TARIFF USRD 120

U.S. ROAD FREIGHT EXPRESS, INC.

(MC-239761)

RULES AND CHARGES
FOR TERMINAL AND ACCESSORIAL SERVICES

RULES TARIFF

For reference to governing tariffs, see Item 100 series.

This tariff contains changes which result in increases and reductions.

The rates and charges in this tariff do not apply on articles tendered for Transportation on the basis of limited, reduced or released value.

For explanation of abbreviations or reference marks, see last page of Tariff.

Effective: May 31, 2016

Issued By:
Mark Dugan – Chief Executive Officer
3655 South Maize Road
Wichita, KS 67277
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For explanation of abbreviation and reference marks not explained herein, see last page of tariff.

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Issued By
Mark Dugan – Chief Executive Officer
3655 South Maize Road, Wichita KS 67215
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For explanation of abbreviation and reference marks not explained hereon, see last page of tariff.

Effective: May 31, 2016

Issued By
Mark Dugan – Chief Executive Officer
3655 South Maize Road, Wichita KS 67215
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For explanation of abbreviation and reference marks not explained hereon, see last page of tariff.

Effective: July, 14, 2014

Issued By
Mark Dugan – Chief Executive Officer
3655 South Maize Road, Wichita KS 67215
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<td>A letter of concurrence for the participating carriers to this tariff and tariffs making reference hereto are on file at the corporate offices of U.S. ROAD FREIGHT EXPRESS, INC.</td>
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For explanation of abbreviation and reference marks not explained hereon, see last page of tariff.

Effective: July 14, 2014

Issued By
Mark Dugan – Chief Executive Officer
3655 South Maize Road, Wichita KS 67215
ITEM 100 GOVERNING PUBLICATIONS ITEM 100

This tariff is governed, except as otherwise provided, by the following described tariffs and by revisions or supplements thereto, or successive issues thereof:

CLASSIFICATION

(1) National Motor Freight Classification
National Motor Freight Traffic Association, Inc., Agent
ICC NMF 100 series

(2) The classes, rules and regulations, estimated and minimum weights, shipping and packing requirements, allowances and privileges, or other provisions or conditions published in this tariff, abrogate and supersede those in NMF 100 which conflict herewith.

(3) When the rates or classes in this tariff are silent as to rules, regulations, estimated weights, shipping and packing requirements, allowances and privileges or other provisions or conditions, the rates or classes which are published in this tariff shall be subject to the terms, including estimated weights, shipping and packing requirements or other provisions or conditions, prescribed therefor in connection with the classes in NMF 100.

(4) Descriptive headings or individual listings published in this tariff corresponding to the descriptive headings or individual listings used in NMF 100 will be understood to include all notes or other qualifying statements which appear in connection with such corresponding descriptive headings or listings in NMF 100. Where notes or other qualifying statements in NMF 100 refer only to “classes”, such reference will also be taken to refer to “rates” in this tariff.

(5) The ratings or classes in connection with truckload (TL) do not apply.

CLASS RATES
Local and Joint Class Rates, U.S. Road Freight Express, Inc., Tariff USRD 520 series.

DANGEROUS ARTICLES TARIFFS

MILEAGE GUIDE
Household Goods Carrier’s Bureau, Agent Mileage Guide No. 14, ICC HGB 100 series.

ZIP CODE TARIFF

For explanation of abbreviation and reference marks not explained hereon, see last page of tariff.

Effective: July 14, 2014

Issued By
Mark Dugan – Chief Executive Officer
3655 South Maize Road, Wichita KS 67215
ITEM 150  APPLICATION OF THIS TARIFF

This tariff contains rules and charges for application in connection with shipments moving under rates and other provisions in each other tariff which is made subject to this tariff as a governing publication.

Except as otherwise specifically provided, any reference to rates or charges in any item in this tariff will be understood to refer to all rates or charges in this tariff, or in any tariffs governed by this tariff, insofar as such rates or charges have application in connection with the provisions where such reference appears.

ITEM 310  ARBITRARY CHARGE - CALIFORNIA

Shipments originating from and/or destined to the State of California will be subject to a charge of $7.95 per shipment, in addition to all other applicable charges.

ITEM 315  ARBITRARY CHARGE – ISLAND DELIVERIES SURCHARGE

$137.40 per shipment to the following zips: 90704, 98070, 98110, 98236, 98243, 98245, 98249-50, 98260-61, 98279-80, 98297 & 98333.

ITEM 300  ADVANCING CHARGES

(Except to NMF 100, Item 300)

No charges of any description will be advanced to shippers, owners, consignees or agents thereof, nor to their draymen or warehousemen, except charges which are incidental to the transportation of the shipment (Subject to Note 1). The basis of charges to be advanced as shown in Note 1, must be stated on the bill of lading at time of shipment.

The charges for collecting and remitting the amount of the advance charges will be billed to the same party paying the transportation charges.

The charges for advancing charges will be 4 percent of the advanced amount, subject to a minimum fee of $40.00 per bill.

Note 1 - The term “Charges incidental to the transportation of the shipment” shall include only the following:

1) Charges for packing or crating of the shipment.
2) Loading or unloading charges.
3) Inbound transportation charges, not a part of the continuous through movement of the shipment.
4) Inbound transportation charges when such charges are derived from rates or charges on file with the Federal Maritime Commission.
5) Drayage charges (Subject to Note 2).
6) Drayage charges (Subject to Note 2) or inbound line haul transportation charges which are not lawfully on file with the Interstate Commerce Commission when payment or such charges are guaranteed in writing by the shipper or his agent.
7) In-bond or Custom House Charges.
8) Warfage or handling charges on import shipments.
9) Warehouse storage or warehouse handling charges.
10) Broker’s fees on customs or In-bond freight.

Note 2 - The term “Drayage” as used in this item shall mean local transportation within the pickup terminal area, from actual origin to the line haul carrier’s dock.

ITEM 320  ARBITRARY CHARGE - TEXAS

Shipments destined to the following points will be assessed the below charge, in addition to all other lawfully applicable charges.

| A Charge of $13.00 per 100 pounds, subject to a Minimum Charge of $160.00 | ZIPs: 79718-19, 79734-35, 79754, 79770, 79772, 79777, 79780-81, 79785-86, 79830-32, 79834, 79837, 79842-43, 79845-48, 79850-52 & 79854-55 |
| A Charge of $25.00 | ZIPs: 79565, 79733 & 79848 |

ITEM 325  ARBITRARY CHARGE - Michigan

Shipments destined to the following points will be assessed the below charge, in addition to all other lawfully applicable charges.

| A Charge of $25.00 | ZIPs: 48201, 48202, 48204, 48206, 48207, 48208, 48216 & 48226 |

For explanation of abbreviation and reference marks not explained hereon, see last page of tariff.

Effective: April 21, 2020

Issued By
Mark Dugan – Chief Executive Officer
3655 South Maize Road, Wichita KS 67215
ITEM 340  
**ARBITRARY CHARGE – NORTH DAKOTA**  
Shipments picked up or delivered in North Dakota zip codes 58601 through zip code 58856 will be subject to an additional arbitrary charge of $25.00

ITEM 345  
**ARBITRARY CHARGE – COLORADO RURAL DELIVERY**  
Shipments destined to the following points will be assessed the below charge, in addition to all other lawfully applicable charges.

<table>
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<th>Zip Codes</th>
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<td>80106, 80117-18, 80649, 80705, 80721, 80726, 80735-36, 80744-47, 80749-50, 80801-02, 80808, 80810, 80812, 80821-22, 80825, 80830-32 &amp; 80835</td>
<td>$45.00</td>
</tr>
</tbody>
</table>

ITEM 346  
**ARBITRARY CHARGE – NEW MEXICO**  
Shipments destined to the following points will be assessed the below charge, in addition to all other lawfully applicable charges.

<table>
<thead>
<tr>
<th>Zip Codes</th>
<th>Charge Rate</th>
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<tr>
<td>87009, 87011, 87013-14, 87017, 87027, 87029, 87036, 87040, 87046, 87061, 87568, 87711, 87724, 87734-35, 87815, 87821, 87935, 88022-23, 88136, 88213, 88264-65, 88318-19, 88321, 88353, 88416, 8842 &amp; 88430-31</td>
<td>$50.00</td>
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ITEM 347  
**ARBITRARY – MONTANA EXTENDED DELIVERY FEE**  
Shipments destined to the following points will be assessed a charge of below, in addition to all other lawfully applicable charges.

<table>
<thead>
<tr>
<th>Zip Codes</th>
<th>Charge Rate</th>
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<tr>
<td>59018, 59021, 59027, 59030, 59055, 59065-66, 59086, 59211, 59222-23, 59430-31, 59240, 59242-43, 59245, 59250, 59259-61, 59263, 59412, 59446, 59450, 59451, 59465, 59468, 59472, 59479-80, 59633, 59640, 59716, 59728, 59731, 59752, 59758, 59760, 59820, 59823, 59826-27, 59829-31, 59836, 59842, 59844-46, 59848, 59853-54, 59856, 59859, 59866-68, 59871-74, 59911, 59913-15, 59917-21, 59925-27, 59929-34 &amp; 59936</td>
<td>$50.00</td>
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A charge of $60.00 – ZIPS: 59412, 59421, 59632 & 59713

A charge of $75.00 – ZIPS: 59052, 59075, 59087, 59338, 59424, 59450, 59479, 59521, 59648 & 59916

A charge of $100.00 – ZIPS: 59038, 59053, 59083, 59085, 59212, 59219, 59221, 59244, 59252-53, 59256, 59274-75, 59314-15, 59317, 59324, 59336, 59351, 59354, 59471, 59529, 59542, 59544-45, 59569, 59641-42, 59645, 59723, 59843, 59928 & 82190

A charge of $125.00 – ZIPS: 59343 & 59489

A charge of $150.00 – ZIPS: 59034-35, 59078, 59225, 59276, 59311, 59316, 59317-18, 59332, 59341, 59345, 59353, 59441, 59447, 59463, 59469, 59524, 59527, 59537 & 59546

A charge of $200.00 – ZIPS: 59062 & 59319

For explanation of abbreviation and reference marks not explained hereon, see last page of tariff.

Effective: April 22, 2019

Issued By
Mark Dugan – Chief Executive Officer
3655 South Maize Road, Wichita KS 67215
ITEM 348 ARBITRARY CHARGE - NEBRASKA

Shipments destined to the following points will be assessed a charge of below, in addition to all other lawfully applicable charges.

A charge of $45.00 – ZIPS: 69135, 69166, 69211-12, 69216 & 69219
A charge of $25.00 – ZIPS: 68821, 68833, 69023, 69026, 69030, 69032, 69036-37, 69040-41, 69045, 69121, 69125, 69134, 69139, 69142, 69152, 69157, 69166-67, 69169, 69218, 69333, 69339-40, 69345-48, 69350, 69354, 69360 & 69365-67

ITEM 349 ARBITRARY CHARGE - WYOMING

Shipments destined to the following points will be assessed a charge of below, in addition to all other lawfully applicable charges.

A charge of $45.00 – ZIPS: 82082
A charge of $199.00 – ZIPS: 82063, 82242, 82310, 82321, 82323, 82332, 82520 & 82633
A charge of $142.00 – ZIPS: 82941
A charge of $105.00 – ZIPS: 83414
A charge of $168.00 – ZIPS: 82222, 82224 & 82229

ITEM 350 ARRIVAL NOTICE AND UNDELIVERED FREIGHT

ARRIVAL NOTICE:

(1) Actual tender of delivery at consignee's place constitutes the notice of the arrival of a shipment except that for shipments consigned to private residences, as defined in Item 750, all notice of arrival shall be given in the manner described in paragraph (2), unless prior delivery arrangements have been noted on the bill of lading by the consignor.

(2) If the shipment is not actually tendered for delivery, notice of arrival will be given to the consignee not later than the next business day following the arrival of the shipment:

   (a) The notice will be given by telephone, if convenient and practicable; otherwise by mail or telegraph. The notice, however transmitted, will specify the point of origin, the consignor and the commodity and weight of shipment.

   (b) If the consignee's address is unknown to the carrier, the notice will be mailed to him at the post office serving the point of destination shown on the bill of lading.

   (c) 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 A.M. on the first business day after it was mailed.

UNDELIVERED FREIGHT:

(1) If freight cannot be delivered because of the consignee's refusal or inability to accept it, or because the carrier cannot locate the consignee, or if the freight cannot be transported because of an error or omission on the part of the consignor, the carrier will make a diligent effort to notify the consignor promptly that the freight is in storage and the reason therefor.

(2) Undelivered shipments will be subject to applicable storage or detention charges.

(3) On undelivered shipments, disposition instructions issued prior to tender of delivery, will not be accepted as authority to reship or return a shipment or to limit storage liability.

For explanation of abbreviation and reference marks not explained hereon, see last page of tariff.

Effective: April 22, 2019

Issued By
Mark Dugan – Chief Executive Officer
3655 South Maize Road, Wichita KS 67215
ITEM 360  BILLS OF LADING, FREIGHT BILLS AND STATEMENTS OF CHARGES
(addition to NMF 100, Item 360)

Sec. 1 (f). When payer of freight or other lawful charges requires or requests, as a prerequisite to payment (see Notes 2 and 3):

(1) The return of any part of bill of lading sets or copies thereof, other than one shipper furnished copy (see Note 1), a charge of $1.84 for each such document or copy will be made; OR

(2) Copies of freight bills or statements of transportation charges in excess of the number specified in Sec. 1 (e), a charge of $1.84 for each such document or copy will be made; OR

(3) The preparation by the carrier of any forms requiring itemization, listing or description of single or multiple freight bills, for submittal with freight bills or statements of charges, a charge of 37 cents per line of itemization, listing or description (or portion thereof) subject to a minimum charge of $1.84 per page, per copy, will be made; OR

(4) Any forms or copies of forms, other than those described inSec. 1 (f)(1) or Sec. 1 (f)(2), to be submitted with freight bills or statements of charges, a charge of $1.84 per page, per copy will be made; OR

(5) That information not shown on the shipping order at time of shipment be shown on freight bills or statements of charges, a charge of $1.84 per shipment will be made.

(6) That proof of delivery be furnished in any form, a charge of $5.57 for each such document or copy will be made.

Note 1 - When as a prerequisite to payment, the shipper furnished copy of bill of lading is to be returned, it must be clearly and prominently marked by the shipper with specific instructions directing its return with freight bill.

Note 2 - The charges set forth in Sec. 1 (f) will not apply to:

(a) Bank Payment Plans when documentation is limited to (1) deposit ticket(s) supplied by the bank, (2) supporting freight bills not in excess of the number set forth in Sec. 1 (e), or (3) the return of a copy of the bill of lading furnished by shipper.

(b) Sight Draft Plans when documentation is limited to (1) sight drafts which do not require the carrier to provide information pertaining to the rating of the shipment(s) on the sight draft, (2) supporting freight bill(s) and statement(s) of charges not in excess of number set forth in Sec. 1 (e), or (3) the return of a copy of the bill of lading furnished by shipper.

Note 3 - The provisions set forth in Sec. 1 (e) and Sec. 1 (f) will not apply to shipments moving on United States Government bills of lading.

ITEM 360-2  BILLS OF LADING, FREIGHT BILLS AND STATEMENTS OF CHARGES
(exception of Sec. 2(a) of NMF 100 Item 360)

The provisions of Section 2(a) of NMF 100 Item 360 do not apply and in lieu thereof the following applies:

Sec. 2(a). The name and address of only one consignor and one consignee and only one destination shall appear on a bill of lading. Bills of lading for shipments consigned “To Order” at one point, with instructions to notify the consignee at another point, will be permitted only when both points are adjacent or within the same commercial zone. When a shipment is consigned to a point of which there are two or more of the same name in the same state, the name of the county must be shown.

ITEM 360-3  BILLS OF LADING - CORRECTED

Corrected bills of lading, or other written instructions from the consignor to change the freight charge collection status from “collect” to “prepaid”, may be accepted only if received by the origin carrier within a period of 30 days from the date of the initial bill of lading. The charge for making such corrections shall be $25.00 per bill of lading corrected.

Corrected bills of lading or other written instructions to change the freight collection status from “prepaid” to “collect” will not be accepted once the shipment has been delivered.

For explanation of abbreviation and reference marks not explained hereon, see last page of tariff.

Effective: July 14, 2014

Issued By
Mark Dugan – Chief Executive Officer
3655 South Maize Road, Wichita KS 67215
### SECTION 1

#### RULES

<table>
<thead>
<tr>
<th>ITEM 360-4</th>
<th>BILLS OF LADING - ORDER BILLS</th>
<th>ITEM 360-4</th>
</tr>
</thead>
<tbody>
<tr>
<td>On shipments moving on order bills of lading, carrier will assess a charge of $18.08 to cover the cost of handling such bills of lading. This charge shall be in addition to all other applicable charges and will be collected from the party who pays the freight charges.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ITEM 370</th>
<th>BULK FREIGHT</th>
<th>ITEM 370</th>
</tr>
</thead>
<tbody>
<tr>
<td>The rates, rules and other provisions of this tariff or in tariffs made subject to this tariff, do not apply on shipments in bulk, in tank, bin or hopper type vehicles.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ITEM 382</th>
<th>CANCELLATION OF ORIGINAL AND REVISED PAGES</th>
<th>ITEM 382</th>
</tr>
</thead>
<tbody>
<tr>
<td>When this tariff or tariffs making reference to this tariff are is amended by revised pages, the cancellation of prior pages, except the title page, will be effected by means of this rule. A revised page will not show a cancellation notice except when a cancellation notice is necessary because of suspension, rejection, or other reason. Revisions of each page will be filed in numerical sequence.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Except where a specific cancellation is shown on a new revised page, a revised page cancels any and all uncancelled revised or original pages, or uncancelled portions thereof, which bear the same page number. (See Exception).</td>
<td></td>
<td></td>
</tr>
<tr>
<td>For example: &quot;First Revised Page 10&quot; will have the effect of canceling Original Page 10; &quot;45th Revised Page 12&quot; will have the effect of canceling 44th Revised Page 12. &quot;13th Revised Page 4-A&quot; will have the effect of canceling &quot;12th Revised Page 4-A&quot; and also &quot;11th Revised Page 4-A&quot; if the cancellation of 12th takes place on or before its effective date.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>EXCEPTION: When a specific cancellation on a prior revised page excepts a previously filed page wholly or in part, this rule does not have the effect of canceling such excepted previously filed page or portion thereof.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

For explanation of abbreviation and reference marks not explained hereon, see last page of tariff.

