

Tucker Company's
**DOS AND
DON'TS
WHEN
SHIPPING LTL**



Items you ship must be described clearly and properly, according to the National Motor Freight Classification (NMFC) terms.

Let's say you are shipping plastic "Wave Fronts" (a commonly used trade name, but a term NOT identifiable by any NMFC description) and you list "Wave Fronts" on a Bill of Lading (B/L) as the commodity instead of the root or more generic "Plastic Articles, NOI, and the proper NMFC number". Most carrier billing departments are trained to apply a high classification level, and will likely re-rate your shipment at a higher classification and issue a higher freight bill.

Example 1

Even some commonly known chemicals, such as "Trimony Dioxide" are not listed in NMFC. If you do not describe the product according to the acceptable NMFC description, "Chemicals, NOI, and the proper NMFC number," it is likely your freight bill will be re-rated at a higher classification and you'll be issued a higher freight bill.

Example 2

Some freight commodity descriptions require a "dimensional weight description." This often occurs when the freight is very light or if the freight exceeds the size of a standard pallet. All three (3) dimensions (Length x Height x Width) MUST be listed in inches. If not, you will likely be re-rated, and issued a higher freight bill.

Do Not Use the B/L as a Packing List.

If a packing list is required, one should be made out separately and attached to the carrier's copy of the B/L or securely attached to the freight in a safe place. Your packing list can then itemize each piece with part numbers, etc. Improper use of the packing list as a B/L may lead your B/L to be misinterpreted by the carrier, and possibly cause delay and/or a re-rate of your freight bill.

Be Careful to Use Correct Consignee Information & Instructions.

In many cases filling out incorrect (or incomplete) consignee information on the B/L leads to unnecessary delay and/or reconsignment charges. Any special instructions must be included, i.e. "Call for Delivery Appointment," "Private Residence Delivery," "Lift Gate Required," "Inside Delivery Requested," etc. These special instructions MUST include the consignee's phone number and contact name. When shipping C.O.D., the B/L must state whether "Cash or Certified Check" or "Company Check Acceptable" applies, along with phone numbers and contacts of the payer.



Get in touch

Let's discuss what Tucker Company Worldwide can do for you.

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Tuckerco.com



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Weigh the Material Being Shipped.

Some shippers routinely guess the weight of their shipments, which often leads to inaccurate weights being written on their B/Ls. Any B/L made out with "round" numbers such as "1000, 2000, etc.," will be considered suspicious and are more likely to be weighed by the carrier.

If the freight is found to be heavier than stated on the B/L, the freight bill will increase. However if it is lighter, oftentimes the carrier may elect to keep the higher weight the shipper incorrectly used on the B/L (because it means more revenue). What's worse is that the carriers charge you for the weighing service, and once identified will repeatedly flag your shipments for inspection..

Whenever possible, weigh your freight on a commercial scale. If that is not available, weigh each individual case and add at least 40 pounds for each pallet. If the B/L is made out as 1046 lbs. or 2213lbs. it will be less likely to be reweighed. A notable exception would be where the B/L reads, "1,045 lbs." and the carrier's forklift could not pick it up(!) Fairness and good faith effort should be the rules here. Carriers have to make a fair living and Shippers can't afford these extra punitive charges.

All Bill of Ladings MUST be Filled Out With:

"Third Party Billing To: Tucker Company, 56 N. Haddon Ave., Haddonfield, NJ 08033, ph: 800-229-7780, or your provided account information." Failure to do this may result in either the shipper or consignee being billed in error, reconsignment charges, and other possible carrier administrative charges being levied, and will usually result in much higher freight charges than if B/L had "Third Party Billing To: Tucker Company" as stated above.

Combine Multiple Bills Of Lading Shipping on the Same Day to the Same Destination:

When shipping two (2) or more B/Ls on the same day, to the same consignee, always use a "Master Bill of Lading" which combines the totals from both bills onto one B/L. If you must, you may still attach the individual B/Ls to the master (for use in accounting, etc.), but combining these B/Ls onto one will save you money. Carriers will not do this for you, and will charge you for each B/L tendered to them.

Any time you have two or more B/Ls on the same day, always call our office (800-229-7780) first to see if a truckload carrier using stop offs and a final destination can make the deliveries and save money. Shipments with four (4) or more pallet spaces, or that weigh 8,000 lbs. or more are sometimes better shipped as a truckload with stop offs.