

DAYTON FREIGHT LINES, INC.

**DAYTON FREIGHT LINES, INC.
(ICC CERTIFICATE NO. MC-189528)
and
DFX EXPEDITE
And
DFT TRUCKLOAD**

**MOTOR TRANSPORTATION
TARIFF 19-J RELEASED JULY 29, 2019
NAMING RULES AND SPECIAL SERVICE CHARGES
APPLYING ON
INTERSTATE AND INTRASTATE SHIPMENTS**

(For reference to Governing Publications, See Item 100)

RULES TARIFF – Effective July 29, 2019

This Tariff Applies on Both Inbound and Outbound Traffic

The provisions published herein will not result in an effect on the quality of the human environment.

**Issued By:
Mark Browning, Vice President of Pricing and Traffic
P.O. Box 340
Vandalia, OH 45377**

RULES AND REGULATIONS

CHECK SHEET

<u>PAGE</u>	<u>NUMBER OF REVISION</u>	<u>PAGE</u>	<u>NUMBER OF REVISION</u>
1	0	32	0
2	0	33	0
3	0	34	0
4	0	35	0
5	0	36	0
6	0	37	0
7	0	38	0
8	0	39	0
9	0	40	0
10	0	41	0
11	0	42	0
12	0	43	0
13	0	44	0
14	0	45	0
15	0	46	0
16	0	47	0
17	0	48	0
18	0	49	0
19	0	50	0
20	0	51	0
21	0	52	0
22	0	53	0
23	0	54	0
24	0	55	0
25	0	56	0
26	0	57	0
27	0	58	0
28	0	59	0
29	0	60	0
30	0	61	0
31	0		

0 – Indicates Original Page

Supplement(s) in Effect – None

THIS SPACE INTENTIONALLY LEFT BLANK

For explanation of abbreviations and reference marks for standard use throughout this tariff, see Item 9999

EFFECTIVE: July 29, 2019

ISSUED BY:
MARK BROWNING, VICE PRESIDENT OF PRICING AND TRAFFIC
P.O. BOX 340
VANDALIA, OHIO 45377

RULES AND REGULATIONS

GOVERNING PUBLICATIONS

ITEM 100 This tariff is governed, except as otherwise provided herein, by the following publications, including supplements thereto and subsequent reissues thereof AND is applicable on either INTERSTATE or INTRASTATE shipments, as the case may be, unless otherwise specifically indicated:

- (1) National Motor Freight Classification Series 100, Supplements thereto or reissues thereof.
- (2) Mileage Guide No. 16, ICC HGB 100 Series, Supplements thereto or reissues thereof. P C Miler Practical 2000

DEFINITION OF "LTL"

ITEM 105 Less than truckload shall mean all shipments subject to LTL ratings in the NMFC Series 100, supplements thereto or reissues thereof, weighing less than 10,000 pounds and/or occupying less than 15 feet of floor space on a trailer. In the event Dayton Freight inadvertently accepts a shipment outside of these parameters, the shipment shall be rated per Item 568 of this rules tariff. Shipments weighing between 10,001 and 19,999 shall be rated at the 10,000 pound LTL rate level less any applicable discount also subject to rates as defined in provisions below. Shipments that exceed 20,000 pounds or more shall be rated at actual weight using the 10,000 LTL rate level less any applicable discount also subject to provisions noted below.

Above provisions are subject to items 160, 568 and 930(5) of this tariff.

Any shipment subject to cube or cubic capacity guidelines shall be determined by multiplying the length times the width times the height (LxWxH) of the actual pallet and be divided by 1728 to calculate the cubic feet. Any shipment that cannot stack upon itself due to the shape, configuration, or is determined by Dayton Freight to have insufficient packaging shall be subject to a height of 96 inches in calculating cubic feet.

DEFAULT CLASSIFICATION

ITEM 107 In the event a shipment is inadvertently accepted for which a freight classification is not listed, NMF 100 series item number is not provided, or one cannot be established using the description on the bill of lading, a default class of 150 shall be used to rate the shipment unless carrier obtains the density of the shipment and it is less than 6 pounds per cubic foot. Shipments having a density of less than 6 pounds per cubic foot will be classified and rates as follows:

- At least 5 PCF but less than 6 PCF – Class 175
- At least 4 PCF but less than 5 PCF – Class 200
- At least 3 PCF but less than 4 PCF – Class 250
- Less than 3 PCF – Class 300

Other than a corrected bill of lading, receipt of satisfactory proof supporting the proposed actual class, (such as, but not limited to, catalog pages, website pages, et al that document product weight, dimension, specs, etc.) shall an adjustment be made.