Effective: July 14, 2014

Issued By
Mark Dugan – Chief Executive Officer
3655 South Maize Road, Wichita KS 67215
### SECTION 1

#### RULES

<table>
<thead>
<tr>
<th>ITEM 418</th>
<th>CHASSIS - OBTAINING OF</th>
</tr>
</thead>
<tbody>
<tr>
<td>(Subject to Notes 1 and 2)</td>
<td></td>
</tr>
</tbody>
</table>

When it becomes necessary for the carrier to obtain a chassis for the movement of a container at a location site other than at the place where the container is located, a charge of $201.08 will be assessed for each chassis obtained. This charge will be in addition to all other applicable charges incidental to the movement of containers.

The provisions of this item do not obligate the carrier to obtain a chassis.

Note 1 - The term “chassis” as used in this item means the underframe work or undercarriage with mounted wheels or dollies used in the transportation of containers.

Note 2 - The term “container” as used in this item means an ocean container, of not less than 19 feet in length, which is designed for the movement of cargo by water carriers.

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<table>
<thead>
<tr>
<th>ITEM 421</th>
<th>CLASSIFICATION BY ANALOGY</th>
</tr>
</thead>
</table>

Rates for commodities are specific and may not be applied to analogous articles.

---

<table>
<thead>
<tr>
<th>ITEM 422</th>
<th>CLASSIFICATION OF COMBINED ARTICLES</th>
</tr>
</thead>
<tbody>
<tr>
<td>(exception to NMF 100 Item 422)</td>
<td></td>
</tr>
</tbody>
</table>

When not specifically classified in the governing classification, or specifically described in this tariff, articles which have been combined or attached to each other will be charged for at the rate provided for the highest rated articles of the combination.

On a shipment subject to volume rates, the minimum weight will be the highest minimum weight provided for any article in the combination.

When articles have been combined with or attached to vehicles, motor, or vehicles other than self-propelled, they will be rated as a combination articles unless the combined article is specifically provided for in NMF 100 or in tariffs making reference to this tariff.

---

<table>
<thead>
<tr>
<th>ITEM 429</th>
<th>COLLECTION OF CHARGES - THIRD PARTY BILLING</th>
</tr>
</thead>
<tbody>
<tr>
<td>(subject to Notes 1 and 2)</td>
<td></td>
</tr>
</tbody>
</table>

When a party other than the consignor or consignee on the bill of lading and shipping order is responsible for paying the freight charges to the carrier, the name and address of such third party (EXAMPLE) must be placed on the bill of lading and shipping order by the consignor at time of shipment.

(EXAMPLE)

Bill freight charges to: YXZ COMPANY
123 Main Street
Anywhere, KS 66000

Third party billing will be accepted only when the consignor has established credit with the originating carrier and guarantees to pay all lawfully accrued charges if the third party fails to do so within the time allowed under the credit regulations of the Surface Transportation Board.

Note 1 - Shipments subject to the provisions of this item must be billed as 'prepaid'.

Note 2 - Shipments subject to the provisions of this Item will not be accepted if the consignor executes Section 7 of the bill of lading.

Note 3 – Shipments not marked “Prepaid” or “Collect” are considered as “Prepaid” and must be paid by the consignor.

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For explanation of abbreviation and reference marks not explained hereon, see last page of tariff.

Effective: July 14, 2014

Issued By

Mark Dugan – Chief Executive Officer
3655 South Maize Road, Wichita KS 67215
SECTION 1

RULES

ITEM 430 COLLECT ON DELIVERY (COD) SHIPMENTS

(Exclusive to NMF 100, Item 430)

Unless otherwise provided, collect on delivery (COD) shipments will be accepted subject to the following provisions and charges:

Sec. 1. Shipments must be tendered on “Uniform Straight”, “Straight Bill of Lading Short Form” or “Straight” bill of lading forms as shown in ICC NMF 100.

The letters “COD” must be stamped, typed or written on all such bills of lading and shipping orders immediately before name of consignee; OR, “COD” in red letters at least one (1) inch in height with thickness of stroke 1/4 inch thick or greater must be stamped or printed across the face of all bills of lading and shipping orders. Only one COD amount may be shown and may not be subject to charge dependent upon time or conditions of payment. The name and street and post office address of consignor and consignee must be shown on a bill of lading and shipping order. On Straight Bills of Lading - Short Form, there must be shown in the space provided for this purpose or in the lower left hand corner of space provided for “description of articles, special marks and exceptions”, the following information:

Collect on Delivery, $ _____________ and remitted to:

________________________ Street
________________________ City
________________________ State  Zip

COD Charge to be paid by:

Shipper [ ] Consignee [ ]

Sec. 2. Each package must be plainly marked, labeled, or tagged by consignor showing letters COD, and the name and address of consignor and consignee in accordance with Item 580 to NMF 100.

Sec. 3. COD packages will not be accepted on the same bill of lading with packages other than COD and only packages covered by one COD bill may be tendered on one bill of lading.

Sec. 4. If consignor desires to forward invoice or collection papers, they must be securely attached to the shipping order copy of the bill of lading and the shipping order must the following information:

“Attached invoice (or invoices) to accompany shipment to destination.”

Sec. 5. COD shipments will not be accepted or receipted for when billed to one firm or person, with instructions to collect charges from another firm or person.

Sec. 6. COD shipments will not be accepted for transportation subject to inspection or trial by consignee, or when bearing instructions to make partial delivery. Carriers are responsible to deliver the shipment in accordance with the bill of lading contract. If, for any reason, upon presentation for delivery, COD payment is refused by the consignee, carriers are responsible for the disposition of the shipment only in accordance with the bill of lading contract and tariff provisions as applicable. Carriers are not responsible, in circumstances, to seek or remit the COD amount to the consignor or owner of goods.

Sec. 7. Intoxicating beverages may be handled COD only under the provisions provided by State Laws of the State in which the point of destination is located. (See Section 389 of Title 18 of the United States Code Annotated).

Effective: July 14, 2014

Issued By
Mark Dugan – Chief Executive Officer
3655 South Maize Road, Wichita KS 67215

For explanation of abbreviation and reference marks not explained hereon, see last page of tariff.
ITEM 430
CONCLUDED
COLLECT ON DELIVERY (COD) SHIPMENTS
(Except to NMF 100, Item 430)
ITEM 430
CONCLUDED

Sec. 8. The amount of COD bills for COD shipments must be collected at the time such shipments are delivered to the consignee.

Sec. 9. Only the following forms of payment will be accepted in payment of COD amounts:

(1) cash, up to maximum of $250.00, (see Note 1); (2) bank cashier's check; (3) bank certified check; (4) money order or (5) personal check of the consignee when so authorized in writing or by endorsement on the bill of lading and shipping order by the consignor. All checks and money orders shall be made payable to the consignor. The carrier will accept checks and money orders only as the agent of the consignor and the carriers' responsibility is limited to the exercise of due care and diligence in forwarding such checks and money orders to consignor.

Sec. 10. The charges for collecting and remitting the amount of bills for COD shipments will be collected from the consignee, except that such charge may be prepaid by the shipper, providing notation to that effect is made by the shipper on the bill of lading and shipping order. Collection or remitting charges for freight or other lawful charges due the carrier shall be paid to the carrier and must not be included in the checks or money orders made payable to the consignor.

Sec. 11. (a) Upon collection of a COD bill, carrier collecting same shall remit each COD collection directly to the consignor or other person designated by the consignor as payee, promptly and within fifteen (15) days after delivery of the COD shipment to the consignee. If the COD shipment moved in interline service the delivering carrier shall, at the time of remittance of the COD collection to the consignor or payee, notify the originating carrier of such remittance.

(b) The delivering carrier shall maintain a record of all COD shipments received for delivery in such manner and form as will plainly and readily show the following information with respect to each shipment:

(1) Number and date of freight bill, (2) Name and address of shipper or other person designated as payee, (3) Name and address of consignee, (4) Date shipment delivered, (5) Amount of COD, (6) Date collected by delivering carrier, (7) Date remitted to payee, (8) Check number or other identification of remittance to payee.

Sec. 12. The charges of the destination carrier for collecting and remitting the amount of each COD bill to be collected on shipments consigned COD will be 5% (Five Percent) of COD amount, with a minimum of $75.00.

Sec. 13. COD shipments of explosives designated as “Class A and dangerous explosives” or “Class B less dangerous explosives” referred to in the Hazardous Materials Tariff (HMT) will not be accepted.

Sec. 14. (a) - A charge of $60.00 per shipment will be made for increasing, reducing, or canceling the COD amount. Such charge will be in addition to the COD collection fee, if any, and must be guaranteed by the consignor in writing.

(b) - Carrier will, upon written authorization from consignor, change the form of payment of COD amounts to accept consignee's personal check when such form of payment was not originally authorized, subject to an additional charge of $60.00 per shipment. If request is received after the shipment has been tendered for delivery and refused by consignee, the shipment will also be assessed the applicable redelivery charge as provided in carrier's tariffs, in addition to the charge for changing the form of acceptable payment. Consignor must guarantee payment of the charge for changing the form of payment and the redelivery charge, if any.

Note 1 - Limit on amount of cash that will be accepted does not apply when COD shipments are picked up by consignee or his agent, at carriers' terminals.

For explanation of abbreviation and reference marks not explained hereon, see last page of tariff.

Effective: July 14, 2014

Issued By
Mark Dugan – Chief Executive Officer
3655 South Maize Road, Wichita KS 67215
SECTION 1

RULES

ITEM 432 QUOTATION OF ESTIMATED CHARGES

When carrier has furnished either orally or in writing an estimate of published tariff charges, such estimate will be given on the basis of the effective published tariff provision(s) as applicable to those facts concerning the shipment(s) which are made known to the carrier.

Estimates of freight charges are furnished as a convenience to the shipping public and represent nothing more than an approximation of freight charges which is not binding either on the carrier or the shipper.

All transportation charges on a shipment will be assessed on the basis of published tariff provisions legally in effect at the time of shipment, as applicable to the commodity or commodities shipped and transportation and related services performed in connection therewith.

ITEM 434 COLLECTION CHARGES - DELINQUENT FREIGHT BILLS

All shipments upon which the lawfully applicable rates and charges are not paid in full within the credit period and, which are subsequently litigated or placed for collection with a collections agency, an attorney or other authorized agent, will be subject to a late payment penalty.

The debtor of delinquent freight bills will accrue the following late payment penalty on each delinquent freight bill, subject to Notes 1 thru 3:

<table>
<thead>
<tr>
<th>Invoice Amount</th>
<th>Late Payment Penalty</th>
</tr>
</thead>
<tbody>
<tr>
<td>Up to $300.00</td>
<td>35% or a minimum of $25.00</td>
</tr>
<tr>
<td>$300.00 to $1,000.00</td>
<td>30%</td>
</tr>
<tr>
<td>$1,000.00 and above</td>
<td>25%</td>
</tr>
</tbody>
</table>

Note 1 - The carrier will provide the debtor with written notification of the intent to assign the delinquent freight bills to an outside agency or attorney for collection. This notification will include the freight bill number(s), the amount due for each freight bill, and the amount of penalty for each freight bill.

Note 2 - The late payment penalty will become chargeable 15 days after the presentation of the written notification of Note 1.

Note 3 - The debtor will be the consignor for prepaid shipments, the consignee for collect shipments, or a third party.

ITEM 435 RETURNED CHECK FEE

Upon receipt of written notification that a check has been returned to the carrier for non-payment due to insufficient funds, a fee of $35.00 for each returned check, will be applied against the customer’s account. The fee is to reimburse the carrier for costs in handling the returned check.

The carrier will provide the debtor with written notification of the additional amount due and shall include the original invoice. This fee would be in addition to all other lawful charges published herein.

ITEM 436 COMBINATION OF RATES

Except as provided in Notes 1 and 2, when combination of rates and/or charges are applicable, combination of rates and/or charges will be computed over the point or points of actual interchange (points where the freight is physically interchanged from one carrier to another carrier).

Note 1 - The provisions of this item do not apply an shipments moving under Government Bills of Lading.

Note 2 - When combination of rates and/or charges are applicable an shipments originating at or destined to Kamloops, Kelowna, Penticton or Vernon, BC Canada, combination of rates and/or will be computed over the point of Vancouver, BC.

For explanation of abbreviation and reference marks not explained hereon, see last page of tariff.

Effective: July 14, 2014

Issued By
Mark Dugan – Chief Executive Officer
3655 South Maize Road, Wichita KS 67215
ITEM 480  CUSTOMS OR IN BOND FREIGHT  ITEM 480

1. Shipments moving under United States Customs Bond for US Customs Clearance at a point in the United States or delivery by carrier is required to be made under US Customs Supervision. Such shipments will be assessed a charge of $1.13 per 100 pounds subject to a minimum charge of $67.50 and a maximum charge of $148.80 per shipment or per vehicle, if more than one vehicle is required to transport the shipment (subject to Note 1). Such charges shall be in addition to all other applicable charges.

2. Line haul charges on shipments requiring US Customs Clearance at a point other than the final destination will be assessed on the basis of rates and charges applicable from point of origin to the point of US Customs Clearance, plus the rates and charges applicable from the point of US Customs Clearance to the final destination except no beyond line haul charges will apply when the final destination is located within the commercial zone of the point of US Customs Clearance and is subject to the same line haul rate as the point of US Customs Clearance.

3. Freight moving in bond may not be included in the same shipment on the same bill of lading and shipping order with freight not moving in bond.

4. Shipments while moving under United States Customs Bond will not be accorded stopping in transit or split pickup or split delivery privileges.

5. Shipments waiting US Customs Clearance will be subject to the applicable detention charges in NMF 100. Detention charges, if any, will be assessed against the party responsible for line haul charges. For the purpose of applying storage rules and charges in connection with shipments moving under United States Customs Bond, notification to the Deputy Collector of Customs that a shipment is available for customs inspection will constitute tender of shipment for delivery.

6. Each I.T. Permit (Immediate Transportation Permit) issued for movement of an in bond shipment will be considered as a separate shipment, and must be accompanied by one bill of lading and shipping order. The provisions of this paragraph will not apply to truckload shipments moving in bond between steamship company piers or wharves or when such shipments are delivered to a US Customs Bonded Warehouse.

7. Shipments tendered in a vehicle sealed by or at the instructions of the consignor, or as required by competent authority, will be rated as:
   A. Shipments originating at or destined to points in Colorado or Wyoming:
      18,000 pounds at the class 100 scale 5M rate as provided in USRD 520 for a vehicle.
      16,000 pounds at the class 100 scale 5M rate as provided in USRD 520 for a doubles trailer.
   B. Shipments originating at or destined to points not shown in A.
      20,000 pounds at the class 100 scale 5M rate as provided in USRD 520 for a vehicle.
      16,000 pounds at the class 100 scale 5M rate as provided in USRD 520 for a doubles trailer.

On shipments cleared enroute by US Customs, and movement beyond such clearance does not require a seal, normal rate and charges shall apply to the beyond point.

8. Shipments moving from the United States under a Tir Carnet issued by the originating carrier are subject to a charge of $82.58 which will be in addition to all other lawfully applicable rates and charges (including the in bond charges herein applicable).

9. When necessary for carriers to purchase and apply “High Security Red In-Bond seals” for shipments moving under United States Customs Bond, a charge of $38.85 per seal will be assessed. Carrier will not be responsible for equipment or tools necessary for removal of High Security Red In-Bond Seals.

Note 1 - On shipments of Alcoholic Liquors, “the charges in Paragraph 1 will not apply when shipment is consigned to a US Customs Bonded Warehouse and carrier is not requested to clear shipment through US Customs. The following certification must be shown on the bill of lading:

“This is to certify that carrier is not required to clear shipment through US Customs while in his possession.”

82.58

(signature of authorized shipper personnel).

For explanation of abbreviation and reference marks not explained hereon, see last page of tariff.

Effective: July 14, 2014

Issued By
Mark Dugan – Chief Executive Officer
3655 South Maize Road, Wichita KS 67215
### SECTION 1

**ITEM 484**

**CUSTOMS OR SUFFERANCE WAREHOUSES - HANDLING CHARGES**

(applicable only on shipments destined for Canada) (subject to Note 1)

In addition to all other charges, shipments destined to Canadian points shall be subject to charges for handling through customs or sufferance warehouses as follows:

<table>
<thead>
<tr>
<th>Shipment cleared through customs at:</th>
<th>Warehouse and Handling Charges</th>
<th>Shipments subject to minimum weights of 10,000 pounds or over not requiring warehouse handling (subject to Note 2)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>warehouse charge in cents per 100 pounds</td>
<td>minimum warehouse charge in cents</td>
</tr>
<tr>
<td>2) Burnaby, BC</td>
<td>82</td>
<td>900</td>
</tr>
<tr>
<td>Calgary, AB</td>
<td>80</td>
<td>800</td>
</tr>
<tr>
<td>Coutts, AB</td>
<td>80</td>
<td>800</td>
</tr>
<tr>
<td>1) Cranbrook, BC</td>
<td>70</td>
<td>800</td>
</tr>
<tr>
<td>Edmonton, AB</td>
<td>80</td>
<td>800</td>
</tr>
<tr>
<td>2) Kamloops, BC</td>
<td>82</td>
<td>900</td>
</tr>
<tr>
<td>Lethbridge, AB</td>
<td>80</td>
<td>800</td>
</tr>
<tr>
<td>Medicine Hat, AB</td>
<td>80</td>
<td>800</td>
</tr>
<tr>
<td>2) Prince George, BC</td>
<td>82</td>
<td>900</td>
</tr>
<tr>
<td>Red Deer, AB</td>
<td>80</td>
<td>800</td>
</tr>
<tr>
<td>1) Trail, BC</td>
<td>80</td>
<td>800</td>
</tr>
<tr>
<td>2) Vancouver, BC</td>
<td>55</td>
<td>600</td>
</tr>
<tr>
<td></td>
<td>82</td>
<td>900</td>
</tr>
</tbody>
</table>

Note 1 - Shipments moving under stop-off in transit privileges for partial unloading or for some other reason require customs clearance at more than one location will be assessed sufferance warehouse charges and handling charges, as charged by the sufferance warehouse at each point of customs clearance.

