SUBJECT 24

Re: Spreaders, salt or sand, vehicle mounting

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Proponent: Freight Classification Development Council

Present Classification Provisions

Item	Description	Class
	MACHINERY GROUP: subject to item 114000	
133300	**Machinery or Machines,** NOI, **or Machinery or Machine Parts,** NOI:	
Sub 1	In boxes, crates or Packages 107, 1082 or 2107, subject to Item 170 and having a density in pounds per cubic foot of:	
Sub 2	Less than 5	250
Sub 3	5 but less than 10	125
Sub 4	10 but less than 15	85
Sub 5	15 or greater	65
Sub 6	On skids or in packages other than boxes, crates or Packages 107, 1082 or 2107, subject to Item 170 and having a density in pounds per cubic foot of:	
Sub 7	Less than 5	400
Sub 8	5 but less than 10	175
Sub 9	10 but less than 15	100
Sub 10	15 or greater	77.5

Proposed Classification Provisions

Item	Description	Class
	MACHINERY GROUP: subject to item 114000	
⇉NEW	**Spreaders,** salt or sand, vehicle mounting:	
Sub 1	In boxes or crates:	
Sub 2	Greatest dimension exceeding 96 inches	200
Sub 3	Greatest dimension not exceeding 96 inches	175
Sub 4	In packages other than boxes or crates:	
Sub 5	Greatest dimension exceeding 96 inches	250
Sub 6	Greatest dimension not exceeding 96 inches	200
133300	**Machinery or Machines,** NOI, **or Machinery or Machine Parts,** NOI, etc	No Change

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Analysis

Introduction

This proposal is based on the information developed through Research Project 1495, which was initiated to address interpretive issues for vehicle-mounting salt or sand spreaders. The FCDC is of the opinion that the involved commodities are classified under item 133300, naming "Machinery or Machines, NOI"; however, some parties are classifying these products under item 191790, naming "Freight Automobile Bodies, with conveyor bottoms and Sand, Lime or Gravel Spreader combined."

The involved spreaders may be installed in pickup truck beds, on flatbeds, or on vehicle chassis so that salt or sand may be dispersed as the vehicle moves. These spreaders consist of a hopper, an auger, a trough, a spinner and a motor. Research indicates that these types of spreaders may be constructed from metal or plastic.

Transportation Characteristics

Density—The information of record includes 83 density observations submitted by a carrier, a shipper and obtained from the FCDC's Density Study[1]. The densities range from 2.27 to 12.60 pcf, with an overall average density of 5.22 pcf. As shown in the graph on the following page, the density distribution is single-peaked, with a majority of the figures—over 66%—falling within the 4 but less than 6 pcf interval.

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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.