For explanation of abbreviations and reference marks for standard use throughout this tariff, see Item 9999

EFFECTIVE: July 29, 2019

ISSUED BY:
MARK BROWNING, VICE PRESIDENT OF PRICING AND TRAFFIC
P.O. BOX 340
VANDALIA, OHIO 45377

RULES AND REGULATIONS

TERMINATION OF RATES WITH OR WITHOUT CAUSE

ITEM 109

Dayton Freight Lines, Inc. reserves the right at its sole discretion to terminate any pricing program subject to this rules tariff or any prior publications or revisions thereof with or without cause and shall not be required to meet any requested grace period before terminating published rates.

THIS SPACE INTENTIONALLY LEFT BLANK

For explanation of abbreviations and reference marks for standard use throughout this tariff, see Item 9999

EFFECTIVE: July 29, 2019

ISSUED BY:
MARK BROWNING, VICE PRESIDENT OF PRICING AND TRAFFIC
P.O. BOX 340
VANDALIA, OHIO 45377

RULES AND REGULATIONS

SUBJECT	ITEM	PAGE
Explanation of Abbreviations and Reference marks	9999	61
Governing Publications	100	2
Definition of "LTL"	105	2
RULES AND REGULATIONS:		
Airport – Pick-Up or Delivery Service	753	40
After Hours Pickup or Delivery	752	40
Alternate Application of Rates and Weights	160	7
Application of Loading/Unloading Allowances	315	7
Application of Tariff	150	7
Arbitrary Charges (Arizona)	750-018	27
Arbitrary Charges (Canada)	750-020	29, 30
Arbitrary Charges (Chicago Metro and Detroit Metro)	750-022	33
Arbitrary Charges (Eastern Kentucky)	750-026	35
Arbitrary Charges (New York City, DC and VA Areas)	750-01	23
Arbitrary Charges (Colorado, North Dakota, Minnesota and Montana)	750-015	24, 25
Arbitrary Charges (Texas)	750-019	28
Arbitrary Charges (New Mexico)	750-021	31, 32
Arbitrary Charges (California Compliance and arbitrary charges)	750-0265	36
Arbitrary Charges (Nebraska)	750-032	37
Arbitrary Charges (Harsens Island, MI)	750-028	36
Arbitrary Charges (Mackinaw Bridge)	750-031	37
Barge or Ferry Service	750-03	36
Bills of Lading - Consolidated	646-01	22
Bills of Lading – Corrected	646	22
Blind Shipments	1005	62
Bumping	620	21
California Compliance Fee and Arbitrary Charges	750-0265	36
Capacity Loads	390	9
Claim Rules	407	10,11
C.O.D. Shipments	430	12,13
Confidentiality Notice	1060	65
Consolidations	646-01	22
Convention, Exhibit Pickup or Delivery	750-04	38
Construction Site	750-02	28
Corrected Bill of Lading	646	22
Cross Dock Freight Handling Fee	1040	59
Customs or In Bond Charge	480	13
Default Classification	107	2
Default rate base/tariff	1070	60
Definition of "Shipment"	110	7
Delivery Charges on Shipments to Distribution Centers with an unloading or Loading Allowance	1020	59
Detention Charges	500	14

For explanation of abbreviations and reference marks for standard use throughout this tariff, see Item 9999

