



2025 NMFC CHANGES

Frequently Asked Questions (FAQs)



NATIONAL MOTOR FREIGHT TRAFFIC ASSOCIATION, INC. (NMFTA)™

© Copyright 2024, National Motor Freight Traffic Association, Inc. All rights reserved.

Introduction

The National Motor Freight Classification (NMFC)[®] is making major changes to streamline your experience in classifying LTL freight. NMFTA is committed to working with the industry to ensure a smooth transition. We have curated a list of frequently asked questions so you can quickly and easily find the information you need.

FAQ Categories



Classification

Questions & answers pertaining to the feedback we received regarding the NMFC products and processes.



Additional Resources

Questions & answers on additional resources and information.

Classification

Q. Is there an alert that gets sent out for freight classification changes?

A. Yes, alerts go out to anyone signed up for alerts from NMFTA. You can sign up for alerts here: [Sign-Up for NMFC Changes](#).

Additionally, you can find information and updates by following us on social media.



Q. What is a subprovision? Freight classes used today contain classes 50 and 55 so not sure if these are being added to a subprovision list and how that differs from standard classes?

A. Subprovisions are used within NMFC item descriptions to further evaluate a commodity's transportation characteristics. To determine whether your freight class is changing, you will first need to understand how to properly classify your freight. We recommend reaching out to our [Interpretations department](#) to verify the proper classification of your product(s).

Once you have identified your NMFC item number you will be able to track potential changes to it when Docket 2025-1 is issued on January 30, 2025.

Q. If you have a Freight All Kind (FAKs), will that protect you against some of the changes?

A. FAKs are not addressed in the NMFC. Therefore, those impacts should be discussed with your transportation provider.

Q. When you say the NMFC is a “voluntary” standard, what do you mean by voluntary?

A. NMFC participants are neither constrained nor compelled to use or abide by these provisions, as they always have the free and unrestrained right of independent action.

Classification Cont.

Q. NMFC simplification will likely be well received by most, but some shippers have expressed concerns that the change to more variable items will lead to more reclass events by carriers. Any comments on that issue?

A. It is important that shippers understand how to properly classify their freight and capture accurate handling unit dimensions and weight when freight classes are dependent on density. Doing so will help reduce classification changes.

We are communicating the planned changes as early as possible so that all parties can evaluate the impact it may have on their organization and begin to implement necessary changes.

Q. When calculating the class for a multiple skid shipment, will you determine class by pallet or by total shipment density?

A. NMFC rule changes are not within the current scope of Docket 2025-1.

Item 110 Sec. 8. (d) states: “Unless otherwise provided, where a shipment consists of multiple handling units the density shall be calculated on each handling unit, except that where shipping papers show only a total weight for all handling units tendered the density may be calculated by using the total weight and the total cube.”

Q. Will there be any changes as it relates to mixed NMFC commodities on one pallet or will it be handled as it is today?

A. NMFC rule changes are not within the current scope of Docket 2025-1.

Classification Cont.

Q. Could you speak to a specific density calculation?

A. To determine the density of a handling unit, first determine the cubage of the handling unit by multiplying the greatest straight-line dimensions of length, width, and height (depth) in inches, including all projections, if any, as tendered to the carrier for shipment, and dividing the total by 1,728 cubic inches (one cubic foot).

The density is the result of the division of the weight of the handling unit as tendered for shipment by the cubic feet. For instance, the density of a handling unit consisting of boxes unitized on a lift truck pallet measuring 48" x 40" x 45" and weighing 450 pounds is determined as follows: 48" x 40" x 45" = 86,400 cubic inches; $86,400 \div 1,728 = 50$ cubic feet; 450 lbs. $\div 50 = 9.00$ pounds per cubic foot (pcf).

Q. Will the class change depending on how it's packaged? If it's crated or just skidded?

A. Minimum packaging requirements are specific to the commodity description and outline how to pack or protect the articles for shipment. It is important to understand how to classify your freight to assess how packaging may affect your freight class.

We recommend reaching out to our [Interpretations department](#) to verify the proper classification of your product(s). Once you have identified your NMFC item number you will be able to track potential changes to it when Docket 2025-1 is issued on January 30, 2025.

