

ACDO 100 Rules Tariff

Effective May 1st 2009

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Item 100: Governing Publications

This tariff is governed, except as otherwise provided in this tariff, by the following described tariffs and by supplements thereto or successive issues thereof - Classification - NMFC Series 100; Hazardous Materials - Department of Transportation, Title 49 - Code of Federal Regulations; Zip Codes - U.S. Postal Service; Mileage - MS MapPoint

Item 110: Definitions

AGENT is an independent contractor hired by the Carrier to provide service on the Carrier's behalf. Agents typically use the contracting Carrier's paperwork and follow the contracting Carriers operating procedures. And, service is provided within the Carrier's service area.

BOL means bill of lading.

BUSINESS DAY means Monday through Friday.

BUSINESS HOURS means the hours during which operations are generally conducted by the Carrier. If not otherwise specified Business Hours are between 8:00 am and 5:00 pm.

CARRIER is the party hired to perform transportation and other available services.

CONSIGNEE is the party to whom the freight is tendered or delivered.

CONSIGNOR is the party who tenders freight to the Carrier. Commonly referred to as the "Shipper".

DIRECT SERVICE POINT is a point that is serviced by the Carrier

DR means delivery receipt.

HOLIDAY means New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, the Friday following Thanksgiving Day, Christmas Eve Day, Christmas Day or any other day observed as a holiday at the point where service is performed. Holidays that fall on Saturday will be observed the previous Friday. Holidays that fall on Sunday will be observed the following Monday.

INDIRECT SERVICE POINT is a point serviced through an Agent.

INTERLINER or INTERLINE CARRIER is a Carrier with its own operating authority and licenses that is contracted by the Carrier to perform services on its behalf. Typically, the Interline Carrier will use its own paperwork and follow its own operating procedures and will provide service outside the Carrier's service area.

INTERLINE SERVICE POINT is a point serviced through an Interliner.

LESS THAN TRUCKLOAD makes reference to the quantity of freight tendered and implies the Consignor is not contracting the exclusive use of the Carrier's equipment.

PALLET means any elevated platform used to transfer freight with a pallet jack or forklift. As intended herein, skids, platforms, containers, shipping carriers, crates, or platforms may be referred to as pallets.

PLACE means a particular street address or other designation of specific location and shall not be considered separate if intersected by a public street or thoroughfare.

POD means proof of delivery.

POINT means a particular city, town village, community, or other area treated as a unit for the application of line haul rates.

POWER UNIT means any self-propelled vehicle used on public roads or highways in the transportation or cartage of goods.

SHIPPER is the party tendering freight to the Carrier and also referred to as the Consignor.

TARIFF means any classification, charge, price, rule or rate established by the Carrier and kept on file in the Carrier's office.

TRUCK, TRACTOR, OR VEHICLE means any self-propelled vehicle used on public roads or highways in the transportation or cartage of goods.

TWO LINE HAUL or THREE LINE HAUL identifies the number of Carriers involved in transporting a shipment from origin to destination.

Item 150: Cancellation of Pricing Programs

Carrier tariffs will be subject to cancellation, without notice, if the tariff is not utilized during a consecutive, 6-month period.

Item 160: Collection of Charges or Extension of Credit

For Prepaid shipments, charges are due and payable by the Consignor when the shipment is tendered to the Carrier unless credit has been established with the carrier. If subsequent accessorial charges are incurred, Consignor shall be notified before the service is performed. Shipment will be held until payment is received.

For Collect shipments, charges are due and payable by the Consignee at the time the shipment is delivered unless credit has been established with the carrier.

Payment may be made by valid check, money order, credit card, Electronic Funds Transfer (EFT), or Automatic Clearing House (ACH). A remittance advice must accompany payment to specify payment details. Payment shall be applied to specific shipments, even if older balances remain unpaid.

Establishing Credit

If a credit application is completed and the Carrier deems it appropriate, credit may be extended to a Consignor or Consignee.

If payment is not received within the payment terms, Carrier reserves the right to commence civil action or final and binding arbitration proceedings to recover such invoiced amounts within (18) eighteen months of delivery or tender of delivery of the shipments involved. If Carrier alleges undercharges, or Consignor alleges overcharges, duplicate payment, or over collection notice of such claims or unidentified payments must be given within 180 days of receipt of the invoice and a civil action or arbitration proceedings must be filed within (18) months of delivery or tender of delivery of the shipments involved. The processing, investigation, and disposition of overcharge, unidentified payment, duplicate payment, or over collection claims shall be governed by present federal regulations codified at 49 C.F.R Part 378.

Payment terms are 30 days from invoice date.

Past due balances are subject to a monthly service charge of 1.5% (or the highest allowable by law).

Carrier reserves the right to suspend credit for any reason.

Item 200: Cargo Loss and Damage Claim Filing

Carrier will assume liability for cargo loss and damage claims under the federal laws applicable to common carriage in effect on the date of the shipment and the terms and conditions of the Uniform Straight Bill of Lading, except as shown herein, or to the extent otherwise specifically outlined in participating tariffs or contracts.

Carrier's liability for cargo loss and damage begins upon signing the receipt or bill of lading for property it receives for transportation.

Carrier will investigate and dispose of cargo loss and damage claims under common Carrier provisions as set forth in 49 C.F.R. Part 370, and STB NMF 100 Series, Items 300100 through 300155.

All claims for loss, damage or delay must be filed in writing within nine (9) months after the delivery or reasonable time for delivery has elapsed for non-delivery. When claims are not filed within the prescribed times such claims shall be barred and not paid.

Any lawsuits for cargo claims shall be instituted against Carrier no later than two years and one day from the day when written notice is given by Carrier to the claimant that it has disallowed the claim or any part or parts of the claim specified in such notice. Where claims are not filed or lawsuits instituted thereon in accordance with the foregoing provisions, Carrier shall not be liable and such cargo claims not be paid.

Customer shall not deduct or offset any cargo claim or other alleged claim or debt of Carrier from the charges owed to Carrier unless authorized in writing by Carrier.

Concealed Loss or Damage

Concealed loss or damage is that which was not apparent at time of delivery. Consignee should notify Carrier as soon as damage is discovered and in no case later than Five (5) days after freight was tendered. Notification may be given by telephone or in person, but must be followed in writing. Payment for concealed damage shall be limited to \$50.

Freight Charges

Freight charges, for shipments where damage or loss claims are filed, are due and payable in accordance with normal payment terms except for Shipment's where there is no record of the shipment being delivered. A refund of freight charges may be considered as part of the damage claim.

Item 205: Incidental, Special, or Consequential Damages

Carrier shall not be liable for any loss or damage to a shipment or for any delay caused by an act of God, the public enemy, the authority of law, the inherent vice of the goods or the act or default of the Consignor. The burden to prove freedom from negligence is on the Carrier or the party in possession.

