failure of handling units consisting of pails stacked on lift truck skids or pallets. As shown in the photos below, some of the handling units tipped over completely, while others had the unitized pails tip off the lift truck skid or pallet due to the lack of securement. In other instances, the pails shifted, causing instability and failure of the handling unit. It was also reported that when the pails' bails or handles were positioned in direct contact with one another that failure could occur during transit.





As proposed, Item 680 would be amended by the addition of a new paragraph 3 in Sec. 7(b), which would provide detailed requirements for the unitization or securement of pails on lift truck skids or pallets. Paragraph 1 in Item 680, Sec. 7(b) would be amended accordingly.

SUBJECT 23

Re: Item (Rule) 680, Sec. 9(b) — Strapping Requirements for Articles Exceeding 48 Inches in Height

Contact: Erin N. Topper Telephone — (703) 838-8856 topper@nmfta.org

Proponent: Classification Resource Committee

Proposed Classification Provisions

It is proposed to amend Item 680, Packing or Packaging—General, to read as follows:

ITEM 680

PACKING OR PACKAGING—GENERAL

Secs. 1-8. No Change.

Strapping or Taping of Articles or Packages

Sec. 9. (a) No Change.

Sec. 9. (b) Unless otherwise provided, article(s) or package(s) may be secured to lift truck skids, pallets or platforms with metal, plastic or synthetic fiber strapping of sufficient strength so as to withstand the normal rigors of the less-than-truckload environment. Strapping must be placed in opposing directions, with at least two straps in each direction. Additional strapping is required on handling units exceeding 48 inches in length or width. ⇉Strapping is required around the perimeter of two or more articles exceeding 48 inches in height when articles are secured on lift truck skids, pallets or platforms. Contact points that may be damaged by strapping must be protected by packing forms or other packaging materials.

Secs. 10-17. No Change.

Analysis and Conclusion

This proposal was docketed by the Classification Resource Committee (CRC) based on a recommendation from the CRC's Packaging Subcommittee.

During an FCDC packaging inquiry, the inquirer asked if the current provisions of Item 680, Sec. 9(b) applied when two or more articles exceeding 48 inches in height are tendered together on a lift truck skid or pallet. It was noted that these articles are more susceptible to shifting, tipping and potential damage unless adequately secured together.

SUBJECT 23

FCDC policies state the FCDC is to establish and maintain packaging rules and specifications as necessary to ensure that freight is adequately protected and can be handled and stowed in a manner that is reasonably safe and practicable so as to withstand the normal rigors of the less-than-truckload environment. In keeping with these policies, this proposal would require the use of strapping around the perimeter of two or more articles having a height exceeding 48 inches when tendered on lift truck skids or pallets.

SUBJECT 24

Re: Telescopes, NOI, toy or other than toy — Item 58350

Contact: Allison L. Austin Telephone — (703) 838-8864 austin@nmfta.org

Proponent: Freight Classification Development Council

Present Classification Provisions

Item	Description	Class
	DRAWING INSTRUMENTS, OPTICAL GOODS OR SCIENTIFIC INSTRUMENTS: subject to item 57670	
58350	**Telescopes,** NOI, toy or other than toy, with or without extra lenses, filters or the like, with or without tripods or stands, in boxes:	
Sub 1	Actual value not exceeding $125.00 each, see Note, item 58351	125
Sub 2	Actual value exceeding $125.00 each, see Note, item 58351	300
58351	NOTE—Shipper must certify on shipping orders and bills of lading at time of shipment the actual value of each article or the value group embracing the actual value of each article. If the shipper fails to so certify the actual value, shipment will not be accepted, but if the shipment is inadvertently accepted, charges will initially be assessed on the basis of the class for the highest valuation provided. Upon proof of lower actual value, freight charges will be adjusted accordingly.	

Proposed Classification Provisions

Item	Description	Class
	DRAWING INSTRUMENTS, OPTICAL GOODS OR SCIENTIFIC INSTRUMENTS: subject to item 57670	
⇉58350	**Telescopes,** NOI, toy or other than toy, with or without extra lenses, filters or the like, with or without tripods or stands, in boxes	250
58351	NOTE—⇉Cancel; no further application.	

Analysis

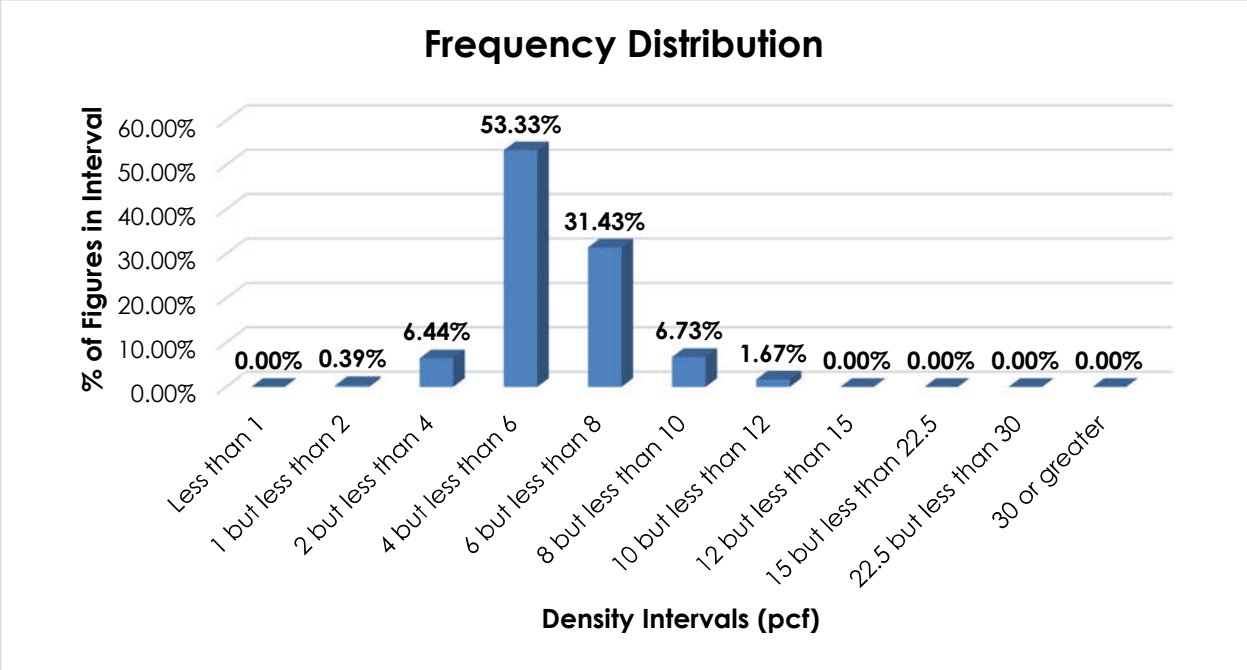
Introduction

This proposal is in response to indications that shipments of products moving under item 58350 exhibit transportation characteristics inconsistent with the currently assigned classes.

SUBJECT 24

Transportation Characteristics

Density—The information of record includes 3,045 density observations obtained from the FCDC's Density Study[1]. The densities range from 1.08 to 11.89 pcf, with an overall average of 5.84 pcf. As shown in the graph below, the density distribution is single-peaked, with a majority of the figures—almost 85%—falling between 4 and 8 pcf. The overall average is reflective of the unimodality of the distribution.



Handling, Stowability and Liability—Many of the telescopes embraced by item 58350 are fragile and precision articles, and they can be damaged during transportation. As such, the involved products should be handled and stowed with extra care. Handling units may also include precautionary markings or shipper instructions, such as "Fragile," "Handle with Care" and/or "This Side Up." Additionally, evidence suggests some units have restrictions on stacking or loading other freight on top, which may prevent carriers from utilizing all available vehicle space.

Conclusion

Based on the foregoing analysis, this proposal would amend item 58350 to provide class 250, which is a two-class adjustment from FCDC density guidelines to reflect the identified handling, stowability and liability concerns.

Note, item 58351 would be canceled with no further application.

[1] The Density Study is part of an ongoing effort by the FCDC to collect information on actual shipments across all product categories handled by the LTL industry. Carriers that choose to participate in the Study periodically submit shipment data captured through their respective freight auditing programs. The FCDC uses verifiable data points, identified by NMFC item, that include the weight and the dimensions and/or cube of the shipping unit.

SUBJECT 25

Re: Manikins, medical or rescue training; or Kits, medical training aid — Item 56825

Contact: Lisa K. O'Donnell Telephone — (703) 838-1838 odonnell@nmfta.org

Proponent: Freight Classification Development Council

Present Classification Provisions

Item	Description	Class
	DENTAL, HOSPITAL OR MEDICAL SUPPLY GROUP: subject to item 56400	
56825	**Manikins (Mannequins),** medical or rescue training, in boxes; **or Kits,** medical training aid, consisting of manikins (mannequins), heads, torsos or limbs and visual training aids, in carrying cases in boxes; see Note, item 56826	92.5
56826	NOTE—Not Involved.	

Proposed Classification Provisions

Item	Description	Class
	DENTAL, HOSPITAL OR MEDICAL SUPPLY GROUP: subject to item 56400	
56825	**Manikins (Mannequins),** medical or rescue training, in boxes; **or Kits,** medical training aid, consisting of manikins (mannequins), heads, torsos or limbs and visual training aids, in carrying cases in boxes, see Note, item 56826; ⇉subject to Item 170 and having a density in pounds per cubic foot of:	
⇉Sub 1	Less than 7	175
⇉Sub 2	7 or greater	100
56826	NOTE—No Change.	

Analysis

Introduction

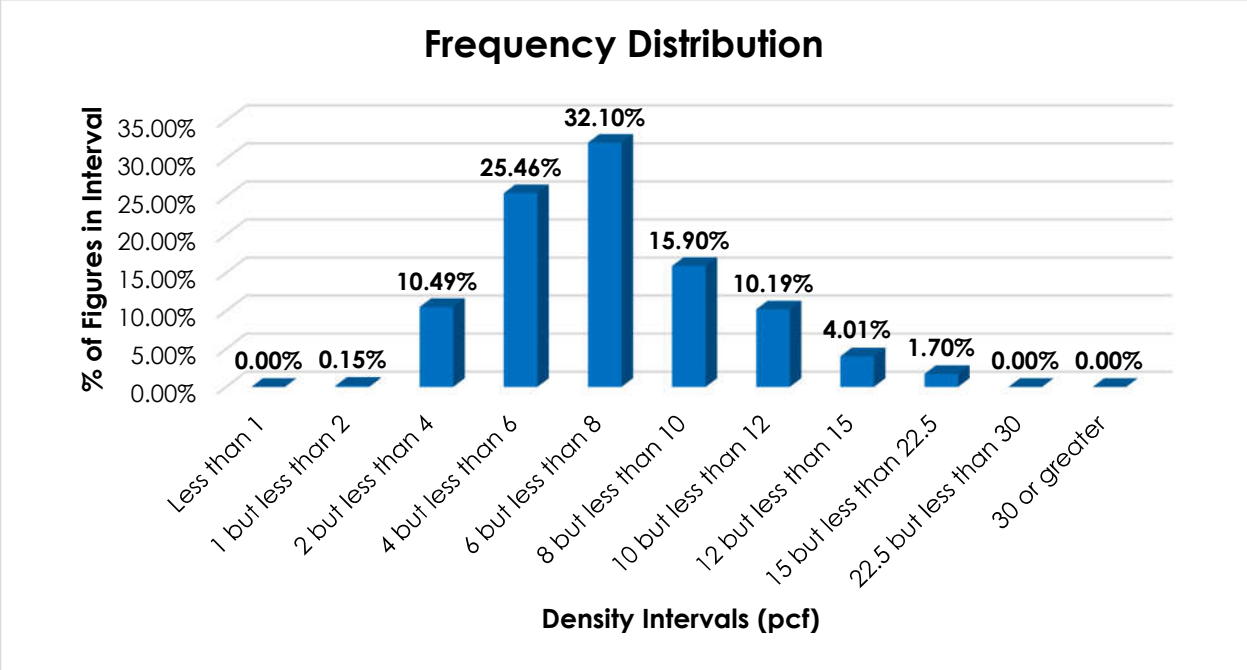
This proposal is in response to indications that shipments of medical or rescue training manikins or medical training aid kits, as named in item 56825, exhibit transportation characteristics inconsistent with the currently assigned class 92.5. Examples of the involved products are shown below.