EFFECTIVE: July 29, 2019

ISSUED BY:
 MARK BROWNING, VICE PRESIDENT OF PRICING AND TRAFFIC
 P.O. BOX 340
 VANDALIA, OHIO 45377

RULES AND REGULATIONS

SUBJECT	ITEM	PAGE
Distances	510	15
Exclusive Use of Vehicle	515	15
Explosives and Other Dangerous Articles (Hazardous Material)	540	16
Extra Labor – Loading or Unloading	560	16
Extreme Length	990	54
Ferry Service	750-03	36
Force Majeure	1055	60
Freezable Policy	1000	56, 57
Fuel Surcharge	920	52, 53
Full Value Insurance	995	55, 56
Guaranteed Service	750-06	39
Hazardous Material Fee	521	15
Holiday Pick-up and/or Deliveries	754	41
Homeland Security Fee	520	15
Impracticable Operations	570	18
In Bond Charge	480	13
Indemnification	1050	60
Inspection & Reclassification Fee	1010	58
Inside Delivery – Handling Freight Not Adjacent to Vehicle	572	19
Insurance, Full Value	995	55, 56
Liability – Carrier, Extraordinary Value, FAK, Pallet, Volume, etc.	835-850	46-48
Liability – Published Transit Times	400	9
Liftgate Service	890	49
Limitation of size and Weight	576	19
Limited Access Pick-up or Delivery	860	49
Linear Foot	568	17, 18
Loading and Unloading Allowances	315	7
Loading and Unloading at Piers and Wharves	579	19
Lumper Services	1030	59
Marking and Tagging Freight-Changing Marking or Tags	580	20
Maximum Liability – Articles of Extraordinary Value	850	48
Maximum Liability – Carrier	835	46
Maximum Liability – Freight of All Kinds (FAK) Pricing	845	47
Maximum Liability – Skid/Pallet Pricing, Spot Quotes, Volume Quotes	842	47
Maximum Liability – Used or Refurbished, Internet sale items	840	47
Military Installations, Corrections Institutions, Steel Mills, Mines and Nuclear Generating Stations	750-05	39
Minimum Charge Floor	610	20
Minimum Payment Amount for Allowance, Discount and Incentive Checks	345	9
Mixed Shipments and Articles Classified by Weight or Quantity	630	21
Mixed Shipment – Truckload	645	22
No Haul List	780	42, 43

For explanation of abbreviations and reference marks for standard use throughout this tariff, see Item 9999

EFFECTIVE: July 29, 2019

ISSUED BY:
 MARK BROWNING, VICE PRESIDENT OF PRICING AND TRAFFIC
 P.O. BOX 340
 VANDALIA, OHIO 45377

RULES AND REGULATIONS

SUBJECT	ITEM	PAGE
No Service Points	750-016	26
Non – Commercial Pick-Up or Delivery	855	48
Notification Prior to Delivery	647	22
Overflow Shipments	672	23
Payment of Charges	336	7,8
Payment of Charges – Delinquent	338	8
Pick-Up and Delivery Service	750	23
Pick-Up and Delivery Services - Airport	753	40
Pick-Up or Delivery Service – Saturday, Sunday or Holidays	754	41
Pick-Up or Delivery Service – Martha’s Vineyard or Nantucket, MA	750-025	34
Pick-Up or Delivery Service – Arbitrary Charges for Florida	750-027	36
Pick-Up or Delivery Service – Use of Ferry <u>other than</u> Martha’s Vineyard, Nantucket, MA	750-035	38
Piers and Wharves - Loading or Unloading	579	19
Prison Pick-up or Delivery	750-05	39
Prohibited or Restricted Articles	780	42, 43
Protect from Freeze Service	1000	56, 57
Quotations of Estimated Charges	930	53
Rates, default	1070	60
Reclassification fee	1010	58
Reconsignment or Diversion	820	44, 45
Redelivery	830	46
Residential Pick-Up or Delivery	855	48
Reweigh fee	1015	59
Saturday, Sunday, or Holiday Pick-Up or Delivery Service	754	41
Sorting or Segregating	887	49
Steel Mill – Pick-Up or Delivery	750-05	39
Stop Off’s	900	50
Storage Charges	910	51
Terminal Handling Fee	480	13
Termination of Rates With or Without Cause	109	3
Vehicle Furnished but not Used	985	54
Weight Verification/Reweigh Fee	1015	59
Wharf and Pier Loading and Unloading	579	19

For explanation of abbreviations and reference marks for standard use throughout this tariff, see Item 9999

EFFECTIVE: July 29, 2019

ISSUED BY:
 MARK BROWNING, VICE PRESIDENT OF PRICING AND TRAFFIC
 P.O. BOX 340
 VANDALIA, OHIO 45377

RULES AND REGULATIONS

DEFINITION OF "SHIPMENT"

ITEM 110 A "shipment" is a lot of freight received from one shipper at one point (or places within the confines of a single plant), on one day consigned to one consignee at one address and destination and covered by on Bill of Lading.

APPLICATION OF TARIFF

ITEM 150 The provisions of this Tariff apply in connection with any published class or Commodity Rate Tariff or Contract Rate (unless otherwise specifically mentioned), issued by DAYTON FREIGHT LINES, INC. or subsidiaries thereof (Kelley Transportation) and will be applicable on either INTERSTATE or INTRASTATE shipments, as the case may be.

ALTERNATE APPLICATION OF RATES AND WEIGHTS

ITEM 160 In no case shall the charge for any LTL shipment be greater than the charge for a greater quantity of the same kind of freight at the rate and weight applicable to such greater quantity of freight.