Consignor shall, at its cost and expense, comply with all applicable federal, state, local and International laws, rules and regulations pertaining to its shipments and shall be responsible for all costs, liabilities, delays, fines and expenses caused by, resulting from or otherwise associated with any noncompliance by Consignor or Consignor's shipments with any such laws, rules, or regulations. Consignor shall also be responsible for Carrier's charges pertaining to any services by Carrier at Consignor's request for compliance with any such laws, rule or regulations.

In no case shall Carrier be liable, and hereby disclaims responsibility for any indirect, incidental, consequential, special punitive, or multiplied damages or other indirect costs, lost profits, fees, or charges of any kind arising from any freight claims filed hereunder or any other acts, including delays or omissions of Carrier, whether foreseeable, disclosed or not.

Subject to reasonable requests, Carrier agrees to accept, transport, and deliver with reasonable dispatch such merchandise as Customer may tender to Carrier for transportation. However, Carrier shall not be responsible for any damages, direct, indirect or consequential, which are the result of delays in delivery.

Item 210: Returned Freight

Carrier will not be liable for loss, damage or destruction of property for shipments being returned to the original Consignor, which were not initially transported by Carrier from the original Consignor.

Carrier shall not be liable for loss, damage or destruction of property for shipments being returned to the original Consignor, which were initially transported by Carrier, from the original Consignor and delivered without exception, when Carrier is not given the opportunity to inspect prior to return.

Item 215: Pallet - Shipment Preparation and Liability

Shipments tendered to Carrier on a shrink or stretch wrapped skid (SWS) or shrink or stretch wrapped pallet (SWP), shall be signed for as _ SWP(s) STC____Pieces or _ PLT(s) STC____Pieces. When a shrink or stretch wrapped pallet is delivered intact, Carrier shall assume no liability for loss or damage discovered therein, either at delivery or after delivery has been performed. The driver will sign only for the number of pallets, not the number of pieces.

Pallets, at minimum, shall be equal to the length and width dimensions of the freight being shipped. Carrier shall assume liability only for loss, not damage, of freight overhanging the pallet.

Top-heavy or unstable freight shall be strapped securely to the pallet. Carrier shall not be liable for damage caused when freight is not properly secured or when the pallet is defective or insufficient to support the weight of the cargo.

Freight rated as a pallet shall be considered UNCLASSIFIED and will be subject to liability limits associated with such, as shown in the General Limitations of Liability section of this tariff.

Unless otherwise specified within the applicable tariff or contract, Carrier calculates pallet weight as 50 pounds per pallet. The weight of the pallet is excluded when determining indemnity or shipment value.

Item 220: Undelivered Freight

If freight cannot be delivered because of the consignee's refusal or inability to accept it, or because Carrier cannot locate the consignee, or freight cannot be transported because of an error or omission on the part of the Consignor, Carrier will make diligent effort to notify the Consignor promptly that the freight is in storage and the reason thereof.

Undelivered shipments will be subject to applicable storage or detention charges if no disposition instructions are received.

On undelivered shipments, disposition instructions printed on the Bill of Lading, shipping order, shipping label, or container having disposition instructions issued prior to tender of delivery, will not be accepted as an authority to reship, return, or reconsign the shipment, or to limit storage liability.

Carrier will follow the Uniform Bill of Lading terms and conditions for disposition of undelivered freight.

Upon request of the Consignor, undelivered shipments will be returned or reconsigned. In such cases, the shipments will be subject to the rates and charges applicable for the original move, the return or reconsignment move, and other services performed.

Shipments moving under the provisions of this item will be subject to all other provisions of the Rules Tariff.

Item 225: Consignor Load

When prearranged with Carrier's local operations, Carrier will spot or drop trailer at that Consignor's loading facility so the Consignor may load the trailers or vehicles at its convenience. Any discrepancy on those shipments tendered under the Consignor Load and Count Arrangement will be handled in the following manner:

At pick-up, Carrier will include "SL&C" on the bill of lading, indicating the Consignor counted and loaded the shipment without Carrier's driver present. The Consignor will properly block and brace the freight. Carrier's failure to note "SL&C" on the bill of lading will not affect the liabilities of the parties, if the Consignor has in fact performed the counting and loading without a representative from Carrier present.

Carrier will provide seals for security purposes to the Consignor when requested. Failure to seal a load will not affect the terms and conditions outlined.

Carrier will notify the Consignor's representative by fax or e-mail of any exceptions within 24 hours of unloading the pick-up unit. This will not include weekends or holidays. Carrier cannot be liable for uncountable palletized orders, picked up and delivered with wrap intact.

Shortages will be reported as above. The Consignor will advise Carrier disposition of any merchandise that could or should be applied to a valid shortage. In the event of a Consignor caused shortage, the Consignor will allow Carrier to adjust the Bill of Lading accordingly to reflect actual piece count and weight.

Carrier will accept liability for any loss or damage to product that has not been properly reported unless the loss or damage is one of a concealed nature. In this respect any claim following will be settled based on the findings of the investigation.

Carrier will be responsible for handling units only. Individual item numbers, carton numbers, and purchase order number shortages at delivery shall not be deemed as shortages against Carrier when the handling unit count matches the amount properly reported as received on the SL&C trailer.

Carrier will not decline liability of claims just because the bill of lading is noted "SL&C". The burden is Carrier's to either provide a clear proof of delivery, a properly reported exception or payment of the claim. The Consignor agrees not to file claims when discrepancies have been properly reported.

Consignor shall be liable for any and all damages or loss to the Carrier's equipment while in the physical possession of the Consignor. Acts of God and normal wear and tear shall be excluded. The Consignor will promptly reimburse the Carrier for the cost of repairing or replacing such equipment. Carrier will furnish up to two estimates for repair or replacement of equipment if requested by the Consignor.

Item 230: Consignee Unload

Carrier will drop or spot trailers or vehicles at the Consignee's facility so the receiver may unload the trailers or vehicles. Any discrepancy on those shipments tendered, as CONSIGNEE UNLOAD will be handled in the following manner:

Carrier agrees to spot or drop trailers or vehicles at Consignee's place of business for the purpose of Consignee to complete the unloading process within normal free time or otherwise agreed to in writing.

Consignee will not utilize Carrier's equipment for any use other than the express purpose of unloading.

Detention rules and charges apply. The Consignee is responsible to notify Carrier as soon as the equipment is empty and available for pick up. Failure to provide notification will not exclude the Consignee from detention charges.

Consignee shall be liable for any and all damages or loss to the Carrier's equipment while in the physical possession of the Consignee. Acts of God and normal wear and tear shall be excluded. The Consignee will promptly reimburse the Carrier for the cost of repairing or replacing such equipment. Carrier will furnish up to two estimates for repair or replacement of equipment if requested by the Consignee.

Carrier will note CONSIGNEE UNLOAD on the delivery receipt, indicating that the Consignee unloaded and counted the shipments without Carrier's driver present. Carrier's failure to note CONSIGNEE UNLOAD on the delivery receipts will not affect the liabilities of the parties, if the Consignee has in fact performed the counting and unloading without a representative from Carrier present.