SUBJECT 25

Transportation Characteristics

Density—The information of record includes 648 density observations obtained from the FCDC's Density Study[1]. The densities range from 1.80 to 19.87 pcf, with an overall average density of 7.11 pcf. As shown in the graph below, the density distribution is relatively bell-shaped, with predominant peaks in the 4 but less than 6 pcf, and 6 but less than 8 pcf intervals. A break at 7 pcf addresses both the spread and modality of the distribution.



When the data is evaluated based on the proposed density break to reflect the distribution of densities, the density ranges and averages in the table below emerge.

Density Group (pcf)	Density Range (pcf)	Average Density (pcf)
Less than 7	1.80 – 6.94	5.28
7 or greater	7.00 – 19.87	9.97

Handling, Stowability and Liability—There have been no reports of unusual or significant handling, stowability or liability concerns.

[1] The Density Study is part of an ongoing effort by the FCDC to collect information on actual shipments across all product categories handled by the LTL industry. Carriers that choose to participate in the Study periodically submit shipment data captured through their respective freight auditing programs. The FCDC uses verifiable data points, identified by NMFC item, that include the weight and the dimensions and/or cube of the shipping unit.

SUBJECT 25

Conclusion

Based on the foregoing analysis, item 56825 would be amended by assigning classes predicated on a density break at 7 pcf[2]. The average densities and classes, per FCDC guidelines, are shown below.

Density Group (pcf)	Average Density (pcf)	FCDC Minimum Average Density Guideline (pcf)	Class Based on FCDC Density Guidelines
Less than 7	5.28	5	175
7 or greater	9.97	9	100

[2] The density provisions would include reference to Item (Rule) 170, the inadvertence clause.

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SUBJECT 26

Re: Bins, revolving — Item 82340

Contact: Larissa A. Franklin Telephone — (703) 838-1824 franklin@nmfta.org

Proponent: Freight Classification Development Council

Present Classification Provisions

Item	Description	Class
	FURNITURE GROUP: subject to item 79000	
	Store or Office, steel or wood except as otherwise provided: subject to item 82300	
82340	**Bins,** revolving:	
Sub 1	SU, in Packages 1F, 3F or 5F	150
Sub 2	KD, in Package 9F	100

Proposed Classification Provisions

Item	Description	Class
	FURNITURE GROUP: subject to item 79000	
	Metallic or Wooden: subject to item 79600	
⇉NEW	**Bins,** storage, revolving, in Package 9F	250
	Store or Office, steel or wood except as otherwise provided: subject to item 82300	
82340	**Bins,** revolving, etc	⇉Cancel; see item NEW

Analysis

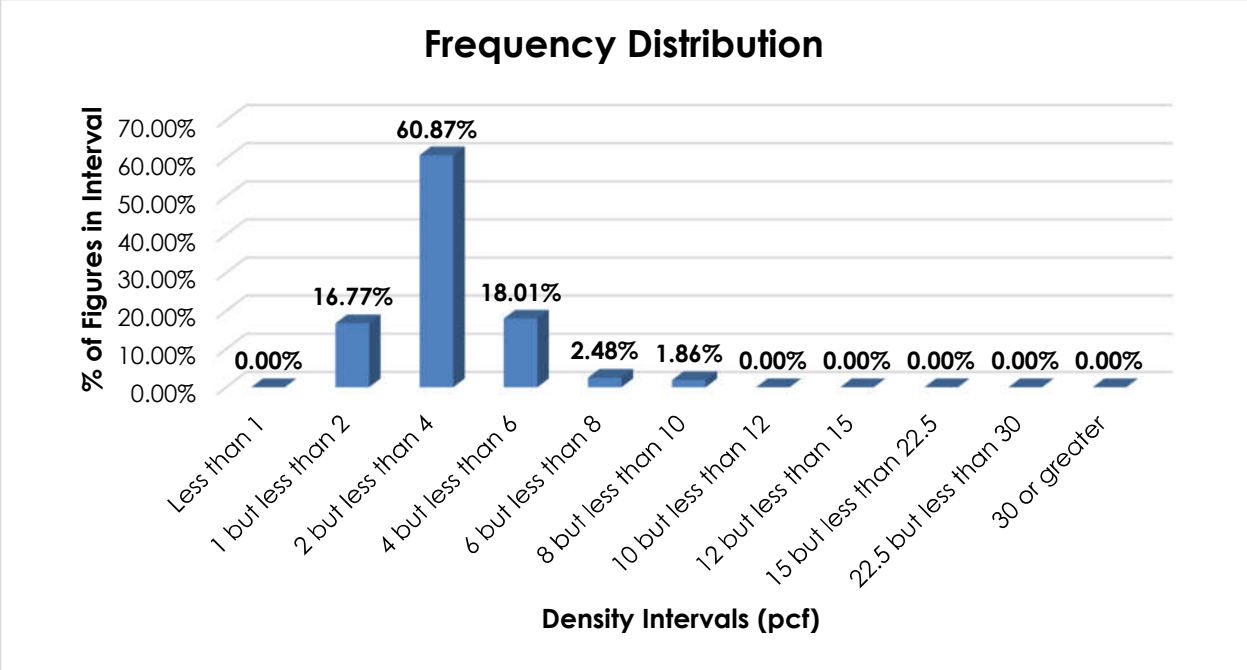
Introduction

This proposal is based on information developed through Research Project 1500, which was initiated to review the transportation characteristics of commodities subject to the store or office furniture subgeneric heading. The information in this proposal specifically relates to item 82340, naming revolving bins.

SUBJECT 26

Transportation Characteristics

Density—The information of record includes 161 density observations obtained from the FCDC's Density Study[1]. The densities range from 1.53 to 8.47 pcf, with an overall average density of 3.26 pcf. As shown in the graph below, the density distribution is single-peaked, with a majority of the figures—almost 61%—falling in the 2 but less than 4 pcf interval, and over 95% falling between 1 and 6 pcf. The overall average is reflective of the unimodality of the distribution.



Handling, Stowability and Liability—There have been no reports of unusual or significant handling, stowability or liability concerns.

Conclusion

Based on the foregoing analysis, this proposal would cancel item 82340 with reference to a new item, naming "Bins, storage, revolving," at a single class 250. The new item would be subject to the metallic or wooden furniture subgeneric heading for clarification.

Furthermore, the FCDC's Packaging Consultant has reviewed the proposed minimum packaging requirements, i.e. "in Package 9F," and determined that they are appropriate for the LTL environment.

[1] The Density Study is part of an ongoing effort by the FCDC to collect information on actual shipments across all product categories handled by the LTL industry. Carriers that choose to participate in the Study periodically submit shipment data captured through their respective freight auditing programs. The FCDC uses verifiable data points, identified by NMFC item, that include the weight and the dimensions and/or cube of the shipping unit.

SUBJECT 27

Re: Pads, heating — Item 62640

Contact: Allison L. Austin Telephone — (703) 838-8864 austin@nmfta.org

Proponent: Freight Classification Development Council

Present Classification Provisions

Item	Description	Class
	ELECTRICAL EQUIPMENT GROUP: subject to item 60500	
62640	**Pads,** heating, electric, NOI, in boxes	100

Proposed Classification Provisions

Item	Description	Class
	ELECTRICAL EQUIPMENT GROUP: subject to item 60500	
⇉62640	**Pads,** heating, NOI, in boxes, subject to Item 170 and having a density in pounds per cubic foot of:	
Sub 1	Less than 8	175
Sub 2	8 or greater	100

Analysis

Introduction

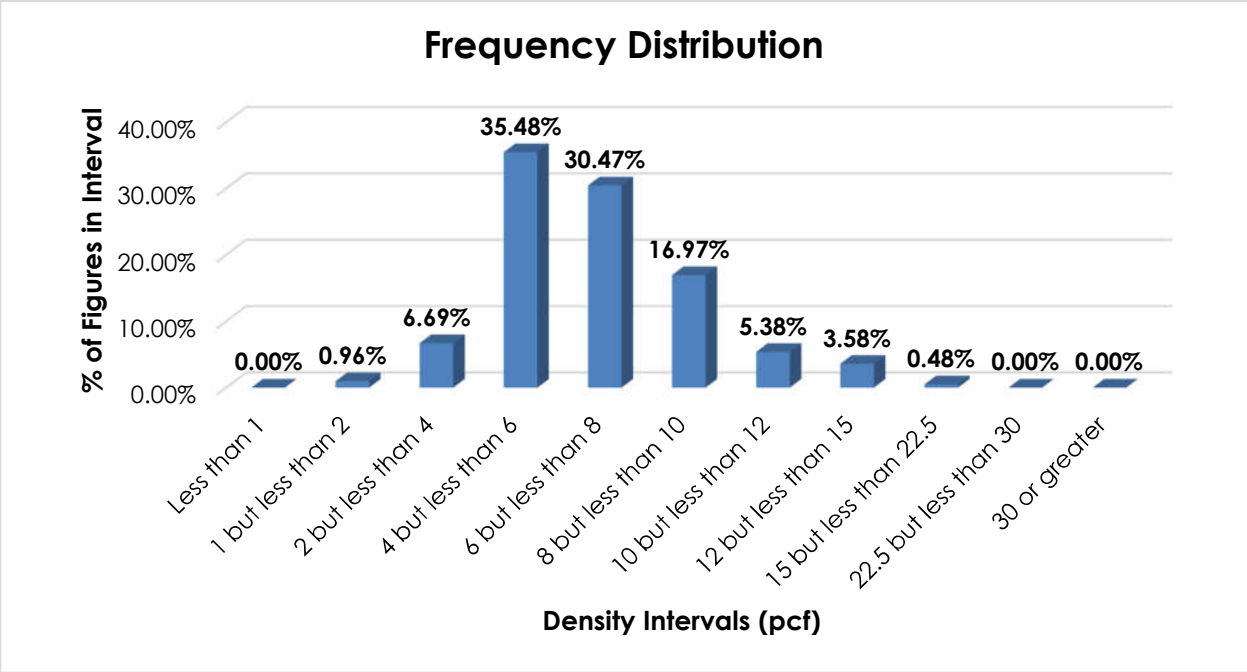
This proposal is in response to indications that shipments of heating pads, as named in item 62640, exhibit transportation characteristics inconsistent with the currently assigned class.

Transportation Characteristics

Density—The information of record includes 837 density observations obtained from the FCDC's Density Study[1]. The products range in density from 1.66 to 17.50 pcf, with an overall average of 6.78 pcf. As shown in the graph on the following page, the distribution is right-skewed, with the predominant peak in the 4 but less than 6 pcf interval, and a majority of the remaining observations clustered in the neighboring intervals around the overall average. A single density break at 8 pcf addresses the modality of the distribution.

[1] The Density Study is part of an ongoing effort by the FCDC to collect information on actual shipments across all product categories handled by the LTL industry. Carriers that choose to participate in the Study periodically submit shipment data captured through their respective freight auditing programs. The FCDC uses verifiable data points, identified by NMFC item, that include the weight and the dimensions and/or cube of the shipping unit.

SUBJECT 27



When the data is evaluated based on the proposed density break, the density ranges and averages in the table below emerge.

Density Group (pcf)	Density Range (pcf)	Average Density (pcf)
Less than 8	1.66 – 7.99	5.68
8 or greater	8.00 – 17.50	9.85

Handling, Stowability and Liability—There have been no reports of unusual or significant handling, stowability or liability concerns.

Conclusion

Based on the foregoing analysis, this proposal would amend item 62640 to provide a single density break at 8 pcf[2], as shown in the table below, with classes reflective of the respective average densities of each grouping.