APPLICATION OF LOADING/UNLOADING ALLOWANCES

ITEM 315 (1) Loading or unloading allowances shall be based on Carrier's actual cost of service provided by shipper or consignee which service should (or would) normally be provided by the Carrier.

(2) Loading or unloading allowances based on weight shall be extended to actual weight only and not to "as weights". IE: "800 pounds as 1,000 pounds", the allowance shall be applied to the actual weight of 800 pounds.

PAYMENT OF CHARGES

ITEM 336 Freight charges are due and payable within fifteen (15) calendar days plus a grace period of fifteen (15) calendar days, resulting in maximum payment terms not to exceed 30 calendar days. When a properly rated freight bill remains unpaid after a period of 100 days, carrier will forward such bill(s) to an outside Collection Agency for collection purposes. At the time of the forwarding to such outside agency, any discount which had been extended on the original freight bill(s) will be revoked and Collection Agency (or carrier) will collect the gross amount of such original freight bill(s). The gross amount will be the freight charges before any discount which may have been extended at the time of subject shipment(s). In addition, debtor will be responsible for attorney fees and/or court costs associated with or as a result of suit. When a shipment is issued for payment of a carrier's freight bill and is returned unpaid due to insufficient funds, stop payments or closed account, an additional charge of \$50.00 will apply.

(Continued on next page)

For explanation of abbreviations and reference marks for standard use throughout this tariff, see Item 9999

EFFECTIVE: July 29, 2019

ISSUED BY:
MARK BROWNING, VICE PRESIDENT OF PRICING AND TRAFFIC
P.O. BOX 340
VANDALIA, OHIO 45377

RULES AND REGULATIONS

ITEM 336 (continued)

PAYMENT OF CHARGES CONTINUED

It is Dayton Freight Lines, Inc. policy to limit any freight bill adjustments to only unpaid bills, interline bills that are less than ninety (90) days old and/or for accounts that are within terms. We also reserve the right to adjust freight bills in order to preserve the integrity of the original Bill of Lading, any subsequent, viable Corrected Bills of Lading, assess any applicable accessorial fees and/or any certified Weight and Inspections.

When a Third Party (a party other than the Consignor/Consignee or its freight payment processor) is shown on the Bill of Lading as being responsible for the payment of freight charges, the shipment will be subject to the following provisions:

- ITEM 336**
- A. Shipment will be billed as "prepaid".
 - A. Consignor does not execute Section 7 of the Bill of Lading.
 - B. Consignor has established credit with originating Carrier.
 - C. Consignor guarantees to pay all accrued charges if the Third Party fails to do so within the time allowed.
 - D. Name and address of Third Party must be clearly shown on the original Bill of Lading.

PAYMENT OF CHARGES DELINQUENT

- ITEM 338**
- Failure to make payment of freight charges within the prescribed credit terms for services performed will result in the following:
- (1) Forfeiture of all allowances, commodity rates, commission agreements, brokerage agreements, incentives or any other rate reductions enjoyed by such debtor, on any and all unpaid bills.
 - (2) In addition to the above, debtor will be responsible for attorney fees and/or court costs associated with or as a result of suit.

THIS SPACE INTENTIONALLY LEFT BLANK

For explanation of abbreviations and reference marks for standard use throughout this tariff, see Item 9999

EFFECTIVE: July 29, 2019

ISSUED BY:
MARK BROWNING, VICE PRESIDENT OF PRICING AND TRAFFIC
P.O. BOX 340
VANDALIA, OHIO 45377

RULES AND REGULATIONS

MINIMUM PAYMENT AMOUNT FOR ALLOWANCE, DISCOUNT AND INCENTIVE CHECKS

ITEM 345 Should a participant in an allowance, discount or incentive program fail to tender or receive a sufficient volume of business to earn a payment from the carrier of \$100.00 or more in a period (month, quarter or year as defined in the program), no payment will be made. Monthly rebates or incentives shall be calculated only on debtor revenue shipments and shall not include:

- Fuel Surcharge revenue
- Accessorial revenue
- Volume/TL rated shipments
- Spot quote shipments
- MC floor rated shipment
- Advance or beyond carrier charges
- Cartage and/or Interline shipments

Each period will stand on its own for payment computation purposes. Revenues or payments will not be accrued from one period to the next in order to meet the minimum payment requirement.

Should a participant fail to meet the \$100.00 minimum payment requirement for three consecutive periods the allowance, discount or incentive program will be rendered inapplicable and will be cancelled.