Note 2 - Shipments which, due to customs regulations must be unloaded and warehoused are subject to the warehouse handling charges.

1) A manifest charge of $6.00 per shipment will apply in addition to all other applicable charges.
2) A manifest charge of $15.00 per shipment will apply in addition to all other applicable charges.

**ITEM 485**

**DELIVERY OF FREIGHT BILL PRIOR TO DELIVERY OF SHIPMENT**

When consignor or consignee requests delivery of the freight bill prior to delivery of the shipment, a charge of $21.95 per shipment, subject to a maximum charge of $52.10 per delivery will be assessed the party requesting the service.

**ITEM 488**

**DELIVERY CHARGES ON SHIPMENTS TO WALMART, MENARDS & TARGET DC’S**

Shipments consigned to any Wal Mart, Target or Menard’s Distribution Center shall be subject to an additional charge of $1.00 per 100 pounds. These additional charges will not be subject to any discount or reduction.

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For explanation of abbreviation and reference marks not explained hereon, see last page of tariff.

**Effective:** February 5, 2018

Issued By
Mark Dugan – Chief Executive Officer
3655 South Maize Road, Wichita KS 67215
**ITEM 490**  **DENSITY, METHOD OF DETERMINING**

Where classes are applicable according to the density of articles as tendered for shipment, the word ‘density’ means pounds per cubic foot.'

(a) The cubage of loose articles or pieces, or packaged articles of a rectangular, elliptical or square shape on one plane shall be determined by multiplying the greatest straight line dimensions of length, width and depth in inches, including all projections, and dividing the total by 1,728 cubic inches (one cubic foot). The density shall be the result of the division of the weight of the article, piece or package by the ascertained cubic feet.

(b) To determine the density of a cylindrical -0 shaped article or any article other than a square, elliptical or rectangular-shaped article in a single plane, square the greatest dimension on the cylindrical or other than square, elliptical or rectangular plane (multiply the dimension by itself) and multiply that result by the height or length. If result is in cubic inches, divide by 1,728 cubic inches (one cubic foot). The density shall be the result of the division of the weight of the article by the ascertained cubic feet.

**ITEM 500**  **DETENTION - VEHICLES WITH POWER UNITS**

This item applies when carriers vehicles with power units are delayed or detained either on the premises of consignor or consignee or as close thereto as conditions will permit, subject to the following provisions.

**SECTION 1 - GENERAL PROVISIONS:**

(1) When carriers employee assists in loading, unloading or checking the freight, this item will apply whether or not the power unit is actually detained.

(2) Nothing in this item shall require a carrier to pickup or deliver freight at hours other than such carriers normal business hours.

(3) When vehicle is both unloading and reloaded, each transaction will be treated independently of the other, except that when loading is begun before unloading is completed, free time for loading shall not begin until free time for unloading has expired.

(4) Freight remaining undelivered after the accrual of any detention charges may be placed in storage’s. Such freight shall be subject to accrued detention charges up to the time freight is placed in storage and shall immediately become subject to storage charges in Items 910. If the freight is later tendered for delivery, the charge for redelivery in Items 830 will apply. In such event detention charges as provided in Section 5 of this item will immediately become applicable.

(5) When, through no fault of the carrier, the loading or unloading of a vehicle with power cannot be completed at the end of a normal business day:

(a) Consignor or consignee may request that the vehicle without power remain at its premises and the provisions of Section 4 (2) will apply.

(b) Consignor or consignee may request that the vehicle with power be returned to carriers premises. At that time, computation of any remaining free time will cease. That portion of the shipment in the carriers possession is subject to storage as provided in Items 910. When the vehicle is returned to consignors or consignees premises, computation of any remaining free time will resume. The portion of a shipment that is redelivered is subject to redelivery charges provided in Items 830.

**SECTION 2 - DEFINITIONS:**

“LOADING” - includes the furnishing to the carrier the bill of lading or forwarding directions or documents necessary for forwarding of the shipment.

“UNLOADING” - includes:

(a) Surrender to the carrier of bill of lading and shipments billed “To Order”.

(b) Payment of lawful charges to the carrier when required prior to delivery of the shipment.

(c) Notification to the carrier that vehicle is unloading.

(d) Signing delivery receipt when delivering carriers agent is present at unloading.

**SECTION 3 - COMPUTATION OF TIME:**

(1) Except as provided in Paragraphs (2) and (3), computation of time shall begin upon notification by the driver to the responsible representative of the consignor or consignee of the arrival of the vehicle for loading or unloading. Time shall and upon completion of loading and receipt by the driver of a signed bill of lading or receipt for delivery.

(2) Computations of time are subject to and are to be made within the normal business day at the designated premises at place of pickup or delivery except:

(a) When loading or unloading is not completed at the end of such day, time will be resumed upon notification by driver to the responsible representative of the consignor or consignee that he is ready to resume loading or unloading.

(b) When loading or unloading is interrupted for a normal meal period, meal time not to exceed one hour will be excluded from computation of time.

(3) When carrier is permitted to work before or after the normal business day, such working time shall also be included.

(4) When consignor tenders or consignee receives more than one shipment at one time, the combined weight will be used to determine free time.

(5) Where there is more than one payer, charges will be prorated on the basis of the weight of individual shipment.

(item concluded on following page)

For explanation of abbreviation and reference marks not explained hereon, see last page of tariff.

**Effective: July 14, 2014**

**Issued By**

Mark Dugan – Chief Executive Officer
3655 South Maize Road, Wichita KS 67215
SECTION 1

RULES

ITEM 500

CONCLUDED

DETENTION - VEHICLES WITH POWER UNITS

ITEM 500

CONCLUDED

SECTION 4 - FREE TIME:

(1) Free-time per vehicle stop shall be as follows:

<table>
<thead>
<tr>
<th>Actual Weight (in pounds)</th>
<th>Free Time (in Minutes)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than 2500</td>
<td>15</td>
</tr>
<tr>
<td>2,500 but less than 5,001</td>
<td>30</td>
</tr>
<tr>
<td>5,001 but less than 10,001</td>
<td>45</td>
</tr>
<tr>
<td>10,001 but less than 20,000</td>
<td>60</td>
</tr>
</tbody>
</table>

(2) Once a vehicle with power is placed for loading or unloading and then changed to a vehicle without power at the request of consignor or consignee, the free time and detention charges will be applied as follows:

(a) If the change is requested and made within free time allowed for a vehicle with power, free time will cease immediately at the time request is made and detention charges for vehicle without power will be applied immediately with no further free time allowed.

(b) If the change is requested and made after expiration of free time for a vehicle with power, free time and detention charges will be computed on the basis of a vehicle with power up to the time the change was requested. In addition thereto, vehicle will immediately be placed on detention for vehicle without power with no further free time allowed.

SECTION 5 - CHARGES:

(1) When the loading or unloading is delayed, the charge per vehicle for each 15 minutes, or fraction thereof, beyond free time will be $25.00 with a Minimum Charge of $90.00.

(2) The amounts due the carrier under the provisions of this rule shall be assessed against the payor of the freight charges unless payment has been guaranteed to the satisfaction of carrier by consignor, consignee or third party.

For explanation of abbreviation and reference marks not explained hereon, see last page of tariff.

Effective: November 6, 2017

Issued By
Mark Dugan – Chief Executive Office
3655 South Maize Road, Wichita KS 67215
ITEM 501  DETENTION - VEHICLES WITHOUT POWER UNITS

Detention of vehicles - The following item applies to all shipments except shipments of household goods; whole or mixed shipments of uncartoned or uncrated new furniture, fixtures or appliances which require inside strapping, wrapping, bracing and other loading devices similar to those needed for household goods, provided that the uncrated trailer load rate applies, mobile homes; commodities transported in bulk in tank trucks, dump trucks, vehicles pneumatically unloaded and other self-unloading mechanized vehicles; heavy and specialized commodities or articles requiring special equipment or handling outside the scope of the certificates or general-commodities motor common carriers; livestock other than ordinary; articles picked up or delivered to railroad care in railroad owned or leased equipment having prior or subsequent transportation by rail; articles picked up or delivered to water carrier care in equipment owned by or leased to water carriers when prior or subsequent transportation is by water; and shipments to consignors and consignees of waterborne commerce at marine terminal facilities to the extent that the marine terminal operator would be liable to the motor common carrier for truck detention under any applicable detention rule promulgated pursuant to the authority of the Federal Maritime Commission. Detention - vehicles without power units - spotting or dropping trailers - (See Note 1) This item applies when carrier’s vehicles without power units are delayed or detained on the premises of consignor, consignee, or on other premises designated by them, or as close thereto as conditions will permit, subject to the following provisions:

Section I. General provisions:

a. Subject to the availability of equipment, carrier will spot empty or loaded trailers for loading or unloading on the premises of consignor, consignee, or on other premises designated by them, or as close thereto as conditions will permit.

b. Loading or unloading will be performed by consignor, consignee, or other party designated by them. When carrier’s employee assists in loading, unloading, or checking the freight, the detention provisions governing vehicles with power units will apply. In the case of spotting for loading the Bill of Lading must show “Shipper Load and Count.”

c. Carrier responsibility for safeguarding shipments loaded into trailers spotted under the provisions of this item shall begin when loading has been completed and possession thereof is taken by the carrier.

d. Carrier responsibility for safeguarding shipments unloaded from trailers spotted under the provisions of this item shall cease when the trailer is spotted at or on the site designated by consignee.

e. Free time for each vehicle will be as provided in Section 3. After the expiration of free time charges will be assessed as provided in Section 4.

f. The detention charges due the carrier will be assessed against the consignor in the case of spotting for loading and against the consignee in the case of spotting for unloading irrespective of whether charges are prepaid or collect.

g. Nothing in this item shall require a carrier to pickup or deliver spotted trailers at hours other than carrier’s normal business hours. This shall not be construed as a restriction on carrier’s ability to deliver spotted trailers at hours other than its normal business hours.

Section II. Definitions - The following general definitions will apply when the below terms are used in this item:

a. “Vehicle” means tractor-trailer combinations used for the transportation of property where:

1. “Tractor” means mechanically powered unit used to propel or draw a trailer or trailers upon the highways.

2. “Tractor” means mechanically powered unit used to propel or draw a trailer or trailers upon the highways.

3. “Tractor” means mechanically powered unit used to propel or draw a trailer or trailers upon the highways.

b. “Loading” includes:

1. Furnishing of the Bill of Lading, forwarding directions, or other documents necessary for forwarding the shipment to the carrier.

2. Notification to the carrier that the vehicle is loaded and ready for forwarding.

c. “Unloading” includes:

1. Surrender of the Bill of Lading to the carrier on shipments billed “To Order”.

2. Payment of lawful charges to the carrier when required prior to delivery of the shipment.

3. Notification to the carrier that vehicle is unloaded and ready for forwarding.

d. “Premises” means the entire property at or near the physical facilities of consignor, consignee, or other designated party.

e. “Site” means a specific location at or on the premises of consignor, consignee, or other designated party.

f. “Spotting” means the placing of a trailer at a specific site designated by consignor, consignee, or other party designated by them, detaching the trailer and leaving the trailer in full possession of consignor, consignee, or other designated party unattended by carrier’s employee and unaccompanied by power unit. Carrier will not move the trailer until such time as it has received notification pursuant to Section 3, that the trailer is ready for pickup at any site on premises. Consignor, consignee, or other designated party may shift the spotted trailer with its own power units at its own expense and risk for the purpose of loading or unloading. Empty trailers placed at the premises of consignor without specific request are not spotted until the carrier receives a consignor’s request and places a trailer for spotting. Movement of the trailer from the consignor’s premises to the specific site for spotting shall be the obligation of the carrier, and free time shall accrue as provided in Section 3.

For explanation of Note 1, see Page 21 series.
SECTION 1

RULES

ITEM 501

DETENTION - VEHICLES WITHOUT POWER UNITS

ITEM 501

Detention - vehicles without power units - spotting or dropping trailers - (See Note 1)

This item applies when carrier's vehicles without power units are delayed or detained on the premises of consignor, consignee, or on other premises designated by them, or as close thereto as conditions will permit, subject to the following provisions:

Section 3. Computation of free time:

a. Commencement of spotting and free time:
   1. Spotted trailers will be allowed 24 consecutive hours of free time for loading or unloading. For trailers spotted for unloading, such time shall commence at the time of placement of the trailer at the site designated by consignee, or other party designated by consignee. For trailers spotted for loading, such time shall commence when the trailer is spotted at the site specifically designated by consignor.
   2. When any portion of the 24-hour free time extends into Saturday, Sunday, or holiday (national, State or municipal), the computation of time for such portion shall resume at 12:01 a.m. on the next day which is neither a Saturday, Sunday or holiday.
   3. Free time shall not begin on a Saturday, Sunday, or holiday (national, State, or municipal), but at 8 a.m. on the next day which is neither a Saturday, Sunday, or holiday.
   4. When a trailer is both unloaded and reloaded, transaction will be treated independently of the other, except that when unloading is completed, free time for loading shall not begin until free time for unloading has elapsed.

b. Termination of spotting and notification:
   1. Consignor, consignee, or other party designated by them shall notify carrier when loading or unloading has been completed and the trailer is available for pickup. The trailer will be deemed to be spotted and detention charges will accrue until such time as the carrier receives notification. Notification by telephone if convenient and practical, otherwise by telegraph or mail, shall be given by consignor, consignee or other party designated by them at their own expense, to carrier or other party designated by carrier for the purpose of advising such carrier or other party that the spotted trailer has been loaded or unloaded and is ready for pickup. If notification is by telephone, carrier may require written confirmation.
   2. When a spotted trailer is changed to a vehicle with power at the request of consignor, consignee, or other party designated by them, the free time and detention charges will be applied as follows:
      i. If the change is requested and made before the expiration of free time for a spotted trailer, free time will cease immediately at the time the request is made, and detention charges for vehicle with power will immediately commence with no further free time allowed.
      ii. If the change is requested and made after the expiration of free time for a spotted trailer, free time and detention charges will be computed on the basis of a spotted trailer up to the time the change was requested in addition thereto, the vehicle will immediately be charged detention for a vehicle with power with no further free time allowed.

Section 4. Charges:

a. General detention charges:
   After the expiration of free time as provided in Section 3 (a) of this item, charges for detaining a trailer will be assessed as follows:

<table>
<thead>
<tr>
<th>Period</th>
<th>Charge</th>
</tr>
</thead>
<tbody>
<tr>
<td>First and second 24-hour periods or fraction thereof (Saturdays, Sundays, or holidays excepted)</td>
<td>$46.00</td>
</tr>
<tr>
<td>Third and fourth 24-hour periods or fraction thereof (Saturdays, Sundays, and holidays excepted)</td>
<td>$53.00</td>
</tr>
<tr>
<td>Fifth and each succeeding 24-hour period or fraction thereof (Saturdays, Sundays, and holidays included)</td>
<td>$58.00</td>
</tr>
</tbody>
</table>

b. Delay in trailer pickup charge:
   No additional charge will be made for picking up trailers spotted under this item when such pickup can be performed within 30 minutes after arrival of driver and power unit at premises of consignor, consignee, or other party designated by them. When a delay of 30 minutes is encountered, detention charges for vehicles with power will commence from the time of arrival as specified in Item 500.

c. Strike interference charge:
   When, because of a strike of its employees, it is impossible for consignor, consignee, or other party designated by them to make available for movement by carrier any partially loaded, or empty trailers detained on their premises, a detention charge of $42.00 per day or fraction thereof, per trailer will be made following expiration of free time. Saturdays, Sundays, and holidays shall be included after the fourth day of charges.

Note 1 - For the purposes of this item the terms “spotting” and “dropping” are considered to be synonymous and are used interchangeably.

For explanation of abbreviation and reference marks not explained hereon, see last page of tariff.

Effective: July 14, 2015

Issued By
Mark Dugan – Chief Executive Officer
3655 South Maize Road, Wichita KS 67215
### SECTION 1

#### RULES

**ITEM 517  DIVERSION - MOTOR TO AIR TRANSPORTATION**

When any carrier receives instructions to divert a shipment at one point from motor to air transportation, the following provisions apply:

1. The shipment will be charged for on the basis of the combination of rates or charges applicable from the origin point to the diversion point and the air transportation charges from the diversion point to the destination point.

2. A charge of $30.45 per hour, per man, subject to a minimum charge of $45.80 will be made for all time and men required in unloading and reloading the line haul vehicle to accomplish such diversion.

3. A charge of $6.99 per 100 pounds, subject to a minimum charge of $45.80 will be made for delivery service to the air transportation terminal.

**ITEM 520  EQUIPMENT**

Sec. 1. A carrier’s obligation to accept articles for shipment shall be subject to the suitability of his equipment and to requirements of ordinances or laws limiting or regulating the transportation of the property or use of equipment.

Sec. 2. Carriers are not obligated to receive freight liable to impregnate or otherwise damage other freight or carrier’s equipment. Such freight may be accepted and receipted for “subject to delay for suitable equipment,” or may, for lack of suitable equipment, be refused.

