

# AAA COOPER TRANSPORTATION

P. O. BOX 6827

DOTHAN, ALABAMA 36302

It is the duty of the owner of goods to make reasonable effort to minimize the damages, and the carrier cannot be held liable for damages which such efforts would have prevented. It is the duty of the property owner where the goods have been damaged to use all reasonable means to render the effect of the injury as light as possible.

## CONCEALED LOSS OR DAMAGE INSPECTION REPORT

CONSIGNEE		DATE OF INSPECTION
STREET ADDRESS AND LOCATION OF CONSIGNEE		
SHIPPER'S NAME AND POINT OF ORIGIN		
AAA WAYBILL NUMBER AND DATE	NAME of CONN. LINE, their WB No. & DATE	

<b>A. GENERAL FACTS:</b>		<b>B. SHIPPING CONTAINER:</b> (Circle Proper description)		<b>D. PRIOR TRANSPORTATION</b>	
1. DATE OF DELIVERY	HOUR	A.M. P.M.	1. Box CARTON CRATE OTHER (Describe)	1. ARE GOODS IN THE ORIGINAL FACTORY PACKED CONTAINER? <input type="checkbox"/> YES <input type="checkbox"/> NO	
2. DATE INSPECTION REQUESTED:	BY	LETTER TELEPHONE OTHER	CORRUGATED SOLID - PRESSED SOLID - WOODEN FIBERBOARD SLATTED PLYWOOD WIREBOUND-SLATTED WOOD AND CARDBOARD COMBINED	2. DOES ORIGINAL METHOD OF SEALING INDICATE OPENING OF OR TAMPERING WITH SINCE LEAVING FACTORY? <input type="checkbox"/> YES <input type="checkbox"/> NO	
3. DATE GOODS OPENED OR UNPACKED			2. <input type="checkbox"/> NEW CONTAINER <input type="checkbox"/> SECOND-HAND CONTAINER	3. WHAT WAS ORIGINAL POINT OF SHIPMENT FROM FACTORY?	
4. WAS SHIPMENT DELIVERED TO THIS ADDRESS BY OUR TRUCK OR PICKED UP AT TERMINAL BY CONSIGNEE?			3. CLOSURE METHOD (Circle description) TAPED STEEL STRAPPED LOCKED GLUED NAILED STAPLED CORDED OR TIED OTHER		
5. HAVE GOODS BEEN MOVED FROM FLOOR TO FLOOR, OR TO LOCATION OTHER THAN DELIVERY SITE? IF SO, EXPLAIN -			4. ARE SEAMS OR EDGES OR CONTAINER SPLIT OR OPEN? <input type="checkbox"/> YES <input type="checkbox"/> NO		
			5. CONTAINER MANUFACTURED BY-		
			6. BURSTING STRENGTH PER SQUARE INCH		
			7. PACK NUMBER (Very Important if commodity is furn.)		
6. COULD (OR SHOULD) DAMAGE HAVE BEEN NOTICED AT TIME OF DELIVERY? (Based on your opinion as you now see container and/or goods)			<b>C. PACKING - UNPACKING, ETC.</b>		
			1. WERE GOODS UNPACKED PRIOR TO INSPECTION? <input type="checkbox"/> YES <input type="checkbox"/> NO	1. WAS THERE SPACE IN CONTAINER FOR MISSING GOODS? <input type="checkbox"/> YES <input type="checkbox"/> NO	
			2. WERE CONTAINERS HELD FOR INSPECTION? <input type="checkbox"/> YES <input type="checkbox"/> NO	2. IF SO, WHAT OCCUPIED REMAINING SPACE?	
			3. HOW WERE GOODS PACKED IN CONTAINERS? (Nested, Individually boxed, etc.)	3. DOES ACTUAL COMPARISON CHECK WITH INVOICE VERIFY LOSS? <input type="checkbox"/> YES <input type="checkbox"/> NO	
			4. INNER PACKING (CIRCLE DESCRIPTION) CARDBOARD LINERS SEPARATORS SHREDDED PAPER EXCELSIOR HAY STRAW OTHER	4. WERE FLAPS SEALED, GLUED, OR OTHERWISE CLOSED? <input type="checkbox"/> YES <input type="checkbox"/> NO	
			5. IS THERE ANY EVIDENCE THAT LOSS OR DAMAGE IS THE RESULT OF INFERIOR PACKING, INTERIOR OR EXTERIOR? EXPLAIN <input type="checkbox"/> YES <input type="checkbox"/> NO	5. WAS FACTORY SEALING TAPE INTACT? <input type="checkbox"/> YES <input type="checkbox"/> NO	