Carrier will provide sealed trailers with the Carrier's seal number documented for security purposes. Failure to seal a load will not affect the terms and conditions outlined in this item.

Delivery receipts will be signed by the Consignee at time the trailer is dropped for unloading, or if not operationally feasible, will be available to Carrier no more than 24 hours after delivery.

The Consignee agrees to notify Carrier in writing of any exceptions within 24 hours of the trailer being dropped. This will not include weekends or holidays. Carrier shall not be liable for exceptions reported after 24 hours of trailer being dropped.

Carrier shall not be liable for uncountable palletized orders, picked up and delivered with shrink wrap intact or for Consignor Load and Count Orders that have been properly reported to the Consignor at first unloading.

Carrier will be responsible for handling units only as signed for and tendered by the Consignor. Individual item numbers, carton numbers, and purchase order number shortages shall not be deemed shortages against Carrier when the handling unit count matches the amount signed for at time of Pick up, or as applicable, properly reported as received on a Consignor Load and Count trailer.

Shipments tendered to the Consignee to be unloaded at their convenience are to be secured by the Consignee in a manner to prevent theft. Carrier will not be held responsible for stolen product while in the possession of the Consignee.

Carrier agrees not to decline liability of claims just because the delivery receipt is noted CONSIGNEE UNLOAD. Carrier bears the burden to provide a clear proof of delivery when the documents are returned to the Carrier. The Consignee bears responsibility to provide a written documentation of discrepancy to the Carrier. The Consignee agrees not to file claims when discrepancies have not been properly reported

Carrier will accept liability for any loss or damage to product that has been properly reported unless the loss or damage is one of a concealed nature. In this respect any claim following will be settled based on the findings of the investigation.

Item 250: General Limitations of Liability

This paragraph applies only while the shipment is in the Carrier's possession. Whether new, used, or reconditioned articles and regardless of NMFC released, declared or actual value provisions, Carrier's liability for any shipment loss, damage or delay shall not exceed the lesser of the actual value or the applicable liability limitations referenced in this tariff herein. The weight of packaging and/or shipping container shall not be included when determining additional indemnity coverage or maximum liability.

Category	Per Pound	Maximum Per Shipmt
Unclassified	\$1.00	\$1,500.00
Used	\$0.10	\$250.00
Class 50-70	\$1.00	\$5,000.00
Class 77.5-125	\$2.00	\$5,000.00
Class 125 and Above	\$3.00	\$5,000.00

UNCLASSIFIED FREIGHT - Freight that is not rated according to NMFC classification guidelines. Additional Liability Coverage is available for unrestricted or prohibited items.

CLASSIFIED FREIGHT- Freight subject to rating in accordance with NMFC freight classification guidelines.

USED FREIGHT - If cargo has been reconditioned, refurbished, rebuilt, remanufactured, and even if it is being shipped in its original packaging, or packaging similar to its original packaging, it is to be deemed USED for the purpose of the applicable rates and liability limits. Cargo is considered NEW if it has come from the manufacturing or growing facility, and it remains in its original box, carton, or shipping container, and has never been removed from the manufacturer's original packaging.

Freight subject to FAK rating shall be indemnified at the lowest possible class.

The weight of packaging and/or shipping container shall not be included when determining additional insurance coverage or maximum liability. Carrier considers a pallet to weigh 50 pounds.

Whether new, used, or reconditioned articles and regardless of NMFC released, declared or actual value provisions, Carrier's liability for any shipment loss, damage or delay shall not exceed the lesser of the actual value or the applicable liability limitations referenced in this tariff herein.

Item 255: Additional Liability Coverage

When additional liability coverage for shipments exceeding applicable indemnity limits is desired, the following charges and conditions will apply:

Consignor or Consignee will indicate on the original Bill of Lading in the description of articles section the amount of the additional liability coverage requested for the new articles, not to exceed \$10.00 per pound per package. The notation of ADDITIONAL LIABILITY COVERAGE and the AMOUNT of the coverage must be placed with the description in lettering at least one inch in height.

The Consignor may request Additional Liability Coverage which is based on a rate per hundred pounds. If requested, the Additional Liability Coverage Accessorial will be applied in the amount requested so long as other conditions and limitations are observed. See Accessorial Rate Chart for current rates.

In no event shall the Carrier's maximum liability for new articles exceed the actual value of the articles or the maximum liability limits published herein.

In all cases, the weight of packaging and/or shipping container, pallets, skids and the like shall not be included when determining additional liability coverage or maximum liability. Additional liability coverage is not and will not be considered as insurance for the cargo.

Any effort to request additional liability coverage or declare a value in excess of the maximum indemnity limits allowed in this tariff is null and void. Inadvertent acceptance of shipments bearing such a request does not constitute a waiver of the indemnity limits by the Carrier.

Additional liability coverage may be denied at the Carrier's discretion. Additional liability coverage is not available for used articles or any item deemed by the Carrier to be inadequately packaged.

Item 345: Arrival Notice

Actual tender of delivery at consignee's place constitutes the notice of the arrival of a shipment. If the shipment is not tendered for delivery, notice of arrival will be given to the consignee and/or consignor not later than the next business day following the arrival of the shipment at the Carrier's destination terminal. The notice will be given by telephone, if convenient and practicable; otherwise by mail, email, fax, or courier. In the case of notification by mail, the notice will be deemed to have been given (that is, received by the addressee) at 8:00 AM on the first business day after it was mailed.

Item 360: Bills of Lading - Freight Bills and Statements of Charges

Corrected Bills of Lading

Corrected bills of lading will be accepted provided the following conditions are met:

A Bill of Lading Correction Charge, in addition to all other applicable charges, will be assessed against the payer of the freight charges for processing such corrected bills of lading. See Accessorial Rate Chart for Pricing.

Corrected bills of lading will not be accepted after payment has been received.

Corrected bills of lading or other instructions to change the freight charges collection status from prepaid to collect will not be accepted after the shipment has been delivered unless the Consignee has established credit and is in good standing with the Carrier. Written authorization is required by the party accepting responsibility for payment.

A corrected bill of lading will be accepted to change the original freight charges collection status, if the party requesting a change in the collection status, will guarantee payment of the freight charges should the new debtor fail to pay within the prescribed credit guidelines.

A request to change the original freight charges collection status from collect to prepaid will be considered so long as the designated payer has established credit and is in good-standing with the Carrier.

A request to change the original freight charges collection status to a third party and the third party is not shown on the bill of lading at the time of shipment, the payer designated on the bill of lading shall submit a corrected bill of lading AND the third party shall notify the Carrier in writing of charge acceptance. The third party must have established credit, in good-standing with the Carrier.

Redelivery, storage, or other charges that become applicable on shipments that have been refused due to the freight charges collection status will be assessed against the party responsible for payment of the freight charges on the corrected bill of lading.

Corrected bills of lading changing the description, density or weight of commodities in a shipment will not be accepted by the Carrier without submission of conclusive documentary proof that the description, density or weight is as claimed on the corrected bill of lading. The Carrier reserves the right to refuse corrections where the validity of the correction information has not been verified to the satisfaction of the Carrier, or where execution of the correction request would violate laws, rules or regulations.