CAPACITY LOADS

ITEM 390 When a single shipment occupies the full visible capacity of a single vehicle not less than 40' feet in length, the charge for such vehicle so loaded will be based on the applicable quoted rate or \$5.00 per linehaul mile subject to a minimum charge of \$650.00. The terms "loaded to full visible capacity", "capacity loaded", "loaded to capacity" or "FVC" are synonymous and mean that the shipment consists of that quantity of freight which:

- (1) Occupies the entire loading space of a standard vehicle, or
- (2) So fills a standard vehicle in the manner loaded that no additional article in the shipping form tendered can be loaded in the vehicle, or
- (3) Because of unusual shape or dimensions or segregation necessary to separate from other freight, requires the entire standard vehicle.

Incidental damages or costs claimed to result from this failure to meet the published transit times.

LIABILITY – PUBLISHED TRANSIT TIMES

ITEM 400 Dayton Freight Lines, Inc. will make every effort to meet our published transit times for shipments tendered for transportation. In the instances where the transportation of an individual shipment does not meet our published transit times, however; Dayton Freight Lines, Inc. will not be liable to consignor, consignee or their agents for any and all direct, special or incidental damages or costs claimed to result from this failure to meet published transit times including, but not limited to, plant shutdowns, loss of sales and/or loss of profits.

For explanation of abbreviations and reference marks for standard use throughout this tariff, see Item 9999

EFFECTIVE: July 29, 2019

ISSUED BY:
MARK BROWNING, VICE PRESIDENT OF PRICING AND TRAFFIC
P.O. BOX 340
VANDALIA, OHIO 45377

RULES AND REGULATIONS

CLAIM RULES

ITEM 407

Carrier does follow and abide by:

- (a) Principles and Practices for the Investigation and Disposition of Loss and Damage Claims, I.C.C. Regulations on Freight Claims (Ex parte 263) (49 C.F.R. 1005).
- (b) Procedures Governing the Processing, Investigation and Disposition of Overcharges, Unidentified Payment, Duplicate Payment or Over-collection claims. (C.F.R. 1008) And both as amended by The Trucking Industry Reform Act of 1994, (49 U.S.C 10762 (a).
- (c) Maximum liability charge for repair of damaged goods not to exceed \$50.00 per hour.
- (d) Overcharge claims in amounts of \$3.00 or less per freight bill will not be accepted.
- (e) Claims for loss or damage on non-concealed freight must be filed within nine (9) months of the delivery date, or in the case of non-delivery, within nine (9) months of a reasonable time for delivery. Concealed damage claims are subject to the Item 300135 of the NMFTA Rules noted below.
- (f) At no time shall a customer deduct or offset any cargo claim or other alleged claim against charges owed to Dayton Freight Lines.
- (g) In no event shall Carrier be held liable for any special, incidental, or consequential damages (including damages resulting from loss, damage, or delay to shipment or
- (h) Commercial loss of any kind including damage to business reputation or loss of business profits, or
- (i) Loss, damage, or expenses directly or indirectly arising from the Carrier's services including failure to make a timely delivery, short delivery, or non-delivery whether or not Carrier has been advised of the possibility of such damage or loss
- (j) Including but not limited to, any penalties, fines, chargeback's, fees, loss of profits or income assessed by the Shipper, Consignee, or Third Party for failure to provide services up to and including specific transit times, scheduled deliveries (except as provided by in a Guaranteed Service delivery), or failure for transfer of documentation including but not limited to packing lists or customs forms, and/or information from consignor or consignee.
- (k) Packaging by Shipper must meet standard requirements set forth in the NMF-100 series, supplements thereto and reissues thereof.
- (l) The customer responsible for paying the freight charges may not offset any part of freight charges on any outstanding loss and/or damage, overcharge or over collected claim.
- (m) Should delivery of freight be refused by consignee or require storage due to no fault of the Carrier, Carrier's liability shall immediately be reduced to \$1.00 per pound subject to a maximum of \$1,000.00 from the time of refusal until the freight is actually loaded for delivery.

