

FRP FREIGHT LOGISTICS

TYPES of SHIPMENTS

① Less Than Truckload Shipments [LTL]:

Shipping for relatively small freight. Transport times for LTL freight are longer than for full truckload freight (FTL). LTL transit times are not directly related only to the distance between shipper and consignee. Instead, LTL transit times are dependent upon the makeup of the network of terminals and breakbulks that are operating by a given carrier.

Pros of LTL Shipping:

Is less expensive than Dedicated or Full Truckload options
[Is cost effective on smaller orders].

Cons of LTL Shipping:

Do not offer a "guaranteed" delivery date - only
"estimated" for the region.

Factors That Drive Us to Choose LTL as the best option:

You the customer have told us you want the
least expensive freight option.

② Dedicated Shipments [Full Truckload]:

Shipping FTL means the carrier driver typically drives directly to the consignee address, thus faster transit times. FTL transit times are normally constrained by the driver's availability according to Hours of Service regulations and distance.

Pros of Dedicated [FTL] Shipping:

Are provided with a more precise delivery date.

Cons of Dedicated [FTL] Shipping:

Overall, on smaller shipments, is more expensive
than LTL shipments

Factors That Drive Us to Choose FTL as the best option:

- The project is that of a large order.
- Your need the order in a short transit timeframe.

OTHER FREIGHT OPTIONS

A) Air Freight B) UPS/FedEx C) Will Call

LIMITATIONS on FREIGHT

- ① **Resin / Catalyst** are classified as hazardous and must ship LTL or Dedicated - *not UPS nor FedEx nor Air Freight.*
- ② **Ductwork and manifolded pieces** typically must ship Dedicated due to "hidden fees" and logistics around LTL loads with large or complex parts.

DISCLAIMER

Spunstrand is happy to ship via any method and allow you, the customer, to determine the method and cost of freight that works best. Spunstrand is not responsible for unforeseen issues that may arise with "Will Call" orders. Please see Product Information Concerning Shipping and Handling on the reverse side of the page.

INSPECTION of FREIGHT

ALWAYS INSPECT THE SHIPMENT for obvious signs of damage or missing pieces before signing the Bill Of Lading. Note any damage or potential damage along w/shortage on the BOL BEFORE signing, then call the freight company to report problems. Only once you have noted the damage or determined that the condition and quantity of your freight is acceptable, you should sign the BOL. Your notation on the BOL is the only documentation of the condition of a shipment when it arrives at your location and without that documentation the trucking company cannot be held accountable for items damaged or missing. When you sign the BOL you are completing the contract and releasing the carrier of responsibility.

PRODUCT INFORMATION CONCERNING SHIPPING and HANDLING

RECEIVING:

Regardless the mode of transportation, upon receiving, each piece should be inspected and checked against the Packing Slip / Bill of Lading.

INSPECTION:

Note damaged or missing items on the Bill of Lading and notify the carrier's agent (*truck driver*). Obtain a signed acknowledgement of the damage or shortage at the time of unloading. **DO NOT** dispose of or return damaged items. Replacement materials must be re-ordered on a separate Purchase Order. Shipments are FOB factory – *Wallace, Idaho*. Once materials are loaded and leave the Spunstrand® Inc. factory, title of materials pass to the consignee – *customer*. If you do not note the damage and assist in filing a freight claim, any warranty work or replacement parts will be charged to the customer.

UNLOADING:

Small parts may be unloaded by hand but not thrown off the truck. Handle parts carefully, being sure not to scratch the interior surface or damage the ends.

DO NOT push or roll duct off the truck with a fork lift.

DO NOT use hooks to lift duct.

DO NOT use wire rope or chains as a sling to lift large duct.

If slings are to be used, they must be a minimum of 4" wide webbed nylon or canvas. On 20 foot lengths of large duct, two slings should be placed approximately 7 feet in from each end, and the load lifted evenly. On 40 foot lengths, three slings placed at 10 foot intervals should be used.

STORAGE:

It is important that the resin and glass materials be stored out of the weather in a clean, dry location within a maximum temperature of 77°F. Cover all product (glass, duct) with a protective tarp. The glass materials and product should be covered to protect them from rain and snow. Keep resin out of the sun and store in an area where the temperature will not fall below 60°F. Read the labels on all containers, the labels contain information about health and safety considerations as well as storage.