TARIFF RDFS 100-H

NAMING

RULES, REGULATIONS, RATES AND CHARGES

FOR

ACCESSORIAL AND TERMINAL SERVICES

APPLYING BETWEEN POINTS IN THE UNITED STATES,

(INCLUDING ALASKA, HAWAII, AND PUERTO RICO),

AND CANADA

APPLYING ON LOCAL AND JOINT LINE, INTERSTATE AND INTRASTATE TRAFFIC

This tariff applies in connection with tariffs, pricing agreements and/or contracts making specific reference hereto.

For Governing Publications, see Item 100 herein.

Original Issue Date: July 1, 2008

Revision(s) effective April 26, 2019 include changes to item(s):

595 (addition of).
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Issued: April 23, 2019          Effective: April 26, 2019

Issued by:
Derek R. Huebner, Director of LTL Pricing Services
P.O. Box 8903 - Cudahy, WI 53110-8903
ITEM    SUBJECT

100 GOVERNING PUBLICATIONS
This tariff is governed, except as otherwise provided, by the following described publications and by revisions and supplements thereto or successive issues thereof:
1) Code of Federal Regulations, Title 49 for rules and regulations governing the transportation of hazardous materials and motor carrier safety regulations and related material as found in 49 CFR.
3) ZIP Code Directory, National five-digit ZIP Code and post office directory for determining ZIP Codes.
4) Household Goods Carrier's Bureau, Agent, HGB 100, mileage guide for determining mileage.
5) Fuel Surcharge Notice for Roadrunner Transportation Services, Inc.

110 ABBREVIATIONS - DEFINITIONS - REFERENCE MARKS - SYMBOLS

DEFINITIONS OF TERMS:
1) BUSINESS DAY OR BUSINESS HOURS: Except as otherwise provided in this schedule, the terms "business day" or "business hours" means 6 a.m. to 7 p.m., Monday through Friday, within the time zone of the point where service is performed. See item 750 herein for provisions regarding Sundays or Holidays.
2) VEHICLE: Wherever the term "trailer", "vehicle", or "vehicles" is used, such term will have reference to either a trailer which does not exceed fifty-three (53) feet in length, or two (2) trailers, each of which does not exceed twenty-eight (28) feet in length. The term "doubles trailer" means a trailer not exceeding twenty-eight (28) feet in length.
3) HOLIDAY OR LEGAL HOLIDAY: "Holiday" or "Legal Holiday" as used herein, shall be: New Year’s Day (January 1), Labor Day, Memorial Day, Thanksgiving Day, Independence Day (July 4), Christmas Day (December 25) or any other day generally observed as a holiday by the carrier at the point where service is performed. When the holiday falls on a Sunday, the following Monday will be treated as the holiday.
4) SHIPMENT: Except as otherwise provided, a "shipment" is a lot of freight received from one shipper at one place at one time for one consignee at one destination and covered by one bill of lading.
5) SINGLE SHIPMENT: The term "Single Shipment" means where only one shipment is tendered from one shipper, at one point at one time for one consignee at one destination and covered by one bill of lading or shipping receipt.
6) IMPORT: Except as otherwise specifically provided, the term "import" or "import traffic" shall be understood as meaning any traffic having a prior movement from a foreign country.
7) EXPORT: Except as otherwise specifically provided, the term "export" or "export traffic" shall be understood as meaning any traffic having a subsequent movement to a foreign country.
8) PALLET OR PALLET POSITION: Except as otherwise specifically provided, the term "pallet" or "pallet position" shall be understood as meaning a quantity, in volume, not exceeding 48 inches wide, 48 inches deep and 96 inches high, in weight, not exceeding 2,000 pounds. When a rate or charge is stated in pallet or pallet position quantities and one or more pallet or pallet position units of a subject shipment exceeds the stated maximum volume or weight, each pallet or pallet position unit exceeding such stated maximum volume or weight shall be rated or charged for not less than two pallets or pallet positions.
9) LINEAR FOOT: See Item 578, paragraph 3 for definition of linear foot.
10) CONTINENTAL or CONTIGUOUS: Being the part of the U.S. comprising the lower 48 states.
11) LTL, AQ and TL shall be defined as follows:
   a) LTL: "Less Than Truckload" shall mean all shipments subject to LTL ratings in the NMFC weighing or rated as 19,999 pounds or less.
   b) AQ: "Any Quantity" shall mean all shipments subject to AQ ratings in the NMFC weighing or rated as 19,999 pounds or less.
   c) TL: "Truckload" shall mean:
      (1) All shipments subject to LTL ratings in the NMFC weighing or rated as 20,000 pounds or more.
      (2) The quantity of freight which, in the manner loaded, so fills a vehicle that no additional articles in the shipping form tendered identical in size to the largest article in the shipment can be loaded in or on the vehicle, or:
      (3) That maximum quantity of freight that can be legally loaded in or on a vehicle because of the weight or size limitations of state or regulatory bodies.
      (Continued on next page)

For explanation of abbreviations or reference marks not explained on this page see Item 110

Issued: September 30, 2016
Effective: October 3, 2016

Issued by:
Derek R. Huebner, Director of LTL Pricing Services
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### ABBREVIATIONS - DEFINITIONS - REFERENCE MARKS – SYMBOLS

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<tbody>
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</tbody>
</table>

| AFB  | Air Force Base                     |
| AQ   | Any Quantity                        |
| Assoc or Assn | Association                         |
| ATA  | American Trucking Association, Inc. |
| C    | Hundredweight or 100 lbs.          |
| CFR  | Code of Federal Regulations        |
| COD  | Collect on Delivery                |
| Col  | Collect or Column                  |
| Coll | Collect                           |
| Conc | Concluded                           |
| Cont | Continued                           |
| Corp | Corporation                        |
| CU   | Cubic                              |
| Cwt  | Hundredweight or 100 lbs.          |
| Cy   | County                             |
| FAK  | Freight All Kinds                  |
| FSC  | Fuel Surcharge                     |
| FT   | Foot or Fort                       |
| HGB  | Household Goods Carrier's Bureau   |
| ICC  | Interstate Commerce Commission    |
| Inc  | Incorporated                       |
| KD   | Knocked Down                       |
| KDF  | Knocked Down Flat                  |
| Lb or Lbs | Pound or Pounds                 |
| LTL  | Less than Truckload                |
| LU   | Shipper Load, Consignee Unload     |
| M    | Thousandweight or 1,000 lbs.       |
| MAX  | Maximum                            |
| MC   | Minimum Charge or Motor Carrier    |
| Min  | Minimum                            |
| Min. Chg. | Minimum Charge                  |
| Min. Wt | Minimum Weight                   |
| NMF  | National Motor Freight Traffic Assoc., Inc. or National Motor Freight Classification |
| NMFC | National Motor Freight Classification |
| No   | Number                             |
| NOI  | Not more specifically described, Not otherwise indexed |
| NOS  | Not otherwise specified            |
| O/T or OT | Other than                   |
| RB   | Rate base                          |
| RDFS | Roadrunner Transportation Services, Inc. |

(Continued on next page)
ITEM SUBJECT

110 ABBREVIATIONS - DEFINITIONS - REFERENCE MARKS – SYMBOLS (Continued from previous page)

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>SCAC</td>
<td>Standard Carrier Alpha Code</td>
</tr>
<tr>
<td>SLC</td>
<td>Shippers Load and Count</td>
</tr>
<tr>
<td>STB</td>
<td>Surface Transportation Board</td>
</tr>
<tr>
<td>SU</td>
<td>Set Up</td>
</tr>
<tr>
<td>THRU</td>
<td>Through</td>
</tr>
<tr>
<td>TL</td>
<td>Truckload</td>
</tr>
<tr>
<td>U.S.D.O.T.</td>
<td>United States Department of Transportation</td>
</tr>
<tr>
<td>USPS</td>
<td>United States Postal Service</td>
</tr>
<tr>
<td>Viz. or Colon (:)</td>
<td>Namely or As follows</td>
</tr>
<tr>
<td>Vol</td>
<td>Volume</td>
</tr>
<tr>
<td>Wt</td>
<td>Weight</td>
</tr>
</tbody>
</table>

SYMBOLS/REFERENCE MARKS:

- (%) Percent
- (-) When used between two numbers, indicates numbers are inclusive.
- c/o Care Of
- (A) or § Addition or New Listing
- (C) Cancel or Cancelled
- (CW) Change in wording resulting in neither increase nor reduction
- (E) Except as otherwise provided
- (I) Increase
- (N) New
- (R) Reduction
- * Footnote reference

ABBREVIATIONS FOR WEIGHT GROUPS:

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
<th>Group</th>
</tr>
</thead>
<tbody>
<tr>
<td>MC</td>
<td>Minimum charge</td>
<td>2M</td>
</tr>
<tr>
<td>L3C</td>
<td>Less than 300 pounds</td>
<td>5M</td>
</tr>
<tr>
<td>3C</td>
<td>300 pounds</td>
<td>10M</td>
</tr>
<tr>
<td>L5C</td>
<td>Less than 500 pounds</td>
<td>20M</td>
</tr>
<tr>
<td>5C</td>
<td>500 pounds</td>
<td>30M</td>
</tr>
<tr>
<td>1M</td>
<td>1,000 pounds</td>
<td>40M</td>
</tr>
</tbody>
</table>

115 APPLICATION OF RULES TARIFF

RDFS 100 SERIES

Rules and charges published in this tariff will not apply on shipments transported via Roadrunner Transportation Services Truckload, or the following branded services: Roadrunner Expedited, Roadrunner Global, or Roadrunner Complete. Where a rule or charge is published in this tariff covering the same matter as a rule or charge published in NMF 100, such rule or charge published herein to the extent of its application, will apply in lieu of the rule published in NMF 100 series.

1) Unless otherwise provided, all rates and charges provided herein will be assessed against the party requesting the service unless written authorization to the contrary has been received.

2) All rates, charges or other amounts published in this tariff are stated in U.S. currency, and all charges are payable in lawful money of the United States. Invoice address or payor must be a location in the U.S. or Canada. See Items 480, 750 and 778.
### ITEM 120 APPLICATION OF INITIATING RANGE TARIFFS

**RDFS 219 SERIES**

Provides a shipper, consignee, or a third party, each a duly negotiated “spot market” contract rate on a given shipment. If pricing provisions are found in other contracts, tariffs or pricing agreements, such items or provisions will not alternate with each other nor may they apply in unison. The applicable provisions will be those with the most current effective date as of or prior to the date of subject shipment for the account of the payor of the freight charges.

### 125 APPLICATION OF COMMODITY TARIFFS

**RDFS 200 SERIES – RDFS 603 SERIES SECTION 2000**

Provides a shipper, consignee, or a third party, each a duly negotiated point to point commodity rate on a given shipment as follows:

1) Applies only for the specific account(s) named therein.
2) Applies only on shipments destined to direct points. For pricing to non-direct or interline points see item 305 herein.
3) Unless otherwise provided, rates are stated in cents per hundredweight.
4) Unless otherwise provided, three-digit ZIP Code prefix(es) include all five-digit ZIP Codes within such three-digit ZIP Code prefix.
5) If pricing provisions are found in other contracts, tariffs or pricing agreements, such items or provisions will not alternate with each other nor may they apply in unison. The applicable provisions will be those with the most current effective date as of or prior to the date of subject shipment for the account of the payor of the freight charges.

### 130 APPLICATION OF PRICING AGREEMENT TARIFFS

**RDFS 603 SERIES – RDFS 603 SERIES SECTION 1000**

Provides a shipper, consignee, or a third party, each a duly negotiated pricing agreement as follows:

1) Applies only for the account of shipper, consignee or third party payor of the freight charges.
2) Applies only when shipment is originated (picked up) by Roadrunner Transportation Services, Inc., or their authorized agent.
3) Discounts making reference to application to “all points” refers to all points served direct by Roadrunner Transportation Services. For discount application to non-direct service points see item 305 herein.
4) If pricing provisions are found in other contracts, tariffs or pricing agreements, such items or provisions will not alternate with each other nor may they apply in unison. The applicable provisions will be those with the most current effective date as of or prior to the date of subject shipment for the account of the payor of the freight charges.
5) Unless otherwise provided herein or in tariffs, contracts or pricing agreements making reference to this tariff, when specific pricing features are not provided in duly negotiated pricing agreement, or if no duly negotiated pricing agreement exists, apply:
   (a) RDFS 501 and 700 series rates, current.
   (b) A 80.2% discount per shipment on outbound prepaid, collect, or inbound collect shipments.
   (c) Rating (class) as provided in the NMF 100 series.
   (d) Rules, rates and charges for accessorial and terminal services as provided in the RDFS 100 series.
   (e) Absolute Minimum charges as defined in RDFS 100, Item 610.
6) Unless otherwise specified herein or in tariffs, contracts or pricing agreements making reference to this tariff, terminal (or service center) service areas shall be defined as provided on the day of shipment in SMC3 CarrierConnect internet routing service.

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For explanation of abbreviations or reference marks not explained on this page see Item 110

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Issued by:

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P.O. Box 8903 - Cudahy, WI 53110-8903
ITEM SUBJECT

135 APPLICATION OF CLASS TARIFFS

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<thead>
<tr>
<th>TARIFF NUMBER</th>
<th>RATE LEVEL</th>
</tr>
</thead>
<tbody>
<tr>
<td>RDFS 501 AND 700 SERIES</td>
<td>Current</td>
</tr>
<tr>
<td>RDFS A501 SERIES</td>
<td>Current</td>
</tr>
<tr>
<td>RDFS H501 SERIES</td>
<td>Current</td>
</tr>
<tr>
<td>RDFS P501 SERIES</td>
<td>Current</td>
</tr>
</tbody>
</table>

Unless otherwise provided herein or in tariffs, contracts or pricing agreements making reference to this tariff, when specific pricing features are not provided in duly negotiated pricing agreement, or if no duly negotiated pricing agreement exists, apply:

(a) RDFS 501 and 700 series rates, current.
(b) 80.2% discount per shipment on outbound prepaid, collect, or inbound collect shipments.
(c) Rating (class) as provided in the NMF 100 series.
(d) Rules, rates and charges for accessorial and terminal services as provided in the RDFS 100 series.
(e) Absolute Minimum charges as defined in RDFS 100, Item 610.
ITEM  SUBJECT

140  CREDIT PERIOD

Unless a credit period has been established in a transportation agreement, the credit period is 15 calendar days, which includes Saturdays, Sundays, and legal holidays. The party responsible for payment of the freight charges must remit payment within 15 days of the invoice date. Late payment service charges may apply if not paid within the credit period, as outlined in Item 153.

153  APPLICATION OF DISCOUNTS

1) Except as otherwise provided herein or in individual pricing agreements, Truckload or Volume rates (including weight group 20M or greater), Capacity Load charges, Exclusive Use charges, Minimum charges, Additional charges, Arbitrary charges, Fuel Surcharges, Commodity rates or charges, Order Notify shipments, Accessorial charges or COD fees are not eligible for any discount. Discounts will apply only on linehaul charges, LTL (MC through 10M weight groups inclusive) and class tariff rated shipments (See item 135).

2) If another pricing provision is found in another contract, tariff or pricing agreement, such items or provisions will not alternate with each other nor may they apply in unison. The applicable provisions will be those with the most current effective date as of or prior to the date of subject shipment.

3) Unless otherwise provided in individual pricing agreements, C.O.D. or Order Notify shipments will be subject to a maximum discount as follows:
   (a) If freight terms are prepaid, C.O.D. or Order Notify shipments will not be subject to a maximum discount.
   (b) If freight terms are collect, C.O.D. or Order Notify shipments will be subject to a maximum discount of 25%.

4) Discounts, refunds or exception/FAK ratings named in specific items in this tariff or tariffs making reference hereto will not apply on shipments when the carrier has required the services of a collection agency or legal action is taken in order to collect the charges due on said shipment. Such freight bill will be subject to LATE PAYMENT PENALTIES as provided herein. (See Note 1).

Note 1: Payor of charges shall pay interest at the highest local rate on all amounts not paid when due together with all attorneys’ fees and other cost of collection.

INCENTIVE DISCOUNT OR ALLOWANCE CALCULATION:

1) Incentive programs, allowances and calculation of discounts are based upon payment of freight charges within 45 days of the invoice date.

2) Revenues for qualified shipments, which are not paid and processed within 45 days of the invoice date, will not be included in discount or allowance calculations nor subject to discount.

LATE PAYMENT PENALTIES: (SEE NOTE 1).

1) When lawful, due and payable charges were originally rated per duly negotiated pricing agreement naming discount provisions are not paid in full within 45 days, the following will apply: (See Note 1).
   (a) When charges are open or paid within 45-90 days, the freight bill will be re-rated allowing only 1/2 of the applicable discount.
   (b) When charges are open or paid between 91-120 days, the freight bill will be re-rated allowing 1/4 of the applicable discount.
   (c) When charges are open or paid after 120 days, the freight bill will be re-rated using the class rates as published in tariff RDFS 501 and 700 series, effective the day of the shipment, with no discount, exception/FAK rating, allowance or accessorial charge waivers.

2) When lawful, due and payable charges were originally rated per RDFS 100 or 603 Section 2000 or other duly negotiated commodity, contract or pricing agreement naming reduced rate provisions are not paid within 45 days, the following will apply: (See Note 1).
   (a) When charges are open or paid within 45-90 days, the freight bill will be increased by 25%.
   (b) When charges are open or paid between 91-120 days, the freight bill will be increased by 45%.
   (c) When charges are open or paid after 120 days, the freight bill will be re-rated using the class rates, as published in tariff RDFS 501 and 700 series, effective the day of the shipment, with no discount, exception/FAK rating, allowance or accessorial charge waivers.

Note 1: Payor of charges shall pay interest at the highest local rate on all amounts not paid when due together with all attorneys’ fees and other cost of collection.

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. Such fee is to reimburse the carrier for costs in handling the returned check and would be in addition to all other lawful charges. The carrier will provide the debtor with written notification of the additional amount due and shall include the original invoice.

For explanation of abbreviations or reference marks not explained on this page see Item 110

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Effective: August 27, 2018

Issued by:
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157 APPLICATION OF EXCEPTION CLASSES

Exceptions to the classes of the NMF 100 series as shown in tariffs, contracts or pricing agreements making reference hereto, will remove the application of the classes of the NMF 100 series, and apply only from, to or between points as shown specifically in such item naming exception class(es). If another pricing agreement or pricing provision is found in another contract or tariff, such items or provisions will not alternate with each other nor may they apply in unison. The applicable provisions will be those with the most current effective date as of or prior to the date of subject shipment.

161 APPLICATION OF RATES FROM OR TO UNNAMED POINTS

Except as otherwise provided, shipments originating at or destined to points not listed in class rate tariffs making reference hereto, the rates to or from such points will be determined subject to the following provisions:

1) To or from unnamed origin or destination points located between two named points, apply the higher of the rates provided to or from the nearest of such named points.