A Bill of Lading Correction charge will be assessed whenever a Consignor neglects to include a valid quote number on the original bill of lading and a change is required to add the quote number and rate at a later date. See Accessorial Rate Chart for Pricing.

Item 365: Bills of Lading - Contract Terms and Conditions

Unless otherwise agreed to in writing, in advance of carriage, contract terms shall be those as indicated in the Carrier's bill of lading or in the National Motor Freight Classification 100 Item 365 "Uniform Bill of Lading" in effect on the date shipment was tendered to the Carrier. Only Carrier officials or personnel authorized to do so by the Carrier are empowered to agree to alter contract terms and conditions and/or the use of an alternate bill of lading referencing such terms and conditions. Drivers employed or hired by the Carrier are among those not considered to be authorized Carrier personnel. Driver signature on bill of lading represents only that freight has been received by Carrier

Reference made to tariffs or "tariffs on file" means tariffs contained in the Carrier's files. Such tariffs shall be available to Consignor on request to the extent that they apply to the Consignor and the Consignor's representative has authority to obtain such.

Item 367: Bills of Lading - FAK - Freight All Kinds

For all transportation moving under FAK rates, Consignor shall be obliged to identify the specific commodity or product moving under such rates on the bill of lading. In the event that Consignor fails to so identify the specific commodity or product, Carrier shall not be liable for any damages to or destruction of such product or commodity occasioned by or resulting from the loading of such product or commodity on the same trailer with other freight that is either incompatible with the product or commodity moving on FAK rates or is prohibited by applicable federal, state or local laws and regulations from being co-loaded on the same trailer with the product or commodity moving under FAK rates.

Item 370: Blind Shipment

When a third party controls the movement of the freight but does not want the Consignor or consignee to know the name of the other, the shipment is considered a "Blind Shipment". The following conditions will apply to blind shipments:

Two bills of lading are required and both must be prepaid. Conditions outlined here must be submitted to Carrier before the shipment is tendered for transportation. If the Letter of Authority is not received prior to pick-up, the request will be handled as "Reconsignment".

The original bill of lading from the Consignor must show the actual Consignor name, address, city, state and zip code consigned to the Carrier's terminal serving the Consignor.

The corrected bill of lading will identify the Carrier as the Consignor, using the Carrier's terminal address information and the actual consignee name and address. The corrected bill of lading must reflect a Third Party; which must have established credit, in good-standing with the Carrier. A letter of authority requesting the change must be sent to Carrier.

The invoice is generated from the Corrected bill of lading.

The freight bill will reference the corrected bill of lading information and the original bill of lading freight bill number.

Carrier will take reasonable efforts to maintain confidentiality, but does not guarantee the confidentiality of the transaction.

A Blind Shipment Charge, in conjunction with all other applicable charges will be assessed for this service. See Accessorial Rate Chart for Pricing.

Carrier must be satisfied that the requestor has the legal authority to divert the shipment.

Charges for "Marking or Tagging" will be waived.

Carrier will make a diligent effort to execute a request for Blind Shipment, but will not be responsible if such service is not affected.

Item 390: Capacity Loads

Spot quotes are required for a shipment that occupies the full visible capacity of a vehicle or cannot be loaded in one vehicle.

Item 430: Collect on Delivery (COD) Shipments

When a shipment is tendered to Carrier and is identified as a COD shipment, the following charges and provisions will apply.

The shipment is subject to the COD Accessorial Charge and maximum COD amounts listed in the Accessorial Rate Chart.

Consignor must place the letters COD immediately before the Consignee name on the bill of lading. The amount of the COD must be clearly written in the appropriate space on the bill of lading. In addition, the appropriate box on the Bill of Lading must be marked.

Each package must be plainly marked, labeled, or tagged by the Consignor showing letters COD, name and address of Consignor and Consignee.

Remittance

Remittance will be made to the Consignor unless clearly stated otherwise on the bill of lading at the time of tender. Carrier will not serve as the Remittance agent or payee. The Consignor or designated agent, other than the Carrier, may be listed as the payee on the payment form.

A company check, personal check, money order, certified check, or cashier's check will be accepted. If the Consignor does not specify a specific form of payment, the Carrier may accept any form of payment listed herein. Under no circumstances will cash be accepted as a form of payment. All payments will be made in US Dollars.

Carrier will remit each COD amount collected directly to the Consignor (or Payee) within 15 days after delivery and will be sent U.S. Mail.

Carrier will not be liable for collection and remittance if the Consignor does not adhere to the requirements outlined herein, the Consignee refuses the shipment, or the shipment is returned to the Consignor.

Carrier will not be liable if the COD amount is not collectable as a result of stop payment, insufficient funds, invalid signature, lost or stolen instruments, uncollected funds, forgery, fraudulent or counterfeit instruments, post-dated checks, or any other reason beyond the Carrier's control.

Item 432: Cross-Dock Service

When Carrier unloads and/or reloads freight. Fee applies only when Carrier is not providing either the pick-up, delivery, or line haul service. The Cross-Dock Accessorial Charge will apply for this service. See the Accessorial Rate Chart for current rates.

If the freight is held on Carrier's dock for more than 6 hours, storage fees will be assessed. See Accessorial Rate Chart for current rates.

Item 435: Debris Removal

If requested by the Consignor or Consignee, Carrier may remove and dispose of packaging materials. The Debris Removal Accessorial Charge will apply for this service. See Accessorial Rate Chart for current rates.

Item 450: Delivery on Arrival

If requested and if operationally feasible, Carrier may deliver freight immediately after it is received rather than as part of normal operations. For this service, the normal pick up, delivery, and any applicable accessorial charges will apply, in addition to the Delivery on Arrival Accessorial Charge. See the Accessorial Rate Chart for current rates.

Item 485: Notification/Appointments

When a carrier receives instructions to establish a specific appointment time for delivery of goods, the Notification/Appointment Accessorial Charge will be assessed to the shipment. The party responsible for payment of services must authorize and pay for such services. See Accessorial Rate Chart for current rates.

Item 490: Application of Dimension Weight

Weight and the length, width, and height, in inches, of each handling unit shall be shown on the original bill of lading when tendered to the Carrier at the time of shipment. Carrier reserves the right to verify weight and dimensions and make corrections when errors or discrepancies are found. If Consignor fails to provide weight or dimensions, the Consignor agrees to accept the weight and dimensions determined by the Carrier.

Dimensional or Dim weight is determined by multiplying length, times width, times height (in inches). Fractions of inches shall be rounded up to the nearest inch before calculation. Divide the total by 250 to determine dimensional weight. $(L \times W \times H)/250 = \text{Dim Weight}$

Irregular shaped items are squared, multiplying the largest dimension, in inches, by itself. Then multiply the result by the length or height, in inches, to determine cubic inches.

Freight charges shall be determined by applying the greater of the dimensional and the actual weight. Dimensional weight rules do not apply to shipments rated using NMFC classification guidelines, or shipments rated by unit or pallet.