Q. Can you share with us the density and class breaks for the new 13 sub structure?

A. As a part of Docket 2025-1 strategy, the Freight Classification Development Council (FCDC) 11-sub density scale would be expanded to 13-subprovisions.

Sub 11 would be amended to apply on densities ranging from 30 but less than 35 pcf. It would be assigned class 60.

Sub 12 would apply on densities ranging from 35 but less than 50 pcf at class 55.

Sub 13 would apply on densities of 50 pcf or greater and be assigned class 50.

Classification Cont.

Q. How do you define “no handling, stowability and liability issues”? What are your criteria for each?

A.



Handling – The majority of shipments tendered to general commodities carriers are comprised of packaged freight that is readily handled by dock personnel, often with the aid of mechanical handling equipment. Some articles, however, due to their size, weight, configuration, hazardous nature, fragility, etc., pose additional handling difficulties, whether or not mechanical equipment is used, and may necessitate special care or attention.

In evaluating the classification of a particular commodity or commodity group, the FCDC must consider ease or difficulty of handling and the impact of such on the transportability of the involved commodities. Unusual or significant handling characteristics may be a contributing factor in the assignment of classes.



Stowability – As with handling, most freight tendered to general commodities carriers does not present substantial stowability problems. Some articles, however, present additional stowability considerations, including, but not limited to:

1. Loading restrictions necessary to comply with government regulations or carrier policies, such as coloading prohibitions in connection with the transportation of hazardous materials;
2. Loading restrictions arising from practical considerations, such as excessive weight or excessive length;
3. Difficulty in loading other freight adjacent to the commodity due to protrusions or the lack of lateral support;
4. The inability to tier the commodity in carriers' equipment; and
5. The inability to load other freight on top of the commodity due to the absence of regular load-bearing surfaces.

In evaluating the classification of a particular commodity or commodity group, the FCDC must examine stowability and its impact on the transportability of the involved commodities. Unusual or significant stowability considerations may be a contributing factor in the assignment of classes.



Liability – The liability characteristic includes susceptibility to damage, propensity to damage other freight with which transported, perishability and hazardous nature.

As with handling and stowability, unusual or significant liability characteristics may be a contributing factor in the assignment of classes.

Classification Cont.

Q. If the commodity description item is cancelled, what provisions will exist for packaging requirements?

A. On Docket 2025-1, the commodity descriptions and minimum packaging requirements from the canceled items would be retained and listed within a 13-sub density item.

Q. Will there be a consolidation of NMFC codes?

A. Yes, the total number of NMFC items would be reduced on Docket 2025-1. NMFC items (commodity descriptions) that are grouped within generic headings and do not present any known handling, stowability, or liability concerns would be canceled and referenced within a 13-sub density item within that generic heading.

Q. Will the density across all 13 subs be consistent with the density of the items? Or will different items have different density breakdowns based on the commodity?

A. Items identified as having no handling, stowability, or liability characteristics would reference the same 13-sub density progression. When handling, stowability, or liability characteristics are identified, classes would be assigned based on the commodity's unique characteristics. These items may have density breaks, but they would not be based on the 13-sub density progression.

Q. Will the docket that is available on the NMFTA site be available in excel by chance?

A. The docket is a document that contains the language that will part of the description of the items. As such, it will be in protected PDF format.

Classification Cont.

Q. Is there a full list of NMFCs that are being eliminated?

A. The proposed changes will be in the 2025-1 docket which will be released on January 30, 2025. We will collect feedback and review the feedback in the FCDC public meeting on March 3, 2025. Then the FCDC will meet and determine if any changes or alterations should be made to the proposals. The results will be released in a disposition bulletin by March 21, 2025. This will be the final list of changes in 2025-1.

Q. Will the 2025 NMFC book still be available?

A. The 2025 NMFC book will be available for purchase at the [NMFTA store](#).

Additional Resources

Q. I unfortunately had to miss the beginning of the presentation, I saw you are recording, can I get a link to the recording?

A. You can find the recordings [here](#).

Q. Is there a website to show what tradeshows you will be attending?

A. Follow NMFTA on social media to get updates on the conferences and tradeshows we will be attending or visit our site to learn more.

Visit us at www.nmfta.org:

- [NMFC Events](#)
- [On the Road](#)

Find us on social media.