2) To any unnamed destination point that is located on a highway between two named points, apply the higher of the rates provided to such named points.

3) In each case, the named point referred to in paragraph (1) and (2) must be the nearest named point on a highway leading thereto from the unnamed point.

4) When by reason of branch or diverging highways there are two or more nearest named points of equal distance from the unnamed point, apply the higher of the rates provided from such named points.

166 ARRIVAL NOTICE AND UNDELIVERED FREIGHT

ARRIVAL NOTICE:

1) Actual tender of delivery at consignee's place of business constitutes notice of the arrival of a shipment except for shipments consigned to private residences, as defined in item 750, all notices 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 at destination city as follows:
   (a) Notice will be given by telephone, facsimile, mail or telegraph. The notice will specify the point of origin, consignor, and the commodity and weight of the shipment.
   (b) If the consignee's address is unknown, notice will be mailed to consignee at the post office serving the destination point shown on the bill of lading.
   (c) Notification by mail will be deemed to have been received by the addressee at 8:00 a.m. of 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 is unable to 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 therefore.

2) Undelivered shipments will be subject to the applicable storage charges (See Item 910).

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.

170 APPLICATION OF CLASSES (EXCEPTIONS TO NMFC 100 SERIES ITEMS 170 AND 421):

To insure the correct assessment of freight charges and to avoid infractions of federal and state laws, shippers must use proper commodity word descriptions on the bills of lading and shipping orders. Such descriptions must conform to those shown in the National Motor Freight Classification (STB NMF 100 Series). Appropriate abbreviated descriptions are permitted provided the NMFC item and appropriate Sub number thereof are shown. Incomplete or improper commodity descriptions accompanied by a class rating are not acceptable forms of abbreviation and shall not determine the proper classification rating applicable to such commodity. Packaging types are required for classification rating and must also be shown.
ITEM SUBJECT

170 APPLICATION OF CLASSES (EXCEPTIONS TO NMFC 100 SERIES ITEMS 170 AND 421)
(CONTINUED FROM PREVIOUS PAGE):

If Carrier receives a bill of lading, shipping order, manifest or receipt for goods where an incomplete or improper commodity description is used or where the NMFC item number is not valid or has expired, Carrier will make every effort to classify the freight according to the information shown. In the event Carrier, in its judgment, cannot determine the proper classification rating, such commodity will be assigned a class 125 rating, and rates will be assessed on that basis. (See Notes A & C)

For commodities that are subject to different class ratings dependent upon the actual density or density group, shipper must show on bills of lading and shipping orders at time of shipment the actual density or density group. If the actual density or density group is not shown and shipment is inadvertently accepted, charges will initially be assessed on the basis of the class 125 rating. Upon submission of satisfactory proof of a higher actual density, freight charges will be adjusted to the basis of the class applicable to such density. (See Notes B & C)

Note A: Upon submission of satisfactory "proof" of the actual commodity shipped and where a proper description of articles can be determined, charges will be adjusted on the basis of the proper description, NMFC item and class.

Note B: Upon submission of satisfactory "proof" of actual density, charges will be adjusted to the basis of the class applicable to such density.

Note C: "Proof" is described as an invoice or packing slip along with a pre-printed specification sheet or catalog page, which lists the commodity description, weight and shipping dimensions. If an invoice and packing slip are not available, then a copy of the specification sheet or catalog page information identifying the freight must correspond to an order/product number, which can also be found on the original Bill of Lading. Per Item 870, if a corrected bill of lading is submitted to change description and/or class along with "proof" if required, a charge will be applied to freight bill. In the event Carrier performs a reweigh or inspection, Carrier's results will take precedence over any shipper provided proof documentation.

171 BUMPING CLAUSE - APPLICATION

Bumping is the declaration on the original Bill of Lading of an artificially higher weight for the purpose of causing a higher density that allows the article or piece being Bumped to quality for a lower classification rating.

Bumping may be performed under the provisions of Item 171, NMFC 100 Series (NMFC) subject to the following:

1) Bumping provisions may only be used for commodity Items in the NMFC that assign classes based upon density, and then only for those that make specific reference to Item 171 in the NMFC.

2) Shipper may only Bump to the next lower NMFC class or rating. Bumping to an EXCEPTION or FREIGHT ALL KINDS (FAK) class or rating is not permitted.

3) When the provisions of this rule are utilized, Shipper must declare intent to Bump at time of shipment and include all the following items on the Original Bill of Lading: Actual Cube; Actual Weight; Density group (Sub) embracing the actual density; Declared Density; and Declared Weight for billing.

301 ADDITIONAL CHARGES
OUTERBANK POINTS AND POINTS REQUIRING ADDITIONAL CARRIAGE:

(Item Canceled. For provisions to apply see Items 304 and 305.)
ITEM    SUBJECT

302    NEW YORK METRO

All shipments consigned to zip codes 100 – 103, and 118 - 119 are subject to a New York metro charge. Charges assessed will be in addition to published rates and / or commodity agreements in place at time of shipment and in addition to Item 303 charges. The charge will be assessed at a rate of $2.99 cwt, subject to a minimum charge of $59.25, and a maximum charge of $288.90. Charges will be applied to each delivery attempt made per individual shipment.

The charges in this Item shall be collected from the shipper or party requesting movement of the shipment, as directed by the shipper’s Bill of Lading.
ITEM    SUBJECT

303    GEOGRAPHIC LINEHAUL SURCHARGE (SEE NOTE)

All shipments delivering to the states referenced below are subject to a Geographic Linehaul Surcharge. Charges assessed will be in addition to published rates and / or commodity agreements in place at time of shipment and in addition to other surcharges applicable, including Items 302 and 304, to specific points within the states listed. The Geographic Linehaul Surcharge will be assessed at a rate of $1.38 per 100 pounds (cwt) or $30.00, whichever is greater.

The charges in this Item shall be collected from the shipper or party requesting movement of the shipment, as directed by the shipper’s Bill of Lading.

States:  
Connecticut   Delaware   District of Columbia (Washington, D.C.)  
Maine       Maryland     Massachusetts    New Hampshire    New Jersey  
New York    Pennsylvania    Rhode Island    Vermont

NOTE: The Geographic Linehaul Surcharge will not apply on class-rated shipments rated using RDFS 501 Series rates effective 11/8/2010 or later.

304    PICKUP OR DELIVERY ON US AND CANADIAN ISLANDS

Shipments picked up from, or delivered to, the points listed below are subject to the additional pickup / delivery charges noted in the table below. Charges outlined by this item are in addition to any other applicable charges.

<table>
<thead>
<tr>
<th>Location &amp; Zip Code</th>
<th>Minimum Per Shipment</th>
<th>Charge Per CWT</th>
<th>Maximum Per Shipment Per Trailer</th>
</tr>
</thead>
<tbody>
<tr>
<td>MA/Martha’s Vineyard &amp; Nantucket: 02535, 02539, 02552, 02554, 02557, 02564, 02568, 02573, 02575, 02584</td>
<td>$99.00</td>
<td>$54.10</td>
<td>$2,300.00</td>
</tr>
<tr>
<td>WA/Washington Coastal Islands: 98279, 98261, 98245</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>WA/Washington Coastal Island: 98250</td>
<td>$135.00</td>
<td>$73.50</td>
<td>$2,300.00</td>
</tr>
<tr>
<td>FL/Florida Keys: 33001, 33036, 33037, 33040, 33042, 33043, 33044, 33045, 33050, 33051, 33052, 33070, 33109</td>
<td>$49.00</td>
<td>$17.10</td>
<td>$800</td>
</tr>
<tr>
<td>MI/Beaver, Drummond, Harsens, &amp; Mackinac Islands: 48028, 49726, 49757, 49782</td>
<td>$99.00</td>
<td>$5.90</td>
<td>$195.00</td>
</tr>
<tr>
<td>CA/Avalon, Catalina &amp; Coastal California Islands: 90704</td>
<td>$99.00</td>
<td>$5.60</td>
<td>$295.00</td>
</tr>
<tr>
<td>WA/Puget Sound and Coastal Washington Islands: 98013, 98070, 98221, 98243, 98249, 98253, 98260, 98262, 98282, 98286, 98303, 98333</td>
<td>$79.00</td>
<td>$13.80</td>
<td>$440.00</td>
</tr>
<tr>
<td>NY/Shelter Island: 11964, 11965</td>
<td>$79.00</td>
<td>$5.10</td>
<td>$195.00</td>
</tr>
<tr>
<td>NL/Newfoundland: Entire Province (Applies to DELIVERY shipments only)</td>
<td>$19.00</td>
<td>$3.50</td>
<td>$460</td>
</tr>
<tr>
<td>BC/British Columbia: All Points on Vancouver Island and surrounding islands thereof. Including, but not limited to, all postal codes which begin with the prefix V0N, V0P, V0R</td>
<td>$35.00</td>
<td>$4.50</td>
<td>$480</td>
</tr>
</tbody>
</table>

The charges provided in this item, and any ferry charges incurred by Roadrunner Transportation for locations not listed above, will be applied to the freight bill and will be collected from the party responsible for the freight charges.

For explanation of abbreviations or reference marks not explained on this page see Item 110

Issued: October 19, 2017
Effective: October 23, 2017

Issued by:
Derek R. Huebner, Director of LTL Pricing Services
P.O. Box 8903 - Cudahy, WI 53110-8903
ITEM  SUBJECT

305 APPLICATION OF CLASS, RATES, DISCOUNTS AND MINIMUM CHARGE TO INTERLINE OR NON-DIRECT POINTS

Unless otherwise published, pricing applicable to "all points" refers to direct service points only and does not apply to points designated as interline or non-direct. If not otherwise specified, shipments to points listed as either interline or non-direct will be rated as such:

Base Tariff: Current RDFS 501/700 Series
Class: Actual NMFC Class
Discount: 80.1%

Minimum Charge from U.S. origin points to U.S. destination points: $165.00
Minimum Charge from U.S. origin points to Canadian destination points: $265.00
Minimum Charge from Canadian origin points to U.S. destination points: $265.00

A list of designated interline or non-direct service points is available for download at https://www.rrts.com/Secured/Documents/Pages/default.aspx for registered users.

306 ADDITIONAL PICKUP OR DELIVERY CHARGE – ALBERTA OIL SANDS PROJECTS

Shipments destined to or originating from the Alberta Oil Project will be rated from/to Fort McMurray, Alberta and further subject to an additional pickup or delivery charge of $330.00. No additional charges such as remote site or mine site delivery, etc. will apply to shipments subject to this item. This additional pickup or delivery charge shall be collected from the party responsible for payment of the freight bill.

307 ADDITIONAL PICKUP OR DELIVERY CHARGE – WESTERN NORTH DAKOTA

Shipments destined to or originating from North Dakota zip codes 58601 – 58899 will be subject to a pickup or delivery charge, as the case may be, of $35.00 in addition to all other charges applicable to the shipment.

308 REGIONAL LINEHAUL SURCHARGE

All shipments delivering to the states referenced below are subject to a Regional Linehaul Surcharge. Charges assessed will be in addition to published rates and/or commodity agreements in place at time of shipment and in addition to other surcharges applicable, including items 302, 303, 304, 305, 306 and 307, to specific points within the states listed. The Regional Linehaul Surcharge will be applied as shown in the table below. The charges in this item shall be collected from the shipper or party requesting movement of the shipment, as directed by the shipper’s Bill of Lading.

<table>
<thead>
<tr>
<th>Western Mountain Region</th>
</tr>
</thead>
<tbody>
<tr>
<td>State</td>
</tr>
<tr>
<td>ID</td>
</tr>
<tr>
<td>MT</td>
</tr>
<tr>
<td>ND</td>
</tr>
<tr>
<td>NM</td>
</tr>
<tr>
<td>SD</td>
</tr>
<tr>
<td>UT</td>
</tr>
<tr>
<td>WY</td>
</tr>
</tbody>
</table>

For explanation of abbreviations or reference marks not explained on this page see Item 110

Issued: July 18, 2018
Effective: July 20, 2018
ITEM  SUBJECT

309 ADDITIONAL PICKUP CHARGE – NEWFOUNDLAND AND LABRADOR
Shipments originating from Newfoundland or Labrador will be subject to a pickup charge in addition to all other charges applicable to the shipment. The charge shall be nine percent (9%) of the net line haul freight charges, excluding fuel surcharge and all accessorial charges for services not consuming fuel.

310 CALIFORNIA COMPLIANCE SURCHARGE
Shipments originating from and/or destined to the state of California will be subject to a charge of $9.75 per shipment, in addition to all other applicable charges.

355 BILL OF LADING GENERAL PROVISIONS:
1) References to Bills of Lading and respective rules contained in Bills of Lading will be based upon the UNIFORM STRAIGHT BILL OF LADING and the UNIFORM BILL OF LADING TERMS AND CONDITIONS as illustrated herein and successive issues hereof.
2) Unless the shipper and carrier have a separate written agreement, all common or contract carriage performed by the carrier shall be subject to the terms and conditions of the bill of lading as illustrated herein and successive issues hereof.
3) Unless otherwise specifically stated on the Bill of Lading, contract or duly negotiated pricing agreement, all applicable charges shall be PREPAID with the exception of bills of lading prepared and issued with the terminology "If charges are to be prepaid, write or stamp here "To Be Prepaid". Such charges shall be COLLECT by this rule when the subject field is silent or blank when shipment is tendered to carrier.
4) Dimensions added to a Bill of Lading are for shipper or third party's reference only. Roadrunner will not use unverified dimensions for any purpose such as beyond charges and freight classification.

(Continued on next page)
### 355 BILL OF LADING ILLUSTRATED

**STRAIGHT BILL OF LADING - ORIGINAL, NOT NEGOTIABLE**

**ROADRUNNER FREIGHT**

4500 S Pennsylvania Ave, Cudahy, WI 53110-8903

**BILL TO (THIRD PARTY)**

*Note: The following table provides an example of a Bill of Lading. Each column represents specific details that are typically included.*

<table>
<thead>
<tr>
<th>DATE</th>
<th>CARRIERS PRO NUMBER:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>SHIPPER'S BOL NUMBER:</th>
<th>CUSTOMER P.O. NUMBER:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>SHIPPER:</th>
<th>BILL TO NAME:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>STREET:</th>
<th>CITY:</th>
<th>STATE:</th>
<th>ZIP:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CONSIGNEE (TO)</th>
<th>CONSIGNEE CONTACT BEFORE DELIVERY</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Check here if contact is required prior to delivery</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>STREET:</th>
<th>CONTACT:</th>
<th>PHONE:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CITY:</th>
<th>STATE:</th>
<th>ZIP:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>HANDLING UNITS</th>
<th>PACKAGE NO. TYPE</th>
<th>HAZ MAT</th>
<th>KIND OF PACKAGING, DESCRIPTION OF ARTICLES, SPECIAL MARKS AND EXCEPTIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>NO. TYPE</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>NMFC</th>
<th>CLASS</th>
<th>WEIGHT (lbs.)</th>
<th>CUBIC FT.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**TOTAL HANDLING PIECES: | TOTAL PACKAGE PIECES: | TOTAL WEIGHT: | TOTAL CUBE: |**

<table>
<thead>
<tr>
<th>SPECIAL INSTRUCTIONS:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
</tr>
</tbody>
</table>

### ADDITIONAL SERVICES:

**NOTIFY IF PROBLEM ENROUTE OR AT DELIVERY:**

<table>
<thead>
<tr>
<th>CONTACT:</th>
<th>PHONE:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**COD Information Only:**

<table>
<thead>
<tr>
<th>C.O.D. AMT.</th>
<th>COMPANY NAME:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**COD FEE:**

<table>
<thead>
<tr>
<th>COLLECT</th>
<th>PREPAID</th>
<th>3RD PARTY</th>
<th>CITY:</th>
<th>STATE:</th>
<th>ZIP:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**COMPANY CHECK ACCEPTABLE:**

<table>
<thead>
<tr>
<th>NAME/CONTACT:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
</tr>
</tbody>
</table>

**SHIPPED INFORMATION:**

<table>
<thead>
<tr>
<th>FOR FREIGHT COLLECT SHIPMENTS:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
</tr>
</tbody>
</table>

**SHIPPER CERTIFICATION:**

<table>
<thead>
<tr>
<th>PER:</th>
<th>DATE:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CARRIER CERTIFICATION:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
</tr>
</tbody>
</table>

For explanation of abbreviations or reference marks not explained on this page see Item 110

**Issued:** July 18, 2018

**Effective:** July 20, 2018

Issued by:
Derek R. Huebner, Director of LTL Pricing Services
P.O. Box 8903 - Cudahy, WI 53110-8903
ITEM    SUBJECT

355 BILL OF LADING TERMS AND CONDITIONS ILLUSTRATED

Sec. 1. (a) The carrier shown as transporting the property described in the bill of lading shall be liable at common law for any loss or damage to the shipment, except as provided herein.

(b) No carrier shall be liable for any loss or damage or for any delay caused by an Act of God, the public enemy, the authority of law, the act or default of the shipper, acts or strikes, or any related causes. Except in the case of negligence of the carrier, the carrier shall not be liable for loss, damage or delay which results from faulty or impassible highway, or by lack of capacity of a highway, bridge or ferry, or from a defect or vice in the property. The burden to prove carrier's negligence is on the shipper.

Sec. 2. Unless arranged or agreed to in writing or electronically, prior to shipment, carrier is not bound to deliver a shipment by a particular schedule, or in time, for a particular market, but will transport the shipment in the regular course of its providing transportation services. In the case of physical necessity while in transit, carrier may forward the shipment via another carrier.

Sec. 3. (a) As a condition precedent to recovery, claims must be filed electronically or in writing with the receiving or delivering carrier, or carrier issuing the bill of lading, or carrier on the line of which the alleged loss or damage occurred. When claims are not filed or a civil action is not filed within the time limits set forth below, the carrier shall not be liable and such claims will not be paid.

(b) Claims for damage must be filed with the carrier not more than nine (9) months from the date of delivery (or in the case of export traffic, not more than nine (9) months after delivery at the port of export, or in the case of import traffic, not more than nine (9) months after pickup at the place of tender). Claims for loss must be filed with the carrier not more than nine (9) months from the date of the bill of lading.

(c) A civil action for loss or damage must be filed not more than two (2) years after the date the carrier has given electronic or written notice to the consignor or consignee that it has disallowed all or any part of the claim specified in the notice.

(d) If the applicable freight charges have been paid to the carrier, the carrier receiving the benefit of such insurance will reimburse the consignor for the premium paid on the insurance policy or contract for the involved shipment.

Sec. 4. (a) If the property is stopped and held in transit upon request of the shipper, owner or party entitled to make such request, or the consignee refuses the shipment tendered for delivery by carrier or it is carrier unable to deliver the shipment, because of fault or mistake of the consignor or consignee, the carrier's liability shall then become that of a warehouseman. Carrier shall promptly attempt to provide notice, by telephonic or electronic communication as provided on the face of the bill of lading, if so indicated, to the shipper or the party, if any, designated to receive notice on this bill of lading.