<b>WHAT IS LOST OR DAMAGED? (COMMODITY OR PRODUCT DES.)</b>		HOW MANY? (NO. of Articles)	APPROXIMATE WEIGHT	RELEASED VALUATION
DESCRIBE EXACTLY HOW, WHERE, WHY AND THE EXTENT OF LOSS OR DAMAGE. EXPLAIN EACH ITEM IN DETAIL				\$ _____ PER POUND
INVOICE COST OF ARTICLE?	CAN IT BE REPAIRED LOCALLY?	ESTIMATED COST OF REPAIRS?	AMT. CASH ALLOWANCE WILL ACCEPT?	RECOMMENDED SALVAGE DISPOSITION?
\$	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> ELSEWHERE	\$	\$	

(USE THE REVERSE SIDE OF THIS REPORT IF NECESSARY)

**NOTE** This Report is merely a Statement of Facts and not an Acknowledgement or Denial of Liability. IT IS NOT A CLAIM. The Original must be forwarded along with other particulars called for on Standard Claim Form.

**SIGNED (Name of Company)**  
**AAA Cooper Transportation**

**DAMAGED ITEM TO AND INCLUDING PARTS MUST BE HELD FOR CARRIER DISPOSITION**

By \_\_\_\_\_ By \_\_\_\_\_

#### FILING OF CLAIMS

- (a) Claims in writing required. A claim for loss or loss or damage to baggage or for loss, damage, injury, or delay to cargo will not be voluntarily paid by a carrier unless filed in writing, as provided in subparagraph (b) below, with the receiving or delivering carrier, or carrier issuing the bill of lading, receipt, ticket, or baggage check, or carrier on whose line the alleged loss, damage, injury, or delay occurred, within the specified time limits applicable thereto and as otherwise may be required by law, the terms of the bill of lading or other contract of carriage, and all tariff provisions applicable thereto.
- (b) Minimum filing requirements. A communication in writing from a claimant, filed with a proper carrier within the time limits specified in the bill of lading or contract of carriage or transportation, and (1) containing facts sufficient to identify the baggage or shipment (or shipments) of property involved, (2) asserting liability to alleged loss, damage, injury, or delay, and (3) making claim for the payment of a specified or determinable amount of money, will be considered as sufficient compliance with the provisions for filing claims embraced in the bill of lading or other contract of carriage.
- (c) Bad order reports, appraisal report of damage, notations of exceptions on freight bills or other documents, inspection reports issued by carrier inspectors or inspection agencies, tracers or inspection requests do not comply with claim filing requirements.

#### DOCUMENTS REQUIRED IN SUPPORT OF CLAIMS

- (a) A written demand for payment, asserting carrier liability for alleged loss, damage, injury or delay, and containing facts sufficient to identify the shipment or shipments involved will constitute a claim, regardless of form, and will be required.
- (b) When claimant does not appear from the supporting documents to be an interested party, carrier will require any necessary written assignment or other proof to determine the claimant is the proper party to receive any claim payment.
- (c) Claim must be supported by either the original invoice; a photographic copy of the original invoice; an exact copy thereof, or an extract therefrom, certified by the claimant or his authorized representative to be true and correct with respect to the property involved in the claim and reflecting all trade or other discounts, allowances, or deductions of any nature. When the original invoice is not submitted, such document must be made available for inspection by carrier representative upon request.
- (d) When determined by the carrier to be a necessary part of the investigation, the following will be required:
  1. The original freight bill and bill of lading or other contract of carriage. When claimant cannot furnish these documents, carrier may require suitable indemnity from the claimant.
  2. When the property involved in the claim has not been invoiced to the consignee or where invoice does not show price or value, or where the property has not been sold but transferred at bookkeeping values only, or where property has been shipped on consignment or approval, documentation to establish destination value in the quantity shipped and certification of the correctness thereof.
  3. In order to establish the full recoverable loss caused by the carriers, the original account of sale, showing the date of sale and the amounts realized on the damaged and undamaged portions, respectively, showing grade, brands, quality, variety, size and condition, together with any deductions, allowances, and commissions, or a copy thereof certified correct over the signature of the claimant or an authorized representative thereof.
  4. When shipment has received prior transportation and is reshipped from a distribution or warehousing point but has been opened and examined and contents verified as being in undamaged condition, certification thereof must be made by a person having actual knowledge of such inspection and a statement to that effect incorporated in such certification.
  5. When an asserted claim for loss of an entire package or on an entire shipment cannot be otherwise authenticated upon investigation, the carrier will obtain from the consignee of the shipment involved, a certified statement in writing that the property for which the claim is filed has not been received from any source.
  6. Shipment may be subject to limited liability. See AACT rules tariff 190.