For explanation of abbreviation and reference marks not explained hereon, see last page of tariff.

Effective: July 14, 2014

Issued By

Mark Dugan – Chief Executive Officer
3655 South Maize Road, Wichita KS 67215
**SECTION 1**

**RULES**

**ITEM 525**  
**EXCLUSIVE USE AND CONTROL OF VEHICLE OR DOUBLES TRAILER**  
(exception to NMF 100, Item 595) (subject to Note 1)

**SECTION 1  
Control of Vehicle or Doubles Trailer**

Except as provided in Section 2 of this item, no shipment is entitled to the exclusive use of the vehicle or doubles trailer in which it is to be transported and the carrier has control of the vehicle or doubles trailer with the unrestricted right to:

1. Select the vehicle or doubles trailer for the transportation of a shipment.
2. Transfer the shipment to another vehicle or doubles trailer.
3. Load other freight on the same vehicle or doubles trailer.
4. Remove locks or seals applied to the vehicle or doubles trailer.

**SECTION 2  
Exclusive Use of Vehicle or Doubles Trailer**

When the exclusive use of a vehicle or doubles trailer is provided by the carrier at the request of consignor or consignee, the following provisions will apply:

1. Charges will apply to each vehicle or doubles trailer used to transport the shipment.
2. The request must be given in writing or placed on the bill of lading and shipping order.
3. When bill of lading and/or shipping instructions prohibit the breaking of locks or seals or the co-loading of additional freight, such instructions will be considered as a written request for exclusive use service.
4. The vehicle or doubles trailer will be devoted exclusively to the transportation of the shipment, without the breaking of locks or seals, except as provided in Paragraph (5).
5. In the event a lock or seal has been removed from a vehicle or doubles trailer, the carrier will immediately re-lock or re-seal the vehicle or doubles trailer and will notate the accompanying papers with the now lock or seal number and the reason for removal of the original lock or seal.
6. The charge will be for the actual weight of the shipment at the rate applicable, or at the minimum weight provided for in connection with the applicable rate, whichever is greater, subject to a minimum charge for each vehicle or doubles trailer used, computed on a weight of:
   - 30,000 pounds at the Class 100 Scale 30M rate for a vehicle, or
   - 25,000 pounds at the Class 100 Scale 25M rate for a doubles trailer.
7. Charges are to be paid or guaranteed by the party requesting the services and the non-recourse stipulation on the bill of lading may not be executed. (This paragraph not applicable on shipments moving on government bills of lading).
8. When the request for exclusive use of vehicle or doubles trailer is made by the consignor or consignee after shipment has been receipted for and is in possession of the carrier, the carrier will, if possible, intercept the shipment and convert it to exclusive use of vehicle or doubles trailer service over as much of the route as possible. The party making the request must confirm in writing and must guarantee charges. Such written verification will be preserved by the carrier and be considered as part of the bill of lading contract. Charges will be assessed as provided in Paragraph (6) between the point of origin and point of destination.

Note 1 - The provisions of this item will not apply in connection with Item 756-2 (pickups and/or deliveries-additional) or Item 900 (stopoffs).

For explanation of abbreviation and reference marks not explained hereon, see last page of tariff.

Effective: July 14, 2014

Issued By  
Mark Dugan – Chief Executive Officer  
3655 South Maize Road, Wichita KS 67215
Items, rates or other provisions making reference hereto, expire with the date indicated below, unless sooner canceled, changed or extended.

<table>
<thead>
<tr>
<th>Item</th>
<th>Expires With</th>
<th>Proponent</th>
</tr>
</thead>
</table>

**ITEM 550 EXPORT OR IMPORT SHIPMENT REQUIREMENTS AT THE US - CANADIAN BORDER ITEM 550**

Shipments must be accompanied by all papers necessary to comply with the requirements of governmental authorities. Shipper must furnish all invoices, documentary evidence and declarations including duties, fees and other charges which may be imposed or assessed against the property transported. Carrier will in no way be responsible for delays to the goods transported nor for goods held by any government for any reason whatsoever. Where all necessary requirements of such authorities are not complied with, and, through no fault of the carrier, expenses are incurred for telephone, telegraph, storage, handling, transfer or other expenses incident to failure to comply with such requirements, such expenses may be advanced by the carrier, and shall become a charge to the goods, and delivery will not be made until such charges are paid or guaranteed by shipper or consignee.

When shipments must be held by the carrier pending compliance of customs regulations by the shipper or his representative, a charge will be made for the service required on the part of the carrier, as follows:

- Unloading, handling and loading: **$1.10** per 100 pounds, with a minimum charge of **$6.50**.
- Storage: **88 cents** per 100 pounds or fraction thereof per day subject to a minimum charge of **$5.00** per shipment per calendar day, but in no case less than **$15.50** per shipment. Fractions of a day will be considered as one day and fractions of 100 pounds will be considered as 100 pounds.

In computing storage charges, time will begin 48 hours after the first 5:00 P.M. on the day rejection of entry is received by the carrier from the customs broker (See Note 1).

Note 1 - For the purpose of this rule, the customs broker will be deemed to be the agent of the shipper and/or the consignee.

For explanation of abbreviation and reference marks not explained hereon, see last page of tariff.

Effective: July 14, 2014

Issued By
Mark Dugan – Chief Executive Officer
3655 South Maize Road, Wichita, KS 67215
ITEM 560  EXTRA LABOR - LOADING OR UNLOADING  ITEM 560
(subject to Note 3)

When requested by the consignor or consignee, extra labor will be furnished by the carrier for loading or unloading. At each location where extra labor is used, the charge therefor will be as follows:

<table>
<thead>
<tr>
<th>days - hours</th>
<th>per hour or fraction thereof</th>
<th>minimum charge per man</th>
</tr>
</thead>
<tbody>
<tr>
<td>Monday through Friday (except legal holidays) 8:00 A.M. to 5:00 P.M.</td>
<td>$75.00</td>
<td>$225.00</td>
</tr>
<tr>
<td>Monday through Friday (except legal holidays) 5:00 P.M. to 8:00 A.M.</td>
<td>$100.00</td>
<td>$300.00</td>
</tr>
<tr>
<td>Saturdays (except legal holidays)</td>
<td>$100.00</td>
<td>$500.00</td>
</tr>
</tbody>
</table>

Time shall be computed from the time the extra labor arrives at the place of pickup or delivery until loading or unloading is completed. This charge will be in addition to all other charges and will be assessed against the consignor (subject to Note 1) if the extra labor is used for loading and against the consignee (subject to Note 2) if the extra labor is used for unloading.

Extra labor will not be furnished unless requested by consignor or consignee.

Carrier's records must be maintained and kept available at all times and must show as to each vehicle containing shipments on which extra labor is used:
- (a) Name and address of consignor and consignee at whose place of business freight is loaded or unloaded.
- (b) Identification of vehicle tendered for loading or unloading.
- (c) Number of extra men used and the number of days on which such men were used.

The provisions of this item do not obligate the carrier to furnish extra labor, if such labor is not available at the point of loading or unloading.

Note 1 - Consignor, as used in this item, means the party from where the carrier received the shipment, or any part thereof, for transportation at point of origin or any stop-off point, whether he be original consignor, or warehouseman, or connecting air, motor, rail or water carrier with which the carrier does not maintain joint through rates, or other person to whom the bill of lading is issued.

Note 2 - Consignee, as used in this item, means the party to whom the carrier is required, by the bill of lading or other instructions, to deliver the shipment, or any part thereof, at destination or any stop-off points, whether he be ultimate consignee, or warehouseman or connecting air, motor, rail or water carrier with whom the carrier does not maintain joint through rates, or other person designated on the bill of lading.

Note 3 - The provisions of this item do not apply on:
- (a) Sundays or holidays. On such days apply the charges provided in Item 754 (Pickup or delivery service - Sundays or holidays).
- (b) Saturdays when more specific provisions are applicable for Saturdays in Items 755.

ITEM 565  EXTREME LENGTH SHIPMENTS  ITEM 565

Shipments containing one or more articles that equal or exceed 8 feet in length less and less than 12 feet in length will be subject to a charge of $90.00 in addition to all other applicable charges.

Shipments containing one or more articles that equal or exceed 12 feet in length and less than 20 feet in length will be subject to a charge of $125.00 in addition to all other applicable charges.

Shipments containing one or more articles that equal or exceed 20 feet in length and less than 28 feet in length will be subject to a charge of $200.00 in addition to all other applicable charges.

For explanation of abbreviation and reference marks not explained hereon, see last page of tariff.

Effective: July 16, 2018

Issued By
Mark Dugan – Chief Executive Officer
3655 South Maize Road, Wichita KS 67215
SECTION 1

RULES

ITEM 568 FORK LIFT SERVICE
(subject to Notes 1 and 2)

On shipments that require a fork-lift service and the consignor or the consignee does not furnish this service, the carrier will endeavor to arrange for such fork-lift service and will charge the consignor or consignee, as the case may be, requiring such service, $42.50 per half hour or fraction thereof for each fork-lift used. Such fork-lift service shall be subject to a minimum charge of $61.00 per shipment.

When fork-lift service is used on import or export traffic at wharves or docks, the provisions of this item shall apply regardless of the weight or size of the articles.

Note 1 - On export shipments, charges which accrue under this item will be collected by the delivering carrier from the consignor.

Note 2 - Charges shall be computed from the start of the actual use of fork-lift equipment in loading or unloading the shipment, as the case may be, and to run until the actual use of fork-lift equipment is terminated.

ITEM 570 HANDLING FREIGHT AT POSITIONS NOT IMMEDIATELY ADJACENT TO VEHICLE
(INSIDE DELIVERY)
(subject to Note 1)

When requested by consignor or consignee, and carrier's operating conditions permit, the carrier may move shipments or portions of shipments from or to positions beyond the immediately adjacent loading or unloading positions defined in Item 750 (pickup or delivery service).

Service under this item will be provided to floors above or below the level accessible to carrier's vehicle only when elevator or escalator service is available and labor, when necessary to operate same, is provided without cost to the carrier.

Service provided under this item will be assessed a charge of $6.80 per 100 pounds, subject to a minimum charge of $69.00 per shipment and a maximum charge of $500.00 per shipment or $500.00 per vehicle, if more than one vehicle is used to transport the shipment. When shipments are accorded split pickup, split delivery or stopped in transit for partial loading or unloading, the minimum and maximum charges will apply to each stop separately wherever the service is performed.

The charges provided in this item will be in addition to all other lawful charges and unless the bill of lading is specifically endorsed to show prepayment of these charges, they will be collected from the party requesting such service, except such charges for shipments moving on government bills of lading will be collected from the US Government.

Note 1 - Provisions of this item do not apply at places located in the Borough of Manhattan, NY (for applicable provisions see Item 570-2).

For explanation of abbreviation and reference marks not explained hereon, see last page of tariff.
**SECTION 1**

**RULES**

**ITEM 590  FUEL SURCHARGE**

1. Except as otherwise provided, all charges for line haul transportation resulting from rates and/or charges named in Tariffs, Contracts, or Pricing Agreements will be subject to a Fuel Surcharge (FSC) as provided herein:
   a. Fuel Surcharge on net line haul charges will be determined by the U.S. National Average On-highway Diesel Price as provided by the U.S. Department of Energy (D.O.E.). The current On-highway Diesel Price may be obtained by calling 1-202-586-6966 (24 hours per day).
   b. The applicable Fuel Surcharge will be adjusted up or down on WEDNESDAY of each week using the D.O.E. U.S. On-highway National Average Diesel Price announced on the previous Monday.

EXAMPLE: The D.O.E. U.S. On-highway National Average Diesel Price announced on MONDAY 6-4-2007, will Be used to determine the Fuel Surcharge effective on WEDNESDAY 6-6-2007.

### FUEL INDEX

**WHEN THE D.O.E. NATIONAL AVERAGE THE FUEL SURCHARGE WILL BE:**

<table>
<thead>
<tr>
<th>ON-HIGHWAY DIESEL PRICE IS:</th>
<th>AT LEAST</th>
<th>BUT LESS THAN</th>
<th>LTL</th>
<th>TL (See NOTE C)</th>
</tr>
</thead>
<tbody>
<tr>
<td>405 cents</td>
<td>300 cents</td>
<td>295 cents</td>
<td>290 cents</td>
<td>285 cents</td>
</tr>
<tr>
<td>300 cents</td>
<td>295 cents</td>
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**NOTE A** In the event the price per gallon for fuel drops below 185 cents, the Fuel Surcharge would be decreased by .5% for LTL and 1.0% for TL for each incremental decrease of 5 cents, beginning at 185 cents per gallon.

**NOTE B** In the event the price per gallon for fuel exceeds 405 cents, the Fuel Surcharge would be increased .5% for LTL and 1.0% for TL for each incremental increase of 5 cents, beginning at 405 cents per gallon.

**NOTE C** Truckload fuel surcharge will apply when:
1. Rates are stated as Per Truckload or Per Vehicle:
2. Actual or rated weight is 20,000 pounds or greater
3. Subject to Capacity Load or Exclusive Use of Vehicle provisions

For explanation of abbreviation and reference marks not explained hereon, see last page of tariff.

Effective: 05/04/2016

Issued By

Mark Dugan – Chief Executive Officer
3655 South Maize Road, Wichita KS 67215
SECTION 1
RULES

ITEM 570-2  HANDLING FREIGHT AT POSITIONS NOT IMMEDIATELY ADJACENT TO VEHICLE  ITEM 570-2
(subject to Note 1)

When requested by consignor or consignee, and carrier's operating conditions permit, the carrier may move shipments or portions of shipments from or to positions beyond the immediately adjacent loading or unloading positions defined in Item 750 (pickup or delivery service).

Service under this item will be provided to floors above or below the level accessible to carrier's vehicle only when elevator or escalator service is available and labor, when necessary to operate same, is provided without cost to the carrier.

Service provided under this item will be assessed a charge of $10.60 per 100 pounds, subject to a minimum charge of $100.00 per shipment and a maximum charge of $475.00 per vehicle if more than one vehicle is used to transport the shipment. When shipments are accorded split pickup, split delivery or stopped in transit for partial loading or unloading, the minimum and maximum charges will apply to each stop separately wherever the service is performed.

The charges provided in this item will be in addition to all other lawful charges and unless the bill of lading is specifically endorsed to show prepayment of these charges, they will be collected from the party requesting such service, except such charges for shipments moving on government bills of lading will be collect from the US Government.

Note 1 - Provisions of this item apply only at places located in the Borough of Manhattan, NY (10000-10292).

ITEM 575  HAZARDOUS MATERIALS

USRD will accept shipments of hazardous materials, except as indicated below, for transportation in accordance with transportation requirements of the U.S. Department of Transportation. Shipments containing Hazardous Materials will be subject to a handling charge of $19.00 per shipment.

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

USRD will not accept the following articles for transportation on either direct or joint line traffic:
(1) Explosives – 1.1, 1.2, 1.3 and 1.5
(2) Hazardous or Non-Hazardous Waste – Any material that requires that a waste manifest be accepted, signed or moved with the freight.

ITEM 578  IMPRACTICABLE OPERATIONS

Pickup or delivery service will not be performed by the carrier at any site from or to which it is impracticable to operate vehicles because of:
(1) The condition of roads, streets, driveways, alleys or approaches thereto;
(2) Inadequate loading or unloading facilities;
(3) Riots, acts of God, the public enemy, the authority of law, the existence of violence, or such possible disturbances as tending to create reasonable apprehension of danger to persons or property.

ITEM 579  LIFTGATE DELIVERY

Carrier will provide lift gate pickup or lift gate delivery service when requested (subject to Note 1). The charges specified below will apply for either lift gate pickup or lift gate delivery and will be in addition to all other lawfully applicable charges. The party requesting this service will be responsible for payment of these charges unless charges are guaranteed by the shipper.

$5.80 per 100 pounds
$105.00 minimum charge
$250.00 maximum charge

Note 1 – Carrier will not be obligated to provide this service when suitable equipment is not available at the location this service is requested.

For explanation of abbreviation and reference marks not explained hereon, see last page of tariff.

Effective: July 16, 2018

Issued By
Mark Dugan – Chief Executive Officer
3655 South Maize Road, Wichita KS 67215
INSTRUCTION 580
LOADING BY CONSIGNOR - UNLOADING BY CONSIGNEE

Rates subject to provisions that consignor is to load and/or consignee is to unload the shipment are subject to the following additional provisions:

(1) At time of shipment, a notation must be made on the bill of lading and the shipping order by the consignor, that consignor is to load and/or consignee is to unload the shipment (subject to Note 1).

(2) The complete loading and/or unloading of the freight including the count thereof, must be performed by the shipper and/or consignee at his expense, without any assistance from the carrier. The carrier's employee and power unit are to be released while loading and/or unloading is performed. At carrier's option, the carrier's employee and power unit may remain during loading or unloading but will render no assistance in loading or unloading.

(3) The complete loading service includes the loading of the freight into or on the carrier's vehicle and the stowing and arranging thereof. Any temporary blocking, flooring or lining, racks, standards, strips, stakes or similar bracing, dunnage or supports not constituting a shipping carrier, container or package, or a part of the vehicle when required to protect and make shipments secure for transportation must be furnished and installed by the shipper. The complete unloading service means that the consignee must remove the freight from the position in which it is transported in or on the carrier's vehicle.

(4) On mixed shipments, when any portion of the freight is required to be loaded or unloaded by shipper and/or consignee as a condition precedent to the application of the rate, the entire shipment must be loaded and/or unloaded by the shipper or consignee, otherwise the rate will not apply and rates otherwise published will be assessed.

(5) In event the shipment is stopped-off for partial loading or partial unloading, the party or parties tendering or receiving any portion of the shipment will be subject to the requirements as to loading or unloading.

