

SUBJECT 1 — DOCKET 2026-1 — DISAPPROVED

THIS SUBJECT PROPOSED THE FOLLOWING AMENDMENTS THAT WERE NOT ADOPTED

It is proposed to amend Item 640, Mixed Shipments and Articles Classified by Weight or Quantity, to read as follows:

Item 640**MIXED SHIPMENTS AND ARTICLES CLASSIFIED BY WEIGHT OR QUANTITY**

Sec. 1. When a shipment is subject to a single class, it will be assessed using the applicable class and either the actual weight or an approved estimated weight (see Note 1).

Note 1—When the billed weight differs from the actual weight and the dimensions are not verified, the density shall be recalculated to reflect the applicable class for each handling unit, provided the shipper lists the separate dimensions for the handling unit(s) on the bill of lading and shipping order.

Sec. 2. When a shipment includes differently classed articles that are packed separately on different handling units, each handling unit will be assessed using its applicable class and either the actual weight or an approved estimated weight (see Notes 1 and 2).

Note 2—When the billed weight differs from the actual weight, the variance shall be applied to the lowest-classed article in the shipment, added if the billed weight exceeds the actual weight, and deducted if it is less, provided the shipper identifies that article on the bill of lading and shipping order.

Sec 3. Itemized or Non-Itemized Shipments on Bills of Lading

(a) NON-ITEMIZED Except as provided in Sec. 3. (b), if a shipment includes “standard LTL parcels” that contain mixed articles of varying freight classes, each individual handling unit will be assigned a freight class based on its calculated density, as determined by the National Motor Freight Classification (NMFC) in Item (Rule) 110 Sec. 8. (a), and in accordance with the Freight Classification Development Council’s (FCDC) standard 13-subprovision density scale. When a shipment includes “non-standard LTL parcels” that contain mixed articles of varying freight classes, each individual handling unit will receive the class of the highest classed article contained thereon or within (see Notes 3 and 4).

Note 3—The term “standard LTL parcel” refers to any handling unit that is less than 128 cu/ft and has a length and width that are both less than 96 inches. This term is intended exclusively for use within the scope of this Rule.

Note 4—The term “non-standard LTL parcel” refers to any handling unit that is 128 cu/ft or greater; has a length or width that is 96 inches or greater; or contains an item identified as having handling, stowing and/or liability concerns (👉). This term is intended exclusively for use within the scope of this Rule.

(b) ITEMIZED Shipments containing differently classed articles that are consolidated into single handling units will be assessed on the applicable class and weight for each article within the mixed package, provided the following conditions are met:

SUBJECT 1 — DOCKET 2026-1 — DISAPPROVED — Concluded

THIS SUBJECT PROPOSED THE FOLLOWING AMENDMENTS THAT WERE NOT ADOPTED**Item 640 (concluded)**

(1) The bill of lading and shipping order must specify each commodity, and its total weight for each consolidated handling unit. The bill of lading and shipping order must also bear the notation: "The above contained on [insert quantity and type of handling unit (e.g., boxes, crates, pallets or skids)]."

(2) Each handling unit must have affixed thereto a packing slip, with a unique identification reference number, such as 1 of 5, listing the separately identified articles and the total weight of each article combined thereon or within.

(3) Dependent upon the occupancy of a handling unit, as the case may be, the weight of pallets, platforms, racks, skids, unitizing material and/or packing devices, must be shown on shipping order and bill of lading and will be charged for at the lowest class applicable to any article or articles comprising the handling unit. For requirements on package occupancy, see Item (Rule) 680.

(4) When unitizing containers of box-type fiberboard construction onto pallets, platforms, racks, or skids, packing devices of sufficient strength and design must be used to fill any unoccupied space between inner packages and the inside top of the outer container. Packing devices used must be of sufficient strength and design to prevent collapse of the outer container when top loaded with other freight.

(5) Any article in a shipment which is not unitized on pallets, platforms, racks or skids must be separately listed on the bill of lading and shipping order and will be charged for at the class applicable to such articles.

(6) When a carrier or its agent finds that the weight of the unitized pallet, platform, rack or skid stated by the shipper is inaccurate, the carrier or agent shall correct the weight. The difference between the actual weight and the stated weight will be added to or subtracted from the lowest classed article on the pallet, platform, rack or skid. Upon submission of satisfactory proof that the weight correction should be apportioned to other article(s) on the pallet, platform, rack or skid, the weight distribution will be adjusted accordingly

Sec. 4. Unless otherwise stated, provisions for specific mixtures based on count, weight, or percentage do not apply if the maximum allowance is exceeded or the minimum requirement is not met. In such cases, Sections 1 through 3 shall apply.

Comment: The FCDC voted to disapprove this proposal. The current provisions will continue to apply.

Author: Adam Mercer and Larissa Franklin

fcde@nmfta.org