Storage charges, based on carrier's tariff, shall start no sooner than the next business day following the attempted notification. Storage may be, at the carrier's option, in any location that provides reasonable protection against loss or damage. The carrier may place the shipment in public storage at the owner's expense and without liability to the carrier.

(b) If the carrier does not receive disposition instructions within 24 hours of the time of carrier's attempted first notification, carrier will issue a second and final notification by telephonic or electronic communication. Such notice shall advise that if carrier does not receive disposition instructions within five (5) days of that notification, carrier has the right to offer the shipment for sale, and carrier may sell the property under such circumstances as may be authorized by law. The amount received from the sale will be applied first to the carrier's invoice for transportation, storage and other lawful charges, including those incurred by the carrier in selling the goods. The owner will be responsible for the balance of any charges not covered by the sale of the goods. If there is a balance remaining after all charges and expenses owing to the carrier are paid, such balance will be paid to the owner of the property sold, subject to a claim and proof of ownership.

(c) When perishable goods cannot be delivered and disposition instructions are not given within a reasonable time, the carrier may dispose of the property in a manner that the carrier deems best serves its disposition.

(d) When a carrier is directed by consignee or consignor to unload or deliver property at a destination where consignor, consignee, or the agent of either, is not usually located, after unloading or delivery the risk of loss or damage is not that of the carrier, but is assumed by the consignor or consignee.

Sec. 5. (a) Where a lower value than the actual value of the property has been stated in writing by the shipper on the bill of lading, or is established in the carrier's tariff upon which the rate to be charged is based, such lower value shall be the maximum amount recoverable for loss or damage.

(b) No carrier hereunder will carry or be liable in any way for any financial or commercial documents, currency, or for any articles of extraordinary value not specifically indicated in the published classification or tariffs unless an agreement in writing between the carrier and the shipper which specifically identifies and authorizes the transportation of such articles to do so and a stipulated value of the articles are endorsed on this bill of lading.

Sec. 6. Every party, whether principal or agent, who ships explosives or dangerous goods, without previous written approval from the carrier of their nature, shall be liable for and indemnify the carrier against all loss or damage caused by such goods. Such goods may be warehoused at owner's risk and expense or destroyed without compensation.

Sec. 7. (a) The consignor or consignee shall be liable for the freight and other lawful charges arising on the shipment, as billed or corrected as specified in 49 U.S.C. §13710, except that collected shipments may move without recourse to the consignor when the consignor so stipulates by signature or endorsement in the space provided on the face of the bill of lading. Nevertheless, the consignor shall remain liable for transportation charges where there has been an erroneous determination of the freight charges assessed, based upon incomplete or incorrect information provided by the consignor.

(b) Notwithstanding the provisions of subsection (a) above, the consignor's liability for payment of additional charges that may be found, to be due after delivery shall be as specified by 49 U.S.C. §13706, except that the consignee need not provide the specified written notice to the delivering carrier if the consignee is a for-hire carrier.

(c) Nothing in this bill of lading shall limit the right of the carrier to require the prepayment or guarantee of the charges at the time of shipment or prior to delivery. If the description of the articles, including weight or density of shipment, or other information on this bill of lading is found to be incorrect or incomplete, the freight charges must be paid based upon the articles actually shipped.

Sec. 8. If this bill of lading is issued on the order of the shipper, or his agent, in exchange or in substitution for another bill of lading, the shipper's signature on the prior bill of lading or in connection with the prior bill of lading as to the statement of value or otherwise, as to the election of common law or bill of lading liability shall be considered a part of this bill of lading as fully as if the same were written on or made in connection with this bill of lading.

Sec. 9. If all or any part of said property is carried by water over any part of said route, such water carriage shall be performed subject to the terms and provisions and limitations of liability specified by the “Carriage of Goods By Sea Act” and any other pertinent laws applicable to water carriers.

Only participants in the NMFC at the time the transportation occurs may use the provisions herein. ©NMFTA 2018

For explanation of abbreviations or reference marks not explained on this page see Item 110

Issued: July 18, 2018
Effective: July 20, 2018

Issued by:
Derek R. Huebner, Director of LTL Pricing Services
P.O. Box 8903 - Cudahy, WI 53110-8903
ITEM  SUBJECT

360  BILLS OF LADING, FREIGHT BILLS AND STATEMENTS OF CHARGES

1) Copies of freight bills or statements of transportation charges in excess of the number specified in NMF Item 360 sec. 1 (e), a charge of $4.25 for each such document or copy will be made.

2) The preparation by the carrier of any forms requiring itemization, listings or description of single or multiple freight bills, for submittal with freight bills or statements of charges, a charge of $0.30 per line of itemization, listing or description, subject to a minimum charge of $4.25 per page per copy, will be made.

3) Any forms or copies of forms to be submitted with freight bills or statements of charges, a charge of $4.25 for each such form or copy will be made.

4) When information not shown on the shipping order at time of shipment is to be shown on freight bills or statements of charges, a charge of $4.25 per shipment will be made.

5) When proof of delivery is furnished in any form, a charge of $4.25 for each such document or copy will be made.

6) Order notify or sight draft service is not available. Order notify bills of lading will not be accepted.

7) Corrected bills of lading to change freight charge terms from prepaid to collect will not be accepted once the shipment has been delivered. In no case will a corrected bill of lading to change freight charge terms from prepaid to collect be accepted if section 7 (non-recourse clause) of the corrected bill of lading has been signed by the consignor.

8) Corrected bills of lading to change freight charge terms will not be accepted on bills that are paid in full or are received more than thirty (30) days after the shipment has been accepted by the carrier.

365  BILLS OF LADING CORRECTED

1) Corrections to bills of lading from COLLECT to PREPAID, from PREPAID to COLLECT or the addition of a THIRD PARTY debtor will be accepted and made, and charges assessed per Item 870, but notification of the change must be in writing with a bona fide signature from the person and/or company accepting responsibility for the payment of the bill. Changes in piece count or weight may be accepted but only if verifiable by carrier.

2) A corrected bill of lading or other written instructions to change the original freight collection status from PREPAID to COLLECT will not be accepted if Section 7 (Non-Recourse Stipulation) of the subject bill of lading has been signed by the consignor.

3) Where the Governing Classification, NMF 100 series, provides actual or released value rating, the shipper shall state such valuations at the time of shipment. When shipper or shipper's agent fails to enter the actual value or declare the released value of the property on the shipping orders and bills of lading at the time of the shipment, shipment will be subject to the lowest actual or released value shown and carrier's liability shall not exceed the lowest actual or released value. Corrected bills of lading will not be accepted if they add or change the released or actual value.

370  BILLS OF LADING AND DRIVER SIGNATURE

Any reference to the Bill of Lading shall be construed to mean the UNIFORM STRAIGHT BILL OF LADING (as illustrated in Item 355), and in no case shall be construed to mean any shipper's Bill of Lading either inadvertently used or used by the shipper for their convenience in connection with shipments moving on Roadrunner Transportation Services, Inc. In tendering the shipment, the shipper and the consignee agree to the UNIFORM BILL OF LADING TERMS AND CONDITIONS (as illustrated in Item 355), and no employee, agent or representative of the parties thereto is authorized to modify the terms unless specifically excepted under separate written contract or agreement.

The signature of CARRIER’s Driver/Account Representative on any Bill of Lading other than a UNIFORM STRAIGHT BILL OF LADING will serve only to acknowledge the receipt of freight as described on the document. Signature will not acknowledge agreement to non-uniform terms and conditions of carriage or liability conditions as may appear on such document.

Unless otherwise specifically stated on the Bill of Lading, contract or duly negotiated pricing agreement, all applicable charges shall be PREPAID with the exception of bills of lading prepared and issued with the terminology “If charges are to be prepaid, write or stamp here “To Be Prepaid”. Such charges shall be COLLECT by this rule when the subject field is silent or blank when shipment is tendered to carrier.

In the case of detention for loading (See Item 503) the Bill of Lading must show “Shipper Load and Count”.

For explanation of abbreviations or reference marks not explained on this page see Item 110

Issued: October 19, 2017  Effective: October 23, 2017
ITEM   SUBJECT

375  BLIND_SHIPMENT_COORDINATION
Any time carrier is required to coordinate or act as intermediary when the shipper is unaware of the true destination and/or the consignee is unaware of the true origin of a shipment, a fee of $25.00 will be assessed in addition to all other applicable charges.

382  CANCELLING ORIGINAL AND REVISED PAGES
When pages of a tariff or pricing agreement are amended by subsequent numerically consecutive revisions, the cancellation of prior pages will be effected by means of this item. A revised page will not show a cancellation notice but will cancel any and all prior uncancelled revised or original pages or uncancelled portions thereof, which bear the same page number.
For example:
"1st Revised Page 10" will have the effect of canceling "Original Page 10".

407  CLAIMS, LOSS AND DAMAGE
For principles and practices for the investigation and disposition of freight claims, see National Motor Freight Traffic Association, Inc., agent, ICC NMF 100 series.

415  CLASSIFICATION
NATIONAL MOTOR FREIGHT CLASSIFICATION:
The ratings, 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 the NMFC, which conflict.
When the rates or ratings in this tariff are silent as to rules and regulations, estimated and minimum weights, shipping and packing requirements, allowances and privileges or other conditions, the rates or ratings which are prescribed in such commodity items or exceptions to the NMFC, shall be subject to the terms (including estimated and minimum weights, shipping and packing requirements or other provisions or conditions) prescribed therefore, in connection with the ratings in the NMFC on the same commodity.
Where descriptive headings or individual listings shown in this tariff correspond to the descriptive headings or individual listings used in the NMFC, such descriptive headings or individual listings will be understood to include all notes or other qualifying statements which appear in connection with such corresponding headings or listings in the NMFC. Where notes or other qualifying statements in the NMFC refer only to "ratings", such reference will also be taken to refer to "Rates" in this tariff. Wherever rules of NMF 100 Series, refer to "classes" (except NMF 100 Item 421), the same will be understood also to apply to "rates".

CLASSIFICATION BY ANALOGY:
Where commodity tariffs or duly negotiated pricing agreements are made subject to this tariff, they apply only on specifically described articles in such commodity tariffs or duly negotiated pricing agreements, and do not apply on analogous articles.

CLASSIFICATION OF MIXED COMMODITIES:
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.

CLASSIFICATION OF ARTICLES - GENERAL:
When "Exempt" or "0" is shown in the "CLASS" column of NMF 100 Series, the class utilized will be that as provided in STB NMF 100-U, effective May 28, 1994.

420  CLASSIFICATION EXCEPTION FOR HOUSEHOLD GOODS INCLUDING PERSONAL EFFECTS OR MILITARY BAGGAGE CLASSIFIED IN NATIONAL MOTOR FREIGHT CLASSIFICATION ITEM 100240:
(Item Cancelled)

For explanation of abbreviations or reference marks not explained on this page see Item 110

Issued: August 20, 2018
Effective: August 27, 2018

Issued by:
Derek R. Huebner, Director of LTL Pricing Services
P.O. Box 8903 - Cudahy, WI 53110-8903
COLLECT ON DELIVERY (COD) SHIPMENTS

The charge for collecting and remitting the amount of each COD will be 4 percent of the COD amount, subject to a minimum charge of $32.00 (see Notes 1 and 2). The following forms of payment will be accepted in payment of COD amounts:

1) Bank cashier’s check.
2) Bank certified check.
3) Money order.
4) Personal checks when so authorized in writing or by endorsement on the bill of lading and shipping order by the consignor.

The letters “COD” must be stamped, typed or written on all bills of lading and shipping orders immediately before name of consignee. Each package must be plainly marked, labeled, or tagged by consignor showing letters “COD”, and the name and address of consignor and consignee. The amount of COD freight charges for COD shipments must be collected at the time such shipments are delivered to the consignee.

Upon collection of a COD, carrier will make remittance to consignor or remit to party as shown on the bill of lading within twenty (20) days after collection from the consignee. The charge for collecting and remitting the amount of each COD 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, remitting, 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 payable to the consignor. If the consignee refuses to pay the charge for collection, it will be deducted from the amount of the COD remitted to consignor.

Unless otherwise provided in individual pricing agreements, C.O.D. will be subject to a maximum discount as follows:

1) If freight terms are prepaid, C.O.D. will not be subject to a maximum discount.
2) If freight terms are collect, C.O.D. will be subject to a maximum discount of 25%.

A charge of $32.00 per request will be made for increasing, reducing or canceling the COD amount.

Note 1: Collect on Delivery (COD) service is only available on U.S. domestic shipments (shipments originating from U.S. points and destined to U.S. points).

Note 2: Carrier will not accept COD shipments when the amount to be collected exceeds $10,000.00. If shipment is inadvertently accepted for an amount higher than $10,000.00, Carrier’s liability, if any, will be not exceed $10,000.00 if the COD amount is not collected.
ITEM  SUBJECT

435  COLLECTION OF CHARGES - THIRD PARTY BILLING

When a party other than the consignor or consignee as shown on the bill of lading (Third Party) is responsible to pay the freight charges such Third Party's name and address must be shown on the bill of lading at the time of the original tender. Such Third Party is the sole party responsible for payment of CARRIER's charges. Failure of Third Party to collect payment from its customer shall not exonerate Third Party of its obligation to pay CARRIER. Third Party billing shipments will not be accepted if Section 7 (non-recourse stipulation) of the bill of lading is signed. If a bill of lading showing a Third Party is inadvertently accepted with Section 7 signed, the signing of Section 7 will not be applicable and the carrier may exercise recourse against the shipper for uncollected freight charges.

When the third party shown on the freight bill is the shipper's invoice mailing address or shipper's pay/audit agent's address, the freight must move prepaid by this rule.

When the third party shown on the freight bill is the consignee's invoice mailing address or consignee's pay/audit agent's address, the freight must move collect by this rule.

Third-party billing requests will be accepted on destination interline shipments on a prepaid basis only; CARRIER cannot accept third-party billing requests on collect destination interline shipments.

Subject shipments will be accepted only when the consignor has established credit with CARRIER and guarantees to pay all lawful charges should the third party fail to pay within 15 calendar days of the date of invoice, or within a time period provided in a duly negotiated pricing agreement. If the Third Party has not paid CARRIER’s invoice as agreed, and CARRIER has fulfilled its obligations of the bill of lading contract, CARRIER may seek payment from the shipper (consignor) or other party responsible for payment after giving the Third Party proper notice.

Should CARRIER inadvertently accept a shipment where the consignor, consignee or third party has not established credit or has lost credit privileges, CARRIER will contact the shipper, consignee or third party to try to make other payment arrangements. If CARRIER is unable to reach an acceptable payment arrangement, CARRIER reserves the right to change the bill to collect and remove the Third Party billing request, thereby making the consignee responsible for payment of all transportation charges. If the consignee is unable or unwilling to pay the charges that are due, CARRIER will place the shipment on-hand at the destination and notify the shipper. The shipper (or ultimate pay party) will be responsible for storage charges that are incurred while the shipment is being held at destination.

CARRIER agrees to invoice freight charges and related services to point of origin on prepaid bills and point of destination on collect bills. Third-party billing is allowed to U.S. or Canadian addresses only. Third-party billing requests to Mexico or other international addresses are not accepted.

Unless otherwise specifically stated on the Bill of Lading, contract or duly negotiated pricing agreement, all applicable charges shall be PREPAID with the exception of bills of lading prepared and issued with the terminology "If charges are to be prepaid, write or stamp here "To Be Prepaid". Such charges shall be COLLECT by this rule when the subject field is silent or blank when shipment is tendered to carrier.

455  CONSECUTIVE NUMBERS

Where numbers are connected by the word "to" or "thru" or a dash "-", it means that the numbers are consecutive and include both of the numbers shown.
ITEM SUBJECT

460 COMMERCIAL ZONES - PRIMARY POINTS

GENERAL APPLICATION:
When reference is made in this tariff or other tariffs, contracts or duly negotiated pricing agreements making reference to this tariff, commercial zones are those shown in table below by 3-digit ZIP Code prefix. Commercial zones for all other points not shown below are limited to the acceptable ZIP Code(s) for the subject point as provided in the ZIP Code Directory, National five-digit ZIP Code and post office directory for determining ZIP Codes.

<table>
<thead>
<tr>
<th>City</th>
<th>State</th>
<th>ZIP Code Prefix</th>
</tr>
</thead>
<tbody>
<tr>
<td>Atlanta</td>
<td>GA</td>
<td>300-303</td>
</tr>
<tr>
<td>Baltimore</td>
<td>MD</td>
<td>210-212, 214</td>
</tr>
<tr>
<td>Birmingham</td>
<td>AL</td>
<td>352</td>
</tr>
<tr>
<td>Boston</td>
<td>MA</td>
<td>021-022</td>
</tr>
<tr>
<td>Charlotte</td>
<td>NC</td>
<td>282</td>
</tr>
<tr>
<td>Chicago</td>
<td>IL</td>
<td>600-608</td>
</tr>
<tr>
<td>Cincinnati</td>
<td>OH</td>
<td>410, 450-452, 470</td>
</tr>
<tr>
<td>Cleveland</td>
<td>OH</td>
<td>440-441</td>
</tr>
<tr>
<td>Columbia</td>
<td>SC</td>
<td>292</td>
</tr>
<tr>
<td>Columbus</td>
<td>OH</td>
<td>430-432</td>
</tr>
<tr>
<td>Dallas – Fort Worth</td>
<td>TX</td>
<td>750-753, 760-761</td>
</tr>
<tr>
<td>Dayton</td>
<td>OH</td>
<td>453-455</td>
</tr>
<tr>
<td>Denver</td>
<td>CO</td>
<td>800-802</td>
</tr>
<tr>
<td>Des Moines</td>
<td>IA</td>
<td>503</td>
</tr>
<tr>
<td>Detroit</td>
<td>MI</td>
<td>480-483</td>
</tr>
<tr>
<td>District of Columbia</td>
<td>DC</td>
<td>200-205, 222-223, 207, 209</td>
</tr>
<tr>
<td>Fort Worth</td>
<td>TX</td>
<td>760-761</td>
</tr>
<tr>
<td>Houston</td>
<td>TX</td>
<td>770-772, 775</td>
</tr>
<tr>
<td>Indianapolis</td>
<td>IN</td>
<td>462</td>
</tr>
<tr>
<td>Little Rock</td>
<td>AR</td>
<td>722</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Los Angeles</td>
<td>CA</td>
<td>900-918, 92313, 16, 24, 34-37, 45-46, 50, 54, 57-58, 73-77, 924-928</td>
</tr>
<tr>
<td>Milwaukee</td>
<td>WI</td>
<td>530-534</td>
</tr>
<tr>
<td>Minneapolis</td>
<td>MN</td>
<td>550-554</td>
</tr>
<tr>
<td>Nashville</td>
<td>TN</td>
<td>372</td>
</tr>
<tr>
<td>New York City</td>
<td>NY</td>
<td>100-119</td>
</tr>
<tr>
<td>Oklahoma City</td>
<td>OK</td>
<td>730-731</td>
</tr>
<tr>
<td>Philadelphia</td>
<td>PA</td>
<td>189-194</td>
</tr>
<tr>
<td>Phoenix</td>
<td>AZ</td>
<td>850-853</td>
</tr>
<tr>
<td>Portland</td>
<td>OR</td>
<td>970-972, 98604,06-07, 60-68, 71, 83-86</td>
</tr>
<tr>
<td>Sacramento</td>
<td>CA</td>
<td>958</td>
</tr>
<tr>
<td>Salt Lake City</td>
<td>UT</td>
<td>841</td>
</tr>
<tr>
<td>Seattle</td>
<td>WA</td>
<td>980-981, 983-984</td>
</tr>
<tr>
<td>San Antonio</td>
<td>TX</td>
<td>782</td>
</tr>
<tr>
<td>San Francisco</td>
<td>CA</td>
<td>940-951</td>
</tr>
<tr>
<td>Saint Louis</td>
<td>MO</td>
<td>630-631</td>
</tr>
<tr>
<td>Tampa</td>
<td>FL</td>
<td>336</td>
</tr>
<tr>
<td>Tulsa</td>
<td>OK</td>
<td>740-741</td>
</tr>
</tbody>
</table>

DEFINITION OF TEXAS PORTS:
Where reference is made in this tariff or other tariffs, contracts or duly negotiated pricing agreements making reference to this tariff, Texas ports are defined as those points shown in table below:

<table>
<thead>
<tr>
<th>City</th>
<th>Port</th>
</tr>
</thead>
<tbody>
<tr>
<td>Beaumont</td>
<td>Galveston</td>
</tr>
<tr>
<td>Corpus Christi</td>
<td>Houston</td>
</tr>
<tr>
<td>Freeport</td>
<td>Orange</td>
</tr>
<tr>
<td></td>
<td>Port Arthur</td>
</tr>
<tr>
<td></td>
<td>Texas City</td>
</tr>
</tbody>
</table>

462 SECONDARY POINTS
Applicable only when reference is made hereto. This item applies to the following extent:
1) All points not defined in items 305, 460, or 464 herein, for the purpose of the application of this item, shall be considered as defined by this item (462).