(6) If the consignor or any party tendering any portion of the shipment refuses to perform the loading, or if the consignee or any party receiving any portion of the shipment refuses to perform the unloading, the rate will not apply and rates otherwise published will be assessed.

Note 1 - The requirement that notation must be placed on bill of lading and shipping order at time of shipment will not apply when entire shipment consists of freight in a single container, or freight secured to pallets, platforms or lift truck skids, or freight in any other authorized form of shipment, each unit weighing 500 pounds or more as tendered for shipment (loading required by consignor and unloading required by consignee per NMF 100, Item 568).

ITEM 600
MARKING OR TAGGING FREIGHT - CHANGING MARKINGS OR TAGS

The provisions of NMF 100 Item 580 will apply, however, carrier will at the request of the shipper or consignee, change or alter according to instructions, the markings or tags on any Packages or pieces of freight subject to a charge of $2.00 per package or piece of freight on which the marking or tag is changed or altered, subject to a minimum charge of $35.00 per shipment.

All charges accruing under the provisions of this item, must be either paid by the party requesting the service or guaranteed to the satisfaction of the carrier before the service will be performed.

ITEM 605
METRO DELIVERIES – HIGH COST

$5.08 PER cwt; MIN $34.95 MAX $98.49 to the following zips:

San Francisco Metro ZIPS: 94002, 94005, 94010-11, 94014-17, 94025-28, 94030, 94044, 94061-66, 94070, 94080, 94083, 94102-05, 94107-12, 94114-34, 94137, 94139-47, 94151, 94158-61, 94163-64, 94172, 94177, 94188, 94401-04, 94497
Seattle Metro ZIPS: 98004, 98039-40, 98101, 98116, 98430-31, 98433, 98438-39

For explanation of abbreviation and reference marks not explained hereon, see last page of tariff.

Effective: July 14, 2014
## RULES

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1. A density minimum charge will apply on a shipment only if it occupies more than 750 cubic feet of a trailer as tendered for shipment and if its density, as tendered, is less than eight (8) pounds per cubic foot. Such shipments will be subject to a minimum charge using a pro forma weight calculated at eight (8) pounds per cubic foot. The shipment will be rated at the applicable (customer’s tariff) class 85 with the customer’s applicable discount percent applied.

2. The density minimum charge is based upon the cubic feet of the shipment and not its trailer occupancy. However, a vertical dimension of eight feet is used to calculate cube for units that cannot be top-loaded with like freight or which cannot be top-loaded due to instructions from the shipper. Likewise a horizontal dimension of eight (8) feet is used to calculate cube when no two like pieces can be loaded side by side in the trailer (See Effective cube in Item 490).

3. The density minimum charge does not apply to shipments subject to vehicle unit rates.

4. Multiple shipments tendered on the same day from the same shipper destined to the same consignee will be considered a single shipment for application of the provisions of this item.

**EXAMPLE:** SHIPMENT TAKES UP 15 FEET OF TRAILER SPACE.

\[
15' \times 8' \times 8' = 960 \text{ CUBIC FEET} \\
960 \times 8 = 7,680 \text{ POUNDS}
\]
SECTION 1
RULES

ITEM 640  MIXED SHIPMENTS - LTL
(exception to NMF 100 Item 640)

Except as otherwise provided, the provisions of Sections 1, 2 and 3 of NMF 100, Item 640 do not apply.

Sec. 1. Single shipments which consist of articles subject to only one class or commodity rate will be rated as if each article were tendered as a straight shipment weighing the same as the aggregate weight of the mixed shipment.

Sec. 2. Single shipments which consist of articles subject to two or more different class or commodity rates, when such articles are separately packaged, will be rated at the class or commodity rate applicable to each article as if each article were tendered as a straight shipment weighing the same as the aggregate weights of the mixed shipments. Any deficit weight will be charged for at the lowest rate applicable to any article in the shipment.

Sec. 3(a). Except as provided in Sections 3(b) or 3(c), the charge for a package (subject to Note 1), pallet, platform or skid containing or bearing articles subject to different rates, will be at the rate provided for the highest rated article in or on the package, pallet, platform or skid. All the articles need not be specified on the shipping order or bill of lading, but only one of the articles subject to the highest rate need be specified. In such instances the following notation must appear on shipping order and bill of lading: “and other articles rated the same or lower”, which may be abbreviated to “RS or L”.

Sec. 3(b). Subject to Note 2, when more than one package is loaded on and strapped to a pallet, platform or skid, the charge for each package shall be at the rate provided for the highest rated article in that package.

Sec. 3(c). Subject to Note 2, when there is tendered any pallet, platform or skid containing or bearing articles (not in individual packages) subject to different rates, the charge for each article will be at the rate provided for that article.

Note 1 - The term “Package” has the same meaning as the definition for “in packages” set forth in Sec. 5 of NMF 100 Item 680.

Note 2 - The weight of the pallet, platform or skid will be charged for at the lowest rate applicable to any article on the pallet, platform or skid, and the shipper shall show separately on the bill of lading the weight of the individual packages or articles, and the weight of the pallet, platform or skid.

ITEM 642  MIXED SHIPMENTS - MAXIMUM PERCENTAGE OF MIXTURE
(exception to Sections 1, 2 and 3 of NMF 100 Items 640 and 645)

When rates are published in tariffs making reference to this tariff which provide for a maximum percentage as to the amount of a commodity or commodities that may be included in the mixed shipment, and a greater amount than the allowable percentage of such commodity or commodities is included in the shipment, the rates will apply on such restricted commodities, up to and including the allowable percentage. The excess is to be rated as a separate shipment (see Note 1).

When there is more than one commodity subject to a single maximum percentage restriction, the allowable percentage will consist of the lowest rated commodity or commodities necessary to make up such percentage.

When percentage limitations are separately provided on different commodities, rates will apply on each commodity up to and including the allowable percentage. Any excess weight of each commodity will be charged for as a separate shipment (see Note 1).

When on Volume shipments the weight in excess of the allowable percentage may not be used to make up the Volume minimum weight. Any deficit in the minimum weight will be charged for at the mixed Volume rate.

The provisions of this item will not apply on mixed shipments of solutions or distilled water per NMF 100, Item 59380 and administration sets per NMF 100, Item 59384. When there are mixed shipments of the articles contained herein, the article will be rated per Section 8 of NMF 100, Item 640.

Note 1 - The rate to apply will be the rate applicable on the weight of the article or articles being charged for on the basis of the rate or rates considering such portion as a separate shipment for rating purposes subject to a minimum charge if applicable.

For explanation of abbreviation and reference marks not explained hereon, see last page of tariff.

Effective: July 14, 2014

Issued By
Mark Dugan – Chief Executive Officer
3655 South Maize Road, Wichita KS 67215
SECTION 1

RULES

ITEM 642-2

MIXED SHIPMENTS - TL OR VOLUME
(exception to NMF 100 Item 645)

Except as otherwise provided in Notes 1 or 2, or as otherwise provided, the provisions of NMF 100, Item 645, do not apply on mixed shipments of articles which move under TL class rates, or under volume commodity rates.

When a number of differently described articles are shipped as a mixed shipment, the charges on shipment will be determined as follows:

(1) The rate to apply on each article will be the rate which would apply on that article if such article were tendered as a straight shipment, weighing the same as the aggregate weight of the mixed shipment.

(2) The minimum weight for the entire shipment will be the highest minimum weight applicable in connection with any article in the shipment. Any deficit weight will be charged for at the same rate as that applying to the lowest rated article in the shipment.

(3) When the total charge on the shipment is lower by considering the articles as if they were divided into two or more separate TL or volume shipments, the shipment will be rated accordingly.

(4) When the total charge on the shipment is lower by applying the TL or volume rate and minimum weight, or actual weight, if greater, for one or more articles and the LTL or AQ rate and actual weight for the remainder, such charges will apply, subject to the following:
   The LTL or AQ rates to be assessed are those which would apply if the LTL or AQ portion were considered as a separate shipment.
   The weight of the portion assessed LTL or AQ rates may not be applied towards the TL or volume minimum weight. Apply the straight TL or volume packing requirements.

(5) Where different TL or volume rates and minimum weights are provided on the same articles included in a mixed TL or mixed volume shipment, the lowest charges that can be computed by the use of any such rate and its accompanying minimum weight for the article will be used to determine charges for the entire shipment.

Note 1 - The provisions of this item do not apply on the following articles. On shipments including such articles (subject to Paragraph (4)), the provisions of Item 645 in NMF 100 apply:
   (a) Explosives, consisting of ammunition, explosive or incendiary, or gas or smoke or tear producing; Explosives, NOI; propellants, explosive; or fireworks; Class A or B (Item 64300 of NMF 100).
   (b) Missiles’ guided, or rockets, guided; guidance systems or electronic control apparatus for installation in missiles or in missile sections; missile or rocket frame assemblies containing electronic apparatus, or mobile missile guidance control systems.
   (c) Mixed shipments of articles where the weight of the shipment does not meet, or is not charged for, the minimum weight requirements set forth in Paragraph (2) of this item.

Note 2 - Where any mixed shipment includes one or more articles subject to this item, and one or more articles not subject to this item, the provisions of Item 645 in NMF 100 apply.

ITEM 645

NOTIFICATION PRIOR TO DELIVERY

When any LTL or AQ shipment is subject to a request that the delivering carrier notify the consignee or any other party prior to delivery by any means whatsoever, the charge will be $30.00 per notification.

When prepaid bills of lading indicate notification of consignee, charges will be collected from the shipper, otherwise the charges will be collected from the consignee.

ITEM 650

OPERATING AUTHORITY

MC 239761

To operate as a common carrier, by motor vehicle, in interstate or foreign commerce, over irregular routes, transporting general commodities (except household goods; commodities in bulk; classes A and B explosives, Poison A; liquefied compressed gas or compressed gas; highway route controlled quantity radioactive materials as defined in 49 CFR 173.403; or hazardous substances transported in cargo tanks, portable tanks, or hopper type vehicles with capacities in excess of 3,500 water gallons), between points in the United States, (except Alaska and Hawaii).

For explanation of abbreviation and reference marks not explained hereon, see last page of tariff.

Effective: July 14, 2014

Issued By
Mark Dugan – Chief Executive Officer
3655 South Maize Road, Wichita KS 67215
SECTION 1

RULES

ITEM 670  OVERDIMENSION FREIGHT
(subject to Notes 1 and 5)

In assessing freight charges on shipments containing one or more articles which measures in excess of 45 feet in length, 8 feet in width, or 12 feet in height from the bed of the trailer, or 13 feet, 6 inches in height from the ground to the top of the article, after loaded, the shipment shall be subject to a minimum weight of 30,000 pounds per truck used (see Note 2).

The entire lading on each vehicle shall be used in computing the weight on which freight charges are to be assessed.

Distance for the determination of charges shall be the shortest distance from origin to destination as provided in Household Goods Carrier's Bureau Mileage Guide No. 14, ICC HGB 100 series, via the route of movement over which the shipment is required to move.

(item concluded on following page)

For explanation of Notes 1, 2 and 5, see Page 33 series.
## ITEM 670
**OVERDIMENSION FREIGHT**
(subject to Notes 1 and 5)

### Part A
(see Note 3)

Except as provided in Part B, any shipment containing an article which measures in excess of 45 feet in length, 8 feet in width, or 11 feet in height from the bed of the trailer, or 13 feet, 6 inches in height from the ground to the top of the article, after loaded, shall be subject to the following charges and subject to a minimum charge of $181.60:

<table>
<thead>
<tr>
<th>article size (Except length) (in feet)</th>
<th>width</th>
<th>height (see Note 4)</th>
<th>article length (in feet)</th>
<th>charge in cents per mile</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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<td></td>
</tr>
<tr>
<td>over</td>
<td>not</td>
<td></td>
<td>over</td>
<td></td>
</tr>
<tr>
<td></td>
<td>over</td>
<td></td>
<td>not</td>
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</tr>
<tr>
<td>8</td>
<td>9</td>
<td>25</td>
<td>--</td>
<td></td>
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<tr>
<td>10</td>
<td>11</td>
<td>32</td>
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<tr>
<td>11</td>
<td>12</td>
<td>39</td>
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<tr>
<td>12</td>
<td>13</td>
<td>47</td>
<td>---</td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>13.5</td>
<td>64</td>
<td>---</td>
<td></td>
</tr>
<tr>
<td>13.5</td>
<td>14</td>
<td>84</td>
<td>---</td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>14.5</td>
<td>84</td>
<td>27</td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>15</td>
<td>112</td>
<td>50</td>
<td></td>
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<tr>
<td>16</td>
<td>16</td>
<td>112</td>
<td>79</td>
<td></td>
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<tr>
<td>17</td>
<td>17</td>
<td>140</td>
<td>96</td>
<td></td>
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<tr>
<td>---</td>
<td>18</td>
<td>165</td>
<td>119</td>
<td></td>
</tr>
<tr>
<td>---</td>
<td>19</td>
<td>557</td>
<td>--</td>
<td></td>
</tr>
</tbody>
</table>

When the vehicle contains more than one type of oversize cargo (overwidth, overheight or overlength), the dimension providing the highest charge applicable thereto shall apply.

### Part B
(see Note 3)

On shipments of Agricultural implements, other than hand, group, as described in NMF 100, Items 8900 thru 10500, grading or road making implements, as described in NMF 100, Items 122000 thru 122520, Tractors as described in NMF 100, Item 132300 or Lift Trucks, as described in NMF 100, Item 190440 in excess of eight (8) feet in width will be accepted subject to the following provisions:

<table>
<thead>
<tr>
<th>Shipment subject to minimum weights of:</th>
<th>less than 40,000 lbs</th>
<th>40,000 pounds or more</th>
</tr>
</thead>
<tbody>
<tr>
<td>Width over 8 feet, but not over 10 feet</td>
<td>47 cents per mile</td>
<td>41 cents per mile</td>
</tr>
<tr>
<td>Width over 10 feet, but not over 11 feet</td>
<td>54 cents per mile</td>
<td>47 cents per mile</td>
</tr>
<tr>
<td>Width over 11 feet</td>
<td>75 cents per mile</td>
<td>75 cents per mile</td>
</tr>
</tbody>
</table>

Note 1 - Except as otherwise provided in this tariff, the published rates or charges do not include tolls, fees or charges levied by the State Highway Departments of States, Cities or Municipalities for special permits, flagman, bridge, ferry, highway, tunnel, escort service or other public charge of a like nature required because of a shipment of explosives or because of the unusual size, shape or weight of a shipment. All such charges shall be in addition to other charges provided in this tariff and shall be collected from the shipper or party requesting movement of the shipment, plus a service charge of $67.45 per vehicle per permit for the securing of the special permits. Carrier will advance all expenses to move these shipments and will furnish, upon request, evidence of payment to shipper or party requesting movement.

Note 2 - All shipments exceeding ten (10) feet, three (3) inches in height before loading shall be subject to a minimum weight of 36,000 pounds.

Note 3 - The charges and/or minimum charge provided in Parts A and B apply per vehicle used.

Note 4 - On over-height shipment, apply the charges under Column A or B, whichever produces the higher charge and then only on shipments requiring special permits.

Note 5 - The charges and/or minimum charge provided in this item will be in addition to all other applicable charges.

For explanation of abbreviation and reference marks not explained hereon, see last page of tariff.

Effective: July 14, 2014
### ITEM 690 Packaging Requirements

Unless otherwise provided, where packaging specifications are not provided, the packaging specifications and rules of the NMFC applying to such articles, will apply.

Where packaging requirements are provided in tariffs governed hereby rates or ratings provided in connection therewith will apply only when the article or articles are package in accordance with such packaging requirements, except that rate or ratings subject to such packaging requirements will apply also when the article or articles, so packaged as required, are placed on pallets, platforms or skids.

When the proper packaging as provided in the NMFC is not adhered to, and the shipment is inadvertently accepted, carrier’s liability shall be limited to not exceed 10 cents per pound per piece, regardless of the RVNX shown on the bill of lading. If no specific packaging is provided in the NMFC and the commodity is shipped in an unprotected state (i.e. an uncrated machine shipped loose or on a skid) carrier’s liability shall be limited to not exceed 10 cents per pound per piece. The term “packaging” herein refers to a protective covering or enclosure, such as a crate. NMFC items which provide a specific classification for articles that are loose or on skids with no reference to any type of packaging will be subject to the limits stated herein.

### ITEM 720 PAYMENT OF CHARGES

Except as provided in specific items in this tariff, all rates, charges, or other amounts are stated as US currency and all rates, charges, or other amounts are payable in lawful money of the US.

### ITEM 740 PERMITS - SPECIAL

Except as otherwise provided in this tariff, the published rates or charges do not include tolls, fees or charges levied by the State Highway Departments or Departments of States, Cities or Municipalities for special permits, flagman, bridge, ferry, highway, tunnel, escort service or other public charge of a like nature required because of a shipment of explosives or because of the unusual size, shape or weight of a shipment. All such charges shall be in addition to other charges provided in this tariff and shall be collected from the shipper or party requesting movement of the shipment, plus a service charge of $74.50 per vehicle per permit for the securing of the special permits.

Carrier will advance all expenses to move these shipments and will furnish, upon request, evidence of payment to shipper or party requesting movement.

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For explanation of abbreviation and reference marks not explained hereon, see last page of tariff.

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Effective: July 14, 2014
SECTION 1

RULES

ITEM 750 PICKUP OR DELIVERY SERVICE

Except as otherwise provided, rates in tariffs making reference to this tariff include one pickup and loading and one delivery and unloading or one tender for delivery of a shipment at one site by the carrier during business hours (see Item 754 series for Pickup or Delivery Service - Saturdays, Sundays or Holidays) subject to the provisions indicated below:

(1) PLACEMENT OF VEHICLE FOR LOADING:
At the request of the consignor, the carrier will furnish and place a vehicle at the loading site designated by the consignor to pick up a shipment there tendered for transportation.