Density Group (pcf)	Average Density (pcf)	FCDC Minimum Average Density Guideline (pcf)	Class Based on FCDC Density Guidelines
Less than 8	5.68	5	175
8 or greater	9.85	9	100

Additionally, the word "electric" would be removed from the item description in the interest of simplification.

[2] The density provisions would include reference to Item (Rule) 170, the inadvertence clause.

SUBJECT 28

Re: Bed Kits, unassembled, unfinished wood, including Loft Bed Kits — Item 81360

Contact: Lisa K. O'Donnell Telephone — (703) 838-1838 odonnell@nmfta.org

Proponent: Freight Classification Development Council

Present Classification Provisions

Item	Description	Class
	FURNITURE GROUP: subject to item 79000	
	Metallic or Wooden: subject to item 79600	
81360	**Kits,** bed, unassembled, including **Loft Bed Kits,** consisting of unfinished pieces of wood that have been cut to size and drilled, with assembly hardware, in packages	60

Proposed Classification Provisions

Item	Description	Class
	FURNITURE GROUP: subject to item 79000	
	Metallic or Wooden: subject to item 79600	
81360	**Kits,** bed, unassembled, including **Loft Bed Kits,** consisting of unfinished pieces of wood that have been cut to size and drilled, with assembly hardware, in packages	⇉175

Analysis

Introduction

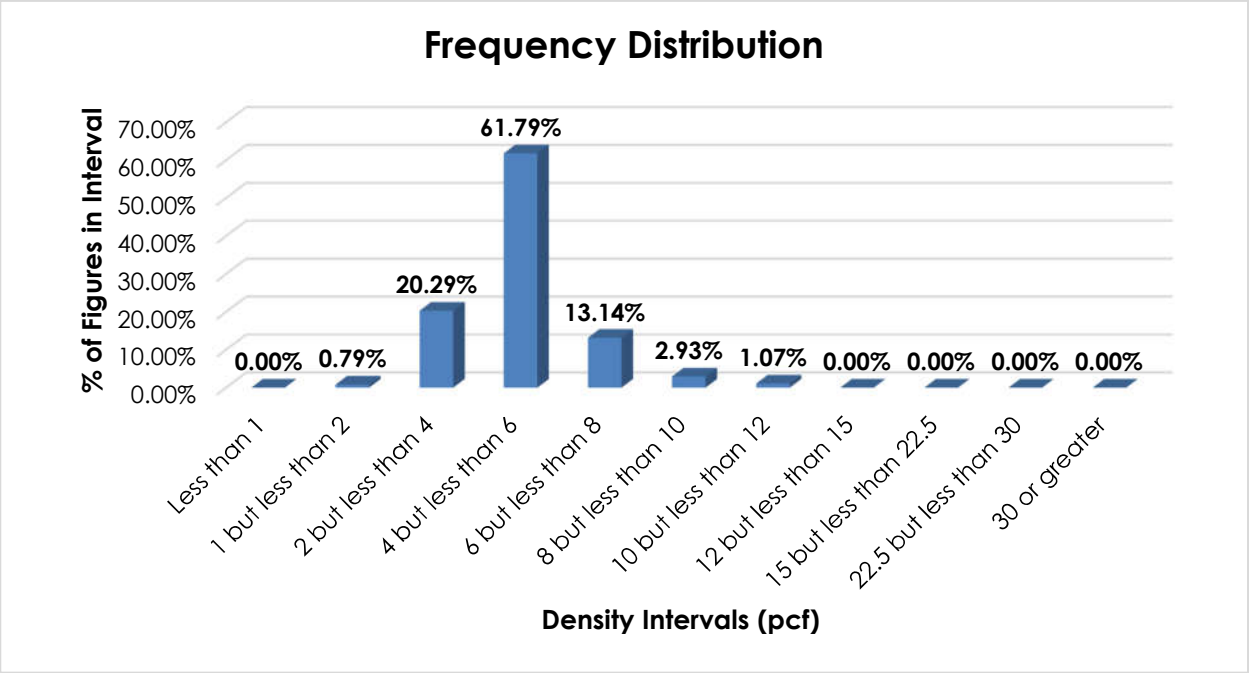
This proposal is in response to indications that shipments of unassembled, unfinished wood bed kits, as named in item 81360, exhibit transportation characteristics inconsistent with the currently assigned class 60.

Transportation Characteristics

Density—The information of record includes 1,400 density observations obtained from the FCDC's Density Study[1]. The densities range from 1.42 to 11.30 pcf, with an overall average density of 5.21 pcf. As shown in the graph on the following page, the density distribution is single-peaked, with a majority of the figures—over 82%—falling between 2 and 6 pcf. The overall average is reflective of the unimodality of the distribution.

[1] The Density Study is part of an ongoing effort by the FCDC to collect information on actual shipments across all product categories handled by the LTL industry. Carriers that choose to participate in the Study periodically submit shipment data captured through their respective freight auditing programs. The FCDC uses verifiable data points, identified by NMFC item, that include the weight and the dimensions and/or cube of the shipping unit.

SUBJECT 28



Handling, Stowability and Liability—There have been no reports of unusual or significant handling, stowability or liability concerns.

Conclusion

Based on the foregoing analysis, this proposal would amend item 81360 to assign class 175.

SUBJECT 29

Re: Bottle Openers, NOI — Item 100560

Contact: Angela L. Li Telephone — (703) 838-1882 angela.li@nmfta.org

Proponent: Freight Classification Development Council

Present Classification Provisions

Item	Description	Class
	HOUSEHOLD UTENSILS GROUP: subject to item 100500	
100560	**Bottle Openers,** NOI, in boxes or drums	77.5

Proposed Classification Provisions

Item	Description	Class
	HOUSEHOLD UTENSILS GROUP: subject to item 100500	
100560	**Bottle Openers,** NOI, ⇉in boxes, ⇉subject to Item 170 and having a density in pounds per cubic foot of:	
⇉Sub 1	Less than 12	125
⇉Sub 2	12 or greater	70

Analysis

Introduction

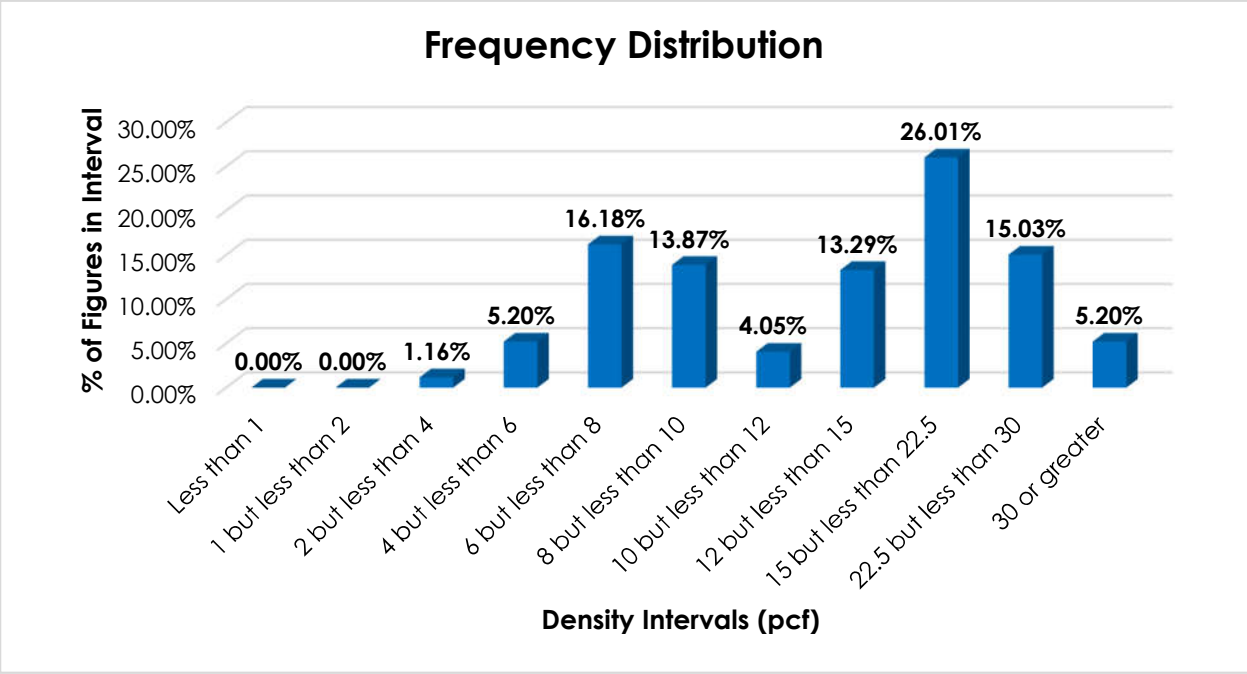
This proposal is based on information developed through Research Project 1496, which was initiated to review the transportation characteristics of bottle openers, as embraced by item 100560.

Transportation Characteristics

Density—The information of record includes 173 density observations submitted by a carrier and obtained from the FCDC's Density Study[1]. The densities range from 3.80 to 41.68 pcf, with an overall average density of 15.18 pcf. As shown in the graph on the following page, the density distribution has two distinct cluster points, with a predominant peak in the 15 but less than 22.5 pcf interval, and a smaller clustering around the 6 but less than 8 pcf interval. A density break at 12 pcf reflects the modality of the distribution.

[1] The Density Study is part of an ongoing effort by the FCDC to collect information on actual shipments across all product categories handled by the LTL industry. Carriers that choose to participate in the Study periodically submit shipment data captured through their respective freight auditing programs. The FCDC uses verifiable data points, identified by NMFC item, that include the weight and the dimensions and/or cube of the shipping unit.

SUBJECT 29



An analysis of the data with the proposed density break at 12 pcf, reflective of the density distribution of record, reveals the following ranges and averages.

Density Group (pcf)	Density Range (pcf)	Average Density (pcf)
Less than 12	3.80 – 11.40	7.69
12 or greater	12.43 – 41.68	20.27

Handling, Stowability and Liability—There have been no reports of unusual or significant handling, stowability or liability concerns.

Conclusion

Based on the foregoing analysis, this proposal would amend item 100560 to provide a single density break at 12 pcf[2], as shown in the table below, reflective of the respective average densities for the involved commodities.

Density Group (pcf)	Average Density (pcf)	FCDC Minimum Average Density Guideline (pcf)	Class Based on FCDC Density Guidelines
Less than 12	7.69	7	125
12 or greater	20.27	15	70

The FCDC's Packaging Consultant has reviewed the proposed minimum packaging requirements, i.e. "in boxes," and determined that they are appropriate for the LTL environment.

[2] The density provisions would include reference to Item (Rule) 170, the inadvertence clause.

SUBJECT 30

Re: Pens or Markers, writing

Contact: Larissa A. Franklin Telephone — (703) 838-1824 franklin@nmfta.org

Proponent: Freight Classification Development Council

Present Classification Provisions

Item	Description	Class
	STATIONERY GROUP: subject to item 178850	
179060	**Markers,** NOI; **or Pens;** ink, in boxes:	
Sub 1	Nylon or porous tipped, other than felt tipped	92.5
Sub 2	Felt tipped	85
179180	**Stationery, viz.:**	
	Pens, ink, NOI;	
	[Other Articles Listed—Not Involved.]	
	In boxes, subject to Item 170 and having a density in pounds per cubic foot of:	
Sub 1	Less than 1	400
Sub 2	1 but less than 2	300
Sub 3	2 but less than 4	250
Sub 4	4 but less than 6	175
Sub 5	6 but less than 8	125
Sub 6	8 but less than 10	100
Sub 7	10 but less than 12	92.5
Sub 8	12 but less than 15	85
Sub 9	15 but less than 22.5	70
Sub 10	22.5 but less than 30	65
Sub 11	30 or greater	60
179182	NOTE—Not Involved.	

Proposed Classification Provisions

Item	Description	Class
	STATIONERY GROUP: subject to item 178850	
179060	**Markers,** NOI; **or Pens;** ink, etc	⇉Cancel; see item 179180

SUBJECT 30

Proposed Classification Provisions — Concluded

STATIONERY GROUP: subject to item 178850

179180 **Stationery, viz.:**

⇉**~~Pens,~~** ~~ink, NOI;~~

⇉**Pens or Markers,** writing, NOI;

[Other Articles Listed—No Change.]