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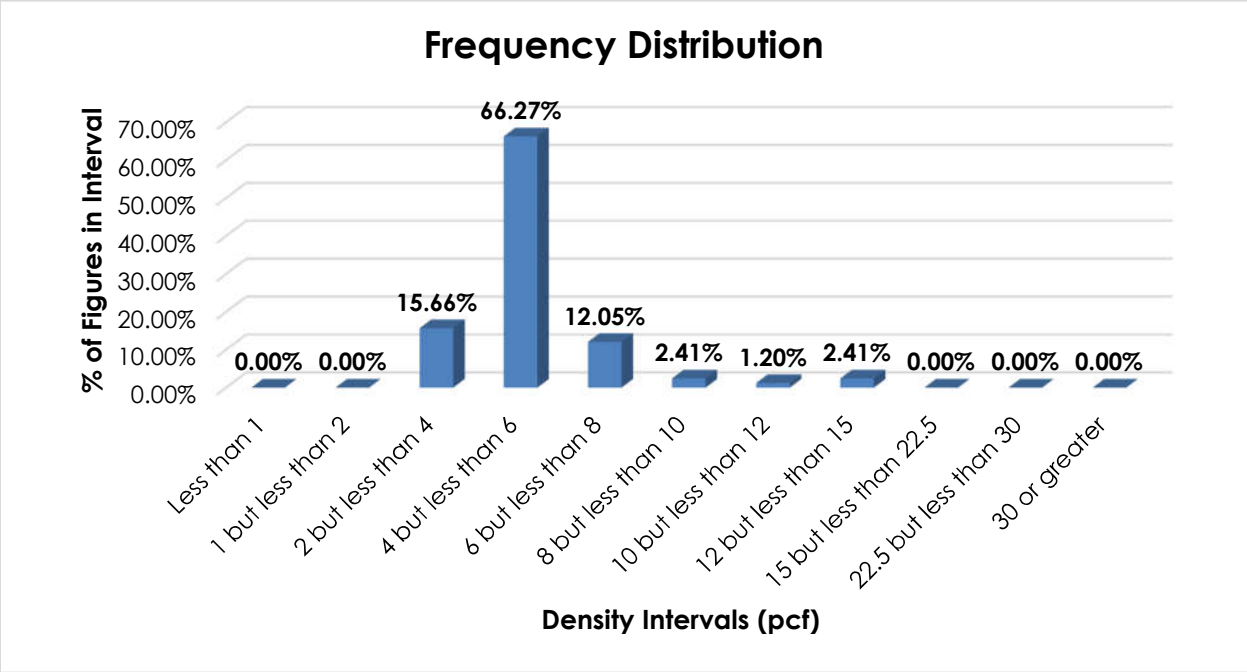
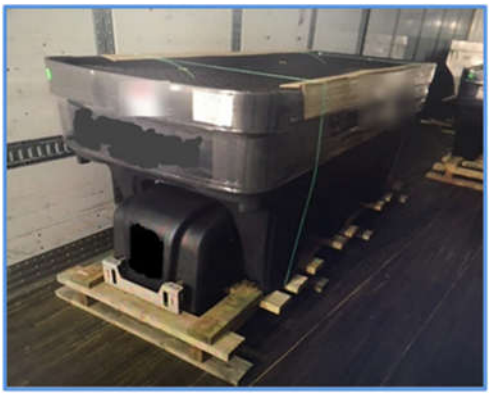


Handling—Spreaders may be tendered in boxes or crates, or secured directly on lift truck skids or pallets with little to no protective packaging. When packaged fully enclosed in boxes or crates, handling will be comparable to that of other like-packaged freight. However, articles not so packaged should be handled with more care and attention so as to prevent or mitigate the chance of damage. Additionally, these products come in various sizes, with many handling units exceeding 96 inches in greatest dimension. As greatest dimension increases, the handling into and out of the vehicle becomes considerably more difficult, and special equipment, or additional personnel, may be necessary to safely handle the longer/larger units. Moreover, as greatest dimension increases, cross-dock operations can be significantly affected.



Stowability—When tendered for shipment in boxes or crates, a flat load-bearing surface will generally be present, which would allow for other freight to be loaded on top of the handling unit. There will typically be lateral support for adjacent freight as well. However, when tendered unboxed or uncrated on lift truck skids or pallets, it is more difficult to safely load top or adjacent freight. Carriers should be mindful to load only compatible freight on top of, or adjacent to, these spreaders to avoid damaging the spreaders or the other freight. Furthermore, handling units 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.

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Liability—As with most general freight, spreaders that are not adequately protected by packaging are more vulnerable to damage, including marring, denting and scuffing. Spreaders with exposed corners or edges may also damage other freight.

Conclusion

Based on the foregoing analysis, this proposal would establish a new item, naming "Spreaders, salt or sand, vehicle mounting," with classes predicated on packaging and greatest dimension. The proposed class assignments are shown in the tables below.

In Boxes or Crates		
Average Density (pcf)	Class Based on FCDC Density Guidelines When Greatest Dimension Does Not Exceed 96"	Class Adjustment When Greatest Dimension Exceeds 96"
5.22	175	200

In Packages Other than Boxes or Crates			
Average Density (pcf)	Class Based on FCDC Density Guidelines	Class Adjustment When Greatest Dimension Does Not Exceed 96"	Class Adjustment When Greatest Dimension Exceeds 96"
5.22	175	200	250

The proposed new item would also foster clarification, as well as address interpretive and misclassification issues.