(2) PLACEMENT OF VEHICLE FOR UNLOADING:
The delivery of a shipment by the carrier to the place of delivery specified on the bill of lading will include the placing of a vehicle at the delivery site designated by the consignee.

(3) LOADING BY CARRIER:
Freight tendered for loading shall be so situated by the consignor as to be directly accessible to the vehicle, or it shall be immediately adjacent to a parking space suitable for carrier to place its vehicle for loading (see Note 1).
Loading includes stowing and counting of freight in or on the carrier’s vehicle. (See Item 566 series for Handling freight at positions not immediately adjacent to vehicle).
Carrier will furnish only one man per vehicle for loading, be he the driver, helper, or any other carrier employee or its designated agent except as provided in Item 560 (Extra labor - loading).

(4) UNLOADING BY CARRIER:
Freight will be unloaded at the delivery site immediately adjacent to the delivery vehicle (see Note 1). Unloading includes the counting and removal of the freight from the position in which it is transported in or on the carrier’s vehicle. (See Item 566 for Handling freight at positions not immediately adjacent to vehicle).
Carrier will furnish only one man per vehicle for unloading, be he the driver, helper or any other carrier employee or its designated agent except as provided in Item 560 (Extra labor - unloading).

(5) RESTRICTIONS ON LOADING OR UNLOADING BY CARRIER (subject to Note 2):
Loading or unloading service does not include assembling, packing, unpacking, dismantling, inspecting, sorting or segregating freight EXCEPT as provided in paragraphs (a), (b) and (c) below:

(a) When a shipment is tendered to the carrier in lots according to size, brand, flavor, or other characteristics and is so identified on the bill of lading or accompanying papers, normal delivery service includes delivery of the shipment to the consignee in the same manner, including the placement of such sorted or segregated lots on the platform, dock, conveyor, pallet, dolly, buggy or similar device provided by the consignee for the receipt of freight within or adjacent to the vehicle without additional charge to the extent such service is performed within the free time period allowed by the applicable detention provisions. If delivery is not completed within the allowable free time, carrier will continue to unload the vehicle subject to applicable detention charges.

(b) When the conditions of paragraph (a) are not met, a charge of 41 cents per package or 64 cents per 100 pounds, whichever is greater, will be assessed for sorting or segregating by marks, brands, sizes, flavors or other distinguishing characteristics EXCEPT as provided in paragraph (c). Such charges will be assessed against the person requesting or requiring this service, and are in addition to applicable detention charges.

(c) No sorting or segregating charge will be made when the only service performed is a count necessary to determine the extent and identity of shortages or overages as may have been ascertained by carrier’s employee.

Loading or unloading service does not include furnishing by the carrier of rigging or special loading or unloading equipment such as platform vehicles (other than two-wheeled hand trucks), winches, cranes, jacks, blocks or falls, chain falls or other special equipment used in hoisting, lowering, handling or placing freight in position. When such equipment is used in loading or unloading, the consignor or the consignee, as the case may be, shall furnish same and the necessary labor to operate such equipment at its expense, and shall also assume responsibility for safe loading or unloading, except carrier’s employee may use hand trucks or four-wheeled hand carts and hand or electrically operated pallet jacks (non-riding type) when furnished by the consignor or consignee.

(item continued on following page)

For explanation of Notes 1 and 2, see Page 37 series.

For explanation of abbreviation and reference marks not explained hereon, see last page of tariff.

Effective: July 14, 2014

Issued By
Mark Dugan – Chief Executive Officer
3655 South Maize Road, Wichita KS 67215
ITEM 750 CONTINUED

PICKUP OR DELIVERY SERVICE

ITEM 750 CONTINUED

Except as otherwise provided, rates in tariffs making reference to this tariff include one pickup and loading and one delivery and unloading or one tender for delivery of a shipment at one site by the carrier during business hours (see Item 754 series for Pickup or Delivery Service - Saturdays, Sundays or Holidays) subject to the provisions indicated below (continued):

(6) LOADING BY CONSIGNOR OR UNLOADING BY CONSIGNEE:
The consignor or consignee may elect to waive the loading or unloading of freight by the carrier as provided in this item by performing at his own expense the loading or unloading of the shipment on or from the carrier's vehicle.

(7) WAIVER OF DELIVERY RECEIPT:
When consignor or owner has made written arrangements with the carrier, freight consigned to construction sites (or other places where no representative of the consignee is present or available to receipt for the shipment) will be delivered and unloaded by the carrier and left unattended at the place designated.

(8) MORE THAN ONE LOADING OR UNLOADING SITE:
Upon request of the consignor or consignee, pickup or delivery service as defined in this item may be performed at more than one loading or unloading site within the continuous plant property or premises of the consignor or consignee requesting this service, provided the loading or unloading sites are not intersected by more than one public thoroughfare. A vehicle transfer charge of $23.85 will be assessed for each transfer of the vehicle from one loading or unloading site to another.

(9) HEAVY OR BULKY FREIGHT-LOADING OR UNLOADING (exception to NMF 100 Item 568) (see Note 3):
When freight (per package or piece) in a single container, or secured to pallets, platforms or lift truck skids, or in any other authorized form of shipment:

(a) Weighs 110 pounds or less:
The carrier will perform the loading and/or unloading.

(b) Weighs more than 110 pounds but less than 500 pounds:
(1) The carrier will perform the loading and/or unloading where the consignor and/or consignee provides a dock, platform or ramp directly accessible to the carriers vehicle. Not applicable when the freight exceeds 8 feet in its greatest dimension or exceeds 4 feet in each of its greatest and intermediate dimensions (see paragraphs (b) (2) and (d)).
Where the consignor and/or consignee does not provide a dock platform or ramp, the truck driver on request will assist the consignor and/or consignee in loading and/or unloading.

(2) The carrier will perform the loading and/or unloading where the consignor and/or consignee provides a dock, platform or ramp directly accessible to the carrier's vehicle if such freight (1) exceeds 8 feet but does not exceed 22 feet in its intermediate dimension, or (2) if it does not exceed 10 feet in its greatest dimension and does not exceed 5 feet in its intermediate dimension and does not exceed 1 foot in its least dimension. Where the consignor and/or consignee does not provide a dock, platform or ramp, the truck driver on request will assist the consignor and/or consignee in loading and/or unloading.

(c) Weighs 500 pounds or more:
The carrier will perform the loading and the consignee will perform the unloading. On request of consignor or consignee, the truck driver will assist the consignor or consignee in loading or unloading.

(d) Exceeds 8 feet in its greatest dimension or exceeds 4 feet in each its greatest and intermediate dimension:
The consignor will perform the loading and the consignee will perform the unloading. On request of consignor or consignee, the truck driver will assist the consignor or the consignee in loading or unloading. The provisions of this paragraph will not apply to the extent provisions are published in paragraph (b) (2) of this item.

(item concluded on following page)

For explanation of Note 3, see Page 37 series.

For explanation of abbreviation and reference marks not explained hereon, see last page of tariff.

Effective: July 14, 2014

Issued By
Mark Dugan – Chief Executive Officer
3655 South Maize Road, Wichita KS 67215
ITEM 750 CONCLUDED
PICKUP OR DELIVERY SERVICE

Except as otherwise provided, rates in tariffs making reference to this tariff include one pickup and loading and one delivery and unloading or one tender for delivery of a shipment at one site by the carrier during business hours (see Item 754 series for Pickup or Delivery Service - Saturdays, Sundays or Holidays) subject to the provisions indicated below (continued):

(10) DELIVERY AT PRIVATE RESIDENCES/ NON-COMMERCIAL/ LIMITED ACCESS:

(a) Before attempting delivery to private residences, the carrier must reach agreement with the consignee or consignor regarding the date the time (approximate) of such delivery. This arrangement for delivery may be accomplished through a notation by the consignor on the Bill of Lading, or by oral or written arrangement between the carrier and the consignee. In any case, some mutually agreed upon arrangement for delivery must be made before tender of delivery is initially attempted.

(b) Shipments picked up at or delivered to private residences/limited access (Subject to Notes 4 and 5) will be assessed a charge of $6.90 per 100 pounds, subject to a minimum charge of $90.00 per shipment and a maximum charge of $500.00 per shipment or $500.00 per vehicle if more than one vehicle is used to transport the shipment.

(c) Service under this item will be provided to floors above or below the level accessible to carrier’s vehicle only when elevator or escalator service is available and labor necessary to operate same is provided without cost to the carrier.

(d) The charges provided in this item apply separately for pickup and separately for delivery and are in addition to all other lawful charges. Unless the bill of lading is specifically endorsed to show prepayment of these charges they will be collected from the party whose location requires such service, except such charges for shipments moving on Government Bills of Lading will be collected from the U.S. Government.

Note 1 - Freight shall be deemed to be immediately adjacent to a space suitable for carrier to place its vehicle for loading or unloading if separated therefrom only by an intervening public sidewalk.

If a parking space suitable for carrier to place its vehicle for loading or unloading is occupied or city ordinance prevents its use, the nearest available parking space may be used.

When two or more shipments are placed by the shipper as close as practicable to a parking space suitable for carrier to place its vehicle for loading, all such shipments will be considered as immediately adjacent thereto even though the shipment or shipments that were closest to such parking space were picked up first by the same or different motor carrier.

When shipper assigns to two or more carriers designated spaces in its shipping room or loading platform where outgoing freight will be placed by the shipper for pickup by the designated carriers and all of such assigned spaces are as close as practicable to a parking space suitable for carrier to place its vehicle for loading, all such assigned and designated spaces will be considered immediately adjacent to such parking space.

Note 2 - The provisions of this paragraph will not allow for the opening of packages or unitized shipments, including shrink wrapped or banded freight on pallets or skids.

Note 3 - Loading by definition in paragraph (9) of this item includes stowing and counting of the freight in or on the carrier’s vehicle(s). Unloading by definition in paragraph (9) of this item includes the counting and removing of the freight from the position in which it is transported in or on the carrier’s vehicle.

Note 4 - The term “private residences” also includes farms, ranches, rural deliveries, carnivals, amusement parks, apartments, construction sites, schools, dormitories, universities, camps, military, unmanned self storage units, fairs, carnivals, amusement parks, flea markets, strip malls, country clubs, social clubs, churches, places of worship, rectories, nursing homes, lodging facilities, restaurants, marinas, vineyards, wineries, orchards, locations without a dock and other such locations not generally recognized as commercial locations and shall apply to the entire premises where commercial or business activity is conducted. Limited Access includes locations not accessible by van.

Note 5 - If more than one shipment is picked up at one time and pace at a private residence/limited access, the minimum and maximum charges published in this item shall apply per pickup rather than per shipment as presently indicated.

For explanation of abbreviation and reference marks not explained hereon, see last page of tariff.

Effective: July 16, 2018

Issued By
Mark Dugan – Chief Executive Officer
3655 South Maize Road, Wichita KS 657215
## SECTION 1

### RULES

#### ITEM 750-2 PICKUP OR DELIVERY SERVICE - SATURDAYS, SUNDAYS OR HOLIDAYS

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>When consignor or consignee requests carrier to pickup or deliver freight on Sundays or Holidays, such service will be subject to a charge of $75.00 per man per hour, or fraction thereof, minimum charge $300.00 per man per day. Such charge shall be in addition to all other applicable charges.</td>
</tr>
<tr>
<td>2</td>
<td>Time shall be computed upon notification of the driver to the responsible representative of the consignor or consignee that the vehicle or vehicles are available for loading or unloading at premises of consignor or consignee, and shall end upon completion of loading or unloading and receipt by driver of signed bill of lading or receipt for delivery.</td>
</tr>
<tr>
<td>3</td>
<td>Consignor or consignee may request carrier to place or pickup an empty trailer(s) (vehicles without power units) on Saturdays, Sundays or holidays even though the actual pickup and/or delivery of freight may occur on a day other than Saturdays, Sundays or Holidays. The charge for this service will be $425.00 per man per day, or fraction thereof.</td>
</tr>
<tr>
<td>4</td>
<td>The provisions of this item shall not be construed as obligating the carrier to furnish pickup or delivery service on Saturdays, Sundays or Holidays.</td>
</tr>
<tr>
<td>5</td>
<td>Charges must be either paid by the party requesting the service or guaranteed to the satisfaction of the carrier before pickup or delivery will be made.</td>
</tr>
</tbody>
</table>

#### ITEM 760 PICKUPS AND/OR DELIVERIES - ADDITIONAL

<table>
<thead>
<tr>
<th>Subitem</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Deliveries (Split Deliveries)</td>
<td>Except as otherwise provided in this tariff, and subject to Notes 1, 2 and 3 below, on shipments weighing not less than 10,000 pounds (or on which charges for a weight of not less than 10,000 pounds are assessed), moving from one consignor, on one bill of lading, and on which charges are exacted on the through rate from the point of origin to the point of destination, one or more extra deliveries will be made at any intransit point or points where the shipment is stopped under the provisions of Item 900 (stopoffs), or at final destination, and an additional charge of $182.84 will be made for each such extra delivery.</td>
</tr>
<tr>
<td>Pickups (Split Pickups)</td>
<td>Except as otherwise provided in this tariff, and subject to Notes 3 and 4 below, on shipments weighing not less than 10,000 pounds (or on which charges for a weight of not less than 10,000 pounds are assessed), moving on one bill of lading to one consignee, and on which charges are exacted on the through rate from the point of origin to the point of destination, one or more extra pickups will be made at origin or at any intransit point where the shipment is stopped under the provisions of Item 900 (stopoffs), and an additional charge of $182.84 will be made for each such extra pickup.</td>
</tr>
</tbody>
</table>

Note 1 - The bill of lading shall designate the parties and points at which extra deliveries are to be made and the designation of the articles to be delivered to each.

Note 2 - The provisions of this item do not apply on COD or Order Notify shipments, nor on shipments destined to points where the service of the delivering carrier is designated as a non-agency point.

Note 3 - Shipments moving under the provisions of this item must have all charges prepaid by shipper.

Note 4 - The bill of lading shall designate the point or points at which the extra pickups are to be made and the designation of the articles to be picked up at each.

For explanation of abbreviation and reference marks not explained hereon, see last page of tariff.

Effective: July 14, 2014

Issued By
Mark Dugan – Chief Executive Officer
3655 South Maize Road, Wichita, KS 67215
### SECTION 1

#### RULES

**ITEM 765**  
**PREPAYMENT AND GUARANTEED CHARGES**  

When instructions are received by a carrier to pick up a shipment at a point or site other than at which such instructions are issued, and when charges on the shipment are to be prepaid, such shipment will be accepted only when the party issuing the instructions for pickup guarantees the freight charges on the bill of lading.

When a collect shipment is consigned to a party at one point or site with instructions to collect freight charges from another party at the same or a different point or site, such shipment will be accepted only when the consignor guarantees the freight charges on the bill of lading.

A shipment on which charges are to be paid by a party other than the consignor or consignee will be accepted provided that the consignor has established credit with the carrier picking up the shipment at origin and guarantees to pay the charges if the third party fails to do so within the time allowed under the credit regulations of the Interstate Commerce Commission or state regulatory commission. Such a shipment will not be accepted if the consignor executes Section 7 of the bill of lading.

**ITEM 765-2**  
**PREPAYMENT OR COLLECTION OF FREIGHT CHARGES - EXPORT SHIPMENTS**  

All charges on shipments for export (except shipments moving on US Government bills of lading or shipments to points in Canada) transported on rates named in tariffs governed by this tariff, must be prepaid, including all accessorial service charges, all charges paid longshoremen, stevedores, public loaders, riggers and charges covering top wharfage; also shipper must prepay labor charges assessed at railroad controlled steamship piers or wharves a Philadelphia, PA (19101-99) or Baltimore, MD (20201-99).

**ITEM 765-3**  
**PREPAYMENT ON SHIPMENTS TO CHAUTAUQUAS, EXHIBITIONS, FAIRS OR TRAVELING SHOWS**

Freight charges must be prepaid on all shipments consigned to or in care of trade shows, traveling shows, chautauquas, fairs or exhibitions.

**ITEM 765-4**  
**PREPAYMENT, PARTIAL**

1. Except as otherwise specifically provided or as provided in (2) below, partial prepayment of freight charges will not be permitted.

2. Shipments to or from Alaska or Hawaii will be accepted on a partial prepaid basis.

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For explanation of abbreviation and reference marks not explained hereon, see last page of tariff.

**Effective:** July 14, 2014

**Issued By**  
Mark Dugan – Chief Executive Officer  
3655 South Maize Road, Wichita, KS 67215
ITEM 780   MAXIMUM LIABILITY

1. Articles accepted for transportation shall be considered released at the valued per pound per package shown in COLUMN B, opposite the corresponding Class in COLUMN A, subject to a maximum liability of $15.00 per pound and $100,000.00 per shipment, and provided further that the Carriers liability on articles other than articles, such as including but not limited to used, remanufactured, or refurbished articles, shall not exceed ($10) ten cents per pound per individual lost or damaged piece within the shipment. And, provided further that the Carriers liability on household goods and personal effects shall not exceed ($10) ten cents per pound per individual lost or damaged piece within the shipment.

2. The maximum value per pound per package allowed shall be arrived at as follows:
   a. Determine the actual Class as provided in the governing tariff NMFC 100 or the FAK rating as set forth in the shipper’s published tariff item issued by USRD.
   b. Locate the applicable Class in COLUMN A.
   c. The Maximum value per pound per package is shown in COLUMN B, Opposite the corresponding Class in COLUMN A.

<table>
<thead>
<tr>
<th>Column A</th>
<th>Column B</th>
</tr>
</thead>
<tbody>
<tr>
<td>FAK Class</td>
<td>Maximum Value Per pound per Package</td>
</tr>
<tr>
<td>50</td>
<td>$1.00</td>
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<tr>
<td>55</td>
<td>$2.00</td>
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<tr>
<td>60</td>
<td>$2.50</td>
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<td>$4.00</td>
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<td>77.5</td>
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<td>85</td>
<td>$8.50</td>
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<tr>
<td>92.5</td>
<td>$13.00</td>
</tr>
<tr>
<td>100-500</td>
<td>$15.00</td>
</tr>
</tbody>
</table>

3. The carrier’s maximum liability in the event of loss or damage will be determined separately for each package lost or damaged, and will be limited to the lowest of the following.
   a. The actual value of the shipment at origin; or
   b. The valuation provided in Paragraph C above; or
   c. The released Value as stated in the National Motor Freight Classification 100 Series, which will apply for each package lost or damaged.