464 ADDITIONAL POINTS
Applicable only when reference is made hereto.
1) Applies to points specified in items 304 and 305.

For explanation of abbreviations or reference marks not explained on this page see Item 110

Issued: September 30, 2016
Effective: October 3, 2016

Issued by:
Derek R. Huebner, Director of LTL Pricing Services
P.O. Box 8903 - Cudahy, WI 53110-8903
ITEM    SUBJECT

470     CONTROL AND EXCLUSIVE USE OF VEHICLES

SECTION 1: CONTROL OF VEHICLE:

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 the consignor, 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 the bill of lading or shipping instructions prohibit the breaking of locks or seals or the co-loading of additional freight, such instructions will be considered as a 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 new 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, 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
   - 20,000 pounds at the Class 100 scale 20M rate for a doubles trailer (subject to Note 4)
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 bill 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 term "vehicle", as used in this item, means any vehicle or combination of vehicles handled as one unit, of not less than 35 feet in length, propelled or drawn by a single power unit and used on highways in the transportation of property. When the vehicle consists of a power unit and two or more trailers or containers, the combined length of the trailers or containers must not exceed 60 feet measured along the center longitudinal line of each trailer or container floor. The term "doubles trailer", as used in this item, means a trailer of 29 feet or less in length.

Note 2: The provisions of this item will apply in connection with Item 750 (Pickups and/or Deliveries - Saturdays, Sundays, Holidays or After Business Hours).

Note 3: The provisions of this item will not apply in connection with Item 900 (Stop-Offs).

Note 4: Carrier is not obligated to provide exclusive use service under the provisions of this item where the operation of doubles trailers, in tandem drawn by a single power unit, is prohibited by law.
ITEM    SUBJECT

480    CUSTOMS OR IN BOND FREIGHT

U.S. CUSTOMS BONDS AND CLEARANCE:
When shipments move under U.S. Customs Bonds or when delivery by carrier is required to be made under U.S. Customs supervision, a charge per shipment or per vehicle, if more than one vehicle is required to transport the shipment, (in addition to all other applicable charges) will be $2.30 per 100 pounds, subject to a minimum charge of $95.00.

When the U.S. Customs clearance location is at a point other than the initial U.S. port of arrival or the final destination, linehaul charges on shipments requiring custom clearance will be assessed on the basis of a combination of rates applicable from the point of origin to the point of U.S. Customs Clearance and from the point of U.S. Customs Clearance to the final destination of the shipment, except no beyond linehaul charges will apply when the final destination is located within the commercial zone of the point of U.S. Customs clearance and is subject to the same linehaul rate as the point of U.S. Customs clearance. See item 820 herein.

In addition to all other lawful charges, shipments awaiting U.S. Customs clearance will be assessed storage charges beginning at 7:00 a.m. of the third business day following the day in which U.S. Customs officials were notified. For storage charges see Item 910.

CURRENCY EXCHANGE:
All charges in this tariff are stated in U.S. dollars and cents and will be payable in U.S. currency only when such charges are being paid to the U.S. carrier.

FORK-LIFT SERVICE:
When fork-lift service is required on import or export traffic at wharves or docks, the provisions of item 562 shall apply regardless of the weight or size of the articles. (Also See Item 750 “Pier, Port or Wharf”).

IMPORT/EXPORT SHIPMENT BOOKING:
Shipper or his agent will be responsible for booking export shipments with the ocean carrier and proper instructions must be given to the motor carrier prior to delivery of the export shipment at the port of export. When the shipment fails to clear for any ocean vessel booking, through omission or fault of the ocean carrier, all demurrage, storage, detention or other charges accrued, shall be borne and paid for by such ocean carrier.

MARKING OF IMPORT SHIPMENTS FORWARDED IN BOND:
Import shipments, forwarded In Bond, which upon delivery to the carrier at the port of entry, bear blind or abbreviated markings, must be marked to show the following information:

U.S. CUSTOMS
This package is under bond and must be delivered intact to the customs officer in charge at the port of destination or to such other place as authorized by U.S. Customs.

PIER, PORT OR WHARF SERVICES:
See item 750 herein.

(Continued on next page)
ITEM    SUBJECT

480 CUSTOMS OR IN BOND FREIGHT (Continued from previous page)

PREPAYMENT - EXPORT AND IMPORT SHIPMENTS:

All charges on shipments for export, except shipments to points in Canada, transported under rates named subject to this tariff must be prepaid (including all accessorial service charges, all charges paid longshoremen, stevedores, public loaders and riggers, and charges covering top wharfage), except where special arrangements have been made by shipper, owner or consignee with the motor carrier to collect the motor freight charges at port of export.

All ocean charges must be prepaid except where special arrangements have been made by shipper, owner or consignee with ocean carriers to collect at port of import. Carrier will not advance ocean carrier's charges.

Motor carrier will not be responsible for, nor will they collect ocean charges.

On all shipments the full name and address of the shipper must be clearly shown on the applicable bill of lading and carried forward on the motor carrier freight bill for proper information to the ocean carrier.

Third-party billing is allowed to U.S. or Canadian addresses only. Third-party billing requests to Mexico or international addresses are not accepted.

CANADIAN BORDER CROSSING AND CUSTOMS SUFFERANCE WAREHOUSE HANDLING CHARGES:

In addition to all other applicable charges, shipments originating from or destined to Canadian points shall be subject to charges for border crossing and Canadian customs sufferance warehouse handling as follows:

<table>
<thead>
<tr>
<th>SHIPMENTS CLEARED THROUGH CUSTOMS AT:</th>
<th>BORDER CLEARANCE AND SUFFERANCE WAREHOUSE HANDLING CHARGES</th>
<th>SUFFERANCE WAREHOUSE STORAGE (NOTE A)</th>
</tr>
</thead>
<tbody>
<tr>
<td>PROVINCE / POINTS</td>
<td>FLAT CHARGE PER SHIPMENT (or per vehicle, if more than one vehicle is required to transport the shipment)</td>
<td>RATE (in cents per cwt.) per day in storage</td>
</tr>
<tr>
<td>All Provinces / All points</td>
<td>$25.00</td>
<td>100</td>
</tr>
</tbody>
</table>

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

Rates and charges are stated and to be paid in U.S. currency.

When linehaul freight charges are prepaid, Canadian customs sufferance warehouse handling charges must also be prepaid.

Canadian customs sufferance warehouse handling charges will be advanced and will not be absorbed by carrier, and such charges will be in addition to all other lawful charges applicable.

When shipments are manifested (in bond), a manifest charge of $12.00 will be assessed.

NOTE A - Shipments, when sufferance warehouse storage is required due to Canadian Customs delay in clearance, may be subject to warehouse storage charges as required by the sufferance warehouse. Such charges are the responsibility of the payor of the freight charges.

NOTE B - Any fees or charges mandated or assessed by Canadian customs in addition to charges named above due to random examinations, inspections, embargoes, or for any other reason through no fault of the carrier shall be the responsibility of the payor of the freight charges for the shipment(s) involved. If more than one shipment must be unloaded for inspection or examination from the same trailer, the charges assessed by Canadian customs will be prorated among the shipments on the percentage that the weight of each shipment bears to the total weight of all shipments required to be unloaded by Canadian customs.

490 DEFICIT WEIGHT

In determining the rates and charges for a mixed shipment consisting of two or more articles that are subject to different rates or classes, any deficit in weight will be charged for at the rate applicable to the lowest rated article in the shipment.
ITEM    SUBJECT

502 DETENTION - VEHICLES WITH POWER UNITS
This item applies when carrier’s 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) This item applies to vehicles, which have been ordered or used to transport shipments subject to duly negotiated pricing agreements.
2) When carrier’s employee assists in loading, unloading or checking the freight, this item will apply whether or not the power unit is actually detained.
3) Nothing in this item shall require a carrier to pickup or deliver freight at hours other than carrier’s normal business hours (See Item 110).
4) When vehicle is both unloaded 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.
5) Freight remaining undelivered after the accrual of any detention charges may be placed in storage. 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 Item 910. If the freight is later tendered for delivery, the charge for redelivery in Item 830 will apply. In such event, detention charges as provided in Section 5 of this item would immediately become applicable.
6) When through no fault of the carrier, the loading or unloading of a vehicle with power cannot be completed by 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 carrier’s premises. At that time, computation of any remaining free time will cease. That portion of the shipment in the carrier’s possession is subject to storage as provided in Item 910. When the vehicle is returned to consignor or consignee’s premises, computation of any remaining free time will resume. The portion of a shipment that is redelivered is subject to redelivery charges provided in Item 830.

SECTION 2 - DEFINITIONS:
"LOADING" includes:
   a) Furnishing to the carrier the bill of lading or forwarding directions or documents necessary for forwarding of the shipment.
   b) Notification to the carrier that the vehicle is loaded and ready for forwarding.

"UNLOADING" includes:
   a) Surrender to the carrier of a properly endorsed bill of lading on 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 unloaded.
   d) Signing delivery receipt when delivering carrier’s authorized agent is present at unloading.

SECTION 3 - COMPUTATION OF TIME:
1) Except as provided in paragraphs (2) and (3) in this section, computation of time shall begin upon notification by the driver to the responsible representative of the consignor or consignee of the vehicle for loading or unloading. Time shall end 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, mealtime not to exceed one hour will be excluded from computation of time.
3) When carrier is permitted to work before or after the normal day, such working time shall also be included.

(Continued on next page)
ITEM    SUBJECT

502  DETENTION - VEHICLES WITH POWER UNITS (CONTINUED FROM PREVIOUS PAGE)

4) When consignor tenders or consignee receives more than one shipment at one time, the combined weight will be used to determine free time. The free time will be increased by 5 minutes for each shipment subject to a maximum of 60 minutes additional free time.

5) Where there is more than one payor, charges will be prorated on the basis of the weight of each individual shipment. Where single or multiple shipments exceed the carrying capacity of one vehicle, free time for each vehicle shall be computed separately.

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 1,000</td>
<td>15</td>
</tr>
<tr>
<td>1,000 thru 2,499</td>
<td>30</td>
</tr>
<tr>
<td>2,500 thru 4,999</td>
<td>60</td>
</tr>
<tr>
<td>5,000 thru 7,499</td>
<td>90</td>
</tr>
<tr>
<td>7,500 thru 9,999</td>
<td>120</td>
</tr>
<tr>
<td>10,000 thru 19,999</td>
<td>180</td>
</tr>
<tr>
<td>20,000 or over</td>
<td>240</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 beyond free time, the charge per vehicle for each 15 minutes, or fraction thereof, beyond free time will be $18.20 subject to a minimum charge of $72.80.

2) The amounts due the carrier under the provisions of this rule shall be assessed against the consignor in the case of loading, and against the consignee in the case of unloading, irrespective of whether line haul charges are prepaid or collect. In the case of import shipments, the consignee will be responsible for the charges. In the case of export shipments, the consignor will be responsible for the charges.

SECTION 6 - LEASE EQUIPMENT:
The provisions and charges for detention of vehicle with or without power units will also apply to equipment owned by steamship lines, railroads or third party leasing companies.
ITEM 503 DETENTION - VEHICLES WITHOUT POWER UNITS

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 1 - GENERAL PROVISIONS:

1) Subject to the availability of equipment, carrier will place 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. In the case of detention for loading, the Bill of Lading must show “Shipper Load and Count”.

2) 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.

3) Carrier responsibility for safeguarding shipments loaded into trailers shall begin when loading has been completed and possession thereof is taken by the carrier.

4) Carrier responsibility for safeguarding shipments unloaded from trailers shall cease when the trailer is delayed or detained on the site designated by the consignee.

5) 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.

6) The charges due the carrier will be assessed against the consignor in the case of loading and against the consignee in the case of unloading and are in addition to and irrespective of whether all other lawful charges are prepaid or collect.

7) Nothing in this item shall require a carrier to pick up or deliver at hours other than carrier’s normal business hours (See Item 110). Neither shall this be construed as a restriction on carrier’s ability to pick up or deliver at hours other than its normal business hours.

SECTION 2 - DEFINITIONS:

The following definitions will apply only in conjunction with terms used in this item.

1) “Vehicle” means tractor-trailer combinations used for the transportation of property.

2) “Trailer” means a mobile unit with or without wheels, used to transport property.

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

4) “LOADING” includes:
   a) Furnishing to the carrier the bill of lading or forwarding directions or documents necessary for forwarding of the shipment.
   b) Notification to the carrier that the vehicle is loaded and ready for forwarding.

5) “UNLOADING” includes:
   a) Surrender to the carrier of a properly endorsed bill of lading on 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 unloaded.
   d) Signing delivery receipt when delivering carrier’s authorized agent is present at unloading.

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

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

8) “Delayed”, “Detained”, “Placed”, “Dropped”, or “Spotted” means the request to place a trailer at a specific site designated by consignor, consignee, or other party designated by them, detaching the trailer, and leaving the trailer unaccompanied by power unit in their full possession. 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 trailer with its own power units at its own expense and risk for the purpose of loading or unloading. Movement of a trailer from the carrier’s premises to the specific requested site for spotting shall be the obligation of the carrier and free time shall accrue as provided in Section 3.

(Continued on next page)
ITEM   SUBJECT

503 DETENTION - VEHICLES WITHOUT POWER UNITS (Continued from previous page)

SECTION 3 - COMPUTATION OF TIME AND FREE TIME:
1) Detention charges shall commence at the time of placement of the trailer at the site designated by the consignor, consignee, or other party designated by them.
2) Detention charges will accrue until and terminate at such time as the carrier receives notification by the consignor, consignee, or other party designated by them that loading or unloading has been completed and the trailer is available for pickup.
3) Trailer will be allowed 24 consecutive hours of free time for loading or unloading.
4) When "detention without power" is changed to "detention 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:
   a) If the change is requested before the expiration of free time for "detention without power", free time will cease immediately at the time the request is received, and "detention with power" will immediately commence with no further free time allowed.
   b) If the change is requested after the expiration of free time for "detention without power", free time and detention charges will be computed for "detention without power" up to the time the request for change was received. In addition thereto, the vehicle will immediately be subject to charges for "detention with power" with no further free time allowed.
5) Prearranged scheduling:
   a) Upon reasonable request of consignor, consignee, or other party designated by them, carrier will, without additional charge, enter into a prearranged schedule for the arrival of trailers for spotting.
   b) If vehicle arrives prior to or later than the scheduled time, time shall commence at the actual time the vehicle arrives.

SECTION 4 - CHARGES:
1) After computing time and deducting free time as provided in Section 3 of this item, detention charges will be assessed as follows:

<table>
<thead>
<tr>
<th>TIME CHARGEABLE</th>
<th>CHARGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Each of the first and second 24-hour periods or fraction thereof (Saturdays, Sundays and Holidays excepted)</td>
<td>$30.40</td>
</tr>
<tr>
<td>Each of the third and fourth 24-hour periods or fraction thereof (Saturdays, Sundays and Holidays excepted)</td>
<td>$42.65</td>
</tr>
<tr>
<td>The fifth and succeeding 24-hour period of fraction thereof (Saturdays, Sundays and Holidays included)</td>
<td>$60.75</td>
</tr>
</tbody>
</table>

2) No additional charge will be made for picking up trailers when such pickup can be performed within 30 minutes after arrival of driver and power unit at the location of the vehicle. When a delay of more than 30 minutes is encountered, detention charges for vehicles with power will commence form the time of arrival as provided in Item 502.

3) 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 trailer detained on their premises, a detention charge of $44.00 per trailer per day or fraction thereof will be made following expiration of free time. Saturdays, Sundays and Holidays shall be included after the 4th day of such charges.

SECTION 5 - LEASED EQUIPMENT:
The provisions and charges for detention of vehicle with or without power units will also apply to equipment owned by steamship lines, railroads or third party leasing companies.
ITEM    SUBJECT

510 DIVERSION - TO OTHER CARRIER
See Item 820 "RECONSIGNMENT OR DIVERSION".

560 EXTRA LABOR

SECTION 1 - EXTRA LABOR:
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 following charges and provisions will apply:

<table>
<thead>
<tr>
<th>PER MAN PER HOUR</th>
<th>MINIMUM CHARGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>OR FRACTION THEREOF</td>
<td>PER MAN PER DAY</td>
</tr>
<tr>
<td>Monday - Friday</td>
<td>$30.00</td>
</tr>
<tr>
<td>During business hours - up to 8 hours</td>
<td></td>
</tr>
<tr>
<td>Saturday - Sunday - Holidays</td>
<td>$45.00</td>
</tr>
<tr>
<td>After business hours or over 8 hours</td>
<td></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 if the extra labor is used for loading and against the consignee if the extra labor is used for unloading. Extra labor will not be furnished unless requested by consignor or consignee.