In boxes, subject to Item 170 and having a density in pounds per cubic foot of:

Sub 1	Less than 1	400
Sub 2	1 but less than 2	300
Sub 3	2 but less than 4	250
Sub 4	4 but less than 6	175
Sub 5	6 but less than 8	125
Sub 6	8 but less than 10	100
Sub 7	10 but less than 12	92.5
Sub 8	12 but less than 15	85
Sub 9	15 but less than 22.5	70
Sub 10	22.5 but less than 30	65
Sub 11	30 or greater	60

179182 NOTE—No Change.

Analysis

Introduction

This proposal is in response to indications that shipments of products moving under item 179060 exhibit transportation characteristics inconsistent with the currently assigned classes.

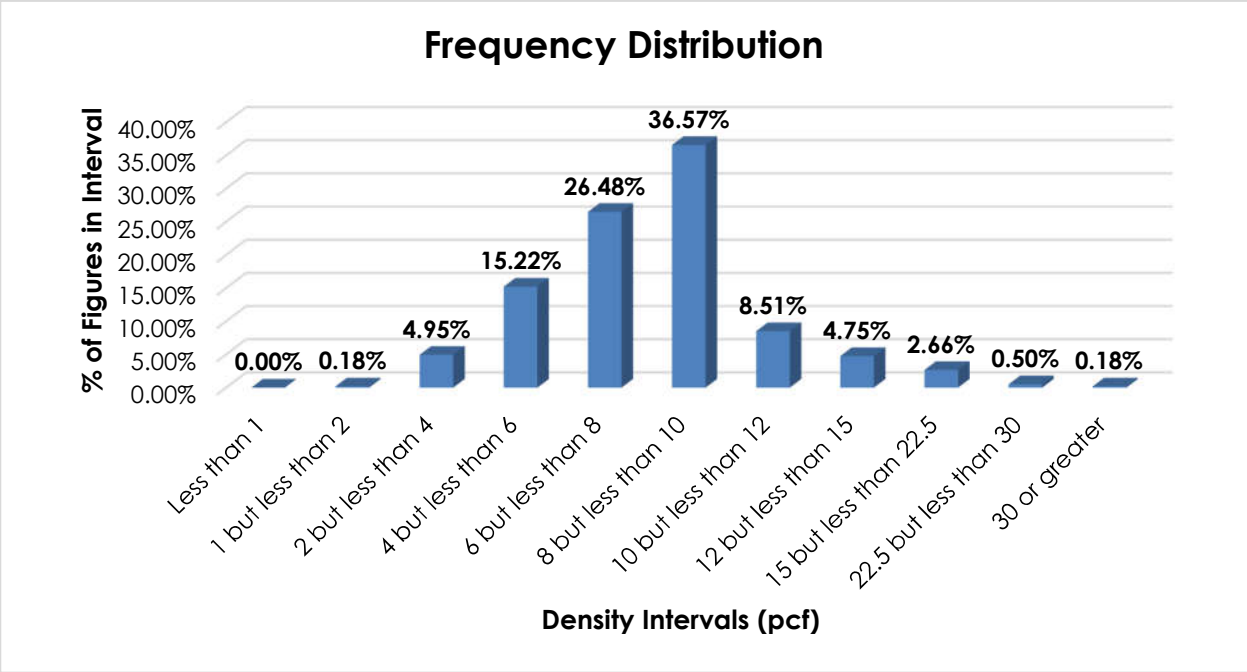
There is also evidence that some types of pens currently classified under item 179180, such as ballpoint pens, are moving incorrectly under item 179060.

Transportation Characteristics

Density—The information of record includes 14,681 density observations obtained from the FCDC's Density Study[1]. The densities range from 1.14 to 45.65 pcf, with an overall average density of 8.26 pcf. As shown in the graph on the following page, the densities are distributed throughout the range, with a predominant clustering between 4 and 10 pcf.

[1] The Density Study is part of an ongoing effort by the FCDC to collect information on actual shipments across all product categories handled by the LTL industry. Carriers that choose to participate in the Study periodically submit shipment data captured through their respective freight auditing programs. The FCDC uses verifiable data points, identified by NMFC item, that include the weight and the dimensions and/or cube of the shipping unit.

SUBJECT 30



Handling, Stowability and Liability—There have been no reports of unusual or significant handling, stowability or liability concerns.

Conclusion

Based on the foregoing analysis, this proposal would cancel item 179060 with reference to the full-scale, density-based provisions of item 179180[2]. Concurrently, the "viz." listing in item 179180 would be amended to include "Pens or Markers, writing, NOI," and to remove "Pens, ink, NOI." While the density distribution shown herein does not indicate a uniform distribution of densities throughout the range, these proposed changes would foster clarification and simplification, as well as address interpretive and misclassification issues, by grouping related products together.

[2] Item 179180 provides the FCDC's standard 11-subprovision density scale, which includes reference to Item (Rule) 170, the inadvertence clause.

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SUBJECT 31

Re: Bins, hardware, small parts storage or tool, compartmented, steel, not thinner than 24 gauge — Item 79085

Contact: Larissa A. Franklin Telephone — (703) 838-1824 franklin@nmfta.org

Proponent: Freight Classification Development Council

Present Classification Provisions

Item	Description	Class
	FURNITURE GROUP: subject to item 79000	
79085	**Bins,** hardware, small parts storage or tool, compartmented, steel, not thinner than 24 gauge, see Note, item 79087, in boxes	125
79087	NOTE—Will not apply on units tapered to provide variances in compartment depths.	
	Metallic or Wooden: subject to item 79600	
82270*	**Metallic or Wooden Furniture, viz.:**	
	Bins or Shelving, NOI;	
	[Other Articles Listed—Not Involved.]	
	In Packages 1F, 2F, 3F, 5F, 19F, 21F, 22F, 25F, 40F, 138F, 150F or 151F, see Note, item 82271, subject to Item 170 and having a density in pounds per cubic foot of:	
Sub 1	Less than 1	400
Sub 2	1 but less than 2	300
Sub 3	2 but less than 4	250
Sub 4	4 but less than 6	175
Sub 5	6 but less than 8	125
Sub 6	8 but less than 10	100
Sub 7	10 but less than 12	92.5
Sub 8	12 but less than 15	85
Sub 9	15 but less than 22.5	70
Sub 10	22.5 but less than 30	65
Sub 11	30 or greater	60
82271	NOTE—Not Involved.	

*Published in Supplement 1 to NMF 100-AV, effective April 9, 2022.

Proposed Classification Provisions

Item	Description	Class
	FURNITURE GROUP: subject to item 79000	
79085	**Bins,** hardware, small parts storage or tool, compartmented, steel, not thinner than 24 gauge, see Note, item 79087, etc	⇉Cancel; see item 82270
79087	NOTE—⇉Cancel; no further application.	

SUBJECT 31

Proposed Classification Provisions — Concluded

Item	Description	Class
	FURNITURE GROUP: subject to item 79000	
	Metallic or Wooden: subject to item 79600	
82270	**Metallic or Wooden Furniture, viz.:**	
	Bins or Shelving, NOI;	
	[Other Articles Listed—No Change.]	
	In Packages 1F, 2F, 3F, 5F, 19F, 21F, 22F, 25F, 40F, 138F, 150F or 151F, see Note, item 82271, subject to Item 170 and having a density in pounds per cubic foot of:	
Sub 1	Less than 1	400
Sub 2	1 but less than 2	300
Sub 3	2 but less than 4	250
Sub 4	4 but less than 6	175
Sub 5	6 but less than 8	125
Sub 6	8 but less than 10	100
Sub 7	10 but less than 12	92.5
Sub 8	12 but less than 15	85
Sub 9	15 but less than 22.5	70
Sub 10	22.5 but less than 30	65
Sub 11	30 or greater	60
82271	NOTE—No Change.	

Analysis

Introduction

This proposal is in response to indications that shipments of products moving under item 79085 exhibit transportation characteristics inconsistent with the currently assigned class 125.

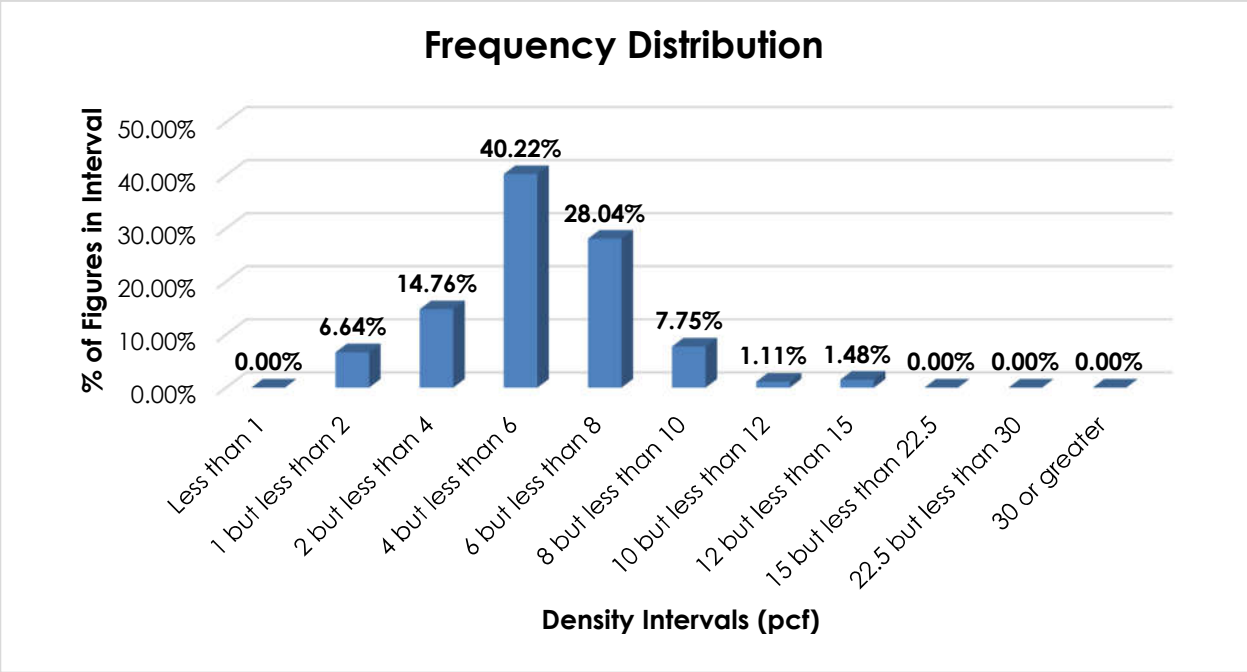
The provisions of item 79085 are extremely specific, and it is extremely difficult to confirm that the item is being correctly applied.

Transportation Characteristics

Density—The information of record includes 271 density observations obtained from the FCDC's Density Study[1]. The densities range from 1.16 to 13.69 pcf, with an overall average density of 5.48 pcf. The density distribution in the graph on the following page shows clustered peaks around the average.

[1] The Density Study is part of an ongoing effort by the FCDC to collect information on actual shipments across all product categories handled by the LTL industry. Carriers that choose to participate in the Study periodically submit shipment data captured through their respective freight auditing programs. The FCDC uses verifiable data points, identified by NMFC item, that include the weight and the dimensions and/or cube of the shipping unit.

SUBJECT 31



Handling, Stowability and Liability—There have been no reports of unusual or significant handling, stowability or liability concerns.

Conclusion

Based on the foregoing analysis, this proposal would cancel item 79085 with reference to the full-scale, density-based provisions of item 82270, naming "Bins or Shelving, NOI"[2]. While the density distribution shown herein does not indicate a uniform distribution of densities throughout the range, these proposed changes would foster clarification and simplification, as well as address misclassification issues, by grouping related products together.

Note, item 79087 would be canceled as having no further application.

[2] Item 82270 provides the FCDC's standard 11-subprovision density scale, which includes reference to Item (Rule) 170, the inadvertence clause.