4. In the event of loss and/or damage to any shipment, US Roads liability will not exceed $15.00 per pound for the portion of the shipment actually lost or damaged.

5. The term “package” as used in this item, means any primary shipping package authorized by the provisions of individual tariffs or classification items. When the number of packages have been unitized, strapped or otherwise fastened together, or contained on pallets, platforms or skids, or have been over packed in additional complying packaging, the carriers maximum liability will be determined by separately multiplying the weight of each individual package lost or damaged “times” the released value, and not on the basis of weight of the total number of packages unitized, strapped otherwise fastened together or contained on pallets, platforms or skids, or over packed in additional complying package. Where a package contains articles subject to the provisions of this item and articles not subject to this item, the carriers maximum liability is to be determined by multiplying the total weight of the package by the maximum value per pound shown in COLUMN B of paragraph 2 of this item, as determined by the corresponding Actual NMFC Class of FAK rating as set forth in the shippers published tariff item issued by US Road as shown in COLUMN A of Paragraph 2.

6. Shipments moving under a published pallet rate or commodity rate will be limited to a maximum liability of $1.00 per pound.

7. Shipments moving under a Spot quote/Volume quote charge will be limited to a maximum liability of $1.00 per pound.

8. Maximum Liability charge for repair of damaged goods not to exceed $50.00 per hour.

ITEM 785   RELEASED VALUATION ON FREIGHT: FREIGHT FORWARDERS

On shipments having prior or subsequent movement by air or water, and said shipments are tendered to carrier by a freight forwarder, Carrier’s maximum liability shall be no more than $1.50 per pound. The provisions of this rule shall supersede any valuations, actual or released, provided on the Bill of Lading or Waybill.

In the event of a conflict between this provision, and any other provision in Carriers rules tariff, the provision which has the lower limitation shall apply.

For explanation of abbreviation and reference marks not explained hereon, see last page of tariff.

Effective: October 28, 2019
ITEM 810 PROTECTIVE SERVICE (subject to Notes 1 and 2)

Except as otherwise specifically provided in connection with individual rates or charges, or except as otherwise specifically provided in individual carriers exceptions, commodities which, due to their perishable nature, require protection from heat or cold will be accepted and accorded such protection at the rates or charges provided in this tariff or in tariffs made subject to this tariff and without additional charge for such protection, subject to suitable equipment being available and provided that the shipper states specifically on the bill of lading and the corresponding packages that such protection is required.

Note 1 - Shipments weighing less than 5,000 pounds requiring protection from cold will be subject to an additional charge of $2.30 per hundred pounds, subject to a minimum charge of $23.52 per shipment.

Note 2 - The provisions of this item will not apply on joint-line traffic on shipments containing articles requiring protection from freezing. For provisions to apply, see Item 810-3.

ITEM 810-2 PROTECTIVE SERVICE - DUAL DRIVER (subject to Notes 1 thru 3)

(a) When “Dual Driver Protective Service” (DDPS) is required by the shipper and the request is so noted on the bill of lading, the carrier will furnish Signature and Tally Record (STR) plus continuous attendance and surveillance of the shipment through the use of Dual Drivers, including but not limited to rest stops, vehicle repair and overnight parking. Except as provided in (b), the vehicle containing the shipment must be attended at all times by one of the drivers. A vehicle is “attended” when at least one of the drivers is in the cab of the vehicle, awake and not in a sleeper berth or is within 10 feet of the vehicle.

(b) When in terminal areas, the shipment must be under direct visual observation by a responsible carrier or terminal employee within 10 feet at all times or in a fenced and lighted area under the general observation of a responsible carrier or terminal employee at all times. A fence is defined as a 6 foot chain link fence or one that provides equivalent security.

Note 1 - Signature and Tally Record (STR) used in conjunction with DDPS requires that both drivers in each pair of drivers will sign the signature and tally record when that pair assumes responsibility for the shipment, however, signature and tally requirements are not required between the same pair of dual drivers who signed the signature and tally record.

Note 2 - “Dual Driver Protective Service”, including Signature and Tally Record (STR) as described above will be furnished at a charge of $2.30 per mile per vehicle, subject to a minimum charge of $250.50 per vehicle, which charge will be in addition to all other charges. The applicable mileage will be the mileage as determined from Household Goods Carriers’ Bureau Mileage Guide No. 14, ICC HGB 100 series.

Note 3 - The provisions of this item apply only in connection with shipments which move under the provisions of Item 525 (exclusive use of vehicle).

ITEM 810-3 PROTECTIVE SERVICE Heater Service on Shipments Containing Articles Requiring Protection from Freezing (Applicable only on Joint Line Traffic)

When the bill of lading or shipping document is notated “Heater Service Requested”, “Protect from Freezing”, or words of similar import, the rate to apply on such a shipment will be 115 percent of the otherwise applicable rate, subject to a minimum charge per shipment of 115 percent of the otherwise applicable minimum charge. Fractions of a cent will be disposed of by rounding to the nearest whole cent.

Example: Shipment with an applicable minimum charge of $71.25, and all or part of the shipment requires this service the minimum charge will be $82.00.

Shipment of 1,000 pounds with an applicable rate of $15.00 per 100 pounds and all or part of shipment requires this service the freight charges will be $15.00 times 115 for $18.00 per 100 pounds and total charge of $135.00.
**SECTION 1**

**RULES**

**ITEM 820**

**RECONSIGNMENT OR DIVERSION**

A request for the reconsignment or diversion of a shipment will be subject to the following definitions, conditions and charges:

1. **DEFINITIONS OF RECONSIGNMENT OR DIVERSION:**
   - For the purpose of this rule, the terms “reconsignment” and “diversion” are considered to be synonymous and the use of either will be considered to mean:
     - (a) A change in the name of the consignor or consignee.
     - (b) A change in the place of delivery within original destination point.
     - (c) A change in the destination point.
     - (d) Relinquishment of shipment at point of origin (subject to Note 2).
     - (e) Instructions received by the originating carrier prior to receipt of shipment (subject to Note 3).

2. **CONDITIONS:**
   - (a) Requests for reconsignment must be made in writing or confirmed in writing. The carrier must be satisfied that the party making the request has the authority to do so. Conditional or qualified requests will not be accepted. Carrier will not accept disposition instructions printed on the bill of lading, shipping order, shipping label or container as authority to reship, return or reconsign a shipment.
   - (b) Carrier will make diligent effort to execute a request for reconsignment, but will not be responsible if such service is not affected.
   - (c) All charges applicable to the shipment whether accrued or accruing must be paid or guaranteed to the satisfaction of the carrier before reconsignment will be made.
   - (d) Only entire shipments, not portions of shipments, may be reconsigned.
   - (e) An order for reconsignment of a shipment moving under uniform order bills of lading will not be considered valid, unless and until the original bill of lading is surrendered for cancellation, endorsed or exchanged.
   - (f) Instructions for reconsignment of COD shipments will be accepted only from the consignor.
   - (g) Marking or tagging (subject to Note 4).
   - (h) Reconsignment will not be permitted on “in bond” shipments.

3. **CHARGES:**
   - Reconsignment as defined in paragraph (1) will be subject to the following:

<table>
<thead>
<tr>
<th>If Reconsignment results in a change:</th>
<th>In the name of the consignor or consignee with no change in place of delivery</th>
<th>In the place of delivery within original destination point (subject to Notes 5, 6 and 7)</th>
<th>In the destination point (subject to Note 8)</th>
</tr>
</thead>
<tbody>
<tr>
<td>And reconsignment occurs (subject to Note 9)</td>
<td><strong>THE CHARGES WILL BE</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Prior to tender of delivery</td>
<td>$40.00 per shipment</td>
<td>$40.00 per shipment</td>
<td>Published tariff rate to and from reconsignment point but not less than the published through rate from original point of origin to ultimate destination plus $15.00 (subject to Notes 10 and 11)</td>
</tr>
<tr>
<td>After tender of delivery</td>
<td>$40.00 per shipment plus a charge of $6.50 per 100 pounds, subject to a minimum charge of $85.00 (see Note 1) and a maximum charge of $500.00 per shipment or $500.00 per vehicle if more than one vehicle is used to transport the shipment will be made for each such tender and for the final delivery</td>
<td>$40.00 per shipment plus a charge of $6.50 per 100 pounds, subject to a minimum charge of $85.00 (see Note 1) and a maximum charge of $500.00 per shipment or $500.00 per vehicle if more than one vehicle is used to transport the shipment will be made for each such tender and for the final delivery</td>
<td>Published tariff rate to and from reconsignment point but not less than the published through rate from original point of origin to ultimate destination plus $15.00.</td>
</tr>
</tbody>
</table>

(Item concluded on following page)

For explanation of Notes 1 thru 11 see page 43 series.

For explanation of abbreviation and reference marks not explained hereon, see last page of tariff.

**Effective: July 14, 2014**

Issued By
Mark Dugan – Chief Executive Officer
3655 South Maize Road, Wichita KS 67215
Note 1 - The provisions of this item do not apply when carrier receives instructions to divert a shipment at one point from motor to air transportation. For applicable provisions, see Item 517.

Note 2 - Where a request is made by shipper, before a shipment has left carrier's terminal at a point of origin (includes points and places within the commercial zones as specifically defined and points and places as defined in MO-37 by the Interstate Commerce Commission) for return of a shipment to the original place of shipment, or delivery thereof to another carrier at point of origin, or relinquish possession thereof to shipper or to another carrier at carrier's terminal such service is performed, will be subject to a charge of $4.25 per 100 pounds with a minimum charge of $40.00 per shipment and a maximum charge of $450.00 per shipment or $450.00 per vehicle if more than one vehicle is used to transport the shipment.

Note 3 - Upon instructions received by the originating carrier prior to receipt of shipment at point of origin accompanied by a through bill of lading covering the shipment, the carrier will accept the shipment when rendered by the party in possession of the shipment, issue a receipt therefore (not a bill of lading) to the party tendering the shipment and then execute the bill of lading. Such shipment will be subject to a charge of $35.00 per shipment.

Note 4 - Shipments handled under the provisions of this item which require marking or tagging in order to comply with the provisions of Item 580 of NMF 100, or when carrier is specifically requested to do so by the consignor or consignee, will be marked or tagged by the carrier at the charges as provided in Item 580 of this tariff.

Note 5 - Charges also apply for reconsignment to points and places outside of the original destination point provided such areas are:
   (a) Subject to the same line haul rate as the original destination point and;
   (b) Within the following mileage’s measured from the municipal limits of the original destination point:

<table>
<thead>
<tr>
<th>Population of Original Destination</th>
<th>Miles from Original Destination</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than 2,500</td>
<td>2</td>
</tr>
<tr>
<td>2,500 to 24,999</td>
<td>3</td>
</tr>
<tr>
<td>25,000 to 99,999</td>
<td>4</td>
</tr>
<tr>
<td>100,000 and over</td>
<td>5</td>
</tr>
</tbody>
</table>

Note 6 - When a request is received to reconsign a shipment to another site within the same continuous plant property not intersected by more than one public thoroughfare, and the request is received prior to tender of delivery, a reconsignment charge will be $75.00 per shipment or $75.00 per vehicle if more than one vehicle is used to transport the shipment.

Note 7 - All shipments for export not directly consigned at origin to an export pier dock, pier terminal, transit shed or wharf will be subject to the charges provided in this item. The provisions of paragraph (2) of this item will not apply.

Note 8 - Includes points and places other than those defined in Note 5.

Note 9 - The provisions governing reconsignment “prior to tender of delivery” will only apply when carrier receives the request for reconsignment:
   (a) Before shipment has been loaded on delivery vehicle (in cases where shipment is transferred to city delivery vehicle for delivery); or
   (b) Before shipment has been dispatched for delivery (in cases where shipment is not transferred to city vehicle for delivery).

Note 10 - If the change in destination point is requested and instructions are received in time to effect the requested change at the origin terminal of the originating carrier the charge will be $35.00 per shipment in addition to the applicable tariff rate from the point of origin to the new destination.

Note 11 - When consignor or consignee or its agent elects to accept shipment at carrier's terminal located at reconsignment point, charges will be assessed on the basis of $2.50 per 100 pounds, subject to a minimum charge of $35.00 and a maximum charge of $300.00 per shipment or $300.00 per vehicle if more than one vehicle is used to transport the shipment. Shipments subject to this note are not subject to pickup or delivery allowance.

For explanation of abbreviation and reference marks not explained hereon, see last page of tariff.

Effective: July 14, 2014
**SECTION 1**

**RULES**

<table>
<thead>
<tr>
<th>ITEM 830</th>
<th>REDELIVERY</th>
</tr>
</thead>
<tbody>
<tr>
<td>When a shipment is tendered for delivery and through no fault of the carrier, such delivery cannot be accomplished, no further tender will be made except upon request. Additional tenders and final delivery will be subject to the following provisions:</td>
<td></td>
</tr>
<tr>
<td>(1) If one or more additional tenders, or final delivery of the shipments are made at consignee's place, a charge of $6.90 per 100 pounds, subject to a minimum charge of $90.00 (see Note 1) and a maximum charge of $500.00 per shipment or $500.00 per vehicle if more than one vehicle is used to transport the shipment will be made for each such tender and for the final delivery.</td>
<td></td>
</tr>
<tr>
<td>(2) If, in lieu of final delivery at consignee's place, consignee elects to accept delivery of the shipment at carrier's premises, a charge of $2.86 per 100 pounds, subject to a minimum charge of $25.00 (see Note 1) and a maximum charge of $350.00 will be made.</td>
<td></td>
</tr>
<tr>
<td>(3) All charges accruing under the provisions of this rule must be paid or guaranteed to the satisfaction of the carrier by the party or parties requesting redelivery before the shipment is redelivered.</td>
<td></td>
</tr>
</tbody>
</table>

**Note 1 - On Order-Notify shipments the minimum redelivery charge shall be $60.00.**

<table>
<thead>
<tr>
<th>ITEM 845</th>
<th>REFERENCE TO TARIFFS OR PORTIONS THEREOF</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wherever reference is made in this tariff or tariffs made subject to this tariff, such reference will also include revisions or supplements to, or successive issues of, such other tariff.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ITEM 865</th>
<th>RETURNED UNDELIVERED SHIPMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Undelivered shipments that are returned to the shipper at the shippers request will be subject to applicable rates and charges from the new origin (the original destination of the outbound shipment) to the new destination (the original origin of the outbound shipment).</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ITEM 870</th>
<th>ROADSIDE DELIVERIES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roadside deliveries will be made without a receipt from the consignee if so directed by the shipper but only at the shipper's risk and such shipments must have freight charges fully prepaid. Bill of lading in such instances must carry notation as follows: “Deliver without receipt from consignee”. There shall be no liability upon carrier for any loss or damage to said shipment after such delivery.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ITEM 880</th>
<th>SEALING OF TRUCKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Except as otherwise specifically provided, shippers and receivers of freight will not be accorded the exclusive use of carrier's vehicles. Carriers may, at their option and convenience, load and transport the freight of various shippers and receivers in the same vehicle. And, except as provided in Item 525 (exclusive use of vehicle), carriers, at their option and convenience, for the purposes of so loading, co-mingling and transporting the shipments of various shippers and receivers in the same vehicles, may remove seals or locks from their vehicles which have been applied by shippers, receivers or owners of the property transported or to be transported.</td>
<td></td>
</tr>
</tbody>
</table>

For explanation of abbreviation and reference marks not explained hereon, see last page of tariff.

Effective: July 16, 2018
SECTION 1
RULES

ITEM 881  SERVICE - SIGNATURE AND TALLY RECORD (STR)  ITEM 881

(1) Definition:
A service designed to provide continuous responsibility for the custody of shipments in transit, so named because a signature and tally record is required from each person responsible for the proper handling of the shipment at specified stages of its transit from origin to destination. Each person responsible for the shipment whereon this service is requested will sign a written record of receipt while such shipment is in possession of the carrier or his agent, and carrier or his agent will secure signature for such written record of receipt from consignee or his agent.

(2) Annotation:
(a) Shipper or his agent must place and sign the following annotation on the bill of lading:

<table>
<thead>
<tr>
<th>Signature and Tally Record Requested.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Date.................................. Signed...................................... Title................................</td>
</tr>
</tbody>
</table>

(b) In the event special circumstances require telephonic notice to consignor, Government Bill of Lading (GBL) will be annotated: “Call consignor (commercial area code and telephone number) collect at any time of day from each point where signature and tally service is to be provided.”

(3) Form Required:
DD Form 1907, Signature and Tally Record, provided by the shipper, will be used.
(a) When STR is requested by the shipper and the signature and tally record is furnished, carrier or his agent will require each person responsible for the shipment such as the terminal manager, pickup, delivery and road drivers, and dock foreman to personally sign the signature and tally record and will secure signature in the space provided on the form from the consignee or his agent on delivery.
(b) The initial signature on the DD Form 1907 should be the same as that of the carrier's agent on the Government Bill of Lading.
(c) In terminal areas, the vehicle containing the STR shipment must be under the control of the last person signing the DD Form 1907.

(4) Carrier must be able to trace a shipment in less than 24 hours.

(5) Carrier or his agent will provide immediate telephonic notification to consignee if shipment cannot reach consignee within 24 hours of agreed on time of arrival.