Item 495: Packing - Asset Recovery

When Consignor requests that freight be packaged the Packaging Accessorial Charge will be assessed and is based on a per hour charge. Hours include travel to and from the pick-up location to the Carrier's terminal. See Accessorial Chart for current rates.

Consignors or Consignees may provide pallets and packaging materials for packing services. If Carrier is required to transport materials and line-haul services are required, freight charges shall apply. If requested by Consignor and it is operationally feasible for the Carrier, Carrier may provide pallets and packaging materials which shall be charged as per quote.

When requested by the Consignor or Consignee, Carrier may document serial numbers and inventory which shall be provided to the Consignor or Consignee as directed. The Packing Asset Recovery Accessorial charge will apply.

Item 500: Detention

When the carrier is delayed by the Consignor or Consignee for loading or unloading, detention charges will begin upon the expiration of the applicable free time allowed, and will end when the vehicle is loaded or unloaded and the Carrier has been notified that the vehicle is available for movement.

Free time will begin when the Carrier notifies the Consignor or Consignee that the vehicle is available for loading or unloading.

For calculation of detention charges, fractions of an hour will be rounded to the next quarter hour and billed accordingly.

Detention periods end when the Consignor or Consignee notifies the Carrier that the vehicle is available for movement. Failure to notify the Carrier will not absolve the Consignor or Consignee from paying applicable charges.

The Detention with Power Accessorial will apply when detained with a power unit for more than 30 minutes. The Detention without Power Accessorial will apply when detained without a power unit for more than 60 minutes. See Accessorial Rate Chart for current rates.

Item 560: Extra Labor

Labor

When driver assistance is requested by the Consignor or Consignee to complete a pick up or delivery, an Extra Labor Accessorial Charge, based on hours, will be assessed for the extra labor. Hours for extra labor will begin when the extra labor departs from the Carrier's facility and ends when the extra labor returns to the Carrier's facility. If the extra labor does not immediately return to the Carrier's facility, the extra labor hours end when the extra labor departs from the Consignor or Consignee's location. See Accessorial Rate Chart for current rates.

Mileage

When extra labor is requested by the Consignor or Consignee and the extra labor is required to travel separate from a pick up or delivery driver to the place of service, the Extra Labor Mileage Accessorial Charge will apply. The Extra Labor Mileage is assessed for round trip miles from the extra labor's place of origin to the place of service and does not include the drivers travel time. It only includes use of the vehicle. The Extra Labor Accessorial (for travel time) will also apply. See Accessorial Chart for current rates.

Item 562: Glass Surcharge

The Glass Accessorial charge will be assessed to any shipment containing glass, such as windshields, mirrors, glassware, etc... If multiple glass items are included in one shipment, only one charge will be applied.

The Glass Accessorial charge will not apply to shipments rated according to NMFC classification.

Item 566: Inside Pick up or Delivery

When a Consignor or Consignee requests and the Carrier's operating conditions permit, Carrier may move all or part of shipments from or to positions beyond the point directly accessible, immediately adjacent to the vehicle, or beyond the first threshold of the structure. Shipment is subject to an Inside Pickup & Delivery Accessorial Charge. See Accessorial Rate Chart for current rates.

Service to an upper or lower story will be provided only when an elevator or escalator is available or pre-delivery notification is made and authorization is obtained from the Carrier.

Item 567: Hazardous Materials

All shipments containing hazardous materials must be properly classified, described, packaged, marked, labeled, and in proper condition for transportation according to the applicable regulations and requirements. Carrier accepts only certain hazardous materials. See Item 780 Prohibited Articles. Consignor must be expert in regulations regarding the packaging, handling, storing, and transporting of the hazardous materials in its possession. Consignor shall not rely on information obtained from the Carrier or its employees, representatives, or agents. In no case shall the Carrier be liable for information or instruction regarding hazardous materials handling that is provided to the Consignor or Consignee by its employees, representatives, or agents.

Consignor shall indemnify the Carrier for all costs, fees, and expenses incurred as a result of the Consignor's violation of any such local, state, and federal law or regulations.

A Hazardous Materials Accessorial charge will be assessed to shipments containing materials that are considered hazardous and must be declared as such according to federal regulations. See the Accessorial Rate Chart for current rates.

Nothing in this rule shall obligate the Carrier to transport shipments beyond the scope of its operating certificates or in violation of any law, regulation, or ordinance.

A notice of 24 hours must be given to Carrier before tendering shipments that contain more than 1,000 pounds of hazardous materials.

Item 569: Homeland Security

Carrier must be notified in advance if a shipment is destined for transportation on a commercial airline. Such shipments and any others that require special security measures to comply with TSA or DOT regulations shall be assessed a Homeland Security Accessorial. See Accessorial Rate Chart for current rates.

Item 570: Lift gate Service

If at the place of pick up or delivery, freight cannot be safely loaded or unloaded by the driver alone and/or if requested by the Consignor or Consignee and if the Carrier has equipment available, lift gate service may be provided. The Lift gate Accessorial will apply for this service. See Accessorial Rate Chart for current rates.

Item 575: Extreme Length

Extreme Length - 12'

Handling units equal to or greater than 12 feet in length and less than 18 feet in length AND exceeding 150 pounds OR 45 inches in girth* are subject to the Extreme Length - 12' Accessorial Charge. See Accessorial Rate Chart for current rates.

Extreme Length - 18'

Handling units equal to or greater than 18 feet in length and less than 24 feet in length AND exceeding 150 pounds OR 45 inches in girth* are subject to the Extreme Length - 18' Accessorial Charge. See Accessorial Rate Chart for current rates.

Shipments exceeding 24' in length are prohibited unless preauthorized by the Carrier.

*Girth is determined by measuring the entire distance around the width and height of the handling unit. A box measuring 12 inches in height and 8 inches in width has a girth of 40 inches. $(12" \times 2) + (8" \times 2)$.

Item 580: Marking or Tagging Freight

When the Consignor or Consignee requests that marks, tags, labels, stencils on any package or piece of freight be applied, altered or changed, the Marking and Tagging Accessorial Charge will apply. See Accessorial Rate Chart for current rates.

Item 585: Fuel Surcharge

When fuel prices exceed \$1.10 per gallon, a fuel surcharge shall be applied to freight charges using the following matrix. Fuel prices are based on the average National diesel price as listed by the Department of Energy every Monday and effective on Tuesday. The fuel surcharge adjusts by one half of one percent (1/2%) for each five cents of fuel price change.

