



## WELCOME!

Dear Sirs:

We wish to personally thank you for your interest for our Freight API. What we built out of necessity is now finding its way to shopping cart companies and potential customers all across the country. We extend a welcome to all companies who resell or drop ship much or all of their web site product selection, and those with multiple factory or warehouse locations who need real-time rates when multiple items in the same come from varied origin points. We would like to ask your help in refining our product, so if you can think of anything to help, please let us know!

### **This API was designed to accomplish some very “simple” but necessary tasks:**

- Recognize a sale by line item instead of just the total of what is in the cart
- Send out queries for freight rates in real-time, by line item
- Recognize by line item which products will ship small package freight or common carrier freight so the correct query is issued
- Combine any items within the sale coming from the same origin point for a single query
- Allow resellers, manufacturers with multiple factories and distributors/suppliers to sell online
- To use your current carriers whenever possible
- To introduce real-time common carrier (LTL) freight options which are very competitive
- To use established and popular carriers who will be around in the future
- In the case of common carrier rates, to use someone who will take care of your freight claims, a major point with us in particular
- To therefore integrate into our API: UPS, Fedex, DHL Int'l and Freightquote.com

You are familiar with UPS, Fedex and DHL Int'l, so let us tell you a bit about Freightquote.com, our chosen supplier of common carrier (LTL) freight rates. Established years ago with 550 salespeople currently, this company dropped common carrier rates by pitting up to 600 carriers against each other for your business. What this means is Freightquote.com is not only dealing with national carriers using ecommerce programming, but as well has found a way to incorporate regional carriers without that programming. Suggest to your favored regional carrier that they contact Freightquote.com to apply and participate. You should be aware that UPS and Fedex now participate with Freightquote.com on common carrier freight, so your returned rates will now include multiple solutions (time frames) from UPS and Fedex.

You will receive up to 25 results per query (that means per line item in the sale in many cases). When you use Freightquote.com, you receive their freight claim services as well, and just like all other carriers you get billed directly. If you have established relationships with certain carriers you favor, you can call anytime to your Freightquote.com rep to see if your carrier participates. If they do, simply fax to your rep the tariff pricing sheets issued to you by the carrier when you signed up, and Freightquote.com will tweak your pricing for that carrier to reflect your current discounts. A win-win situation for all!

Now let's take a look at what the API looks like.

Go to our web site at: <http://www.freightapi.com>. Using the Login button at top right of the home page, enter demo1 for the username and the password. You will see our demo "API Token" which is a unique number given to each web site owner for access to the API. Note that it is listed under the "API Settings" tab, available anytime you want to get it again. The token for each account however will be automatically integrated into your API connection.

Go to "Shipping Settings". You will see four carriers currently implemented into our API. This window is where you would check each box next to the carriers you wish to receive rates from. To the right of the check box for UPS, please click on the "Edit" icon. Here is where you would enter the account information for each of the carriers. All web site owners must have an account with each carrier you wish rates returned from.

**Note the access key needed for UPS can be obtained quickly through this link:**

[https://www.ups.com/e\\_comm\\_access/laServ?START\\_PAGE=INTRO&CURRENT\\_PAGE=GET\\_ACCESS\\_KEY&OPTION=ACCESS LIC XML&loc=en\\_US&srch\\_pos=1&srch\\_phr=access+key](https://www.ups.com/e_comm_access/laServ?START_PAGE=INTRO&CURRENT_PAGE=GET_ACCESS_KEY&OPTION=ACCESS LIC XML&loc=en_US&srch_pos=1&srch_phr=access+key)

**Note the "Meter Number" for Fedex is no longer required, so leave this field blank**

**Note that DHL no longer has domestic service, so this option would be for international only.**

Now go to the "API Docs" button above, then click on "Rate Quote". Here you will see a window that reveals a bit of the format used for the passing XML back and forth. You will see the location where the API Token will appear, origin zip code, whether it is common carrier or not, a business with a dock or forklift or residential pickup point, and so on. Origin and destination zips, weights and dimension examples have been entered for a sample shipment below. Note ID Item #1 is a common carrier product, and 2 is a small package product, based on the weights and dimensions listed. Note there are "default" Booleans of 0 and 1 used in some fields. What this page also shows you are the explanations for each line of code, following the "#" sign shown on each line.

Now go to the tab "Test XML". Hit "Get Test XML". This is a similar real-time test sample for you to run. You will see that we again have entered a sample of two items and given origin and destination zip codes. Now hit "Run XML". You will shortly see the resulting rates for each item ID, or product in the sale. Note you will receive multiple solutions for both the common carrier item and small package item listed further down. Looking at each result, you will see Freightquote listed for every result for the common carrier item, showing that is the chosen API solution company. You may also note that on the cheapest rate only, Freightquote is listed in the actual carrier line above. This means Freightquote.com is actually using their own truck arrangements to ship your item. You will also see under the rates, the timeframe (transit time) for each returned carrier. This is valuable information you may wish to share with the purchaser on the confirmation of order email they receive. You will note our test XML included only UPS for the small package item, but of course you can also get Fedex rates returned as well.