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.

SECTION 2 - ADDITIONAL HELP:
1) Additional help will be required for loading or unloading shipments, as the case may be:
   a) When, because of size, weight or other nature of the commodity, public laws or regulations require the service of flagmen, or
   b) When an article or articles in a single container or shipping form:
      1. Weighs 500 pounds or more, or
      2. Exceeds 8 feet in the greatest dimension (See Exception), or
      3. Exceeds 4 feet in both greatest and intermediate dimension (See Exception), or
      4. Is classified LTL at Class 70 or higher in NMF 100 or exceptions thereto, weighs 150 pounds or more, and is loaded from or unloaded to places 36 inches above or below truck bed.

   EXCEPTION: Additional help is not deemed to be required if such article (or articles) weighing less than 500 pounds and:
   a) Does not exceed 22 feet in its greatest dimension and does not exceed 2 feet in any other dimension, or,
   b) Does not exceed 10 feet in its greatest dimension and does not exceed 5 feet in its intermediate dimension and does not exceed one foot in its least dimension.
   c) When required by shipper or consignee in connection with a pickup or delivery as the case may be.

2) Whenever additional help is required, as defined above, such help shall be furnished by the shipper or consignee as the case may be. If requested, carriers will undertake, on behalf of shipper or consignee, to employ additional help. The following charges for each man furnished (other than the truck driver for whom no charge will be made) shall be the same as those in Section 1 of this item.

For explanation of abbreviations or reference marks not explained on this page see Item 110

Issued: September 4, 2014  Effective: September 15, 2014

Issued by:
Derek R. Huebner, Director of LTL Pricing Services
P.O. Box 8903 - Cudahy, WI 53110-8903
ITEM    SUBJECT

562 FORKLIFT SERVICE
1) On shipments that require forklift service to load or unload, and the consignor or the consignee does not furnish this service, the carrier will endeavor to arrange for such forklift service and will charge the consignor or consignee, as the case may be, $59.85 per hour, or fraction thereof for each forklift used. Such forklift service shall be subject to a minimum charge of $59.85 per shipment.
2) When forklift service is required 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. (Also See Item 480 and item 750).
3) Charges shall be prepaid or guaranteed to the satisfaction of the carrier and will be computed from the start of the actual use of forklift equipment in loading or unloading the shipment, as the case may be, and to run until the actual use of forklift equipment is terminated.

564 FRACTIONS
In computing a rate based on a percentage or a multiple of another rate, the following rule shall be observed in the disposition of fractions:
Fractions less than 1/2 or .50 of a cent, omit.
Fractions of 1/2 or .50 or greater, increase to the next whole figure.
Charges that are in dollar amounts will be rounded up to the next highest dollar amount.

566 HANDLING FREIGHT NOT ADJACENT TO VEHICLE - INSIDE DELIVERY / INSIDE PICKUP
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.

Service provided under this item will be assessed a charge of $8.71 per 100 pounds, subject to a minimum charge of $78.96 per shipment and a maximum charge of $567.88 per shipment. Services provided under this item do not include service to floors above or below the level accessible to carrier's vehicle. See item 750 for additional service to floors above or below the level accessible to carrier's vehicle.
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.

568 HAZARDOUS MATERIALS
Carrier may accept shipments of hazardous materials for transportation in accordance with the transportation requirements of the U.S. Department of Transportation subject to the following provisions:
1) If required by Federal, State or Local regulations, carrier will prepare designated route plans that will set forth the routes to be utilized in transporting shipments of hazardous materials, from the initial origins to the final destinations. The designated route will be the shortest practical route over the highways approved by the appropriate State or Local agency for the transportation of hazardous materials, and any interstate highway not disapproved by a State or Local agency with enforcement authority. If the total distance from the initial origin to the final destination via the designated route of movement exceeds 115 percent of the shortest mileage from initial origin to final destination, the distance in excess of 115 percent will be charged for at the rate of $3.30 per mile. All mileage shall be computed by use of Household Goods Carrier's Bureau, Agent, HGB 100, mileage guide.
2) When special permits authorizing the transportation of specific shipments of hazardous materials are required by Federal, State or Local regulations, the purchase costs of such permits will be paid by the carrier and collected as follows:
The purchase costs of such permits, plus a service charge of $22.25 per permit, per state in which a permit is procured, shall be collected from the shipper or party requesting movement of the shipment.
3) Any notation on the Bill of Lading which in any way limits or denies the carrier access to the vehicle in which the shipment is loaded, shall be deemed by the carrier to require Exclusive Use of Vehicle services in accordance with the provisions of Item 470 herein.

(Continued on next page)
ITEM SUBJET

568 HAZARDOUS MATERIALS (Continued from previous page)

4) Hazardous Material (HM) shipments must be tendered on "Uniform Straight Bill of Lading" form as shown in Item 355 herein.
   Fines and/or penalties which are imposed on the carrier as a result of the Shipper's failure to meet D.O.T. requirements will be charged back to the Shipper who will reimburse carrier for all losses incurred.

5) Hazardous Materials in the categories listed below are embargoed from movement by the carrier:
   (a) Class A Explosives (Division 1.1, 1.2)
   (b) Class B Explosives (Division 1.3)
   (c) HRCQ Radioactive Materials (Class 7)(Radioactive materials moving in quantities designated as "Highway Route Controlled Quantities"(HRCQ)
   (d) Hazardous Waste
   (e) Etiologic Agents/Infectious Substances (Division 6.2)

6) As used herein, Hazardous Materials mean articles described in Title 49, CFR. When service is provided by carrier to transport materials defined under Title 49, CFR, an additional charge of $40.00 will be assessed to each shipment. When a shipment is accorded split delivery or stopping in transit for partial loading or unloading these charges will apply to each stop separately, wherever the service is performed.

570 IMPRACTICABLE OPERATIONS

Pick up 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 conditions 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 disturbance as tending to create reasonable apprehensions of danger to persons or property.

573 MARKING OR TAGGING FREIGHT – CHANGING MARKINGS OR TAGS OR RE-LABELING:

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 $1.52 per package or piece of freight on which the marking or tag is changed or altered, subject to a minimum charge of $26.45 per shipment.

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

576 MINIMUM CHARGE - CAPACITY LOADS - OVERFLOWS

When any shipment is tendered to the carrier and occupies the full visible capacity of one or more vehicles, the minimum charge for that quantity of freight loaded in or on each vehicle will be the charge for 20,000 pounds at the class 50 applicable rate as published in RDFS 501 and 700 series tariff in effect at the time of the shipment, with no discount, exception class or any other price reduction.

When a shipment is tendered which cannot be loaded in one vehicle, the following will apply:

1) Each vehicle loaded to capacity will be subject to the minimum charge as provided in paragraph above.
2) The charge for the portion of the shipment loaded into or on the last vehicle (not loaded to capacity) will be as a separate shipment.

The terms "occupies the full visible capacity", "loaded to capacity" or "capacity load" refer to the extent each vehicle is loaded and further means:

1) That quantity of freight which, in the manner loaded, so fills a vehicle that no additional articles in the shipping form tendered identical in size to the largest article in the shipment can be loaded in or on the vehicle, or:
2) That maximum quantity of freight that can be legally loaded in or on a vehicle because of the weight or size limitations of state or regulatory bodies.

The term "vehicle" as used in this item, means a trailer having not less than 2,800 cubic feet of capacity. Shipments containing articles having dimensions, after loading, exceeding 45 feet in length, 8 feet in width, or 13 1/2 feet in height, will be subject to Item 670.
ITEM SUBJECT

577 MINIMUM CHARGE - CUBIC CAPACITY AND MINIMUM CLASS

When sections 1, 2 or 3 herein or provisions of items 576, 577 or 578 may apply to a single shipment, the provisions producing the highest charge shall apply. Shipments containing articles having dimensions, after loading, exceeding 45 feet in length, 8 feet in width, or 13 1/2 feet in height, will be subject to Item 670.

SECTION 1 – CUBIC CAPACITY

Subject to the following conditions and general provisions any shipment which: Occupies 750 or more cubic feet, and has an average density of less than 6 lbs. per cubic foot will be subject to the following minimum charge:

Tariff Base: See customer’s pricing agreement for base tariff to be used.

Discount: See customer’s pricing agreement for discount based on origin and destination zip codes.

Weight: Calculated weight determined by multiplying the cubic capacity by 6 lbs. for each cubic foot, or portion thereof.

Class: A class 125 rating will apply. FAK or Exception classes will not apply.

General Provisions:

1) The carrier’s freight bill will indicate the actual weight, the actual cubic capacity and the calculated weight upon which the minimum charge will be assessed.

2) The application of this item is prohibited on shipments subject to capacity load or exclusive use provisions as provided in items 470 and 576.

3) Charges computed from the application of this item will not be greater than the TL charge per vehicle used plus cubic feet of any trailer space not usable for loading of other freight because of loading characteristics or restrictions of this shipment or portion thereof.

4) The cubic capacity of a shipment will be determined by totaling the cubic feet of each handling unit in a shipment. Handling units that have pyramided, rounded or other irregular tops, or have been labeled by the shipper that no other freight is to loaded on top shall be considered 96 inches in height for purposes of calculating cubic feet and density.

5) The density of each handling unit will be determined in accordance with NMF Item 110, Sections 8(a) and (b).

6) When in the manner tendered, separate shipments are picked up on the same day and place, from the same pick up site, consigned to the same destination and with the same billing payment terms, such shipments shall be combined by the carrier and considered as a single shipment for the application of this item.

SECTION 2 – MINIMUM CLASSIFICATION

Any shipment or portion thereof properly identified, either by the shipper or by the carrier, to be NMF class 125 or lower, having a density of less than 6 pounds per cubic foot and occupying 400 or more cubic feet shall be rated on the basis of class 150. In the event that a shipment or portion thereof is rated on the basis of class 150 under the application of this section, such class 150 is not subject to any Exception or FAK provision contained within any pricing agreement. When in the manner tendered, separate shipments are picked up on the same day and place, from the same pick up site, consigned to the same destination and with the same billing payment terms, such shipments shall be combined by the carrier and considered as a single shipment for the application of this item.

For explanation of abbreviations or reference marks not explained on this page see Item 110

Issued: July 18, 2018  Effective: July 20, 2018

Issued by:
Derek R. Huebner, Director of LTL Pricing Services
P.O. Box 8903 - Cudahy, WI 53110-8903
ITEM 578 MINIMUM CHARGE - LINEAR FOOT

Subject to the following conditions and provisions:

1) Any shipment which occupies 13 feet or greater of a vehicle (see Paragraphs 3 and 5, and Note 1) in the manner loaded as tendered to the carrier; will be subject to the following minimum charge: Charges shall be computed by applying the following rate per mile:

<table>
<thead>
<tr>
<th>Miles:</th>
<th>Per Mile Rate:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than 750</td>
<td>$0.12 per linear foot</td>
</tr>
<tr>
<td>750 but less than 1200</td>
<td>$0.104 per linear foot</td>
</tr>
<tr>
<td>1200 but less than 1800</td>
<td>$0.088 per linear foot</td>
</tr>
<tr>
<td>1800 or greater</td>
<td>$0.072 per linear foot</td>
</tr>
</tbody>
</table>

Example: 1800 miles and 24 linear feet = 24 LFT X $0.072 = $1.73 X 1800 miles (plus LTL fuel surcharge).

2) When in the manner tendered, separate shipments are picked up on the same day and place, from the same pick up site, consigned to the same destination and with the same billing payment terms, such shipments shall be combined by the carrier and considered as a single shipment for the application of this item.

3) Except as otherwise specifically provided, the term "linear foot" shall be defined as a quantity; a) In volume, not exceeding 72 cubic feet, and/or; b) In weight, not exceeding 1,000 lbs., and/or; c) A pallet or pallet position shall equal not less than two linear feet. The carrier may, at its discretion, define a linear foot as less than 72 cubic feet and/or less than 1,000 lbs. when a shipment, as tendered, is so packaged or loaded as to; a) Prevent reasonable safe loading of subject shipment or other shipments or; b) Exceeds the weight or size limitations of state or regulatory bodies.

4) When the provisions of items 576, 577 or 578 may apply to a single shipment, the provisions producing the highest charge shall apply. The charge produced by applying this item will not alternate with the charge produced by applying the shipper’s class rate pricing program. Shipments containing articles having dimensions, after loading, exceeding 45 feet in length, 8 feet in width, or 13 1/2 feet in height, will be subject to Item 670.

5) When the provisions of Item 578 apply, any fraction of a foot will be rated as 1 foot of trailer space utilized, however such rounding up shall not be used to determine whether the minimum number of linear feet in paragraph 1 is attained.

6) Linear footage of a shipment containing an odd number of pallets or handling units or an unequal number of linear feet on the two sides of the trailer will be determined from an average of the number of linear feet occupied on both the left-hand side and the right-hand side of the floor of the trailer.

Note 1: The term "vehicle", as used in this item, means any vehicle or combination of vehicles handled as one unit.

Note 2: The mileage is determined from the Household Goods Mileage Guide in effect at the time of shipment from origin point to destination point.
<table>
<thead>
<tr>
<th>ITEM</th>
<th>SUBJECT</th>
</tr>
</thead>
</table>

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ITEM SUBJECT

595 MAXIMUM CHARGE
In no case shall the linehaul charge for any shipment from and to the same points, via the same route of movement, be greater than the linehaul charge for a greater quantity of the same commodity in the same shipping form and subject to the same packing provisions at the rate and weight applicable to such greater quantity of freight. Where reference to NMFC Item 595 is made, this item will apply.

610 MINIMUM CHARGE – ABSOLUTE
Except where provided in items, tariffs or duly negotiated pricing agreements making reference hereto, the absolute minimum charge for a shipment shall be the applicable rate for each article(s) multiplied by the actual weight of each article(s) but not less than the applicable minimum charge in the governing class tariff, or the charge in the applicable column as determined below from the origin and to the destination. Not applicable from or to AK, HI or PR.

<table>
<thead>
<tr>
<th>Origin State</th>
<th>US Destinations</th>
<th>Canadian Destinations</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>GA, IL, IN, KY, MI, MN, MO, NC, OH, TN, WI</td>
<td>CA, FL, OR, TX, WA</td>
</tr>
<tr>
<td>GA, IL, IN, KY, MI, MN, MO, NC, OH, TN, WI</td>
<td>$104.99</td>
<td>$114.99</td>
</tr>
<tr>
<td>CA, FL, OR, TX, WA</td>
<td>$129.99</td>
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<tr>
<td>All Other U.S. Points</td>
<td>$139.99</td>
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<tr>
<td>All Canadian Points</td>
<td>$169.99</td>
<td>$169.99</td>
</tr>
</tbody>
</table>

(Remainder of page intentionally left blank)
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ITEM  SUBJECT

647  NOTIFICATION PRIOR TO DELIVERY
When a Bill of Lading or any Shipping Order including Government Bills of Lading, is tendered bearing any notation requesting carrier to notify consignee prior to delivery by any means whatsoever, the charge for this service shall be $27.37.
The charge for notification will be charged to the party responsible for all other charges (consignor if a prepaid shipment and consignee if a collect shipment). Such charge will be in addition to all other lawful charges.

650  OPERATING RIGHTS
CERTIFICATE "COMMON CARRIER" MC-170247 Sub 1:

<table>
<thead>
<tr>
<th>US DOT:</th>
<th>242009</th>
<th>US Docket:</th>
<th>MC170247</th>
</tr>
</thead>
<tbody>
<tr>
<td>Legal Name:</td>
<td>ROADRUNNER TRANSPORTATION SERVICES, INC.</td>
<td>Doing-Business-As Name:</td>
<td>ROADRUNNER FREIGHT</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Business Address</th>
<th>Business Telephone and Fax</th>
<th>Mail Address</th>
<th>Mail Telephone and Fax</th>
<th>Undeliverable Mail</th>
</tr>
</thead>
<tbody>
<tr>
<td>4900 S Pennsylvania Ave. Cudahy WI 53110-8903</td>
<td>(414) 615-1500 Fax: (414) 486-6454</td>
<td>PO Box 8903 Cudahy WI 53110-8903</td>
<td>(414) 615-1500 Fax: (414) 486-6454</td>
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</tr>
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<thead>
<tr>
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<th>Authority Status</th>
<th>Application Pending</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Common</td>
<td>ACTIVE</td>
<td>NO</td>
<td>NO</td>
</tr>
<tr>
<td>Contract</td>
<td>ACTIVE</td>
<td>NO</td>
<td>NO</td>
</tr>
<tr>
<td>Broker</td>
<td>NONE</td>
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<td>NO</td>
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<thead>
<tr>
<th>Property</th>
<th>Passenger</th>
<th>Household Goods</th>
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<tbody>
<tr>
<td>YES</td>
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<tr>
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<tbody>
<tr>
<td>BIPD</td>
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<td>$1,000,000</td>
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For explanation of abbreviations or reference marks not explained on this page see Item 110

Issued: February 16, 2018
Effective: March 5, 2018
Issued by:
Derek R. Huebner, Director of LTL Pricing Services
P.O. Box 8903 - Cudahy, WI 53110-8903
### 651 OPERATING RIGHTS

PERMIT "CONTRACT CARRIER" MC-170247 Sub 2:

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<td>Legal Name:</td>
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<thead>
<tr>
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<thead>
<tr>
<th>Business Address</th>
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<td>Broker</td>
<td>NONE</td>
<td>NO</td>
<td>NO</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Property</th>
<th>Passenger</th>
<th>Household Goods</th>
</tr>
</thead>
<tbody>
<tr>
<td>YES</td>
<td>NO</td>
<td>NO</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Insurance Type</th>
<th>Insurance Required</th>
<th>Insurance on File</th>
</tr>
</thead>
<tbody>
<tr>
<td>BIPD</td>
<td>$750,000</td>
<td>$1,000,000</td>
</tr>
<tr>
<td>Cargo</td>
<td>YES</td>
<td>YES</td>
</tr>
<tr>
<td>Bond</td>
<td>YES</td>
<td>NO</td>
</tr>
</tbody>
</table>

*For explanation of abbreviations or reference marks not explained on this page see Item 110*

**Issued:** February 16, 2018  
**Effective:** March 5, 2018  
**Issued by:** Derek R. Huebner, Director of LTL Pricing Services  
P.O. Box 8903 - Cudahy, WI 53110-8903  

**FMCSA Licensing & Insurance System**
ITEM     SUBJECT

670 OVER DIMENSION FREIGHT

1) Except as otherwise provided in paragraph (2) below, shipments containing articles having dimensions, after loading, exceeding 45 feet in length, 8 feet in width, or 13 1/2 feet in height, will be subject to a minimum weight of 40,000 pounds per vehicle used.

2) Shipments 10 feet 3 inches in height or taller, before loading, will be subject to a minimum weight of 40,000 pounds per vehicle used.