\$1.10 to \$1.15	2.50%	\$2.40 to \$2.45	15.50%	\$3.70 to \$3.75	28.50%
\$1.15 to \$1.20	3.00%	\$2.45 to \$2.50	16.00%	\$3.75 to \$3.80	29.00%
\$1.20 to \$1.25	3.50%	\$2.50 to \$2.55	16.50%	\$3.80 to \$3.85	29.50%
\$1.25 to \$1.30	4.00%	\$2.55 to \$2.60	17.00%	\$3.85 to \$3.90	30.00%
\$1.30 to \$1.35	4.50%	\$2.60 to \$2.65	17.50%	\$3.90 to \$3.95	30.50%
\$1.35 to \$1.40	5.00%	\$2.65 to \$2.70	18.00%	\$3.95 to \$4.00	31.00%
\$1.40 to \$1.45	5.50%	\$2.70 to \$2.75	18.50%	\$4.00 to \$4.05	31.50%
\$1.45 to \$1.50	6.00%	\$2.75 to \$2.80	19.00%	\$4.05 to \$4.10	32.00%
\$1.50 to \$1.55	6.50%	\$2.80 to \$2.85	19.50%	\$4.10 to \$4.15	32.50%
\$1.55 to \$1.60	7.00%	\$2.85 to \$2.90	20.00%	\$4.15 to \$4.20	33.00%
\$1.60 to \$1.65	7.50%	\$2.90 to \$2.95	20.50%	\$4.20 to \$4.25	33.50%
\$1.65 to \$1.70	8.00%	\$2.95 to \$3.00	21.00%	\$4.25 to \$4.30	34.00%
\$1.70 to \$1.75	8.50%	\$3.00 to \$3.05	21.50%	\$4.30 to \$4.35	34.50%
\$1.75 to \$1.80	9.00%	\$3.05 to \$3.10	22.00%	\$4.35 to \$4.40	35.00%
\$1.80 to \$1.85	9.50%	\$3.10 to \$3.15	22.50%	\$4.40 to \$4.45	35.50%
\$1.85 to \$1.90	10.00%	\$3.15 to \$3.20	23.00%	\$4.45 to \$4.50	36.00%
\$1.90 to \$1.9	10.50%	\$3.20 to \$3.25	23.50%	\$4.50 to \$4.55	36.50%
\$1.95 to \$2.00	11.00%	\$3.25 to \$3.30	24.00%	\$4.55 to \$4.60	37.00%
\$2.00 to \$2.05	11.50%	\$3.30 to \$3.35	24.50%	\$4.60 to \$4.65	37.50%
\$2.05 to \$2.10	12.00%	\$3.35 to \$3.40	25.00%	\$4.65 to \$4.70	38.00%
\$2.10 to \$2.15	12.50%	\$3.40 to \$3.45	25.50%	\$4.70 to \$4.75	38.50%
\$2.15 to \$2.20	13.00%	\$3.45 to \$3.50	26.00%	\$4.75 to \$4.80	39.00%
\$2.20 to \$2.25	13.50%	\$3.50 to \$3.55	26.50%	\$4.80 to \$4.85	39.50%
\$2.25 to \$2.30	14.00%	\$3.55 to \$3.60	27.00%	\$4.85 to \$4.90	40.00%
\$2.30 to \$2.35	14.50%	\$3.60 to \$3.65	27.50%	\$4.90 to \$4.95	40.50%
\$2.35 to \$2.40	15.00%	\$3.65 to \$3.70	28.00%	\$4.95 to \$5.00	41.00%

Item 680: Packing or Packaging Requirements

Where packing requirements are not provided in this tariff, or tariffs governed by this tariff, the packing requirement of the NMFC will apply.

Item 710: Pallet-Rates and Definitions

Except as otherwise specifically provided, when shipments are tendered to Carrier or transported in or on shipping carriers, containers, pallets, platforms, racks, reels or skids, such carriers are considered an integral part of the shipment and shall be delivered as part of the shipment to the Consignee on the bill of lading covering the movement.

Except as otherwise specifically stated, rates, and charges dependent on price per pallet named in tariffs, in contracts and all other supporting correspondence or documentation shall be limited to pallets not exceeding 48"(Length) X 48" (Width) X 84"(Height) or 2,500 pounds. Freight rated as a pallet will be considered UNCLASSIFIED and will be subject to liability limits associated with such as shown in the General Limitations of Liability section of this tariff.

For rating purposes, pallets exceeding the maximum weight and/or dimensions stated in item or contract will be rated as follows:

Rate As	Maximum			
	Pallets	Sq. Ft	Length	Height
1	16	4	7	2500
1.5	24	6	7	3800
2	32	8	7	5000
2.5	40	10	7	5000
3	48	12	7	5000
3.5	56	14	7	5000
4	64	16	7	5000

Pallets exceeding 7 feet in height, 64 square feet (length x width), or 5,000 pounds are prohibited unless preauthorized by Carrier.

Palletized shipments exceeding maximum dimensions or weight may not be rated using pallet pricing. Pallet rated shipments are not subject to dimensional or DIM rating except as specifically shown in the Pallet Rate Rule contained in this section.

Lift gate service is not available for palletized shipments exceeding 2,500 pounds.

Carrier Supplied

When Consignor requests that pallets be provided, the Pallet Accessorial charge will be applied for each pallet used. See Accessorial Rate Chart for Current rates.

Item 750: Pick up or Delivery Service

Except as otherwise provided, rates in tariffs governed by this tariff include one pickup at one physical location and one delivery at one physical location by the Carrier during business hours.

Freight tendered for loading shall be so situated by the Consignor as to be directly accessible to the Carrier's vehicle. Freight will be unloaded at the delivery site immediately adjacent to the delivery vehicle.

Carrier will furnish one person per vehicle for loading or unloading. Extra labor for loading or unloading may be contracted according to the terms in Item 560.

Loading or unloading does not include assembling, packing, unpacking, dismantling, inspecting, sorting or segregating freight; nor does it include opening of package or unitized shipments, including shrink wrapped or bonded freight or skids.

Loading or unloading does not include the use of specialty equipment. Carrier's employee or agent may operate pallet jack, hand truck, 4-wheel cart, or electronically operated jack of a non-riding type. When Carrier provides the use of a pallet jack, mechanical or otherwise, the Pallet Jack Accessorial Charge will apply. See Accessorial Rate Chart for current rates.

Deliver Without Signature (Drop Release)

When the Consignor, or owner of the freight, has made written arrangements with the Carrier, freight consigned to locations where no representative of the Consignee or owner of the freight, is present or available to receive the shipment, the freight will be delivered, unloaded, and left unattended at the designated place. Once delivered the Carrier shall not be liable for subsequent loss or damage of the freight.

Consignors or Consignees may provide a "standing drop release agreement" to be kept on file with the Carrier granting authorization for Carrier to deliver all shipments without signature. In lieu of a "standing drop release agreement", Consignors or Consignees may provide written authority for the Carrier to drop only certain shipments without signature. The written agreement must provide the date, Pro number of the shipment to be released, printed name AND signature of the person granting authorization.

Item 753: Pick up or Delivery at Residential and Limited Access Locations

Residential Locations

When pick up or delivery service is requested to a private residence, apartment complex, or dormitory, the Residential Accessorial will apply. If the service point is also considered a rural delivery, the Residential Accessorial charge will be waived and the Rural Delivery Accessorial charge will be added.