(Continued on next page)

For explanation of abbreviations and reference marks for standard use throughout this tariff, see Item 9999

EFFECTIVE: July 29, 2019

ISSUED BY:
MARK BROWNING, VICE PRESIDENT OF PRICING AND TRAFFIC
P.O. BOX 340
VANDALIA, OHIO 45377

RULES AND REGULATIONS

CLAIM RULES

ITEM 407 (continued)

- (n) Concealed damage claims will be processed only if following the NMFTA ITEM 300135 reporting requirements:
- (1) When damage to, or loss of, contents of a shipping container is discovered by the consignee that could not have been determined at time of delivery it must be reported by the consignee to the delivering carrier upon discovery.
 - (2) Reports must include a request for inspection by the carrier's representative.
 - (3) Notice of loss or damage and request for inspection may be given by telephone or in person, but in either event must be confirmed by a written or electronic communication.
 - (4) While awaiting inspection by carrier, the consignee must hold the shipping container and its contents in the same condition they were in when damage was discovered, insofar as it is possible to do so.
 - (5) Unless otherwise specified by the carrier, notice of loss or damage should be provided to the carrier within five (5) business days from the date of delivery.
 - (6) If five (5) business days, or such other period as specified by the carrier, pass between the date of delivery of the shipment by carrier and date of report of loss or damage and request for inspection by consignee, it is incumbent upon the consignee to offer reasonable evidence to the carrier's representative when inspection is made that loss or damage was not incurred by the consignee after delivery of shipment by carrier.
 - (7) Reasonable evidence includes, but is not limited to:
 - (a) Identifying the party(ies) responsible for unloading,
 - (b) Identifying the chain of custody of the article, including prior transportation by any mode,
 - (c) Location(s) of the article(s) once the shipment was received until the damage was noted,Any mechanical or physical handling by the consignee subsequent to delivery by the carrier.
 - (8) If a clear delivery receipt is available on the shipment, e.g. no damage or shortage is noted, the claimant must provide documentation showing that damage or loss occurred prior to delivery.

THIS SPACE INTENTIONALLY LEFT BLANK

For explanation of abbreviations and reference marks for standard use throughout this tariff, see Item 9999

ISSUED BY:
MARK BROWNING, VICE PRESIDENT OF PRICING AND TRAFFIC
P.O. BOX 340
VANDALIA, OHIO 45377

EFFECTIVE: July 29, 2019

RULES AND REGULATIONS

C.O.D. SHIPMENTS

ITEM 430 C.O.D. Shipments will be accepted for transportation by this carrier, subject to the following:

- (1) The amount of the C.O.D. must be noted on the Bill of Lading at the time shipment is tendered to the carrier. (See Note 1)
- (2) Except as otherwise provided in this Item, the charge for collecting and remitting the amount of each C.O.D. shipment will be:

C.O.D. FEE

6% of requested C.O.D.
amount, subject to a
minimum charge of
\$120.00.

- (3) Only the following forms of payment will be accepted in payment of C.O.D. amount, (a) Cash up to a maximum of \$250.00; (b) Bank Cashier's checks; (c) Bank Certified check; (4) Money order; (5) Personal check of the consignee when so authorized in writing or be endorsement on the Bill of Lading and shipping order by the consignor. All checks and money orders shall be made payable to consignor.
- (4) Carrier will not accept COD shipments with a value of more than \$80,000. If the carrier inadvertently accepts a shipment in excess of \$80,000, carrier's liability will not exceed \$10,000.
- (5) Carrier will not be liable for COD amounts not collectable as result of stop payments, insufficient funds, invalid signature, uncollected funds, forgery or any other factor outside of the carrier's immediate control.
- (6) In the event the carrier fails to collect the COD amount from the consignee, carrier's maximum liability for said COD amount shall be the invoice value of the goods, but not greater than \$10,000.
- (7) The carrier will accept checks and money orders only as the agent of the shipper and carrier's responsibility is limited to the exercise of due care and diligence in forwarding such documents to the shipper. If the COD payment should become lost in the mail, or any other form of transmission, it will be the sole responsibility of the shipper to make arrangements with the consignee for replacement of the lost COD payment.

NOTE 1: Shipments must be tendered on "Uniform Straight", "Straight Bill of Lading forms as shown in the NMFC. The letters "C.O.D." must be stamped, typed or written on all such Bills of Lading and shipping orders immediately before name of consignee: or "C.O.D." in red letters at least one inch in height with thickness of stroke ¼ inch thick or greater must be stamped or printed across the face of all Bills of Lading and shipping orders. Only one C.O.D. amount may be shown and may not be subject to change dependent upon time or conditions of payment. The name and street post office address of consignor and consignee must be shown on Bill

(Continued on next page)

For explanation of abbreviations and reference marks for standard use throughout this tariff, see Item 9999

EFFECTIVE: July 29, 2019

ISSUED BY:
MARK BROWNING, VICE PRESIDENT OF PRICING AND TRAFFIC
P.O. BOX 340
VANDALIA, OHIO 45377

RULES AND REGULATIONS

ITEM 430 (continued)

of Lading and shipping order. On straight Bills of Lading-Short form there must be shown in the space provided for "description of articles, special marks and exceptions", the following information:

Collection on Delivery (\$ amount) and remit to (address): C.O.D. Fee to
Be paid by: () Shipper or () Consignee.

