SUBJECT 1

SUBJECT 1: Frames (Gear Frames); or Partial Chassis – Item 191730

Re: **Frames (Gear Frames); or Partial Chassis – Item 191730**

Contact: Adam Mercer FCDC@nmfta.org

Proponent: GlobalTranz

Quick View

The Quick View feature is not intended to replace contextual information within this document. To understand the potential impact of the recommended changes shown here, please read the full proposal.

Subject 1: Frames (Gear Frames); or Partial Chassis – Item 191730

Quick View: Item 191730 is amended to provide classes based on greatest dimension and density.

- The minimum packaging requirements of item 191730 updated
- A new Note established attendant to item 191730

Transportation Characteristics Present:

- Handling ☒Yes ☐No Stowability ☒Yes ☐No Liability ☒Yes ☐No Density ☒Yes ☐No

Provisions based on:

- Greatest dimension and density

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Present Classification Provisions

Item	Description	Class
	VEHICLE PARTS: subject to item 190500	
191730	**Frames (Gear Frames); or Partial Chassis;** NOI, loose or in crates	300

Proposed Classification Provisions

Item	Description	Class
	VEHICLE PARTS: subject to item 190500	
⇉191730	✋**Frames (Gear Frames); or Partial Chassis;** NOI, in packages, see Note, item 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 5	300
Sub 3	5 but less than 10.5	175
Sub 4	10.5 or greater	92.5
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 5	250
Sub 7	5 but less than 10.5	150
Sub 8	10.5 or greater	85
⇉NEW	NOTE—Articles tendered for shipment on lift truck skids, pallets or platforms must be securely fastened to and must not overhang the edges of the lift truck skid, pallet or platform deck. Exposed surfaces and edges must be protected by packing forms or other packaging materials so as to withstand the normal rigors of the less-than-truckload environment.	

Analysis

Introduction

This proposal was docketed by GlobalTranz to amend the provisions of vehicle gear frames or partial chassis. It would do so by amending item 191730 to provide classes based on greatest dimension and density.

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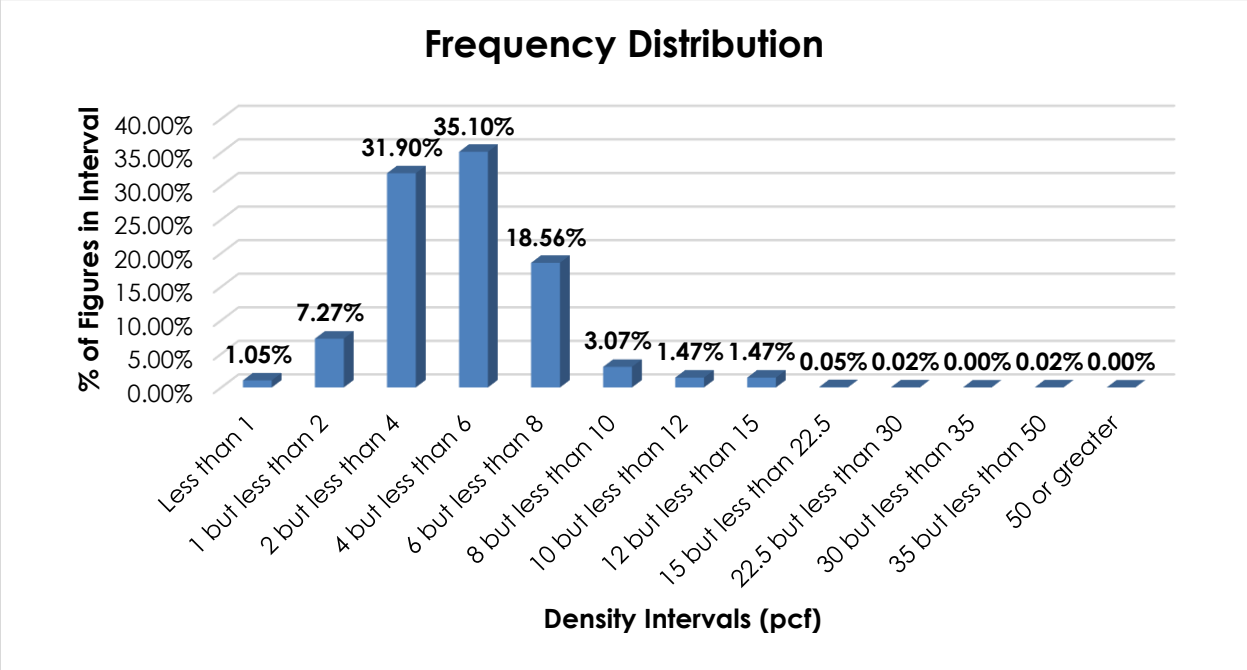
Transportation Characteristics

Density—The information of record includes 4,003 density observations submitted by the proponent and obtained from the FCDC's Density Study[1]. The densities range from 0.62 to 35.86 pcf, with an overall average density of 4.79 pcf. As shown in the graph below, the density distribution is right-skewed with distinct peaks between 2 and 6 pcf, and a tail of figures above 8 pcf. Density breaks at 5 and 10.5 pcf reflect the modality and spread of the distribution.



When the data is evaluated based on the proposed density breaks at 5 and 10.5 pcf, the density ranges and averages shown in the table below emerge.

Density Groups (pcf)	Density Range (pcf)	Average Density (pcf)
Less than 5	0.62 – 4.99	3.32
5 but less than 10.5	5.00 – 10.49	6.32
10.5 or greater	10.60 – 35.86	12.65

[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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Handling—When not exceeding 96 inches in greatest dimension, the involved articles do not appear to have any significant handling issues. However, these commodities vary greatly in size, and the data of record shows 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 specialized equipment, or additional personnel, may be necessary to safely handle longer units. Furthermore, as greatest dimension increases, cross-dock operations can be significantly affected.

Stowability—When the involved articles do not exceed 96 inches in greatest dimension, they typically do not present significant or unusual stowability issues. Handling units exceeding 96 inches in greatest dimension are more difficult to stow with other general freight. Due to the commodities' size and configuration, it may be difficult to stow adjacent or top freight. These factors make it more difficult, and time consuming for the carrier to properly structure the load and maximize vehicle utilization.

Liability—The involved products are neither perishable nor hazardous. Shipments of these commodities not adequately protected by packaging materials or that overhang the lift truck skid or pallet are more liable to damage. Also, they can damage other freight if not correctly stowed within the vehicle.

Conclusion

Based on the foregoing analysis, this proposal would amend item 191730 to provide classes predicated on greatest dimension and density, with breaks at 5 and 10.5 pcf[3]. The table below shows the average densities and minimum average density guidelines for each density group, the guideline classes, and class adjustments as greatest dimension increases.

Density Groups (pcf)	Average Density (pcf)	FCDC Minimum Average Density Guideline (pcf)	Class based on FCDC Density Guidelines When Greatest Dimension Does Not Exceed 96"	Class Adjustment When Greatest Dimension Exceeds 96"
Less than 5	3.32	3	250	300
5 but less than 10.5	6.32	6	150	175
10.5 or greater	12.65	12	85	92.5

The FCDC's Packaging Development Manager has reviewed the proposed minimum packaging requirements and determined they are appropriate for the LTL environment. Additionally, a new Note would be established attendant to the new item to provide additional packaging requirements.

[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 would include reference to Item (Rule) 170, the inadvertence clause.

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The FCDC has determined the proposed changes to be in line with its procedures and policies.