Limited Access Locations

When pick up or delivery service is requested to a farm, church, school, commercial establishment - not open to the public, construction site, fair, convention center, carnival, prison, or military base, the Limited Access Accessorial will apply. If the service point is also considered a rural delivery, the Limited Access Accessorial charge will be waived and the Rural Delivery Accessorial charge will be added.

Delivery Notification

Before attempting delivery to residences and limited access locations, the carrier must reach agreement with the Consignee or Consignor regarding the date and time (approximate) of delivery. This notification may be provided by the Consignor on the bill of lading, or by verbal or written agreement between the Carrier and Consignee. In any case, some mutually agreed upon arrangement for delivery must be made before tender of delivery is initially attempted.

If through no fault of the Carrier, the tender of delivery cannot be accomplished at the time agreed upon, and the delivery was attempted, the shipment shall be subject to the Notification/Appointment, Multiple Attempt and the Residential or Limited Access Location Accessorial Charges, in addition to all other applicable freight or accessorial charges. See Accessorial Rate Chart for current rates.

Transit Time

Carrier reserves the right to add one additional (business) day of service to published transit times for pick-ups and deliveries to residential or limited access locations.

Item 754: After Hours Service

Weekend/Holiday

When requested and the operational requirements can be met by the Carrier, pick-up and delivery service may be provided by the Carrier on Saturday, Sunday or Holidays. In addition to all other freight or service charges, the After Hours-Weekend-Holiday Accessorial Charge will apply. See Accessorial Rate Chart for current rates.

If pick up or delivery service is requested between the hours of 5:00 pm and 8:00 am, Monday through Friday, and if it is operationally feasible for the Carrier, the Carrier may accommodate the request. In addition to applicable freight or service charges, the After Hours Service-Mon-Fri Accessorial Charge will apply. See Accessorial Rate Chart for pricing. Service is not available in all markets and requires preapproval.

Monday-Friday

If pick up or delivery service is requested between the hours of 5:00 pm and 8:00 am, Monday through Friday, and if it is operationally feasible for the Carrier, the Carrier may accommodate the request. In addition to applicable freight or service charges, the After Hours Service-Mon-Fri Accessorial Charge will apply. See Accessorial Rate Chart for pricing. Service is not available in all markets and requires preapproval.

Charges for After Hours Service must either be paid before service is performed or guaranteed to the satisfaction of the Carrier. Service is not available in all locations and Carrier is not obligated to perform the service.

Item 757: Ticket Counter or VIP Counter Service

When Carrier must pick up or deliver freight to a ticket or VIP counter at an airport, the Ticket or VIP Counter Accessorial Charge will apply. See Accessorial Chart for current rates.

Item 760: Weight and Inspection

The Carrier reserves the right to validate the weight provided by the Consignor on the bill of lading. No change in weight will be applied if the difference between the declared weight and the reweigh is 50 pounds or less.

Item 762: Positioning

When requested by the Consignor or Consignee, Carrier may position equipment or items in a certain location such as a on a countertop, aisle, or place that requires care in handling or maneuvering. Service will be provided only when the Carrier deems it reasonable to accomplish the service without damage to equipment, facilities, or property and only when the product or item being placed is insured by the customer and Carrier is released from liability. This service is performed at the requestor's risk. The Carrier will not accept liability for product or damage to the product when placing item. Carrier will not connect product to electrical or plumbing receptacles. Carrier is not obligated to perform service.

Item 766: Precedence (Priority) of Rules

This tariff will take precedence when conflicting with a tariff published in the National Motor Freight Classification NMF 100 series.

Item 769: Prepayment or Guarantee of Charges

A PREPAID shipment will be billed to and paid by Consignor and such billing will include all transportation, accessorial or other applicable charges.

A COLLECT shipment will be billed to and paid by the Consignee and such billing will include all transportation, accessorial or other applicable charges.

A THIRD-PARTY shipment will be billed to and paid by a party who is not the Consignor or the Consignee and such billing will include all transportation, accessorial or other applicable charges. The third party must have established credit with the Carrier when the shipment is tendered to the Carrier. The Consignor must guarantee payment if the third party fails to do so within normal payment terms.

Item 780: Prohibited Articles

EXTRAORDINARY VALUE ARTICLES will not be accepted for shipment nor as premiums accompanying other articles. Unless otherwise provided, the following property will not be accepted - Antiques, Bank bills, Coin, Currency, Notes, Deeds, Drafts, Valuable papers, of any kind, Original works of art, Postage stamps, Letters, Revenue stamps, Precious stones, Museum exhibits. Other prohibited items include - Human organs, Corpses, Firearms, Live animals or poultry, Infectious substances and any item otherwise prohibit by federal, state, or local law.

Consignor shall indemnify the Carrier for all costs, fees, and expenses incurred as a result of the Consignor's violation of any such local, state, and federal law or regulations.

CARPET AND SHEET VINYL ROLLS are prohibited. Cartons of flooring are acceptable.

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GRAIN BIN SECTIONS are prohibited.

HAZARDOUS MATERIALS including Class 1.1- Mass Explosion Hazard, Class 1.2 - Projection Hazard, Class 1.3 - Fire and Minor Blast Hazard and/or Projection Hazard, Class 4.3 - Dangerous When Wet, Class 7 - Radioactive Material, Hazardous Waste, More than 1.06 (1 liter) of Material Poisonous Hazard by Inhalation Hazard Zone A, More than 3500 gallons (13,248 liters) Liquid or Gases, More than 468 cubic feet (13.24 cubic meters) of solids.

Item 785: Freight Liable to Cause Injury or Damage

Carrier is not obligated to receive freight that is not safe to handle without injury or that is liable to damage other freight or Carrier's equipment. Such freight may be refused or delayed in transit to allow for handling without damage. See Item 790 Restricted Articles for additional information.

The Consignor, not the Carrier, is liable for any and all damages caused by shipping products harmful to other products without clear and proper disclosure. This applies whether or not the material is classified as a hazardous material. In addition, for hazardous materials, the Consignor shall ensure the article is properly packaged and the appropriate documentation is accurately completed and submitted to the Carrier at time of tender.

Item 790: Restricted Articles

Restrictions apply to shipment of the following items. Carrier's inadvertent acceptance of product not meeting the restrictions outlined herein shall in no case negate the restrictions as outlined. Carrier accepts no liability for said articles and reserves the right to return the product to the Consignor or delay the shipment to allow for safe, damage-free transport.

AIR COMPRESSORS taller than 6 feet (including skid height) are prohibited. Compressors must be securely strapped and/or mounted to a pallet of size sufficient to support the weight of the compressor.

APPLIANCES must be factory packaged. Normal delivery service includes delivery to a warehouse, dock, or garage. For additional services, please contact the Special Services Department to check service availability and to obtain a quote.

ASSEMBLED FARM EQUIPMENT or FINISHED GOODS shall not exceed 4 feet in width and 6 feet in length. Articles must be safe to handle and transport as specified in Item 785 Freight Liable to Cause Injury or Damage.