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SUBJECT 32

Re: Toilet Bowls or Toilet Tanks — Items 159505 and 159510

Contact: Adam C. Mercer Telephone — (571) 527-2698 mercer@nmfta.org

Proponent: Freight Classification Development Council

Present Classification Provisions

Item	Description	Class
	PLUMBERS' GOODS GROUP: subject to item 158000	
158880	**Plumbers' Goods, viz.:**	
	Toilet Bowls, NOI, see Note, item 159506, also in Package 104; **or Toilet Tanks,** NOI;	
	[Other Articles Listed—Not Involved.]	
	In boxes or crates, subject to Item 170 and having a density in pounds per cubic foot of:	
Sub 1	Less than 1	400
Sub 2	1 but less than 2	300
Sub 3	2 but less than 4	250
Sub 4	4 but less than 6	175
Sub 5	6 but less than 8	125
Sub 6	8 but less than 10	100
Sub 7	10 but less than 12	92.5
Sub 8	12 but less than 15	85
Sub 9	15 but less than 22.5	70
Sub 10	22.5 but less than 30	65
Sub 11	30 or greater	60
158881	NOTE—Not Involved.	
158882	NOTE—Not Involved.	
159505	**Toilet Bowls,** china or earthenware, see Note, item 159506, in boxes, crates or Package 104, having a density of 8 pounds or greater per cubic foot, see Note, item 159511	92.5
159506	NOTE—Also applies on accompanying equipment of seats and covers when shipped with toilet bowls.	
159510	**Toilet Tanks,** china or earthenware, in boxes or crates, having a density of 8 pounds or greater per cubic foot, see Note, item 159511	70
159511	NOTE—Density must be shown by shipper on shipping orders and bills of lading at time of shipment. If density is not shown and shipment is inadvertently accepted, class will initially be assessed under the provisions of item 158880, naming 'Toilet Bowls, NOI, or Toilet Tanks, NOI.' Upon satisfactory proof of actual density, class will be adjusted accordingly.	

SUBJECT 32

Proposed Classification Provisions

Item	Description	Class
	PLUMBERS' GOODS GROUP: subject to item 158000	
158880	**Plumbers' Goods, viz.:**	
	⇉**Toilet Bowls,** see Note, item NEW, also in Package 104; **or Toilet Tanks**; [Other Articles Listed—No Change.]	
	In boxes or crates, subject to Item 170 and having a density in pounds per cubic foot of:	
Sub 1	Less than 1	400
Sub 2	1 but less than 2	300
Sub 3	2 but less than 4	250
Sub 4	4 but less than 6	175
Sub 5	6 but less than 8	125
Sub 6	8 but less than 10	100
Sub 7	10 but less than 12	92.5
Sub 8	12 but less than 15	85
Sub 9	15 but less than 22.5	70
Sub 10	22.5 but less than 30	65
Sub 11	30 or greater	60
158881	NOTE—No Change.	
158882	NOTE—No Change.	
⇉NEW	NOTE—Also applies on accompanying equipment of seats and covers when shipped with toilet bowls.	
159505	**Toilet Bowls,** china or earthenware, etc	⇉Cancel; see item 158880
159506	NOTE—⇉Cancel; see item NEW.	
159510	**Toilet Tanks,** china or earthenware, etc	⇉Cancel; see item 158880
159511	NOTE—⇉Cancel; no further application.	

Analysis

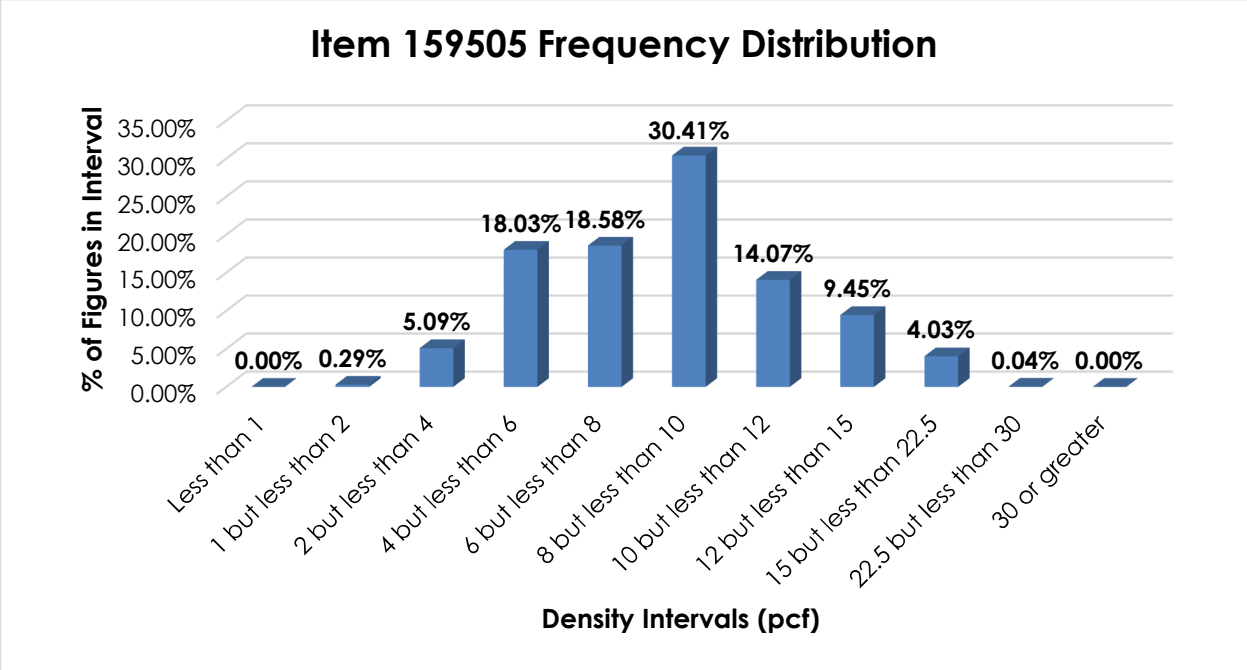
Introduction

This proposal is in response to indications that shipments of toilet bowls, as embraced by item 159505, and toilet tanks, as embraced by item 159510, exhibit transportation characteristics inconsistent with the currently assigned classes, as well as to address interpretive issues.

SUBJECT 32

Transportation Characteristics

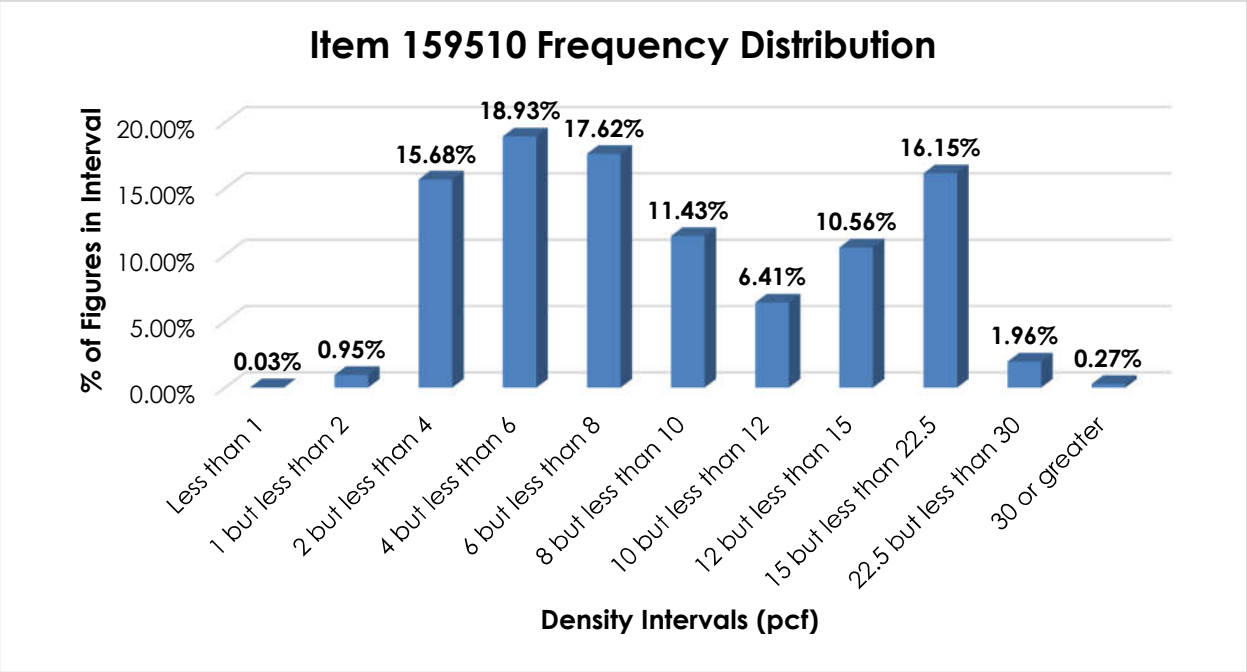
Density—The information of record for item 159505 includes 2,729 density observations submitted by a carrier and obtained from the FCDC's Density Study[1]. The densities range from 1.01 to 22.50 pcf, with an overall average density of 8.61 pcf. As shown in the graph below, the distribution is relatively broadly spread across the range.



The information of record for item 159510 includes 3,666 density observations obtained from the FCDC's Density Study. The densities range from 0.90 to 33.19 pcf, with an overall average density of 9.22 pcf. As shown in the graph on the following page, the distribution is relatively broadly spread across the range.

[1] The Density Study is part of an ongoing effort by the FCDC to collect information on actual shipments across all product categories handled by the LTL industry. Carriers that choose to participate in the Study periodically submit shipment data captured through their respective freight auditing programs. The FCDC uses verifiable data points, identified by NMFC item, that include the weight and the dimensions and/or cube of the shipping unit.

SUBJECT 32



The density data also demonstrates that items 159505 and 159510—both of which require a density of at least 8 pcf—are being misapplied.

Handling, Stowability and Liability—There have been no reports of unusual or significant handling, stowability or liability concerns.

Conclusion

Based on the foregoing analysis, this proposal would cancel items 159505 and 159510 with reference to the full-scale density-based provisions of item 158880[2]. Concurrently, the "viz." listing for toilet bowls or toilet tanks in item 158880 would be amended accordingly.

Furthermore, Note, item 159506 would be canceled and reestablished as a new attendant Note to item 158880. Note, item 159511 would be canceled with no further application.

The proposed amendments would also foster clarification and simplification.

[2] Item 158880 provides the FCDC's standard 11-subprovision density scale, which includes reference to Item (Rule) 170, the inadvertence clause.

SUBJECT 33

Re: Package 1018

Contact: Erin N. Topper Telephone — (703) 838-8856 topper@nmfta.org

Proponent: Freight Classification Development Council

Present Classification Provisions

Item	Description	Class
	ELECTRICAL EQUIPMENT GROUP: subject to item 60500	
62802	NOTE—Not Involved.	
62860	**Recorders or Players,** tape, NOI, separate or combined, with or without equipment of loudspeakers in same or separate packages, see Note, item 62862, in boxes or Packages 829 or 1018.....Not Involved	
62862	NOTE—Necessary equipment of loudspeakers shipped in separate packages from recorder or player may be shipped in boxes or Package 1018.	
63035	**Sets,** radio, and related articles, see Note, item 62802, **viz.:**	
	Amplifiers, Preamplifiers, Receivers or Tuners, radio, separate or combined;	
	Players or Recorders, compact disc (CD), digital videodisc (DVD), videocassette (VCR) or videodisc;	
	Radios or Clock Radios, NOI;	
	Radios or Clock Radios and Phonographs or Tape Recorders or Players combined;	
	In boxes or Packages 829, 979, 1018, 2320 or 2396.....Not Involved	

Package 1018

Automobile radio receiving sets or loud speakers must be in corrugated fiberboard containers metal strapped to wooden or corrugated fiberboard pallets with not less than four metal straps. The container walls and caps must test not less than 275 pounds, except that caps may be of 200 pound test corrugated fiberboard providing a full dimension pad of 200 pound test corrugated fiberboard is used on the top tier. Interior of containers must consist of a series of corrugated fiberboard trays, or full dimension pads slotted or die-cut to size of each radio or speaker, or slotted partitions forming tiers. Radios or speakers must be completely separated and so held as to prevent contact with each other or container walls. Partitioning must be of adequate strength and so designed as to prevent damage to contents of the container. Gross weight must not exceed 2,000 pounds.