3) Except as otherwise provided, any shipment containing an article as defined above shall be subject to the following additional charges:
   Such shipments as are accepted will be subject to freight charges based on 150 percent of the actual weight of the shipment or 150 percent of the established minimum weight, whichever is greater, and at the volume or truckload rate applicable thereto subject to a minimum additional charge of $122.75.

4) When the vehicle contains more than one type of oversize cargo (width, height or length) the dimension providing the highest charge applicable thereto shall apply. When a shipment is tendered which exceeds the legal limits of width, height or length, the shipper will be responsible for any extra charges; tolls, special permits or telephone calls in connection therewith.

5) Shipments not subject to paragraphs (1-4) above, but containing one or more articles with a dimension of 8 feet or greater in length, will be subject to the following charges in addition to all other applicable charges.

<table>
<thead>
<tr>
<th>DIMENSIONAL LENGTH:</th>
<th>CHARGE:</th>
</tr>
</thead>
<tbody>
<tr>
<td>8 feet but less than 12 feet</td>
<td>$85.00</td>
</tr>
<tr>
<td>12 feet or greater</td>
<td>$157.00</td>
</tr>
</tbody>
</table>

SPECIAL PERMITS:
When a shipment is of such size, shape or weight that special permits are required by state or other governmental authority for its transportation over highways or streets, carrier will secure such permit(s) at a charge of $67.00 per permit plus a charge equal to the fee, if any, assessed by the governmental agency for issuing such permit(s).

675 PARTICIPANTS
Carriers participating in this tariff are as follows: Roadrunner Transportation Services, Inc. RDFS

For explanation of abbreviations or reference marks not explained on this page see Item 110

Issued: February 16, 2018
Effective: March 5, 2018

Issued by:
Derek R. Huebner, Director of LTL Pricing Services
P.O. Box 8903 - Cudahy, WI 53110-8903
ITEM    SUBJECT

750  PICKUP OR DELIVERY SERVICE

GENERAL PROVISIONS:

Except as otherwise provided, rates or charges in this tariff or any duly negotiated pricing agreement include one pickup/loading and one tender for delivery/unloading of a shipment by the carrier.

1) Placement of vehicle for loading and unloading:
   At the request of the consignor or consignee, the carrier will furnish and place a vehicle at the loading site designated by the consignor for pickup of a shipment and at the destination site designated by the consignee for unloading of a shipment.

2) Loading by carrier:

3) 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 the vehicle. Loading includes stowing and counting of the freight in or on the carrier's vehicle. (See Item 566 for handling freight at positions not immediately adjacent to vehicle.)

4) Unloading by carrier:

5) Freight will be unloaded at the delivery site immediately adjacent to the delivery vehicle. Unloading includes 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.)

6) Restriction on loading or unloading by carrier:

7) Loading or unloading service does not include assembling, packing, unpacking, dismantling, inspecting, sorting or segregating of freight or furnishing by the carrier of rigging or special loading or unloading equipment.

8) Loading by consignor or unloading by the consignee:

9) 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 its own expense the loading or unloading of the shipment on or off the carrier’s equipment.

10) Waiver of delivery receipt:

11) When consignor or owner of a shipment has made written arrangements with the carrier, freight consigned to construction sites (or other places when no representatives of the consignee are present or available to acknowledge receipt of the shipment) will be delivered and unloaded by the carrier and left unattended at the place designated.

CONSTRUCTION, UTILITY, MINE, PRISON, GOVERNMENT, COUNTRY CLUB, AIRPORT, AMUSEMENT PARK, AND REMOTE SITE PICK UP OR DELIVERY:

Shipments picked up or delivered to construction, country club, utility, mine, prison, government, airport, amusement park or remote sites will be subject to a charge of $102.37 per shipment or $6.44 per 100 pounds, whichever produces the greater amount.

The term "Construction Site" shall be defined as the site of any construction of buildings, roads or bridges or other structures including the entire property upon which the construction is taking place, and pick up at or delivery to any facility (such as warehouses, depots, supply houses or similar facilities) located on such property.

The term "Utility Site" shall be defined as a power generation station, whether nuclear, thermal, hydroelectric or fossil fuel, or pumping station, including the entire property of the utility.

The term "Mine Site" shall be defined as the site of any mineral mine location, whether underground or open mining, including the entire property of the mine.

The term "Prison Site" shall be defined as the site of any place of confinement for persons held in lawful custody, including the entire property of the prison, jail, penitentiary, reformatory or stockade.

The term "Government Site" shall be defined as, but not limited to, facilities of federal, state, county or municipal governments.

The term "Country Club Site" shall be defined as, but not limited to, private recreational facilities located within cities, city outskirts, or rural areas, with or without gated entrance driveways, including the entire grounds and outbuildings.

The term "Airport Site" shall be defined as the site of any complex of runways and buildings for the takeoff, landing, and maintenance of civil aircraft, with facilities for passengers.

The term "Amusement Park Site" shall be defined as the site of any large outdoor area with fairground rides, shows, refreshments, games of chance or skill, and other entertainments.

The term "Remote Site" shall be defined as, but not limited to the examples listed below of facilities that are located outside the normal commercial pickup and delivery region of the carrier for a town, city or municipality. These sites may or may not have a U.S. Postal ZIP Code assigned: Camps, Lodges, Parks, Resorts, Farms, Ranches, Public / Private Golf Courses, Forest and/or forestry sites, and Native American reservations.

(Continued on next page)
ITEM   SUBJECT

DISTRIBUTION CENTERS:
1) Shipments with weights as shown below, originating at or destined to distribution centers (subject to carrier's determination), will be subject to an additional charge as follows:

<table>
<thead>
<tr>
<th>ACTUAL WT (IN POUNDS)</th>
<th>RATE (IN CENTS PER CWT.)</th>
<th>MINIMUM CHARGE</th>
<th>MAXIMUM CHARGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Any Quantity</td>
<td>85</td>
<td>$8.50</td>
<td>$--------</td>
</tr>
</tbody>
</table>

2) Charges named herein apply in addition to all other applicable rates and charges from and to points specified in this item.

3) The charges in this item will be prepaid or guaranteed to the satisfaction of the carrier and will be in addition to all other lawful charges.

EXHIBITION SITES:
Shipments with weights as shown below, originating at or destined to exhibition sites (subject to carrier's determination), will be subject to an additional charge as indicated below. Charges shall be prepaid or guaranteed to the satisfaction of the carrier.

<table>
<thead>
<tr>
<th>WEIGHT PER SHIPMENT</th>
<th>CHARGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 - 500 lbs.</td>
<td>$79.89 per shipment</td>
</tr>
<tr>
<td>501 - 1,000 lbs.</td>
<td>$92.58 per shipment</td>
</tr>
<tr>
<td>1,001 - 1,800 lbs.</td>
<td>$110.16 per shipment</td>
</tr>
<tr>
<td>1,801 - 3,000 lbs.</td>
<td>$6.89 per 100 pounds</td>
</tr>
<tr>
<td>3,001 lbs. &amp; above</td>
<td>$6.26 per 100 pounds</td>
</tr>
</tbody>
</table>

Charges named herein apply in addition to all other applicable rates and charges.

FLOORS ABOVE OR BELOW THE LEVEL ACCESSIBLE TO CARRIER’S VEHICLE:
Service will be provided to floors above or below the level accessible to carrier’s vehicle only when elevator or escalator service is available. A charge of $2.50 per 100 pounds, subject to a minimum charge of $50.00 per shipment, shall apply in addition to all other lawful charges and charges.

LIFTGATE - HYDRAULIC POWER:
Where carrier is required or requested to employ hydraulic lifting or lowering devices to accomplish pickup or delivery of the goods to or from carrier's vehicle, will be subject to the following rates and charges and shall be in addition to all other lawful charge applicable to the shipment:

<table>
<thead>
<tr>
<th>MIN WT (IN POUNDS)</th>
<th>RATE (PER CWT.)</th>
<th>MINIMUM CHARGE</th>
<th>MAXIMUM CHARGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Any Quantity</td>
<td>$5.90</td>
<td>$84.64</td>
<td>$287.38</td>
</tr>
</tbody>
</table>

Applicable on the actual weight of the shipment per pickup or delivery service. The charges for this service shall be paid by the party for whom the service is performed, or guaranteed by the shipper. Carrier is not obligated to perform such service when suitable vehicles equipped with such devices and operators are not available. Service will only be rendered at such locations as are safe and accessible to the vehicle.

PIER, PORT OR WHARF:
Except as otherwise provided, rates and charges in duly negotiated pricing agreements governed by this tariff applying to U.S. ports, on export, import, coastwise or intercoastal traffic do not include loading or unloading of motor carrier’s vehicle. Any shipment picked up from or delivered to a location at a pier, port or wharf will be subject to the following rates and charges which include loading or unloading charges for the longshoremen, stevedores or public loaders and shall be in addition to all other lawful charges applicable to the shipment:

<table>
<thead>
<tr>
<th>MIN WT (IN POUNDS)</th>
<th>RATE (PER CWT.)</th>
<th>MINIMUM CHARGE</th>
<th>MAXIMUM CHARGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Any Quantity</td>
<td>$0.63</td>
<td>$60.75</td>
<td>$--------</td>
</tr>
</tbody>
</table>

Applicable for piers, ports or wharves in GREAT LAKES, ATLANTIC COAST, GULF COAST and PACIFIC COAST. When the consignor or consignee or its representative or agent makes arrangements directly with the terminal operator of the piers, docks, pier terminals, transit sheds or wharves for payment of the pier charges of said operators, the charges in this item will not apply. The consignor must note such arrangements in detail on the Bill of Lading.
All charges in this item applying on export shipments must be prepaid or guaranteed to the satisfaction of the carrier.

(Continued on next page)
## ITEM 750 PICKUP OR DELIVERY SERVICE

### PRIVATE RESIDENCE, APARTMENT, PLACE OF WORSHIP, HOTEL, NURSING HOME, SCHOOL, STORAGE UNIT - PICKUP OR DELIVERY:

1) Shipments picked up at or delivered to a private residence or permanent dwelling, apartment, place of worship, hotel, nursing home, school, or storage unit (subject to carrier's determination), without shipping/receiving dock, will be assessed a charge of $6.44 per 100 pounds, with a minimum charge of $102.37 per shipment.

2) The charges in this item will be prepaid or guaranteed to the satisfaction of the carrier and will be in addition to all other lawful charges.

3) The term "private residence" shall apply to the entire premises on which a permanent dwelling is located, and other such locations not generally recognized as commercial locations, except will not apply to that portion of a premises with a shipping/receiving dock, or where commercial or business activity is conducted that involves the sale of services, products or merchandise to the walk-in public during normal business hours.

4) Before attempting pickup from or delivery to a private residence or permanent dwelling, apartment, place of worship, hotel, nursing home, school, or storage unit (subject to carrier's determination), without shipping/receiving dock, the carrier must reach agreement with the consignee or consignor regarding the date and time (approximate) of such pickup or delivery.

5) Services provided under this item do not include service to floors above or below the level accessible to carrier's vehicle. See item 750 for additional service to "floors above or below the level accessible to carrier's vehicle".

6) The charges provided in this item apply separately for pickup and separately for delivery and are in addition to all other lawful charges.

7) If more than one shipment is picked up at one time and place at a private residence or permanent dwelling, apartment, place of worship, hotel, nursing home, school, or storage unit (subject to carrier's determination), without shipping/receiving dock, the minimum and maximum charges published in this item shall apply per pickup rather than per shipment as presently indicated.

### SUNDAYS OR HOLIDAYS:

1) The carrier is not obligated to furnish pick up or delivery service on Sundays or holidays. The provisions of this item shall not be construed as obligating the carrier to pickup or deliver on Sundays or Holidays.

2) When consignor or consignee requests carrier to pick up or deliver freight on Sundays or holidays, such service will be subject to a charge of $58.45 per man, per hour, or fraction thereof, minimum charge $467.40 per man per day. Such charge shall be in addition to all other applicable charges.

3) Computation time shall commence upon notification by the driver to the responsible representative of the consignor or consignee that the vehicle or vehicles are available for loading or unloading at the premises of consignor or consignee and shall end upon completion of loading or unloading and receipt by the driver of signed bill of lading or delivery receipt.

4) Charges must be either paid by the party requesting the service or guaranteed to the satisfaction of the carrier before pick up or delivery will be made.

### SATURDAYS AND NON-BUSINESS HOURS:

1) When consignor or consignee requests carrier to pick up or deliver freight on Saturdays or during non-business hours (before 6 a.m. and after 7 p.m. - Monday through Friday), such services will be subject to the following charges. Saturday service will be assessed a charge of $166.56 per man per hour, or fraction thereof, subject to a minimum charge $333.12 per man per day. Non business hours are subject to a charge of $166.56 per hour, or fraction thereof, with a 2 hour minimum. Such charges shall be in addition to all other applicable charges.

2) Computation of time shall commence upon notification by the driver to the responsible representative of the consignor or consignee that the vehicle or vehicles are available for loading or unloading at the premises of consignor or consignee, and shall end upon completion of loading and receipt by the driver of signed bill of lading or delivery receipt.

3) Charges must either be paid by the party requesting the service or guaranteed to the satisfaction of the carrier before pickup or delivery will be made.

4) The provisions of this item shall not be construed as obligating the carrier to furnish pick up or delivery service on Saturdays or during non-business hours.

5) Non-Business Hours charges will not apply on deliveries that begin prior to 7 p.m., but extend beyond that time.

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For explanation of abbreviations or reference marks not explained on this page see Item 110

Issued: July 18, 2018  
Effective: July 20, 2018
ITEM SUBJECT

752 FIRST OR FINAL MILE PICK UP OR DELIVERY (SEE NOTE 1)

First or Final Mile Pickup or Delivery shipments will be subject to all applicable negotiated linehaul and accessorial charges plus the following charges based on the level of service requested:

STANDARD SERVICE – AVAILABLE FOR DELIVERY ONLY: Includes fifteen (15) minutes on site, 1 or 2 man delivery inside the exterior doorway, no packing, unpacking, assembly or debris removal. Charge for STANDARD DELIVERY (Final Mile) will be:

<table>
<thead>
<tr>
<th>Final Mile Weight (pounds)</th>
<th>Standard Delivery Charge</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 – 250</td>
<td>$85.00</td>
</tr>
<tr>
<td>251 – 350</td>
<td>$97.00</td>
</tr>
<tr>
<td>351 – 500</td>
<td>$110.00</td>
</tr>
<tr>
<td>501 – 750</td>
<td>$122.00</td>
</tr>
<tr>
<td>751 – 1000</td>
<td>$135.00</td>
</tr>
<tr>
<td>1001 and over</td>
<td>$0.16</td>
</tr>
</tbody>
</table>

PREMIERE SERVICE: AVAILABLE FOR PICKUP OR DELIVERY: Includes fifteen (15) minutes on site, 1 or 2 man inside pickup from or delivery to room of choice, packing or unpacking, and debris removal. Charges for PREMIERE PICKUP (First Mile) OR DELIVERY (Final Mile) will be:

<table>
<thead>
<tr>
<th>First or Final Mile Weight (pounds)</th>
<th>Premier Inside Pickup or Delivery Charge</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 – 250</td>
<td>$105.00</td>
</tr>
<tr>
<td>251 – 350</td>
<td>$116.00</td>
</tr>
<tr>
<td>351 – 500</td>
<td>$130.00</td>
</tr>
<tr>
<td>501 – 750</td>
<td>$145.00</td>
</tr>
<tr>
<td>751 – 1000</td>
<td>$155.00</td>
</tr>
<tr>
<td>1001 and over</td>
<td>$0.18</td>
</tr>
</tbody>
</table>

WAIT TIME: When additional time is necessary that exceeds the time limits stated above, the extra time rate will be $18.75 per each additional 15 minutes or fraction thereof. The time limits begin upon notification of arrival.

LIGHT ASSEMBLY: Light assembly is included in Premier Service with a time limit of 15 minutes. Should the time needed for light assembly exceed 15 minutes, additional charges per Wait Time shall apply. Light Assembly is defined as any assembly that requires minimal tools (screwdriver, wrench or Allen key) and is sufficiently simple as to allow the average person with instructions to assemble.

OVERSIZE PRODUCT: Shipments containing a single piece in excess of 400 pounds will be subject to an additional charge of $75.00.

DISPOSAL OR MOVEMENT OF EXISTING MATTRESS: A charge of $65.00 per unit will apply for the movement of an old mattress within a residence, or the removal and disposal of an old mattress.

STAIR CARRY: Carrying up or down the first two flights of stairs are included. Additional stairs charged at $3.00 per step. Minimum Charge $30.00.

SPECIAL ARRANGEMENTS: When a “special” is requested the charge will be $60.00 or $.10 per pound, whichever is greater. A “special” is determined when a pick up or delivery is requested outside of the standard schedule or delivery window. This would apply to either after-hour requests or to requests to pick up or deliver at a specific time.

For explanation of abbreviations or reference marks not explained on this page see Item 110

Issued: July 18, 2018  Effective: July 20, 2018

Issued by: Derek R. Huebner, Director of LTL Pricing Services
P.O. Box 8903 - Cudahy, WI 53110-8903
ITEM  SUBJECT

752  FIRST OR FINAL MILE PICK UP OR DELIVERY (SEE NOTE 1) (CONTINUED)
SERVICE LEVEL UPGRADE: $25.00 to upgrade from Basic to Premier in addition to change in delivery charges.

NOTE 1: First and Final Mile Pickup and Delivery services are only available on shipments arranged through the ROADRUNNER COMPLETE web portal which is accessed through RRTS.com. These services are not available for shipments arranged via any other means. Service is only available from or to points in the 48 contiguous United States and Washington D.C.

760  PRECEDENCE OF TARIFF AND PRICING AGREEMENT APPLICATION

1)  Except as otherwise provided, contract rates take precedence over commodity rates, commodity rates take precedence over class rates, Exception/FAK classes take precedence over NMF 100 series classes, Export, Import rates or classes take precedence over all other rates or classes and RDFS 100 series provisions take precedence over NMF 100 series provisions.

2)  If pricing provisions are found in other contracts, tariffs or pricing agreements, such items or provisions will not alternate with each other nor may they apply in unison. The applicable provisions will be those with the most current effective date as of or prior to the date of subject shipment for the account of the payor of the freight charges.

778  PREPAYMENT

All charges must be prepaid (See Note 2) or guaranteed to the satisfaction of the carrier on shipments consigned to or in care of:

1)  Amusement parks; trade shows, traveling shows, fairs or exhibitions.
2)  Sites of federal, state, county or local government bodies or agencies including schools and prisons. See Note 1.
3)  Export, except shipments to points in Canada. See Items 110, 480 and 750.

Note 1: Not applicable on shipments moving under Government Bills of Lading.

Note 2: All rates, charges or other amounts published in this tariff are stated in U.S. currency, and all charges are payable in lawful money of the United States. Invoice address or payor must be a location in the U.S. or Canada.