(6) Basis of charges:
In addition to all rates and charges for transportation, shipments on which “Signature and Tally Record” is provided at shipper's request will be subject to a charge of $2.04 per 100 pounds, subject to a minimum charge per shipment of $115.00 and a maximum charge of $350.00 per shipment per vehicle (this charge is in addition to all other charges). If a vehicle contains more than one shipment for which signature and tally record has been requested, each such shipment will be subject to a separate charge for the signature and tally record.

For explanation of abbreviation and reference marks not explained hereon, see last page of tariff.

Effective: July 14, 2014

Issued By
Mark Dugan – Chief Executive Officer
3655 South Maize Road, Wichita Ks 67215
SECTION 1

RULES

ITEM 881-2

SERVICE - CONSTANT SURVEILLANCE

When “Constant Surveillance Service” (CSS) is requested by the shipper and is so shown on the bill of lading or required by DOT regulations, the following provisions will apply (subject to Notes 1 and 2):

The transporting conveyance containing the shipment must be attended at all times by a qualified representative of the carrier. A motor vehicle is “attended” when the person in charge of the vehicle, as designated by the carrier, is in the cab of the vehicle, awake and not in a sleeper berth, or is within 100 feet of the vehicle provided the vehicle is within his unobstructed field of vision.

A qualified representative is a representative not necessarily an employee of the carrier who is designated by the carrier to attend the conveyance and who is aware of the nature of the material contained in the transporting conveyance, has been instructed as to procedures to follow in case of an emergency and is authorized to move the conveyance and has the means and the capability to do so. In terminal areas, this service requires the shipment to be under direct visual observation of a responsible employee of the terminal or carrier who is within 100 feet of the vehicle or in a fenced and lighted area under the general observation of a responsible carrier or terminal employee at all times. A fence is defined as a 6 foot chain link fence or one that provides equivalent protection.

Note 1 - Constant Surveillance Service as set forth in this item will be provided subject to a charge of $1.10 per mile per vehicle, subject to a minimum charge of $175.00 per vehicle (this charge is in addition to all other charges). The applicable mileage will be the mileage as determined from Household Goods Carriers’ Bureau Mileage Guide No. 14, ICC HGB 100 series.

Note 2 - Constant Surveillance Service does not include a signature and tally record service as provided in Item 881.

ITEM 882

SHIPMENTS CONSIGNED TO US POSTAL DEPARTMENT

Subject to Notes 1 and 2 below, shipments consigned to the US Postmaster at a particular point, or to a carrier for delivery to a US Post Office at a particular point, will be accepted only on the following conditions:

(1) All charges on such shipments must be prepaid.
(2) The post office stamp on the carrier's freight bill will be accepted in lieu of signature as receipt for the delivery of the shipment.
(3) Packages must carry sufficient postage for movement to destination.

Note 1 - Shipments consigned to an Army or Air Force Postal Service (APO) or Fleet Post Office (FPO) will not be accepted.

Note 2 - The provisions of this item will not apply on property shipped by or for the government on government bills of lading, or commercial bills of lading endorsed to show that such bills of lading are to be exchanged for government bills of lading at destination or that actual transportation costs will ultimately be paid by the government.

ITEM 885

SORT AND/OR SEGREGATING

Shipments that require sorting and/or segregating will be subject to a charge per carton (or per piece) or a charge per 100 pounds, whichever is greater, subject to a minimum charge per shipment, as follows:

<table>
<thead>
<tr>
<th>Charge per Carton or Piece</th>
<th>$  .95</th>
</tr>
</thead>
<tbody>
<tr>
<td>Charge per 100 pounds</td>
<td>$  1.64</td>
</tr>
<tr>
<td>Minimum charge</td>
<td>$  53.00</td>
</tr>
</tbody>
</table>

Charges will be payable by the party requesting the service. Charges will be in addition to Detention Charges, if applicable to the shipment.

ITEM 889

SPECIAL SERVICE - SECURITY CHECK BY CONSIGNOR

When at the request of the consignor, before vehicle has left consignors premises a loaded vehicle is required to be unloaded, audited, and reloaded, or is recalled back to the consignor’s loading dock for the purpose of unloading, auditing and reloading of the shipment or shipments previously tendered to the carrier, a charge per vehicle of $15.00 per each fifteen minutes or fraction thereof (minimum charge $65.00), shall apply for this service. The time will begin when the driver is notified that the vehicle is to be recalled and will end when the reloaded vehicle is released to the carrier.

Driver shall not be required to assist in the unloading, auditing or reloading of the trailer except when necessary to account for the freight.

For explanation of abbreviation and reference marks not explained hereon, see last page of tariff.

Effective: July 16, 2018

Issued By
Mark Dugan – Chief Executive Officer
3655 South Maize Road, Wichita KS 67215
ITEM 900
STOPOFFS - TO COMPLETE LOADING OR FOR PARTIAL UNLOADING
(subject to Notes 1, 2, 3, 4 and 5)

Except as otherwise provided in this tariff, shipments upon which charges are based upon a weight of 10,000 pounds or more, may be stopped in transit at not to exceed four points, between the point of origin and the point of final destination for the purpose of either partial loading or unloading (but not both at the same point), providing that the stopoff point, or points, are directly intermediate to the point of final destination via the route over which the rate to such final destination applies, subject to the provisions of Paragraphs (a), (b) and (c) below:

(a) The bill of lading shall show at what point, or points, the shipment is to be stopped off for partial loading or partial unloading, the name and address of the party to receive, or to load, the freight at such stopoff point, and a description of that part of the shipment to be loaded or unloaded at the stopoff point or points. There shall be no substitutions of other freight for that loaded at the original point of origin, or for any part of the shipment loaded at an intermediate stopoff point. A shipment stopped for partial unloading shall not be stopped subsequently for, partial loading.

(b) The charge for each stopoff in transit for partial loading or partial unloading shall be $185.00, per stop in addition to all other applicable charges.

(c) Upon shipments stopped off for partial loading, the charges shall be determined on the basis of the minimum weight, or actual weight when greater, of the entire shipment, and at the rate applicable to the final destination point from that point where any portion of the shipment was loaded from which the highest charges are applicable. Upon shipments stopped off for partial unloading, the charges shall be determined on the basis of the minimum weight, or actual weight when greater, of the entire shipment, and at the rate applicable from the original point of origin to that point where any portion of the shipment is delivered to which the highest charges are applicable.

Note 1 - The provisions of this item with respect to partial unloading will not apply on COD or Order Notify shipments, nor at points where the service of the delivering carrier designated as a non-agency point.

Note 2 - Shipments moving under the provisions of this item must have all charges prepaid by shipper.

Note 3 - On shipments which move between points assigned zip codes beginning with 0 thru 7 (except MT), on the one hand, and zip codes beginning with V, 5 (MT only), 8 or 9, on the other hand, points in Arizona, California or Nevada will not be considered as intermediate to or from British Columbia, Oregon or Washington, and points in British Columbia, Oregon or Washington will not be considered as intermediate to or from points in Arizona, California or Nevada.

Note 4 - For carrier's convenience, any portion of the shipment may be picked up, transported or delivered, in separate trucks and all portions of the shipment need not be transported through the stopoff point or points.

Note 5 - The provisions of this item do not apply on freight moving under the provisions of Item 525 (exclusive use of vehicle).
SECTION 1
RULES

ITEM 910
STORAGE

Freight held in carrier’s possession by reason of an act or omission of the consignor, consignee or owner, or for custom clearance or inspection, see Item 480, and through no fault of the carrier, will be considered stored immediately and will be subject to the following provisions:

(1) Storage charges on freight awaiting line-haul transportation will begin at 7:00 a.m., the day after freight is received by the carrier.

(2) Storage charges on undelivered freight will begin at 7:00 a.m. the first business day (see Note 1) after notice of arrival as provided in Item 345 has been given (subject to Note 3) except no charges under this item will be made when actual tender of delivery is made within 24 hours after such notice of arrival has been given (see Exception).

(3) Storage charges on freight stored in carrier’s possession, other than that provided for in Paragraph (4), will be subject to the following minimum and maximum charges:

**MINIMUM CHARGES:**
- For each 100 pounds or fraction thereof per 24 hours or fraction thereof... $2.65
- Minimum storage charge per day............................................................... $37.00
- Minimum storage charge per shipment.......................................................... $53.00

**MAXIMUM CHARGES** (per shipment or per vehicle if more than one vehicle is used to transport the shipment):
- For the first 24 hours or fraction thereof.................................................. $100.00
- For the second 24 hours or fraction thereof................................................ $150.00
- For the third and each succeeding 24 hours or fraction thereof.................... $200.00

(4) Freight stored in carrier’s possession which is subject to rates subject to minimum weights of 10,000 pounds or greater, or which is subject to Exclusive Use of Vehicle provisions, will be assessed the following charges (per shipment or per vehicle if more than one vehicle is used to transport the shipment):
- For the first 24 hours or fraction thereof.................................................. $100.00
- For the second 24 hours or fraction thereof................................................ $150.00
- For the third and each succeeding 24 hours or fraction thereof.................... $200.00

(5) Storage charges under this item will end when carrier is enabled to deliver or transport the freight as a result of action by the consignee, consignor, owner or customs official.

Exception - When carrier notifies consignee before 12:00 o’clock noon on the day the freight is ready to be delivered subject to the provisions of Item 500 (detention-vehicle with power units), and the consignee refuses or is unable to accept delivery on the day notified, storage charges as provided in paragraph (4) of this item will begin from the time consignee was notified, and the provisions of paragraph (2) of this item will apply.

Note 1 - The term “business day” as used in this item means Monday through Friday, excluding holidays.

Note 2 - When carrier has been given instructions at time of shipment or prior to giving notice of arrival as provided in Item 345, that consignee will not accept freight for more than 24 hours, storage charges will begin at 7:00 a.m. the first business day after arrival at carrier’s destination terminal.

For explanation of abbreviation and reference marks not explained hereon, see last page of tariff.

Effective: July 16, 2018

Issued By
Mark Dugan – Chief Executive Officer
3655 South Maize Road, Wichita KS 67215
Any Exhibition booths or stalls and their contents having prior use shall be deemed a used article and a limitation of liability of

Apply class 150 on Exhibition Paraphernalia, Items 154630 through 154638, in lieu of class rating in the NMFC.

All charges must be prepaid and the additional charges for pickup at or delivery to the convention center must be guaranteed

If the customer requires Carrier to perform the pickup or delivery service at the convention center, there will be an additional

When shipments subject to truckload or volume rates cannot be delivered with the vehicle used in transporting the

Effective: July 14, 2014

Mark Dugan – Chief Executive Officer
3655 South Maize Road, Wichita KS 67215

USRD 120
U.S. ROAD FREIGHT EXPRESS, INC. Original Page 48

SECTION 1

RULES

ITEM 920

SUBSTITUTED SERVICE

(subject to Note 1)

(1) The provisions which follow are subject to the option of a shipper to direct that substituted service not be performed.

(2) Motor carriers participating in this tariff, or in tariffs which make this tariff govern movements for their account, may at their

(3) The substituted carrier must have the authority to transport the shipment (a) without substitution of service; (b) from original

(4) The substitution carrier must have operating authority to transport the shipment from point of tender by the substituted

(5) Substituted service will apply only in connection with loaded trailers of freight. The same rates will be charged whether or

(6) For these provisions to apply, substituted service must occur within the territorial scope of tariffs issued by this carrier.

(7) “Substituted carrier” is the carrier which arranges for transportation service, which it could otherwise perform, to be

(8) “Substitution carrier” is the carrier or carriers who perform transportation service at the direction of the substituted carrier.

Note 1 - Form of publication authorized; Special Tariff Authority No. 85-2520.

ITEM 952

TOLLS FOR TELEGRAMS AND/OR TELEPHONE MESSAGES

ITEM 959

TRANSFER OF LADING

(1) When shipments moving on rates subject to minimum weights of 10,000 pounds or greater cannot be picked up with the

(2) When shipments subject to truckload or volume rates cannot be delivered with the vehicle used in transporting the

(3) When consignor or consignee requests that shipments moving on rates subject to minimum weights of 10,000 pounds or

(4) The charge for the weight of the lading transferred shall be $1.75 per 100 pounds, subject to a minimum charge of $260.00

ITEM 960

TRADE SHOW AND DISPLAY PARAPHERNALIA

(1) On all shipments destined to convention centers, the traffic must be consigned to the cartage agent handling the show at the

(2) If the customer requires Carrier to perform the pickup or delivery service at the convention center, there will be an additional

(3) All charges must be prepaid and the additional charges for pickup at or delivery to the convention center must be guaranteed

(4) Apply class 150 on Exhibition Paraphernalia, Items 154630 through 154638, in lieu of class rating in the NMFC.

(5) Any Exhibition booths or stalls and their contents having prior use shall be deemed a used article and a limitation of liability of

For explanation of abbreviation and reference marks not explained hereon, see last page of tariff.
# U.S. CUSTOMARY SYSTEM - METRIC SYSTEM CONVERSION CHART

<table>
<thead>
<tr>
<th>Convert From</th>
<th>Multiply Unit to be converted by</th>
<th>Convert From</th>
<th>Multiply Unit to be converted by</th>
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<td>Inches</td>
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<td>Meters 0.9144</td>
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<tr>
<td>Cubic Centimeters</td>
<td>Cubic Inches 0.0610</td>
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<td>Square Meters</td>
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<td>U.S. Gallons</td>
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<tr>
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<td>U.S. Gallons 0.2642</td>
<td>Degrees</td>
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</table>

Note 1 - Accurate to three significant figures.
Note 2 - Avoirdupois.

For explanation of abbreviation and reference marks not explained hereon, see last page of tariff.

Effective: July 14, 2014

Issued By
Mark Dugan – Chief Executive Officer
3655 South Maize, Wichita KS 67215
ITEM 985  
**VEHICLE FURNISHED BUT NOT USED**

When carrier upon receipt of a request to pick up a shipment weighing 10,000 pounds or more or to furnish a vehicle for the exclusive use of a consignor, has dispatched a vehicle for such purpose and due to no disability, fault or negligence on the part of the carrier, vehicle is not used, a charge of $150.00 per day or fraction thereof per vehicle, will be assessed against the consignor making such request. Accrual of these charges will terminate when carrier is notified that vehicle will not be used.

When carrier is requested to make a pick up of an LTL Shipment and arrives at pick up point at the scheduled time, but is not tendered a shipment, a charge of $50.00 will be assessed to the party requesting the pick up.

### ITEM 992  
**WEIGHT - VERIFICATION**

1. Upon request by either the consignor or consignee, the carrier will reweigh any shipment or vehicle(s) on carrier scales, and if error is determined, will correct the billed weight accordingly. Such reweigh request will only be made while shipment is in the custody of the carrier. If no error is determined or if error is less than 5 percent of the billed weight a charge of $35.00 per shipment or per vehicle if more than one vehicle is used to transport the shipment will be made for each such charge(s) is to be paid by the party requesting the service.

2. When carrier is requested to secure a certified public scale weight for any shipment or vehicle(s), a charge of $60.00 will be made by the carrier for each reweighing obtained in addition to the fee assessed the carrier for use of the certified public scale. Such charge(s) is to be paid by the party requesting the service.

3. If requested by the consignor or consignee to weigh a vehicle both empty and loaded, the above charge in (1) or (2), as the case may be, will be for each separate weighing.

### ITEM 995  
**WEIGHTS - GROSS WEIGHTS**

1. Unless otherwise provided, charges shall be computed on gross weights, excluding the weight of any temporary blocking, flooring or lining, racks, standards, strips, stakes or similar bracing, dunnage or supports not constituting a shipping carrier, container or package, or a part of the vehicle, when such materials do not exceed 3 percent of the total weight of the shipment. The weight of such materials in excess of 3 percent of the total weight of the shipment will be charged for at the lowest rate applicable on any article in the shipment.

2. Subject to Notes 1, 2, and 3, when freight which moves on rates subject to a minimum weight of 20,000 pounds or more is prepared for shipment in conformity with packing requirements, and, in addition, is loaded on pallets, platforms or skids, with or without standing sides or ends, but without tops, no charge will be made for the transportation of the pallets, platforms or skids, provided the shipper specifies the weight of the pallets, platforms or skids on the straight bill of lading or order bill of lading.

3. The destination weights, as ascertained at the smelter, will govern in the assessment of freight charges upon shipments of ores or ore concentrates. Shipments of ores or ore concentrates may be sampled at destination or at public sampler enroute.

4. Any temporary blocking, flooring or lining, racks, standards, strips, stakes, or similar bracing, dunnage or supports not constituting a shipping carrier, container or package, or a part of the vehicle, when required to protect or make shipments subject to other than LTL classes or rates secure for transportation, must be furnished and installed by the shipper, except that upon request of shipper such materials will be furnished or installed by the carrier subject to the following provisions:
   - When materials are furnished by the carrier, the cost thereof will be paid by the shipper upon presentation of an invoice from a supplier independent of the carrier covering such materials used on the involved shipment.
   - The labor charge for installation of shipper or carrier furnished material will be $45.00 per hour or fraction thereof, for each man.

Note 1 - When material, not a part of the pallet, platform or skid, is used to protect top of lading, or to secure the load to the pallet, platform or skid, allowance will be made for the weight of the pallet, platform or skid, but not for the weight of such material.

Note 2 - The weight of the pallets, platforms or skids may not exceed 3 percent of the weight of the portion of the shipment loaded on such pallets, platforms or skids. Any weight of pallets, platforms or skids in excess of 3 percent of the weight of the portion of the shipment loaded on such pallets, platforms or skids will be subject to the rates applicable to the commodity loaded on such pallets, platforms or skids.

Note 3 - When the total weight of the shipment, less the weight of the pallets, platforms or skids, is less than the minimum weight provided in connection with the applicable rate, charges will be assessed on the basis of the prescribed minimum weight.

For explanation of abbreviation and reference marks not explained hereon, see last page of tariff.

**Effective:** May 31, 2016

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**Issued By**

Mark Dugan – Chief Executive Officer  
3655 South Maize Road, Wichita KS 67215