SUBJECT 33

Proposed Classification Provisions

Item	Description	Class
	ELECTRICAL EQUIPMENT GROUP: subject to item 60500	
62802	NOTE—No Change.	
62860	**Recorders or Players,** tape, NOI, separate or combined, with or without equipment of loudspeakers in same or separate packages, see Note, item 62862, in boxes or ⇉Package 829..	No Change
62862	NOTE—Necessary equipment of loudspeakers shipped in separate packages from recorder or player may be shipped ⇉in boxes.	
63035	**Sets,** radio, and related articles, see Note, item 62802, **viz.:**	
	Amplifiers, Preamplifiers, Receivers or Tuners, radio, separate or combined;	
	Players or Recorders, compact disc (CD), digital videodisc (DVD), videocassette (VCR) or videodisc;	
	Radios or Clock Radios, NOI;	
	Radios or Clock Radios and Phonographs or Tape Recorders or Players combined;	
	⇉In boxes or Packages 829, 979, 2320 or 2396	No Change

Package 1018

⇉Cancel; no further application.

Analysis

Package 1018 was designed to protect automobile radio receiving sets or loudspeakers, and is now referenced in items 62860 and 63035, and Note, item 62862[1]. The package specifies an exception to the fiberboard box requirements in Item 222, and the gross weight must not exceed 2,000 pounds. This fiberboard container design would not adequately protect freight in today's less-than-truckload environment.

Conclusion

FCDC packaging policies state the FCDC is to maintain packaging rules and specifications as necessary to ensure that freight is adequately protected and can be handled and stowed in a manner that is reasonably safe and practicable so as to withstand the normal rigors of the less-than-truckload environment.

Therefore, this proposal would cancel Package 1018 as having no further application, and reference to the package would be removed from items 62860 and 63035, and Note, item 62862.

[1] Package 1018 is also referenced in item 62420, naming Loudspeakers or Speakers, which is proposed to be amended in Subject 2 of this docket. As proposed, the package would no longer be referenced in that item.

SUBJECT 34

Re: Item (Rule) 225 — Definition of or Specifications for Pails

Contact: Erin N. Topper Telephone — (703) 838-8856 topper@nmfta.org

Proponent: Freight Classification Development Council

Proposed Classification Provisions

It is proposed to amend Item 225, Definition of Pails, to read as follows:

ITEM 225

DEFINITION OF ⇉OR SPECIFICATIONS FOR PAILS

Pails are containers with ⇉removable heads or covers, with or without bails or handles (see Note), without bilge, and must be made of plastic, metal or fiberboard. ⇉Pails have a volumetric capacity between 3.79 and 45.42 liters (1 and 12 gallons). For detailed construction requirements of such containers, see Items 258, 260, 291 and 292.

Note—A bail is a handle extending completely across the top of a container and attached to the sides.

Analysis and Conclusion

The FCDC's policies state the NMFC's rules are to be consistent with classification precedent and kept otherwise up-to-date. In keeping with these policies, Item 225 would be updated to specify that pails have removable heads or covers and to provide capacity specifications. The title would concurrently be updated.

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SUBJECT 35

Re: Miscellaneous Packaging Provisions

Contact: Erin N. Topper Telephone — (703) 838-8856 topper@nmfta.org

Proponent: Freight Classification Development Council

Present Classification Provisions

Item	Description	Class
56290	**Decorations, Notions or Novelties,** see Notes, items 56291 and 56292, **viz.:**	
	Decorations or Ornaments, Christmas tree or holiday, NOI, see Note, item 56293;	
	[Other Articles Listed—Not Involved.]	
	In boxes, subject to Item 170 and having a density in pounds per cubic foot of:	
Subs 1-11	Not Involved.	
56291	NOTE—Not Involved.	
56292	NOTE—Not Involved.	
56293	NOTE—Ornaments exceeding $2^1/_4$ inches in diameter, or Christmas-tree-top ornaments, must be in inner cartons made of fiberboard or paperboard not less than 0.030 inch thick. Ornaments not exceeding $2^1/_4$ inches in diameter, other than Christmas-tree-top ornaments, must be in inner cartons made of fiberboard or paperboard not less than 0.026 inch thick. Cartons for ornaments other than Christmas-tree-top ornaments must be equipped with fiberboard or paperboard interlocking honeycomb partitions having extended tips so as to provide not less than $^1/_2$-inch clearance from side walls of carton; or must be equipped with flanged top and bottom trays of fiberboard or paperboard die-cut to accommodate each ornament and maintain not less than $^1/_2$-inch clearance from side walls of box. Partition or tray material must be not less than 0.033 inch thick. Cartons for Christmas-tree-top ornaments must be equipped with die-cut fiberboard or paperboard suspension forms of material not less than 0.033 inch thick, arranged to maintain not less than $^1/_2$-inch clearance between ornaments and all inside surfaces of carton. Inner cartons must be packed on ends or sides within the outer shipping box.	
56294	NOTE—Not Involved.	
56295	NOTE—Not Involved.	

SUBJECT 35

Present Classification Provisions — Concluded

Item	Description	Class
86500	**GLASS:** see Notes, items 86512, 86516 and 86522	
86512	NOTE—Not Involved.	
86516	NOTE—Not Involved.	
86522	NOTE—Except where in individual items reference is made to specific requirements for the construction of and packing within crates, crates must be constructed of sound lumber with slat members sufficiently close to adequately protect contents. Contents must be further protected within crate by or with double-faced corrugated fiberboard, or hay, straw, excelsior or other packing material that will afford adequate protection against damage.	
	VEHICLES, OTHER THAN SELF-PROPELLED: subject to item 188500	
189220	**Kits,** trailer, house trailer type, completely KD, in packages except wheels may be loose	Not Involved

Proposed Classification Provisions

Item	Description	Class
56290	**Decorations, Notions or Novelties,** see Notes, items 56291 and 56292, **viz.:**	
	⇉**Decorations or Ornaments,** Christmas tree or holiday, NOI;	
	[Other Articles Listed—No Change.]	
	In boxes, subject to Item 170 and having a density in pounds per cubic foot of:	
Subs 1-11	No Change.	
56291	NOTE—No Change.	
56292	NOTE—No Change.	
56293	NOTE—⇉Cancel; no further application.	
56294	NOTE—No Change.	
56295	NOTE—No Change.	
86500	**GLASS:** see Notes, items ⇉86512 and 86516	
86512	NOTE—No Change.	
86516	NOTE—No Change.	
86522	NOTE—⇉Cancel; no further application.	
	VEHICLES, OTHER THAN SELF-PROPELLED: subject to item 188500	
189220	**Kits,** trailer, house trailer type, completely KD, ⇉in packages.....	No Change

SUBJECT 35

Analysis and Conclusion

FCDC packaging policies state that the FCDC is to maintain packaging rules and specifications as necessary to ensure that freight is adequately protected and can be handled and stowed in a manner that is reasonably safe and practicable so as to withstand the normal rigors of the less-than-truckload environment.

Note, item 56293 provides very specific box and interior packaging specifications for Christmas tree or holiday decorations or ornaments that may be difficult, if not impossible, for the carrier to validate. Note, item 86522, referenced by the Glass generic heading, provides requirements for glass in crates, which are similar to the requirements found in Item (Rule) 245. Canceling Notes, items 56293 and 86522 as having no further application would be in keeping with FCDC policies regarding simplification.

Item 189220 requires trailer kits to be shipped in packages, but allows the wheels to be shipped loose. This proposal would remove the exception for the wheels to be shipped loose in keeping with FCDC packaging policies.

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SUBJECT 36

Re: Miscellaneous Packaging Provisions

Contact: Erin N. Topper Telephone — (703) 838-8856 topper@nmfta.org

Proponent: Freight Classification Development Council

Present Classification Provisions

Item	Description	Class
	CEMENT GROUP: subject to item 42100	
42130*	**Cement,** hydraulic, masonry, mortar, natural or Portland, in drums or cloth or four-ply paper bags	Not Involved
	CHEMICALS GROUP: subject to item 42600	
	Potassium (Potash): subject to item 45640	
45680	**Bicarbonate:**	
Sub 1	In bulk in drums, or in metal cans in boxes or drums, or in Package 2183	Not Involved
Sub 2	In inner containers in boxes or drums	Not Involved
45720	**Carbonate (Pearlash):**	
Sub 1	Other than crude:	
Sub 2	In inner containers in boxes or drums	Not Involved
Sub 3	In bulk in drums, in bags with waterproof lining or in Packages 27 or 2183	Not Involved
Sub 4	Crude, in bulk in drums	Not Involved
50060	**Compounds,** ammonia, **or Ammonia,** cleaning, liquid, other than corrosive materials, in inner containers in boxes or drums or in bulk in drums	Not Involved
50225	**Compounds,** ice antislipping and ice melting, dry, in bulk or in inner containers in bags, boxes or drums	Not Involved
	DAIRY PRODUCTS GROUP: subject to item 55360	
55660	**Milk or Cream,** NOI, in inner containers in boxes or drums, or in milk shipping cans	Not Involved
	DRUGS, MEDICINES, TOILET PREPARATIONS OR PERSONAL CARE PRODUCTS GROUP: subject to item 58500	
58920	**Lard,** benzoinated, in inner containers in boxes or drums or in metal cans in crates	Not Involved

*Published in Supplement 1 to NMF 100-AV, effective April 9, 2022.

SUBJECT 36

Present Classification Provisions — Concluded

Item	Description	Class
68140	✪**Fertilizing Compounds (Manufactured Fertilizers),** NOI, see Notes, items 68142 and 68144:	
Sub 1	Dry:	
Sub 2	In inner containers in bags, boxes or drums, subject to Item 170 and having a density in pounds per cubic foot of:	
Sub 3	Less than 20	Not Involved
Sub 4	20 or greater	Not Involved
Sub 5	In bulk in cloth or paper bags, boxes, drums or Package 2435	Not Involved
Sub 6	Liquid, in boxes, drums or Packages 2399 or 2500	Not Involved
68142	NOTE—When in bulk in cloth or paper bags each containing not less than 25 pounds, enclosed in outer containers, the material will be deemed to be in bulk in outer containers.	
68144	NOTE—Not Involved.	
	FISH GROUP: subject to item 69700	
69750	**Crab or Lobster Meat,** in inner containers in boxes or drums	Not Involved

Proposed Classification Provisions

Item	Description	Class
	CEMENT GROUP: subject to item 42100	
42130	**Cement,** hydraulic, masonry, mortar, natural or Portland, ⇉in bags or drums	No Change
	CHEMICALS GROUP: subject to item 42600	
	Potassium (Potash): subject to item 45640	
45680	**Bicarbonate:**	
Sub 1	In bulk in drums, ⇉in metal cans in boxes, or in Package 2183	No Change
Sub 2	⇉In inner containers in boxes	No Change
45720	**Carbonate (Pearlash):**	
Sub 1	Other than crude:	
Sub 2	⇉In inner containers in boxes	No Change
Sub 3	In bulk in drums, in bags with waterproof lining or in Packages 27 or 2183	No Change
Sub 4	Crude, in bulk in drums	No Change
50060	**Compounds,** ammonia, **or Ammonia,** cleaning, liquid, other than corrosive materials, ⇉in inner containers in boxes, or in bulk in drums	No Change
50225	**Compounds,** ice antislipping and ice melting, dry, ⇉in bags, boxes or drums	No Change
	DAIRY PRODUCTS GROUP: subject to item 55360	
55660	**Milk or Cream,** NOI, ⇉in inner containers in boxes	No Change
	DRUGS, MEDICINES, TOILET PREPARATIONS OR PERSONAL CARE PRODUCTS GROUP: subject to item 58500	
58920	**Lard,** benzoinated, ⇉in inner containers in boxes	No Change

SUBJECT 36

Proposed Classification Provisions — Concluded

Item	Description	Class
68140	✪**Fertilizing Compounds (Manufactured Fertilizers),** NOI, see ⇉Note, item 68144:	
Sub 1	Dry:	
Sub 2	⇉in inner containers in boxes, subject to Item 170 and having a density in pounds per cubic foot of:	
Sub 3	Less than 20	No Change
Sub 4	20 or greater	No Change
Sub 5	⇉In bulk in bags, boxes, drums or Package 2435	No Change
Sub 6	Liquid, in boxes, drums or Packages 2399 or 2500	No Change
68142	NOTE—⇉Cancel; no further application.	
68144	NOTE—No Change.	
	FISH GROUP: subject to item 69700	
69750	**Crab or Lobster Meat,** ⇉in inner containers in boxes	No Change

Analysis and Conclusion

FCDC packaging policies state the FCDC is to maintain packaging rules and specifications as necessary to ensure that freight is adequately protected and can be handled and stowed in a manner that is reasonably safe and practicable so as to withstand the normal rigors of the less-than-truckload environment.