779  PRIORITY OF RATES AND CHARGES

Except as otherwise provided, when the shipper, consignee, or a third party each has a duly negotiated discount or allowance from a class rate, commodity rate or contract rate applicable to its line-haul charges on a given shipment, those provisions applicable to the payor of the freight charges will apply. The priority of application shall apply whether or not total charges are higher, lower or unchanged from those that might result if provisions applicable to a non-paying party were applied.

1)  Payor shall mean:
   (a)  Shipper paying rates and charges on a prepaid shipment.
   (b)  Consignee paying rates and charges on a collect shipment.
   (c)  A third party, neither the shipper nor consignee, designated on the original bill of lading, at the time of shipment as the payor of freight charges on prepaid shipments.

2)  Shipper is defined as the consignor of a shipment.
3)  Consignee is defined as the legal receiver of the goods.
4)  Third party is defined as the party responsible for the freight charges, but not shown as either the shipper or consignee.
5)  Owner is defined as the party with legal title of goods.
6)  Payor shall be determined at the time shipment is tendered, not with-standing that a change in payor may be made (change from prepaid to collect or collect to prepaid) at the request of shipper or consignee after the shipment is tendered subject to the provisions outlined in Item 365 herein "BILLS OF LADING CORRECTED"
ITEM SUBJECT

780 EXCESSIVE VALUE – PROPERTY OF EXTRAORDINARY VALUE

1) Articles of extraordinary value will not be accepted for shipment or as premiums accompanying other articles (see item 781). Using the table below, unless otherwise provided, articles with an invoice value exceeding the limitations shown under MAXIMUM VALUE PER LB., opposite the corresponding CLASS, shall be considered to be of extraordinary value. Class will be the lower of the actual class as determined by the National Motor Freight Classification 100 series, or exception class as determined by payor’s pricing agreement.

<table>
<thead>
<tr>
<th>CLASS</th>
<th>MAXIMUM VALUE PER LB.</th>
<th>CLASS</th>
<th>MAXIMUM VALUE PER LB.</th>
</tr>
</thead>
<tbody>
<tr>
<td>50</td>
<td>$1.00</td>
<td>77.5</td>
<td>$7.00</td>
</tr>
<tr>
<td>55</td>
<td>$1.50</td>
<td>85</td>
<td>$8.00</td>
</tr>
<tr>
<td>60</td>
<td>$2.00</td>
<td>92.5</td>
<td>$9.00</td>
</tr>
<tr>
<td>65</td>
<td>$4.00</td>
<td>100</td>
<td>$10.00</td>
</tr>
<tr>
<td>70</td>
<td>$5.00</td>
<td>OVER 100</td>
<td>$10.00</td>
</tr>
</tbody>
</table>

2) If articles are INADVERTENTLY accepted with an invoice value exceeding the maximum value per pound allowed based on the table above, without request for excess coverage or indication of carrier liability in excess of that maximum value per pound, such articles will be considered to have been released by the shipper to the actual invoice value or the maximum value per pound based on this table, whichever is lower. In the event of loss of or damage to any shipment or part thereof, carrier’s liability will not exceed the maximum value per pound in the table above for that part of a shipment which may be lost or damaged (not necessarily the entire shipment), subject to a maximum liability of $100,000.00, unless the shipper has requested excess liability coverage. Excess liability coverage shall not be provided unless it is specifically requested on the original bill of lading at the time of shipment.

3) If the shipper tenders a shipment that exceeds the liability limits in provision 2 above, or exceeds the individually negotiated liability limits stated in the shipper’s pricing agreement, and requests excess liability coverage on the original bill of lading, the carrier will assess an additional charge of 85 cents per each $100.00 in excess of the initial maximum liability, subject to minimum excess coverage charge of $35.00. Such charge is in addition to all other applicable lawful freight charges and is to be paid by the party responsible for payment of the freight charges. The maximum carrier liability under excess coverage is $900,000.00 per shipment or part thereof, for a total of $1,000,000.00 when added to the initial maximum coverage.

4) When articles are subject to released, agreed or declared value ratings as provided in the NMFC, excess liability coverage will apply only on those articles released, agreed or declared at the highest value provided in the alternation.

5) Carrier’s liability, including liability under excess coverage, shall not exceed the actual value of goods lost or damaged in transit.

RELEASED VALUE: USED ARTICLES (SEE NOTE 1):
Commodities defined by carrier as used, refurbished, remanufactured, or other than new will be accepted for transportation only when released to a value not exceeding 10 cents per pound. Such released value must be entered on the Bill of Lading in the following form: “The released value of the property is hereby specifically stated by the shipper not to be exceeding 10 cents per pound.” If the shipper fails or declines to execute above statement or designates a value exceeding 10 cents per pound, such shipment will not be accepted for transportation. If such a shipment is inadvertently accepted, the carrier’s liability will not exceed 10 cents per pound for that part of a shipment lost or damaged (not necessarily the entire shipment), subject to a maximum liability of $2,000.00 per shipment. No excess liability coverage provisions shall apply to used commodities. In no case will carrier be liable for failure of mechanical function(s) or operation of commodities. Carrier’s liability shall not exceed the actual value of goods lost or damaged in transit.

Note 1: Failure of the shipper to declare that a commodity is “used” shall not alter the application of this item. Carrier may define articles as used, refurbished, remanufactured, or other than new under this rule at its discretion. Upon proof otherwise to the satisfaction of the carrier, liability limit will be reconsidered.
ITEM   SUBJECT

781   PROHIBITED ARTICLES

Unless otherwise provided, the following property will not be accepted for shipment nor as premiums accompanying other articles:

- Bank bills, Currency, Deeds, Drafts, Notes
- Jewelry, other than costume or novelty jewelry
- Letters, with or without stamp affixed (See Note 1)
- Original works of art
- Postage stamps or Revenue stamps
- Precious stones

The following articles will not be accepted for shipment under any circumstances:

- Carbon Black or Activated Carbon
- Class 1 Explosives, divisions 1.1, 1.2 and 1.3
- Class 2 Poisonous Gas, division 2.3 inhalation hazard gas
- Class 2 Poisonous Gas, Poison Gas Zone A or Zone B
- Class 6 Poisonous materials Liquids, division 6.1, Packing Group I – Hazard Zone A
- Class 7 Radioactive materials
- Firearms
- Hazardous Waste
- Etiologic Agents/Infectious Substances (Division 6.2)

Note 1: United States Mail will be accepted only when consignor and consignee are United States Post Offices.

FREIGHT LIABLE TO DAMAGE OTHER FREIGHT OR EQUIPMENT:

Carrier is not obligated to receive freight liable to permeate 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.

HOUSEHOLD GOODS SHIPMENTS TO OR FROM CANADA:

Household goods shipments to or from Canada are embargoed from movement by the carrier.
ITEM    SUBJECT

810  PROTECTIVE SERVICE

Except as otherwise specifically provided in items making reference hereto, commodities requiring protection from heat or
cold will be accorded such protection subject to the rates, charges and provisions shown in this Item.

GENERAL PROVISIONS:

1) Shipments will be accepted when suitable equipment is available to handle the shipment.
2) Shipper must state specifically on the bill of lading the protection required, e.g.; "Freezable, protective service
required", "Protect from freezing", "Perishable, protect from heat", "Temperature will affect this product, keep
between 32 and 65 degrees F."
3) When the requirement shown in 2 above is not shown on the bill of lading, carrier will not be liable for loss or
damage resulting from its failure to provide such protection.
4) Shipper must mark or tag each outer container in the shipment with the service requirement, e.g.; "perishable" or
"freezable".

CHARGES:

PROTECTION FROM COLD:

Beginning October 1 of each year and ending March 31 of the following year carrier will provide protective service
of goods from freezing when the shipment freezing point is 32 degrees Fahrenheit, 0 degrees Centigrade or
lower:

(a) Rates per 100 pounds: $1.95.
(b) Minimum Charge: $38.75.

PROTECTION FROM HEAT AND/OR MAINTAINING TEMPERATURE:

(a) Points defined in Item 460.
   1. Charge of $83.10 per shipment.
   2. Line haul charges based on minimum weight of 1,200 pounds.
(b) Points defined in Item 462.
   1. Charge of $110.80 per shipment.
   2. Line haul charges based upon minimum weight of 3,500 lbs.
(c) Points defined in Items 304, 305 and 464.
   1. Charge of $166.15 per shipment.
   2. Line haul charges based on minimum weight of 7,500 lbs.

Charges shall be in addition to all other lawful charge applicable to the shipment.
Carrier has no liability when an embargo is declared and the customer insists that carrier pickup and/or deliver the
shipment.
Carrier is not obligated to perform such service when suitable vehicles equipped with such devices and operators are not
available. Service will only be rendered at such locations as are safe and accessible to the vehicle.
ITEM | SUBJECT

820 | RECONSIGNED OR DIVERSION TO OTHER CARRIER

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

DEFINITIONS:

For the purpose of this rule, the terms “reconsignment”, “diversion” or “diversion to other carrier”, are synonymous and will be considered to mean:

1) Change in the name, address or location of consignor or consignee.
2) Change resulting in the relinquishment of a shipment at any time after original tender to CARRIER, whether to the original shipper, other carrier, consignee or any other party as stipulated by authorized request.
3) Authorized furtherance, reshipment or return of refused, on hand or undelivered shipments (through no fault of CARRIER) to the original shipper, other carrier, consignee or other receiving party.

For the purpose of this rule, the term “commercial zone” shall be defined as provided in item 460.

CONDITIONS:

1) Request must be made or confirmed in writing. CARRIER must be satisfied that the party making the request has the authority to do so. CARRIER reserves the right to refuse to honor conditional or qualified requests.
2) CARRIER will make a diligent effort to execute a request but will not be responsible if such service is not effected.
3) All charges applicable to a reconsigned shipment, must be paid or guaranteed to the satisfaction of CARRIER before ultimate delivery will be made.
4) Only entire shipments, not portions of shipments, may be reconsigned.
5) Shipments for export not directly consigned at origin to an export pier dock, pier terminal, transit shed or wharf may be subject to the charges provided in this item. See Item 480.

CHARGES:

When CARRIER receives authorized instructions to reconsign or divert a shipment, the following provisions will apply:

PRIOR TO LINEHAUL SERVICE:

1) If CARRIER is able to intercept the shipment prior to loading on a linehaul vehicle at the CARRIER’S origin terminal, the shipment will be subject to duly negotiated pricing applicable from the original point of origin to the ultimate destination plus $33.00 per shipment with the following exceptions:
   a) If the ultimate consignee takes delivery at or other carrier takes interchange at the CARRIER’S origin terminal, no additional reconsign charge will apply beyond those named in paragraph “1)” above.
   b) If CARRIER is required to deliver the shipment within the commercial zone of the CARRIER’S origin terminal, the shipment will be subject to a combination of rates or charges as follows:
      1. LTL rates or charges from the origin point to the CARRIER’S origin terminal (duly negotiated pricing).
      2. Reconsignment charge of $33.00 per shipment.
      3. Delivery rate or charge of $6.35 per 100 pounds, subject to a minimum charge of $55.00.
   c) If CARRIER is required to deliver the shipment beyond the commercial zone of the CARRIER’S origin terminal not requiring linehaul service, the shipment will be subject to a combination of rates or charges as follows:
      1. LTL rates or charges from the origin point to the CARRIER’S origin terminal (duly negotiated pricing).
      2. Reconsignment charge of $33.00 per shipment.
      3. Delivery rate or charge based on current published RDFS 501 and 700 tariff rates, less 80.2% discount, (subject to item 610 herein) from CARRIER’S origin terminal to the ultimate destination.

2) If CARRIER is able to intercept the shipment after loading on a linehaul vehicle at CARRIER’S origin terminal, and CARRIER agrees to unload and reload the linehaul vehicle, the shipment will be subject the provisions of paragraph 1), a), b), c) above plus a charge of $32.80 per hour, per man, subject to a minimum charge of $55.00 for all time and men required in unloading and reloading the linehaul vehicle.

(Continued on next page)
ITEM    SUBJECT

820  RECONSIGNMENT OR DIVERSION TO OTHER CARRIER (Continued from previous page)

SUBSEQUENT TO LINEHAUL SERVICE:
If CARRIER is unable to intercept the shipment prior to loading on a linehaul vehicle and is unable to unload and reload the
linehaul vehicle to accomplish such diversion at the CARRIER’S origin terminal, request will be considered “subsequent to
linehaul service” and in addition to all other lawful charges will be subject to the provisions and charges named herein.

After departure from CARRIER’S origin terminal, if a request for reconsignment or diversion is received and accepted while the
shipment is enroute to the CARRIER’S delivering facility for the original destination point, the shipment will be allowed to
continue to such delivering facility for unloading and diversion, whereupon the location of the carrier’s delivering facility will be
considered the reconsignment point for the purpose of applying the provisions and charges named herein (Prior to Tender of
Delivery). If a shipment is stopped at a carrier facility while enroute to the destination facility, such intermediate facility will be
considered the reconsignment point. If the shipment is not immediately accessible, and back-stripping the linehaul unit is
required to access the shipment, a fee based on carrier’s cost will be negotiated.

After departure from CARRIER’S origin terminal, if a request for reconsignment or diversion is received and accepted while the
shipment is enroute to the CARRIER’S delivering terminal for original destination, (subject to the operational discretion and
approval of RDFS), the shipment may be intercepted by rerouting the linehaul vehicle to the nearest available terminal facility for
unloading and diversion. Such nearest available terminal facility will be the reconsignment point for the purpose of applying the
provisions and charges named herein (Prior to Tender of Delivery). The charge for rerouting a linehaul vehicle will be $2.00 per
mile and $32.80 per hour (including time required in unloading and reloading the linehaul vehicle) round trip from the point of
interception to terminal and back to interception point subject to a minimum charge of $121.85. Such rerouting charges will be in
addition to all other applicable charges.

Prior to Tender of Delivery

<table>
<thead>
<tr>
<th>Change:</th>
<th>Charges will be:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name of consignor or consignee, with no change in place of delivery. And/or change in place of delivery within commercial zone of original destination point.</td>
<td>$33.00 per shipment.</td>
</tr>
<tr>
<td>Place of delivery <strong>outside</strong> commercial zone of original destination point.</td>
<td>Duly negotiated pricing from origin to reconsignment point plus currently published RDFS 501 and 700 tariff rates, less 80.2% discount, (subject to item 610 herein) from reconsignment point to ultimate destination (see Note 1). Total charge subject to minimum of the duly negotiated pricing through charge from origin point to ultimate destination.</td>
</tr>
</tbody>
</table>

After Tender of Delivery

<table>
<thead>
<tr>
<th>Change:</th>
<th>Charges will be:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name of consignor or consignee, with no change in place of delivery. And/or change in place of delivery within commercial zone of original destination point.</td>
<td>$5.80 per 100 pounds, subject to a minimum charge of $69.00 per shipment and a maximum charge of $424.00 per shipment or vehicle.</td>
</tr>
<tr>
<td>Place of delivery <strong>outside</strong> commercial zone of original destination point.</td>
<td>Duly negotiated pricing from origin to reconsignment point plus currently published RDFS 501 and 700 tariff rates, less 80.2% discount, (subject to item 610 herein) from reconsignment point to ultimate destination (see Note 1). Total charge subject to minimum of the duly negotiated pricing through charge from origin point to ultimate destination.</td>
</tr>
</tbody>
</table>

Note 1: Should a customer’s freight need to be reconsigned to a non-service area from the reconsignment point (carrier’s terminal facility), the charge to the customer would be a direct pass through, and not as defined within RDFS-100, or a customer’s specific tariff.
<table>
<thead>
<tr>
<th>ITEM</th>
<th>SUBJECT</th>
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<tr>
<td>830</td>
<td>REDELIVERY</td>
</tr>
</tbody>
</table>

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:

1) If one or more additional tenders, or final delivery of the shipment are made at consignee's place located within the commercial zone of the carrier's terminal a charge of $8.24 per 100 pounds subject to a minimum charge of $81.07 and a maximum charge of $437.69 per shipment or vehicle, will apply for each such tender or final delivery.

2) When the point of refusal or non-delivery is a point located outside the commercial zone of carrier's terminal, published tariff rates from said point to carrier's terminal will be assessed in addition to all other applicable charges. If one or more additional tenders, or final delivery of the shipment are made at consignee's place located outside of the commercial zone of carrier's terminal, published tariff rates to said point from carrier's terminal will be assessed in addition to all other applicable charges.

3) 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 $2.27 per 100 pounds, subject to a minimum charge of $14.30 and a maximum charge of $272.30 will be made.

4) All charges accruing under the provisions of this rule must be paid or guaranteed to the satisfaction of the carrier by the party requesting redelivery before the shipment is redelivered.

| 860  | RETURN SHIPMENTS - UNDELIVERED |

Undelivered shipments that are returned to the initial shipper will be subject to applicable rates and charges in effect from the point of return on the date of return. If the shipment is returned before leaving origin terminal, a charge of $5.80 per 100 pounds, subject to a minimum charge of $69.00 and a maximum charge of $424.00 will be assessed.

| 870  | REVERSAL OF TERMS OR CORRECTED BILL OF LADING |

Any Corrected Bill of Lading or Letter of Authorization to change a bill of lading will be subject to a charge of $24.00 per request, per freight bill. Changes subject to this charge may include but are not limited to reversal of terms from prepaid to collect or from collect to prepaid; change in payor or 3rd party billing; change in weight or piece count, subject to carrier’s ability to verify the accuracy of the requested change; change in delivery instructions. The charge will be added to the freight bill and the party requesting the change will be assessed the charge, provided such party has established credit with the carrier, subject to item 365 herein.

If notice of arrival has been given and the shipment is returned to the carrier’s terminal, redelivery and storage charges will also apply according to items 830 and 910 herein, and will be assessed against the revised payor.

| 880  | SEALING OF TRUCKS |

Except as otherwise provided, shippers and receivers of freight will not be accorded the exclusive use of carrier’s vehicle. Carrier may, at its option and convenience load and transport the freight of various shippers and receivers in the same vehicle, and except as provided for in item 470 (Control and Exclusive Use of Vehicle), carrier may remove seals or locks applied to its vehicle by shippers, receivers or owners of the property transported for the purpose of loading and commingling shipments of various shippers and receivers in the same vehicle.

| 885  | SINGLE SHIPMENT PICKUP |

1) A single shipment of less than 500 pounds picked up at one time and place, unaccompanied by any other shipment of any description from the same pick up site, will be subject to a charge of $24.50 per shipment in addition to all other lawfully applicable charges.
ITEM  SUBJECT

887  SORTING OR SEGREGATING

RESTRICTIONS ON LOADING OR UNLOADING BY CARRIER:

1) Loading or unloading service does not include assembling, packing, unpacking, dismantling, inspecting, sorting or segregating freight. When carrier is requested to sort or segregate by marks, brands, sizes, flavors or other distinguishing characteristics, the following charges will apply in addition to all other lawful charges:

- Charge in cents per each piece handled: 89
- Minimum charge per shipment: $79.86
- Maximum charge per shipment: None

Nothing in this item shall require the carrier to provide the service described herein. Each unit, (carton, package, pail, barrel, drum, etc.) which is handled by the carrier's employee is considered a separate piece. The average weight of each unit is to be determined by dividing the total weight of the shipment by the total pieces as defined in the preceding sentence.