Going back to the "Get Test XML" button, you will be able to alter the code (carefully) to enter your chosen information for a shipment, and receive back results of our contracted rates with these two carriers. Feel free to run a few tests if you wish. Once you are signed up for the API, have initiated accounts with the carriers, and after your account information and discounts are entered into the "Shipping Settings" window, your specific rates would be returned instead of ours.

We hope you have found this tutorial to be helpful! Now it's time to get you connected! We know you will enjoy the service and look forward to helping you! Please call us today to get started!

The Staff at FreightAPI.com

866-427-2662



## **PREPARATION FOR API CONNECTION**

### **PRODUCT PAGE**

You must first prepare the product page to accommodate certain parameters to be assigned to every product for sale online. Using drop down windows and radial buttons, create an orderly list of questions to cover the parameters needed for common carrier freight. The weight and dimension questions would cover small package freight as well. Confirm the following list of questions to be asked, with Freightquote.com requirements, as they can always amend the needed list of parameters after this document was created. You will need to assign to each product to be sold online:

Origin zip code

Type of origin? (business with dock/forklift, business without dock/forklift, residence or limited access, etc)

What are you shipping? (new commercial goods, used commercial goods, household goods, motorcycle, auto, etc)

How is it packaged? (pallet, drum, bale, bundle, boxes, etc)

Shipping dimensions

Shipping weight

Class of Freight (see more on this on the home page of the web site, left column – NMFC codes and freight class)

Hazardous or not

Stackable or not (as packaged)

### **CHECKOUT PAGE**

To ensure enough information is gathered about the destination, you must determine whether a lift gate will be needed for drop-off at the delivery point. Arrange for these questions to be asked of the purchaser.

What type of destination? (commercial site, residential site, construction site, trade show, terminal, etc)

Is a dock or forklift available at the destination? Yes/no

Adding a disclaimer might be a good idea: “Incorrect answers may result in higher rates than quoted “.

Deciding whether to forward the cheapest freight rate returned to the shipping cost cell or allowing your purchasers to choose from a few choices of carriers or time frames, is an important aspect of your business success. Keep in mind the API has the ability to read each line item in the cart, so choices you may offer can get exhaustive as you would be allowing choices for potentially each line item in the sale. Offering too many choices may be counterproductive. Still, you must choose and arrange your checkout page accordingly. Markups can be added to shipping rates after they are returned from the API, should the web site owner wish it. Reasons to do so involve using a preferred carrier rather than cheapest result, or to keep from using the cheapest carrier should that carrier have a bad reputation. Please review your developer agreements for all carriers involved for compliance with their terms of service.

### **CONFIRMATION OF ORDER EMAILS**

Choose if you would like to offer carrier, time frame or cost information regarding shipping to the purchaser, or to the web site owner for data collection and yearly review. Adjust forms accordingly.



## PLACING THE ORDER FOR THE API

As you begin preparing the cart for the API connection, use the supplied Developer Guide to prepare the XML “call”. You will be calling our specific web site address provided in the Developer Guide. As you get close to completion, please remember that the web site owner must “sign up” or place the order for the API. To have the unique API Token number in time for your programming needs, make sure the owner signs up a week prior to you needing to connect. At the time of order we will also ask the web site owner for a username and password to be used for access to his account.

The web site owner, along with any web designer and programmers involved, will be required to sign a Non-Disclosure Agreement prior to sending the API Token Number to the web site owner. Please call us with the names, company names, addresses and contact phone numbers for all parties right away, so we can distribute the NDA for signatures. The NDA protects FreightAPI.com from misuse of any materials provided to enable use of the API. The API is held on our server and the connection is made upon issuance of the API Token. Please sign the NDA on the same document as all other parties and forward to FreightAPI.com for our signature and disbursement to all involved.

The web site owner will then send the setup fee and signed order to FreightAPI.com and the token will be returned. Remember that aside from the setup fee, other charges do not begin until the first of the month after 30 days following the order. This gives you between one and two months to complete programming, with free API use during that time!

Proceed to [www.freightapi.com](http://www.freightapi.com) and enter the username and password to log in (see “Login” at the upper right corner of our web site home page). After you log in, you will see your API Token Number as issued under “API Settings”. Go to “Shipping Settings” and check those carriers you wish to receive rates from. Click the “Edit” icon to enter your account information for each carrier. Web site owners must have accounts with all carriers you wish rates returned from. For Freightquote.com, please call us prior to initiating that account, for more information.