The minimum packaging requirements in item 42130 and sub 5 of item 68140 refer to specific types of bags. To allow for bags of other material construction, which would offer the same or better protection, this proposal would simplify the minimum packaging requirements to specify "in bags" in lieu of the specific types currently named.

Item 55660 authorizes the shipment of milk or cream "in milk shipping cans," which is an archaic term and not defined in the NMFC. Its reference would be removed from the item.

The other provisions involved herein refer to various combinations of inner containers in outer packages. In today's environment, inner containers are not typically tendered in bags, crates or drums. Therefore, this proposal would amend those packaging requirements, as well as make other necessary changes, for clarification and simplification.

Note, item 68142 would be canceled as having no further application.

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SUBJECT 37

Re: Miscellaneous Packaging Provisions

Contact: Erin N. Topper Telephone — (703) 838-8856 topper@nmfta.org

Proponent: Freight Classification Development Council

Present Classification Provisions

Item		Description	Class
		FOODSTUFFS GROUP: subject to item 72000	
73810		**Malt Extract,** liquid:	
	Sub 1	In glass in boxes or drums	Not Involved
	Sub 2	In inner containers in boxes or drums, or in bulk in drums	Not Involved
73820		**Malt Extract,** other than liquid, **Malt Powder (Dehydrated Malt Syrup), or Maltose (Malt Sugar):**	
	Sub 1	In inner containers in boxes or drums	Not Involved
	Sub 2	In bulk in boxes, drums or four-ply paper bags, in containers other than glass or earthenware in boxes or drums	Not Involved
73840		**Meat, Fruit or Vegetable Substitutes,** processed from vegetable or soya bean products, peanuts, grain products or seasoning:	
	Sub 1	In inner containers, other than glass or metal inner containers, in boxes	Not Involved
	Sub 2	In bulk in bags, in inner containers in boxes or drums, or in Packages 510, 1000 or 2231	Not Involved
75490		**Yeast,** liquid, in inner containers in boxes or drums or in bulk in drums	Not Involved
		GRAIN PRODUCTS GROUP: subject to item 89300	
89330		**Barley,** pearled, in inner containers in boxes, drums, or in bulk in bags or drums	Not Involved
89370		**Bran,** NOI, in inner containers in boxes or drums, or in bulk in drums or cloth or paper bags	Not Involved
111820		**Lubricant,** grease-binder **(Lubricating Grease,** other than petroleum lubricating grease, combined with fiber, not oiled waste), in inner containers in boxes, crates or drums, or in bulk in drums	Not Involved
		METALS GROUP: subject to item 135300	
136040		**Quicksilver (Metallic Mercury),** in inner containers in boxes or drums, or in iron flasks	Not Involved
138360		**Mordants,** NOI, in inner containers in boxes or drums, or in bulk in drums	Not Involved
138620		**Mucilage:**	
	Sub 1	In inner containers in boxes or drums	Not Involved
	Sub 2	In bulk in drums	Not Involved

SUBJECT 37

Proposed Classification Provisions

Item		Description	Class
		FOODSTUFFS GROUP: subject to item 72000	
73810		**Malt Extract,** liquid:	
	Sub 1	⇉In glass inner containers in boxes	No Change
	Sub 2	⇉In inner containers other than glass in boxes, or in bulk in drums	No Change
73820		**Malt Extract,** other than liquid, **Malt Powder (Dehydrated Malt Syrup), or Maltose (Malt Sugar):**	
	Sub 1	⇉In glass or earthenware inner containers in boxes	No Change
	Sub 2	⇉In bulk in bags, boxes or drums, or in inner containers other than glass or earthenware in boxes	No Change
73840		**Meat, Fruit or Vegetable Substitutes,** processed from vegetable or soya bean products, peanuts, grain products or seasoning:	
	Sub 1	In inner containers, other than glass or metal inner containers, in boxes	No Change
	Sub 2	In bulk in bags, ⇉in glass or metal inner containers in boxes, or in Packages 510, 1000 or 2231	No Change
75490		**Yeast,** liquid, ⇉in inner containers in boxes, or in bulk in drums	No Change
		GRAIN PRODUCTS GROUP: subject to item 89300	
89330		**Barley,** pearled, ⇉in inner containers in boxes, or in bulk in bags or drums	No Change
89370		**Bran,** NOI, ⇉in inner containers in boxes, or in bulk in bags or drums	No Change
111820		**Lubricant,** grease-binder **(Lubricating Grease,** other than petroleum lubricating grease, combined with fiber, not oiled waste), ⇉in inner containers in boxes, or in bulk in drums	No Change
		METALS GROUP: subject to item 135300	
136040		**Quicksilver (Metallic Mercury),** ⇉in inner containers in boxes	No Change
138360		**Mordants,** NOI, ⇉in inner containers in boxes, or in bulk in drums	No Change
138620		**Mucilage:**	
	Sub 1	⇉In inner containers in boxes	No Change
	Sub 2	In bulk in drums	No Change

Analysis and Conclusion

FCDC packaging policies state the FCDC is to maintain packaging rules and specifications as necessary to ensure that freight is adequately protected and can be handled and stowed in a manner that is reasonably safe and practicable so as to withstand the normal rigors of the less-than-truckload environment.

The minimum packaging requirements in sub 2 of item 73820 and in item 89370 refer to specific types of bags. To allow for bags of other material construction, which would offer the same or better protection, this proposal would simplify the minimum packaging requirements to specify "in bags" in lieu of the specific types currently named.

SUBJECT 37

Item 136040 authorizes the shipment of quicksilver (metallic mercury) "in iron flasks," which is an archaic term and not defined in the NMFC. Its reference would be removed from the item.

Also, the provisions involved herein refer to various combinations of inner containers in outer packages. In today's environment, inner containers are not typically tendered in crates or drums. Therefore, this proposal would amend those packaging requirements, as well as make other necessary changes, for clarification and simplification.

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SUBJECT 38

Re: Miscellaneous Packaging Provisions

Contact: Erin N. Topper Telephone — (703) 838-8856 topper@nmfta.org

Proponent: Freight Classification Development Council

Present Classification Provisions

Item	Description	Class
	OILS, OTHER THAN PETROLEUM: subject to item 144600	
144700	**Castor,** NOI:	
Sub 1	In inner containers in boxes or drums	Not Involved
Sub 2	In boxes or drums	Not Involved
	PAINTS GROUP: subject to item 149500	
150110	**Putty,** in inner containers in boxes, crates or drums, or in bulk in drums	Not Involved
	PESTICIDES GROUP: subject to item 155000	
155060	**Soda Ash and Sulfur,** fused, in bulk in drums, or in inner containers in boxes or crates	Not Involved
169340	**Rennet Extract,** liquid:	
Sub 1	In containers in boxes or drums	Not Involved
Sub 2	In inner containers in boxes, see Note, item 169342, or in bulk in drums	Not Involved
169342	NOTE—Applies only when plastic container is of 5 gallon or greater capacity.	
176540	**Sizing,** NOI, in inner containers in boxes or drums, or in bulk in drums, pails or Packages 2440 or 2521; also dry, in bulk in bags, or in Package 1457	Not Involved
178720	**Starch,** arrowroot:	
Sub 1	In inner containers in boxes or drums	Not Involved
Sub 2	In bulk in bags or drums	Not Involved
178760	**Starch,** NOI:	
Sub 1	In inner containers in boxes or drums	Not Involved
Sub 2	In bulk in boxes, bags, drums, pails or Package 2445	Not Involved
178780	**Starch Substitutes,** inedible, consisting of a physical mixture of starch made from grain or flour made from grain and chemical constituents, the chemical content not to exceed two percent:	
Sub 1	In containers in boxes or drums	Not Involved
Sub 2	In bulk in boxes, bags, drums or pails	Not Involved
	WAX: subject to item 196560	
196800	**Sealing,** NOI, in inner containers in boxes or drums, or in bulk in packages	Not Involved

SUBJECT 38

Proposed Classification Provisions

Item	Description	Class
	OILS, OTHER THAN PETROLEUM: subject to item 144600	
144700	**Castor,** NOI:	
Sub 1	⇉In inner containers in boxes	No Change
Sub 2	In ⇉bulk in boxes or drums	No Change
	PAINTS GROUP: subject to item 149500	
150110	**Putty,** ⇉in inner containers in boxes, or in bulk in drums	No Change
	PESTICIDES GROUP: subject to item 155000	
155060	**Soda Ash and Sulfur,** fused, ⇉in inner containers in boxes, or in bulk in drums	No Change
169340	**Rennet Extract,** liquid:	
Sub 1	⇉In inner containers in boxes, other than as specified in Note, item 169342	No Change
Sub 2	In inner containers in boxes, see Note, item 169342, or in bulk in drums	No Change
169342	NOTE—Applies only when plastic container is of 5 gallon or greater capacity.	
176540	**Sizing,** NOI, ⇉in inner containers in boxes, or in bulk in drums, pails or Packages 2440 or 2521; also dry, ⇉in bulk in bags or Package 1457	No Change
178720	**Starch,** arrowroot:	
Sub 1	⇉In inner containers in boxes	No Change
Sub 2	In bulk in bags or drums	No Change
178760	**Starch,** NOI:	
Sub 1	⇉In inner containers in boxes	No Change
Sub 2	⇉In bulk in bags, boxes, drums, pails or Package 2445	No Change
178780	**Starch Substitutes,** inedible, consisting of a physical mixture of starch made from grain or flour made from grain and chemical constituents, the chemical content not to exceed two percent:	
Sub 1	⇉In inner containers in boxes	No Change
Sub 2	⇉In bulk in bags, boxes, drums or pails	No Change
	WAX: subject to item 196560	
196800	**Sealing,** NOI, ⇉in inner containers in boxes, or in bulk in ⇉drums	No Change

Analysis and Conclusion

FCDC packaging policies state the FCDC is to maintain packaging rules and specifications as necessary to ensure that freight is adequately protected and can be handled and stowed in a manner that is reasonably safe and practicable so as to withstand the normal rigors of the less-than-truckload environment.

Item 196800 for sealing wax allows shipment "in bulk in packages," which does not provide sufficiently specific requirements to ensure the product would be adequately contained or protected during transport. This proposal would amend the item to specify "in bulk in drums."

SUBJECT 38

Also, the provisions involved herein refer to various combinations of inner containers in outer packages. In today's environment, inner containers are not typically tendered in crates or drums. Therefore, this proposal would amend those packaging requirements, as well as make other necessary changes, for clarification, simplification and uniformity.