NOTE 2:

(1) Upon collection of a C.O.D. bill, carrier shall remit each C.O.D. collection directly to the consignor or other person or persons designated by the consignor as payee, promptly and within ten days after delivery of the C.O.D. shipment to the consignee. (2) The carrier shall maintain a record of all C.O.D. shipments received for delivery in such manner and form as will plainly and readily show the following information with respect to each shipment.

- (a) Number and date of freight bill
- (b) Name and address of shipper or other person or persons designated as payee
- (c) Name and address of consignee
- (d) Date shipment delivered
- (e) Amount of C.O.D.
- (f) Date collected by carrier
- (g) Date remitted to payee
- (h) Check number or other identification remittance to payee

CUSTOMS OR IN-BOND FREIGHT/TERMINAL HANDLING FEE

ITEM 480

A charge of \$3.00 per hundred pounds, subject to a \$75.00 minimum and \$300.00 maximum charge will be assessed for handling of IN-BOND freight or freight traveling under an "I.T.". This charge applies when carrier performs paperwork necessary for shipment to clear U.S. Customs.

THIS SPACE INTENTIONALLY LEFT BLANK

For explanation of abbreviations and reference marks for standard use throughout this tariff, see Item 9999

EFFECTIVE: July 29, 2019

ISSUED BY:
MARK BROWNING, VICE PRESIDENT OF PRICING AND TRAFFIC
P.O. BOX 340
VANDALIA, OHIO 45377

RULES AND REGULATIONS

DETENTION CHARGES

- ITEM 500** **LTL:** Detention for vehicles with power units shall begin after exceeding the free time as noted below in Note B and shall be based on the arrival time at Shipper or Consignee as recorded in Carrier's on-board computer equipment. When loading or unloading is delayed, the charge per vehicle for each additional 15 minutes, or fraction thereof, beyond the stated free time will be \$50.00 subject to a minimum of \$55.00. When Shipper tenders or Consignee receives more than one LTL shipment, the combined weight shall be used to determine the free time. Free time is stated in Note B.
- TL:** Truckload shall be defined as any shipment in excess of 10,000 pounds or any shipment classified as exclusive use. Detention for vehicles with power units shall begin 60 minutes after the driver, or a party for the carrier has notified Shipper or Consignee, whichever is applicable. The detention charge will be \$75.00 when the delay is 1 hour or less beyond the free time. For each additional 15 minutes or fraction thereof, the charge will be \$75.00.

NOTE A: For the purpose of this Item, the terms "spotting" and "dropping" are considered synonymous and are used interchangeable. Spotted trailers shall be allowed 12 free hours for the purpose of loading or unloading. Detention charges shall begin after the expiration of the free time. A flat charge of \$150.00 per day shall apply.

NOTE B: Free time shall be calculated as follows:

Less than 1,000 lbs.	15 minutes
1,000 lbs. up to 4,999 lbs.	30 minutes
5,000 up to 9,999 lbs.	40 minutes
10,000 lbs. or more	60 minutes

NOTE C: Detention time shall end when loading or unloading is completed by the shipper, consignee, or its representative and shall be based on the departure time of the premises as recorded in Carrier's on-board computer equipment.

NOTE D: In the case where multiple bills are being picked up or delivered and based on the combined weight the free time is exceeded as identified in Note B, the detention charges shall be prorated based on the fraction of the weight of each individual shipment of the total weight and invoiced on a per shipment basis.

NOTE E: The charges in this item shall be assessed against the payor of the freight charges as identified on the original Bill of Lading.

THIS SPACE INTENTIONALLY LEFT BLANK

For explanation of abbreviations and reference marks for standard use throughout this tariff, see Item 9999

EFFECTIVE: July 29, 2019

ISSUED BY:
MARK BROWNING, VICE PRESIDENT OF PRICING AND TRAFFIC
P.O. BOX 340
VANDALIA, OHIO 45377

RULES AND REGULATIONS

DISTANCES

- ITEM 510**
- A) The distance shall be computed from the point of loading to the point of unloading by the shortest allowable highway route and shall be ascertained by compilation of distances as shown in P C Miler Practical 2000 Mileage Guide 16, ICC HGB 100 Series, issued by Household Goods Carrier's Bureau, Inc. Agent.
 - B) Where the shipper, consignee or owner requests transportation of a shipment over a route longer than the shortest route, the mileage over the longer route shall be used to determine the charge.
 - C) In determination of mileage, fractions of a mile shall be increased to the next whole figure.