AUGERS and AUGER COMPONENTS shall not exceed 26 feet in length and must be crated. Augers weighing more than 150 pounds must be palletized and moveable by forklift or pallet jack without causing damage.

AUTO PARTS - BED LINERS, FRONT END CLIPS, SIDE PANELS, UNDERCARRIAGES, CAR TOPS, ETC. are subject to dimensional weighing. Shipments will be handled on a space-available basis and are subject to delay in transit.

BATH SURROUNDS, SHOWER STALLS, SAUNAS, etc. must be totally enclosed in factory packaging and are subject to rating by dimensional weight.

COUNTERTOPS must be boxed or crated and may not weigh more than 150 pounds. Carrier accepts no liability for damage of countertops.

DOORS AND DOOR FRAMES must not exceed 4 feet by 8 feet. Door frames without thresholds must be braced to prevent twisting. Doors must be enclosed in factory packaging. Doors containing windows will be subject to the Glass Accessorial Charge. See Accessorial Rate Chart for current rates.

ENGINES, TRANSMISSIONS, DRIVE TRAINS, REAR END DIFFERENTIALS must have fluids drained and be strapped to a pallet.

FREEZABLE GOODS must be protected by the Consignor using heat blankets or other protective equipment. Carrier does not supply these materials or provide freeze protection.

FREIGHT ON WHEELS must weigh less than 300 pounds, be less than 4 feet tall, and have locking wheels. Scissor lifts, man lifts and boom lifts are prohibited.

FURNITURE must be factory boxed. Plastic wrap is not considered factory boxed. No single piece of furniture requiring hand loading or unloading may weigh more than 75 pounds OR it must be moveable with a two-wheel hand cart. Normal delivery service includes delivery to a warehouse, dock, or garage. For additional services, please contact the Special Services Department to check service availability and to obtain a quote.

GLASS WINDOWS weighing more than 75 pounds or exceeding 24 square feet (length x width) shall not be accepted. Restrictions may not apply if the windows are crated, palletized, or otherwise presented for shipment in a manner that allows for mechanical transfer of handling units. Windows must be totally enclosed in factory packaging OR the Consignor or Consignee must release Carrier from liability for damage. The Glass Surcharge will apply to each shipment. See Accessorial Rate Chart for current pricing.

MATTRESSES must be boxed. Carrier will accept mattresses wrapped in plastic, but will accept no liability for damage. Normal delivery service includes delivery to a warehouse, dock, or garage. For additional services, please contact the Special Services Department to check service availability and to obtain a quote.

MOTORIZED FREIGHT that is not crated or moveable by forklift or pallet jack must not exceed 4 feet in width and 6 feet in length. Such freight shall be loaded and unloaded by utilizing the equipment's power. The fuel tank shall be drained except for the amount of fuel required to load and unload the equipment.

PIPE, STEEL BEAMS, RODS, TUBES, SHAFTS, etc. must not exceed 150 pounds or 24 feet in length. Bunks of pipe will be accepted so long as the pipe is securely banded to a pallet equal to the length and width of the product. Pallets must be moveable by forklift or pallet jack. Pipe or bunks of pipe exceeding 12 feet in length will be subject to the Over length Accessorial Fee. See Accessorial Rate Chart for current rates.

SNOWMOBILES, MOTORCYCLES, ATVS AND SNOW BLOWERS must be crated and drained of any fluids. Uncrated equipment will be accepted; however, Carrier will accept no liability for damage caused during transit. If the shipment contains glass, the Glass Accessorial Charge will apply.

WINDSHIELDS must be packaged in sturdy cartons with appropriate separation between each piece of glass with no glass exposed from the carton.

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Item 820: Reconsignment

The Consignor may request the Carrier to redirect a shipment once it has been tendered for shipment. Reconsigned shipments are subject to all applicable freight charges in addition to a Reconsignment fee. Charges shall be determined as follows.

If the shipment has not dispatched from the terminal of origin, the Reconsignment Accessorial fee will be assessed. See Accessorial Rate Chart for current rates.

If the shipment has left the origin terminal, the Reconsignment Accessorial fee will be assessed, in addition to appropriate freight charges. See Accessorial Rate Chart for current rates.

If a shipment has been delivered before intercepted for Reconsignment, the charges for the shipment shall be due and payable. Recovery of the shipment and delivery to a different Consignee or Consignee address shall be considered a new and separate shipment.

Item 825: Rural Delivery Charge

When pick up or delivery service is requested to be performed more than 5 miles from the nearest highway on the Carrier's normal line of travel or municipality served by the Carrier as a direct service point, a Rural Delivery Accessorial Charge will be added and is based on the number of off-route, round-trip miles incurred. See Accessorial Chart for the current mileage rate. If the service point is also subject to the Residence/Limited Access Accessorial, only the Rural Delivery Accessorial will be assessed.

Item 830: Delivery Attempt

When through no fault of the Carrier, freight is not delivered on the first attempt, a Multiple Attempt Accessorial Charge will be assessed on the next and each subsequent delivery attempt. See Accessorial Rate Chart for current rates. No additional delivery attempts will be made until an appointment is secured with the Consignee.

Item 840: Saturday Delivery Service

When freight is available for delivery on Saturday, the Consignor or Consignee requests delivery service, and the service is performed as part of Carrier's normal operations, the Saturday Delivery Accessorial Charge will apply, in addition to the normal freight charges. See Accessorial Rate Chart for current rates. The After Hours Weekend/Holiday Accessorial Charge will not apply to these shipments. Service is available in select terminal cities only.

Item 910: Storage

When through no fault of the Carrier, freight is held in the Carrier's possession by reason, act, or omission of the Consignor or Consignee, such freight will be considered stored.

Stored shipments are subject to the Storage Accessorial Charge for each day, including weekends and holidays. See Accessorial Rate Chart for current rates. Charges shall be applied 48 hours after Consignor notification. The notification waiting period shall not include Saturday, Sunday, or Business holidays.

Item 980: Undelivered Returned Shipment

Any undelivered shipment when returned to the Consignor, shall be returned subject to the following provisions:

The point of return shall be identical to the point of origin.

The original Consignor guarantees payment of the original move, the return move, and all other applicable charges.

The original returned shipment shall be subject to the Reconsignment, Marking and Tagging Accessorial and any other applicable accessorial fees. See Accessorial Rate Chart for current rates.

Item 985: Unpack Service

If requested by the Consignor or Consignee and if operationally feasible, the Carrier may agree to remove the packaging from a shipment. The unpacking service does not include removal of debris and is subject to the Unpack Accessorial Charge. See Accessorial Rate Chart for current rates.

Item 993: White Glove Service

The White Glove accessorial fee encompasses services associated with the following accessorial charges - Inside Delivery, Unpack, Positioning, and Debris Removal. Charges for these services are included. If additional services are required, the associated fees will be assessed. Carrier is not obligated to provide service. See Accessorial Rate Chart for current rates.

For safety reasons, pick-up and delivery personnel are not to be authorized to remove their shoes while performing these services. If safe to do so, personnel may wear shoe protectors.