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SUBJECT 39

Re: Specific Provisions for Commodities Regulated as Hazardous Materials — Items 12780, 14160, 14700 and 14770

Contact: Lisa K. O'Donnell Telephone — (703) 838-1838 odonnell@nmfta.org

Proponent: Freight Classification Development Council

Present Classification Provisions

Item	Description	Class
	ALLOYS: subject to item 12700	
12780	✪**Calcium-manganese-silicon,** in bags, boxes or drums	60
	AMMUNITION, NOT EXPLOSIVE, GROUP: subject to item 14000	
14160	✪**Dummy Charges (Dummy Cartridges),** in packages	70
	ASBESTOS: subject to item 14600	
14700	✪**Crude,** in bags	70
14770	✪**Fiber,** in packages	70
	CHEMICALS GROUP: subject to item 42600	
44515	✪**Flammable Solid, Spontaneously Combustible or Dangerous When Wet Materials,** NOI, see Note, item 44516, in U.S. DOT-authorized packaging:	
Sub 1	Offered for transportation as a Hazard Class 4, Division 4.3:	
Sub 2	In Packing Group I	110
Sub 3	In Packing Group II	100
Sub 4	In Packing Group III	92.5
Sub 5	Offered for transportation as a Hazard Class 4, Division 4.2:	
Sub 6	In Packing Group I	150
Sub 7	In Packing Group II	92.5
Sub 8	In Packing Group III	85
Sub 9	Offered for transportation as a Hazard Class 4, Division 4.1:	
Sub 10	In Packing Group I	125
Sub 11	In Packing Group II	85
Sub 12	In Packing Group III	77.5
44516	NOTE—Not Involved.	
45322	✪**Miscellaneous Hazardous Materials,** NOI, including **Environmentally Hazardous Substances,** NOI, **or Other Regulated Substances,** NOI, see Notes, items 45323 and 45324, in U.S. DOT-authorized packaging, subject to Item 170 and having a density in pounds per cubic foot of:	
Sub 1	Less than 20	100
Sub 2	20 but less than 30	70
Sub 3	30 or greater	60
45323	NOTE—Not Involved.	
45324	NOTE—Not Involved.	

SUBJECT 39

Proposed Classification Provisions

Item	Description	Class
	ALLOYS: subject to item 12700	
12780	✪**Calcium-manganese-silicon,** etc.	⇉Cancel; see item 44515
	AMMUNITION, NOT EXPLOSIVE, GROUP: subject to item 14000	
14160	✪**Dummy Charges (Dummy Cartridges),** etc	⇉Cancel; see item 45322
	ASBESTOS: subject to item 14600	
14700	✪**Crude,** etc	⇉Cancel; see item 45322
14770	✪**Fiber,** etc.	⇉Cancel; see item 45322
	CHEMICALS GROUP: subject to item 42600	
44515	✪**Flammable Solid, Spontaneously Combustible or Dangerous When Wet Materials,** NOI, see Note, item 44516, in U.S. DOT-authorized packaging:	
Sub 1	Offered for transportation as a Hazard Class 4, Division 4.3:	
Sub 2	In Packing Group I	110
Sub 3	In Packing Group II	100
Sub 4	In Packing Group III	92.5
Sub 5	Offered for transportation as a Hazard Class 4, Division 4.2:	
Sub 6	In Packing Group I	150
Sub 7	In Packing Group II	92.5
Sub 8	In Packing Group III	85
Sub 9	Offered for transportation as a Hazard Class 4, Division 4.1:	
Sub 10	In Packing Group I	125
Sub 11	In Packing Group II	85
Sub 12	In Packing Group III	77.5
44516	NOTE—No Change.	
45322	✪**Miscellaneous Hazardous Materials,** NOI, including **Environmentally Hazardous Substances,** NOI, **or Other Regulated Substances,** NOI, see Notes, items 45323 and 45324, in U.S. DOT-authorized packaging, subject to Item 170 and having a density in pounds per cubic foot of:	
Sub 1	Less than 20	100
Sub 2	20 but less than 30	70
Sub 3	30 or greater	60
45323	NOTE—No Change.	
45324	NOTE—No Change.	

SUBJECT 39

Analysis and Conclusion

When the various general provisions for materials regulated by the U.S. Department of Transportation (DOT) as hazardous were established, specific provisions for hazardous materials were canceled with reference to the general items. The FCDC has recently identified that Calcium-manganese-silicon Alloys, as named in item 12780, Dummy Charges, as named in item 14160, Crude Asbestos, as named in item 14700, and Asbestos Fiber, as named in item 14770, are regulated as hazardous by the DOT, as shown in the table below.

Specific NMFC Item Numbers	DOT Hazard Class or Hazard Division, and Hazardous Materials Description	Applicable General NMFC Item Number
12780	4.3, Dangerous When Wet Materials	44515
14160, 14700 and 14770	9, Miscellaneous Hazardous Materials	45322

This proposal would cancel item 12780 with reference to item 44515, and items 14160, 14700 and 14770 with reference to item 45322. These changes are proposed to provide classes reflective of the respective hazards of, and regulations applicable to, the involved materials. The changes are also in the interest of clarification, simplification and uniformity.

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SUBJECT 40

Re: Refrigerants, NOI, other than gas — Item 169270

Contact: Ashley L. Gencarelli Telephone — (703) 838-1809 gencarelli@nmfta.org

Proponent: Freight Classification Development Council

Present Classification Provisions

Item	Description	Class
169270	✪**Refrigerants,** NOI, other than gas, in metal drums, cylinders or tanks, or in metal cans in boxes, see Note, item 169272	70
169272	NOTE—Not Involved.	

Proposed Classification Provisions

Item	Description	Class
⇉169270	**Refrigerants,** NOI, other than gas and not required by the U.S. Department of Transportation to bear a Hazard Class or Hazard Division label or placard, see Note, item NEW, in inner containers in boxes, or in cylinders or drums, see Note, item 169272	No Change
⇉NEW	NOTE—Does not apply on materials regulated by the U.S. Department of Transportation as hazardous and required to bear a Hazard Class or Hazard Division label or placard. For classes applicable to such hazardous materials, see provisions elsewhere in this Classification.	
169272	NOTE—No Change.	

Analysis and Conclusion

Information found on the Internet and in the FCDC files shows that some refrigerants, other than gas, are regulated by the U.S. Department of Transportation (DOT) as Flammable Liquids, Hazard Class 3, or Miscellaneous Hazardous Materials, Hazard Class 9. Item 169270 provides for "Refrigerants, NOI, other than gas," and does not preclude products regulated by the DOT as hazardous materials. As such, item 169270 applies on refrigerants, other than gas, that are regulated by the DOT as Flammable Liquids or Miscellaneous Hazardous Materials, as it is more specific than the general provisions for Flammable Liquids, NOI, or Miscellaneous Hazardous Materials, NOI.

FCDC policies state that unusual or significant handling, stowability or liability characteristics may be contributing factors in the assignment of classes. Handling and stowing commodities regulated by the DOT as hazardous materials require extra care and attention due to the inherent risk and the applicable regulations. Additionally, the liability assumed by the carrier when transporting hazardous materials is greater than that typically assumed when transporting most general freight.

SUBJECT 40

This proposal would amend the provisions of item 169270 to remove the "bomb burst" symbol (✪), and to add language to further restrict the item's application to materials not required by the DOT to bear a Hazard Class or Hazard Division label or placard. A new attendant Note would be established to clarify the item's application and would direct the Classification user to other items for classes applicable to such hazardous materials.

The FCDC's Packaging Consultant has reviewed the proposed minimum packaging requirements, i.e. "in inner containers in boxes, or in cylinders or drums," and determined that they are appropriate for the LTL environment.

SUBJECT 41

Re: Cancelation of Numbered Packages

Contact: Erin N. Topper Telephone — (703) 838-8856 topper@nmfta.org

Proponent: Freight Classification Development Council

Proposed Classification Provisions

It is proposed to cancel the following numbered packages and remove reference(s) to them from individual item descriptions.

1298	1346	1403	2135	2310
1320	1361	1439	2184	2419
1329	1399	1451	2207	

Analysis and Conclusion

The numbered packages listed herein are exceptions to the NMFC's packaging rules, and review of the specifications indicates they no longer provide sufficient protection in today's less-than-truckload environment. As such, this proposal would cancel the involved numbered packages and remove their references from the individual NMFC item descriptions.

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SUBJECT 42

Re: Cancelation of Numbered Packages

Contact: Erin N. Topper Telephone — (703) 838-8856 topper@nmfta.org

Proponent: Freight Classification Development Council

Proposed Classification Provisions

It is proposed to cancel the following numbered packages and remove reference(s) to them from individual item descriptions.

1467	2010	2041	2047
2005	2012	2044	2052
2006	2013	2045	2055
2008	2025	2046	2056

Analysis and Conclusion

The numbered packages listed herein are exceptions to the NMFC's packaging rules, and review of the specifications indicates they no longer provide sufficient protection in today's less-than-truckload environment. As such, this proposal would cancel the involved numbered packages and remove their references from the individual NMFC item descriptions.

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SUBJECT 43

Re: Obsolete Provisions

Contact: Ashley L. Gencarelli Telephone — (703) 838-1809 gencarelli@nmfta.org

Proponent: Freight Classification Development Council

Proposed Classification Provisions

It is proposed to cancel the following items as they are believed to be obsolete:

179940	183330	184530	184670
179960	184210	184540	185240
180060	184310	184570	186300
183290	184370	184610	186340

Analysis and Conclusion

A review of the FCDC's Density Study[1] reveals little or no movement under the provisions of the involved items. As such, this proposal would cancel the involved items in the interest of clarification and simplification.

[1] The Density Study is part of an ongoing effort by the FCDC to collect information on actual shipments across all product categories handled by the LTL industry. Carriers that choose to participate in the Study periodically submit shipment data captured through their respective freight auditing programs. The FCDC uses verifiable data points, identified by NMFC item, that include the weight and the dimensions and/or cube of the shipping unit.

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SUBJECT 44

Re: Obsolete Provisions

Contact: Larissa A. Franklin Telephone — (703) 838-1824 franklin@nmfta.org

Proponent: Freight Classification Development Council

Proposed Classification Provisions

It is proposed to cancel the following items as they are believed to be obsolete:

190420	194440	194940	195480	195740
192420	194580	195110	195540	195780
192775	194760	195130	195560	195920
192810	194780	195210	195580	195925
194280	194840	195430	195640	195950

Analysis and Conclusion

A review of the FCDC's Density Study[1] reveals little or no movement under the provisions of the involved items. As such, this proposal would cancel the involved items, along with attendant Notes, in the interest of clarification and simplification.

[1] The Density Study is part of an ongoing effort by the FCDC to collect information on actual shipments across all product categories handled by the LTL industry. Carriers that choose to participate in the Study periodically submit shipment data captured through their respective freight auditing programs. The FCDC uses verifiable data points, identified by NMFC item, that include the weight and the dimensions and/or cube of the shipping unit.

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SUBJECT 45

Re: Obsolete Provisions

Contact: Adam C. Mercer Telephone — (571) 527-2698 mercer@nmfta.org

Proponent: Freight Classification Development Council

Proposed Classification Provisions

It is proposed to cancel the following items as they are believed to be obsolete:

195980	196320	199290	200900
196020	196340	200010	200960
196040	197599	200520	
196130	198460	200660	

Analysis and Conclusion

A review of the FCDC's Density Study[1] reveals little or no movement under the provisions of the involved items. As such, this proposal would cancel the involved items, along with attendant Notes, in the interest of clarification and simplification.

[1] The Density Study is part of an ongoing effort by the FCDC to collect information on actual shipments across all product categories handled by the LTL industry. Carriers that choose to participate in the Study periodically submit shipment data captured through their respective freight auditing programs. The FCDC uses verifiable data points, identified by NMFC item, that include the weight and the dimensions and/or cube of the shipping unit.

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NOTICE OF CHANGES TO THE CLASSIFICATION MADE NECESSARY BY LAW, BY ORDER OF A REGULATORY BODY, OR FOR CLARIFICATION, SIMPLIFICATION OR UNIFORMITY

A. Removal of Obsolete Numbered Package

Package 2053

⇉Cancel; obsolete.

Comment

As a result of action taken on Docket 2019-1, Subject 3 (February 2019), item 45970 was canceled. Package 2053, which was referenced in item 45970, is not referenced in any other items; therefore, the package is being canceled as obsolete.

NOTES