The carrier will provide one employee for the delivery of a shipment subject to the provisions of this item.

2) When carrier is required to acquire or utilize any outside service, commonly known as “lumper service” to load and/or unload freight from and/or to the carrier’s vehicle, the carrier will not absorb any charges or fees accompanied with acquiring or utilizing said outside service. The carrier will be reimbursed for any expenses, charges or fees assessed by said outside service as detailed in provision 3 below. When delivering multiple shipments to a consignee requiring the use of a lumper service, charges will be assessed by pro-rating the weight of each shipment based on the total weight being delivered and using that pro-rated percentage of the total lumper fee to determine the charge for each shipment.

3) All charges in this item will be in addition to all other lawful charges and will be assessed against the payor of the freight charges unless payment has been guaranteed to the satisfaction of the carrier by the consignor, consignee or a third party.
## ITEM SUBJECT

891 ROADRUNNER GUARANTEE:

Roadrunner’s guaranteed service is CARRIER’S delivery, or attempted delivery, of a shipment in accordance with CARRIER’S transit standards in effect at the time of the shipment under the terms and conditions set forth in this Item 891. Guaranteed commitment is considered 5:00 p.m. local time, unless a later delivery time is established by the consignee based on prior arrangements, but shall be no later than 11:59 p.m. The “scheduled delivery commitment” is based upon the published transit standards between any two zip codes and can be found on RRTS.com or by contacting Customer Service.

Roadrunner’s guaranteed service applies to shipments originating from or destined to points included in the Roadrunner Guarantee service area which is defined at [https://www.rrts.com/Freight/Pages/Guaranteed-LTL-Service.aspx](https://www.rrts.com/Freight/Pages/Guaranteed-LTL-Service.aspx) and is generally described by these origin-destination service center pairs:

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<tr>
<th>Origin Service Center</th>
<th>Destination Service Center</th>
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<td>CHR</td>
<td>TWC</td>
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</table>

For explanation of abbreviations or reference marks not explained on this page see Item 110

Issued: January 16, 2018

Effective: January 19, 2018

Issued by:
Derek R. Huebner, Director of LTL Pricing Services
P.O. Box 8903 - Cudahy, WI 53110-8903
### 891 ROADRUNNER GUARANTEE: (Continued from previous page)

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**Eligibility:** Shipments must be picked up by 5:00 p.m. local time in order to be eligible for guaranteed service. The scheduled delivery commitment is based on the date the pickup actually occurs and not on the date that the pickup was scheduled to occur.

**To Request:** In order to request guaranteed service, the Customer must clearly and distinctly indicate “Roadrunner Guarantee” on the face of the Bill of Lading when the shipment is tendered to CARRIER. All other terms and conditions of Item 891 must apply.

**Rate:** Charges for guaranteed service are the debtor’s otherwise applicable net linehaul charges for that shipment (the “Standard Charges”), plus an upcharge of 10% of the net linehaul charges including fuel surcharge, but not to amount to less than $50.00 per shipment.

**Refund Filing Procedure:** In the event the shipment is not delivered at or by 5:00 p.m., or by 11:59 p.m. when established, on the scheduled delivery commitment, subject to exceptions listed in Item 891, and upon request of the debtor only, all transportation charges related to the specific shipment will be refunded to Customer. To initiate a request the debtor shall notify the CARRIER via email within fifteen (15) calendar days of the date of the scheduled delivery commitment. The email will include the pro number of the shipment in question, debtor’s company name and contact information along with a description of the service failure. If Customer’s refund request is denied, an appeal may be submitted via email within five (5) business days of the CARRIER’S original refund request denial. CARRIER will not issue refunds or credits to third parties or agencies. The email to file requests or appeals is guarantee@rrts.com.

**Exclusions:** Roadrunner’s Guarantee service does not apply to the following shipments or circumstances:

A. Originating from or destined to any points not included in the Roadrunner Guarantee service area which is defined at www.rrts.com.
B. When freight is not properly packaged or labeled by the Shipper.
C. Delayed due to improper or missing documentation.
D. Requiring special equipment for delivery, including, but not limited to, liftgates and forklifts.
E. Shipments requiring notification or appointment prior to delivery.
F. Shipments that are to be held at the destination dock for pickup.
G. Shipments that are held for consolidation or distribution, at customer’s request.
H. Shipments which contain hazardous materials that must not be loaded in the same trailer as other general freight.
I. Involving Volume Services, brokerage, intermodal, spot market pricing or other special programs.
J. Shipments subject to Cubic Capacity (Item 577) or Lineal (578) application.
K. Shipments held for government inspection.
L. Shipments requiring Collect on Delivery (C.O.D.) services.
M. Shipments moving on Government Bills of Lading or on shipments billed to the government or GSA.

For explanation of abbreviations or reference marks not explained on this page see Item 110

Issued: January 16, 2018
Effective: January 19, 2018

Issued by:
Derek R. Huebner, Director of LTL Pricing Services
P.O. Box 8903 - Cudahy, WI 53110-8903
ITEM   SUBJECT

891   ROADRUNNER GUARANTEE: (Continued from previous page)

N. Pickups from or deliveries to residences, places of worship, exhibition sites (trade shows), airports, amusement parks, nursing homes, apartments, schools, grocery warehouses, storage facilities, including construction, utility, mine, prison, government, country club, and remote sites as defined in Item 750, non-direct points (Item 305), and islands (Item 304).

Force Majeure: If the failure to meet the scheduled delivery commitment is caused by the CARRIER providing protective service (freezing, heat, maintained temperature) or by events beyond CARRIER'S control, including, but not limited to acts of God; acts or omissions of public authority; riots, strikes or labor disputes, including those of third parties and agents; government regulations, orders or requirements; disruption in ground transportation as a result of weather or other natural causes; acts of terrorism or public enemies; disruption or failure of communications or information systems; or acts or omissions of Shipper, Consignee or Owner of goods or any person or entity other than CARRIER, the additional upcharge amounts as stated in Rates portion of this Item 891 will not be assessed; Standard charges will still apply.

Exceptions: If CARRIER attempts delivery in accordance with the scheduled delivery commitment, but is unable to complete delivery due to exceptions caused by Shipper or Consignee, all rates including the standard rate and the upcharge from Rates paragraph of Item 891 shall be due to CARRIER. Exceptions generally include, but are not limited to, shipments where the Shipper or Consignee refused delivery for any reason.

Damaged or short/partial deliveries: The money back guarantee for Roadrunner Guarantee does not cover shipments delivered damaged or short/partial deliveries. Customer must utilize CARRIER's claims process to file claims for damaged items or short/partial deliveries. The Roadrunner Guarantee does, however, cover the transportation charges associated with damaged items delivered beyond the scheduled delivery date, or short/partial deliveries if Carrier fails to deliver at least one item out of the shipment by the scheduled delivery date.

Recourse: CARRIER reserves the right of recourse against the party requesting guaranteed service should CARRIER be unable to collect any applicable guaranteed charges from debtor.

Limit on claims for Item 891: The remedies provided in this Item 891 constitute the only remedies for any claims arising specifically under guaranteed service. In no event shall CARRIER be liable for any consequential, incidental, special or economic loss or damages resulting from its failure to meet the scheduled delivery date, including but not limited to loss of income or profits, regardless of whether or not CARRIER had knowledge that such damages might have been incurred.

Changes to program: CARRIER reserves the sole right to modify, suspend or cancel guaranteed service at its discretion without prior notice. In such cases only the Standard Charges will apply. Such notices will be provided by CARRIER via RRTS.com, which shall be the method of outlining and determining the scope of Item 891 service.

892   FAILURE TO LIST SPOT QUOTE NUMBER
For online spot quotes to apply, the specific quote number listed in the provided quote, must be shown in a prominent position on the original bill of lading. If quote number is missing from the original bill of lading, the spot quote is invalid. Corrected Bills of Lading and Letters of Authority will not be accepted to add the spot quote number. Adding the spot quote number and honoring the price will require an additional 10% up-charge to the original quoted rate, subject to a minimum up-charge of $125.00 per shipment.

893   SPECIAL SERVICES – CONFIRMATION OF GUARANTEED SERVICE ILLUSTRATED

(Item Cancelled)
ITEM  SUBJECT

900  STOP-OFFS

Except as otherwise provided in this tariff or in duly negotiated pricing agreements, shipments upon which charges are based on truckload or volume weights or minimum weights (see item 997) may be stopped in transit at not more than four points between the point of origin and the point of final destination for the purpose of partial loading and/or partial unloading, subject to the following:

1) Freight moving under this rule must be forwarded on one Bill of Lading on one day. 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 load or to receive the freight at such stop-off point, and description of the part of the shipment to be loaded or unloaded at the stop-off point or points. There shall be no substitutions of other freight for that loaded at the origin point, or for any part of the shipment loaded at any intermediate stop-off point, and a shipment which has been stopped for partial unloading shall not be stopped subsequently for partial loading.

2) If pickup or delivery is made at different addresses or locations in the same point (city, town or village), each pickup or delivery will be considered as a separate stop in the application of this rule.

3) On shipments stopped 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. On 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 point of origin to that point where any portion of the shipment is delivered to which the highest charges are applicable. On shipments stopped for both partial loading and unloading, the charges shall be determined on the basis of the minimum weight, or actual weight when greater, of the entire shipment at the rate applicable from point of origin, or from any intermediate point where the shipment is stopped for partial loading, to the point of destination, or to any intermediate point where the shipment is stopped for partial unloading, from and to which the highest charges are applicable.

4) The charge for each stop-off in transit for partial loading or partial unloading will be $96.65 per stop in addition to all other applicable charges.

5) Shipments stopped off for partial loading and/or unloading will be charged for at the rates named herein when the mileage via the highway route from origin to final destination via the stop-off point or points does not exceed 105 percent of the shortest highway route between origin and final destination. All miles in excess of 105 percent will be charged for at the rate of $1.85 per mile, which will be in addition to all other applicable charges assessed against the shipment. Routes and mileage’s are to be determined from the Household Goods Carrier’s Bureau, Agent, HGB 100, mileage guide.

6) All charges on shipments moving under this rule must be prepaid or guaranteed to the satisfaction of the carrier.

7) Stopping in transit for partial loading and/or unloading will not be permitted on shipments consigned "C.O.D.", "To Order", "Order Notify", or "Order Care Of".
ITEM  SUBJECT

910 STORAGE

Freight held in carrier's possession by reason of any 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 second business day after notice of arrival has been given. Storage charges will be charged for each succeeding calendar day, including Saturday and Sunday, except no charges under this item will be made when actual tender of delivery is made within 24 hours after such notice of arrival had been given.

3) Storage charges on freight will be as follows:

For each day, storage charges will be $4.45 per 100 pounds, subject to the following minimum and maximum charges:

<table>
<thead>
<tr>
<th>Description</th>
<th>Charge</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum charge per day</td>
<td>$23.50</td>
</tr>
<tr>
<td>Maximum charge per day</td>
<td>(None)</td>
</tr>
<tr>
<td>Maximum charge per month</td>
<td>(None)</td>
</tr>
<tr>
<td>Minimum charge per shipment</td>
<td>$102.25</td>
</tr>
</tbody>
</table>

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

5) Storage charges under this item will not apply and carrier's responsibility ends on the day carrier places the freight in a public warehouse. A charge of $2.51 per 100 pounds, subject to a minimum charge of $25.00 and a maximum charge of $310.70 per shipment or per vehicle will be assessed when carrier places the freight in a public warehouse. Carrier will not assume any responsibility for storage charges assessed by such public warehouse.

6) If the consignee refuses the shipment tendered for delivery by carrier or if carrier is unable to deliver the shipment because of fault or mistake of the consignor or consignee, the carrier's liability shall immediately become that of a warehouseman. Carrier shall promptly attempt to provide notice, by telephonic or electronic communication as provided on the face of the bill of lading, if so indicated, to the shipper or the party, if any, designated to receive notice on this bill of lading. Storage charges shall start no sooner than the next business day following the attempted notification.

Where the carrier is directed by consignee or consignor to unload or deliver property at a particular location where consignor, consignee, or the agent of either, is not regularly located, or, where the carrier is directed by consignor to drop freight off at the original consignee location without consignee receipt signature required, delivery shall occur when the property is unloaded and Carrier is not liable for any damage, theft, or loss of the freight after delivery.

950 TERMINAL CHARGES AT PORTS

See Item 750 "PICKUP OR DELIVERY SERVICE", PIER, PORT OR WHARF.

985 VEHICLE FURNISHED BUT NOT USED

When carrier, upon receipt of a request to pick up a shipment weighing at least 10,000 pounds 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, said vehicle is not used, a charge of $116.60 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, upon receipt of a request to pick up a shipment weighing less than 10,000 pounds, has dispatched a vehicle for such purpose and due to no disability, fault or negligence on the part of the carrier, said vehicle is not used, a charge of $45.00 per occurrence will be assessed against the party making such pick up request.

992 WEIGHT VERIFICATION

Carrier will verify the weight of any shipment upon request by either the consignor or consignee. Such verification will only be made while shipment is in custody of the carrier. If the difference between the billed weight and the actual weight is less than 5 percent, a charge of $21.10 per shipment or per vehicle will be made for furnishing such verification. This charge is to be paid by the party requesting the service.

For explanation of abbreviations or reference marks not explained on this page see Item 110

Issued: October 19, 2017
Effective: October 23, 2017

Issued by:
Derek R. Huebner, Director of LTL Pricing Services
P.O. Box 8903 - Cudahy, WI 53110-8903
ITEM  SUBJECT

WEIGHTS - GROSS WEIGHT AND DUNNAGE

GENERAL PROVISIONS

1) The shipper must specify on the bill of lading at the time of shipments, the actual weight of the pallets, platforms, racks or skids.

2) Except as otherwise provided, charges will be computed on gross weight, except when estimated weights are authorized, such estimated weights will be used.

3) When freight is prepared for shipment in conformity with packing requirements and is loaded on pallets, platforms, racks, or skids, the following provisions shall apply:

SECTION 1 SHIPMENTS SUBJECT TO A BILLED WEIGHT OF LESS THAN 20,000 POUNDS:

1) The actual weight of the pallets, platforms, racks or skids will be charged for at the rate applicable to the highest weighted article on subject pallets, platforms, racks or skids.

SECTION 2 SHIPMENTS SUBJECT TO A BILLED WEIGHT OF 20,000 POUNDS OR MORE:

1) No charge will be made for the weight of pallets, platforms, racks or skids, provided such weight does not exceed three (3) percent of the total weight of that portion of the shipment loaded on subject pallets, platforms, racks or skids.

2) Any pallet, platform, rack or skid weight in excess of the three (3) percent of the total shipment weight will be charged for at the rate applicable to the highest weighted article on subject pallets, platforms, racks or skids.

3) In no case after deducting the weight of the pallets, platforms, racks or skids, shall the billed weight on which charges are based be less than the applicable stated minimum weight.

REWEIGH AND RE-CLASSIFICATION CHARGE

Any shipment that is reweighed and/or reclassified based upon physical inspection and when re-rated based upon said reweigh and/or reclassification the resulting charges increase by at least $20.00, such shipment shall be subject to a reweigh/reclassification charge of $19.00 which will be assessed in addition to all other applicable charges and will be payable by the party responsible for payment of the freight charges. Shipment that have pyramided, rounded or other irregular tops, or have been labeled by the shipper that no other freight is to be loaded on top shall be considered 96 inches in height for the purposes of calculating cubic feet and density for the purposes of this item.

WEIGHTS - MINIMUM WEIGHT FACTOR

Except as otherwise provided, the minimum weight on articles moving under rates made subject to this tariff and subject to the truckload rate will be as follows:

The minimum weight will be 20,000 pounds.

CARRIER NAME CONVERSION

Where any contract, tariff, or duly negotiated pricing agreement, effective prior to December 27, 2016, makes reference to “RDFS”, “Roadrunner Dawes Freight Systems, Inc.”, “Roadrunner”, “Roadrunner Freight Systems, Inc.”, “DAWI”, “Dawes”, “Dawes Transport, Inc.”, Roadrunner Transportation Services, Inc., such contract, tariff or duly negotiated pricing agreement, when applied on or after December 27, 2016 shall be understood to refer to Roadrunner Transportation Services, Inc. dba Roadrunner Freight.
### ITEM NUMBER CONVERSIONS

Where any other tariff or duly negotiated pricing agreement makes reference to an item or provision of Tariff RDFS 100, such item or provision of Tariff RDFS 100 will have been revised by items or provisions as found in Tariff RDFS 100-H as of the effective date of Tariff RDFS 100-H or subsequent revision of pages therein. (See Item 382 herein.) Reference to a specific item or provision in Tariff RDFS 100, shall be converted to a specific item or provision in Tariff RDFS 100-H, according to the following table:

| RDFS 100 | RDFS 100-H | RDFS 100 | RDFS 100-H | RDFS 100 | RDFS 100-H |
|----------|------------|----------|------------|----------|------------|----------|
| 100      | 100        | 503      | 503        | 775      | 480        |
| 101      | 130        | 560      | 560        | 778      | 778        |
| 102      | 135        | 566      | 566        | 780      | 780        |
| 110      | 110        | 570      | 570        | 783      | 600        |
| 150      | 130        | 572      | 153        | 810      | 810        |
| 151      | 125        | 575      | 620        | 820      | 820        |
| 152      | 157        | 577      | 577        | 830      | 830        |
| 153      | 153        | 577-1    | 577        | 848      | 780        |
| 161      | 161        | 580      | 573        | 860      | 860        |
| 170      | 462        | 595      | 574        | 870      | 870        |
| 175      | 153        | 610      | 610        | 880      | 880        |
| 200      | 153        | 611      | 576        | 885      | 885        |
| 280      | NONE       | 647      | 647        | 887      | 887        |
| 345      | 166        | 650      | 650        | 890      | 890        |
| 355      | 355        | 650-1    | 651        | 890-1    | 750        |
| 360      | 360        | 670      | 670        | 891      | 891        |
| 382      | 382        | 720      | 115        | 891-A    | 891        |
| 407      | 407        | 750      | 750        | 892      | NONE       |
| 430      | 430        | 750-1    | 562        | 900      | 900        |
| 435      | 435        | 752      | 750        | 910      | 910        |
| 455      | 455        | 753      | 750        | 950      | 750        |
| 470      | 470        | 754      | 750        | 985      | 985        |
| 480      | 480        | 755      | 750        | 992      | 992        |
| 485      | 460        | 760      | 760        | 995      | 995        |
| 502      | 502        | 765      | 760        | 997      | 997        |

END OF TARIFF