**Note on UPS:** An Access Key must be obtained for the UPS field where it is requested. It in turn requires a “Developer Key”, a unique number assigned to the programmer who integrates shipping API’s into a shopping cart. This is not required when the programmer uses the cart version of the UPS module. If your programmer or developer does not have one, the developer key and access key may be easily obtained by going to the following link on the UPS web site. [https://www.ups.com/e\\_comm\\_access/laServ?START\\_PAGE=INTRO&CURRENT\\_PAGE=GET\\_ACCESS\\_KEY&OPTION=ACCESS\\_LIC\\_XML&loc=en\\_US&srch\\_pos=1&srch\\_phr=access+key](https://www.ups.com/e_comm_access/laServ?START_PAGE=INTRO&CURRENT_PAGE=GET_ACCESS_KEY&OPTION=ACCESS_LIC_XML&loc=en_US&srch_pos=1&srch_phr=access+key)

**Note on Fedex:** Fedex recently eliminated the need for a “Meter Number”. Leave this field blank.

**Note on DHL:** Now pertains to international only.

Once this information has been entered, programmers may complete the API connection for immediate use!

Thank you all so much for your business! We know you will enjoy the API very much! Please make sure the web site owner schedules in a tickler file an annual re-negotiation of their prices with all carriers as their business grows!

Happy Selling!



## REGARDING FREIGHT CLASS

We get a lot of questions about how freight classes work. The National Motor Freight Transportation Association is an entity in charge of identifying the freight class by which your products will be shipped. They start by classifying your products using a 5 or 6 digit NMFC Code, which identifies if your product is iron, wood or glass, KD (knocked down) or assembled, how it is packaged and even in some cases by how many you are shipping. Yes, quantity can even change freight class to be used. Most people usually find this out by calling suppliers or manufacturers who have had their materials “ruled on” by this entity. Shipping Carriers also can help identify this information for you. We also have the manual used should you wish to call us for clarification. You may obtain your own copy of the manual by going to the NMFTA web site at <http://www.nmfta.org>.

That initial NMFC Code is then translated to one of 18 “freight classes”. These are the only freight class numbers used: They are: 50, 55, 60, 65, 70, 77.5, 85, 92.5, 100, 110, 125, 150, 175, 200, 250, 300, 400, 500.

Freight class is needed for every product in your selection online for accurate freight rates. Use a spreadsheet with all products listed on your web site, along with the appropriate freight class, shipping dimensions, shipping weights and origin zip code, whether the product is new or used, hazardous or not, stackable or not, etc. as noted on our home page.

Please be aware that it is possible a shipment can be reclassified by the carrier after it is picked up. While this is extremely rare, if it should happen do not panic. Give us a call and we can email you the page pertaining to your product. If it is an unusual item which could fall into more than one category, simply get in touch with the NMFTA for a ruling or clarification. If you get a ruling or email from NMFTA, send it to the carrier for resolution. The next page shows a sample page from the manual. You and your shipping personnel should know the NMFC codes and freight classes for all your products.

On the attached image from the NMFTA Manual, the “Item Number” listed on the left column on this page is the NMFC Code for the product with the number in the right column is the class of freight.

HAPPY SELLING!



ITEM	ARTICLES	CLASS
	<b>BUILDING MATERIALS, MISCELLANEOUS, GROUP:</b> subject to item 33570	
35380	<b>Skylights or Roof Windows;</b> glass glazed, with frame, with or without mounting curb; or plastic glazed, with or without frame or mounting curb; in boxes or crates, subject to Items 170 and 171 and having a density in pounds per cubic foot of:	
Sub 1	Less than 1 . . . . .	400
Sub 2	1 but less than 2 . . . . .	300
Sub 3	2 but less than 4 . . . . .	250
Sub 4	4 but less than 6 . . . . .	150
Sub 5	6 but less than 8 . . . . .	125
Sub 6	8 but less than 10 . . . . .	100
Sub 7	10 but less than 12 . . . . .	92.5
Sub 8	12 but less than 15 . . . . .	85
Sub 9	15 or greater . . . . .	70
35385	<b>Sleepers,</b> cushioned, wood, with plastic or rubber pads attached, see Note, item 35386, in bundles . . . . .	70
35386	NOTE—Applies on articles used to support and cushion floors, such as gymnasium or racquetball court floors, and only when the total weight of the pads does not exceed 10 percent of the weight upon which charges are assessed.	
35387	<b>Stairs, Stairways or Ladders,</b> disappearing, with or without ceiling frames or hatches, access panels or doors, handrails or other components, see Note, item 35388, in boxes . . . . .	150
35388	NOTE—Applies on folding or sliding stairs, stairways or ladders designed to provide access to attics or other overhead spaces.	
35390	<b>Steeple or Building Cupolas,</b> SU or in SU sections, in crates . . . . .	300
35420	<b>Supports,</b> bridge or highway railing, cast aluminum, in packages . . . . .	60
35425	<b>Tape,</b> wallboard joining or reinforcing, paper combined with aluminum, in boxes . . . . .	85
35430	<b>Tape,</b> wallboard joining or reinforcing, paper or paper combined with steel strips, in packages . . . . .	70
35440	<b>Tracks,</b> window sill, plastic, in boxes . . . . .	85
35460	<b>Troughs,</b> filtration, wash water, iron . . . . .	70
35480	<b>Underlayment Compounds,</b> floor covering, NOI, see Note, item 35482, in bags, boxes, drums or pails. . . . .	60
35482	NOTE—Applies only on compounds, mixed or not mixed, used for leveling of floors prior to application of floor coverings.	
35500	<b>Ventilators or Shutters,</b> foundation ( <b>Sash and Screen combined</b> ), metal, in boxes . . . . .	100
35510	<b>Windows (Sash or Sash and Frames combined),</b> aluminum or aluminum and iron or steel combined, glazed, NOI, including <b>Storm Windows,</b> with or without screens, see Note, item 34781, in boxes, crates or Packages 834, 835, 2305 or 2442, see Note, item 34783. . . . .	100
35525	<b>Windows (Sash or Sash and Frames combined),</b> bow or bay type, glazed, in boxes or crates . . . . .	300
35535	<b>Windows (Sash or Sash and Frames combined),</b> iron or steel, glazed, NOI, see Note, item 35536, in boxes, crates or Packages 834 or 835 . . . . .	100
35536	NOTE—Also applies on aluminum, brass, bronze, copper or zinc fittings not exceeding 5 percent of the weight on which charges are assessed.	
35545	<b>Windows (Sash or Sash and Frames combined),</b> plastic, glazed, with or without screens, weatherstrips or accessorial hardware made from other materials, in boxes or crates:	
Sub 1	Other than rectangular . . . . .	300
Sub 2	NOI . . . . .	100
35560	<b>Windows (Sash or Sash and Frames combined),</b> wood, with or without covering or components of other materials, glazed, NOI, in boxes, crates or Packages 758 or 2304 . . . . .	92.5
35570	<b>Wood,</b> built-up or combined, covered with iron or steel, in crates or Package 404 . . . . .	55
35580	<b>Wood,</b> built-up or combined, faced with steel and backed with aluminum, not painted, in packages . . . . .	65
35600	<b>BUILDING METALWORK GROUP:</b> Articles consist of Building Metalwork, including Roof Trimmings or Guttering or Ventilators, as described in items subject to this grouping.	
35640	<b>Angles or Channels,</b> enameled, iron or steel, or wood covered with iron or steel or tin plate, in boxes or crates . . . . .	70
35660	<b>Architectural Building Work,</b> aluminum, cast, NOI:	
Sub 1	Pieces weighing each 15 pounds or over, loose, or in bundles each weighing 15 pounds or over . . . . .	100
Sub 2	In boxes, crates or drums . . . . .	92.5
35670	<b>Architectural Building Work,</b> aluminum, other than cast, NOI, other than building construction wall sections, in boxes, crates or drums . . . . .	100
35680	<b>Architectural Building Work,</b> copper, brass or bronze, cast, NOI, in packages . . . . .	77.5
35690	<b>Area Walls (Window Wells),</b> corrugated iron or steel, in nests of not less than 24, in packages . . . . .	55
35710	<b>Balustrades,</b> escalator or moving stair, metal, KD, in boxes or crates . . . . .	70
35720	<b>Bars,</b> glass setting, aluminum, brass, bronze or copper, in boxes, crates or drums . . . . .	77.5
35730	<b>Bars,</b> glass setting, lead and steel combined, zinc, or copper plated zinc, in boxes, crates or drums . . . . .	70
35740	<b>Bars,</b> glass setting, steel or steel with not exceeding 10 percent by weight of other metals, in boxes, crates or drums . . . . .	60
35750	<b>Braces or Bridging,</b> joist or stringer, steel, 20 gauge or thicker, nested solid, in packages . . . . .	50
35760	<b>Bucks or Frames,</b> door, steel, fabricated from bars, plates or shapes $\frac{3}{16}$ inch or thicker . . . . .	85
35780	<b>Building Battens,</b> aluminum, nested, in packages . . . . .	85
35790	<b>Building Battens,</b> sheet steel, in packages . . . . .	50
35810	<b>Building Construction Wall Sections,</b> NOI, with or without insulation, see Notes, items 35812 and 35814, in packages:	
Sub 1	With door or window openings exceeding 45 percent of surface area of section . . . . .	100
Sub 2	Without door or window openings or with openings not exceeding 45 percent of surface area of section:	
Sub 3	Iron or steel . . . . .	70
Sub 4	Metal other than iron or steel, or metal combined with iron or steel . . . . .	85