EXCLUSIVE USE OF VEHICLE

- ITEM 515**
- Upon request by a shipper, a truck will be furnished for the exclusive use of the shipper (See Note) for the transportation of shipments. Charges will be computed at the legally published rates and weights applicable to the class 100 rate for 18,000 pounds and shall not be discounted. Each Bill of Lading and freight bill covering shipments for which exclusive use of the truck is provided, must be marked or stamped as follows:
“Exclusive use of truck ordered and payment of freight charges for exclusive use thereof is guaranteed by shipper.”

NOTE: Based on carrier's availability of equipment and manpower for the time service is requested.

HOMELAND SECURITY FEE

- ITEM 520**
- Dayton Freight Lines, Inc. will apply a Homeland Security Fee on all shipments moving across the Canadian/U.S. border (both Northbound and Southbound). Fee will be \$25.00 (U.S. dollars) per shipment.

HAZARDOUS MATERIALS FEE

- ITEM 521**
- Shipments classified as Hazardous Materials in the NMFC 100 Series, will be subject to a flat charge of \$30.00 in addition to all other applicable charges.

THIS SPACE INTENTIONALLY LEFT BLANK

For explanation of abbreviations and reference marks for standard use throughout this tariff, see Item 9999

EFFECTIVE: July 29, 2019

ISSUED BY:
MARK BROWNING, VICE PRESIDENT OF PRICING AND TRAFFIC
P.O. BOX 340
VANDALIA, OHIO 45377

RULES AND REGULATIONS

EXPLOSIVES AND OTHER DANGEROUS ARTICLES (HAZARDOUS MATERIALS)

ITEM 540 Transportation of explosives and other dangerous articles (hazardous materials) will be Handled in accordance with the regulations published in Title 49 C.F.R.: Parts 101, 171 through 173 and 177 through 178.

EXTRA LABOR – LOADING OR UNLOADING

ITEM 560 In the event extra labor is requested by the consignor or consignee, extra labor will be furnished by the carrier for loading or unloading. At each location where extra labor is used, the charge will be as follows:

	Per man/per hour or Fraction thereof	Minimum charge per man
Monday – Friday 7:00 a.m. to 5:00 p.m.	\$65.00	\$200.00
Saturday, Sunday, holidays and/or 5:01 p.m. – 6:59 a.m.	\$100.00	\$400.00

This provision does not obligate the carrier to furnish extra labor, if such labor is not available at the point of loading or unloading. The party requesting the extra labor will be responsible for payment of the extra labor charges and any such request must be in writing or other acceptable form of communication.

THIS SPACE INTENTIONALLY LEFT BLANK

For explanation of abbreviations and reference marks for standard use throughout this tariff, see Item 9999

EFFECTIVE: July 29, 2019

ISSUED BY:
MARK BROWNING, VICE PRESIDENT OF PRICING AND TRAFFIC
P.O. BOX 340
VANDALIA, OHIO 45377

RULES AND REGULATIONS

LINEAR FOOT

ITEM 568 Any single LTL shipment requiring 15 or more linear feet or fraction thereof (180" or more) of a vehicle across more than half of the useable width of the trailer, is subject to charges being based on the following shipment actual density and pounds per linear foot guidelines:

<u>Actual Shipment Density</u>	<u>Shipment Rated at Pounds per Linear Foot</u>
At least 22.5 PCF or greater	1,250 lbs. per LF
At least 10.5 but less than 22.5 PCF	1,000 lbs. per LF
At least 6 but less than 10.5 PCF	750 lbs. per LF
Less than 6 PCF	500 lbs. per LF

This item is applicable when the shipment requiring 15 or more linear feet or fraction thereof (180" or more) meets one or both of the following conditions:

- (1) The quantity of freight which, due to its shape, weight, or dimensions (See Notes 1 and 2) or because of its need to be segregated from other freight, requires 15 or more linear feet or fraction thereof (180" or more) across more than half of the useable width of the trailer.
- (2) The shipper requests on the BOL or applies instructions on the freight itself stating the shipment is to not to be double stacked preventing carrier from efficiently using the available cube of a trailer. In such cases, the linear feet occupied by the shipment shall be figured on the basis of the total linear feet used. Freight charges shall be determined using the actual class (FAK provisions shall not apply), appropriate scale of rates, less the applicable discount. Shipments of 20,000 pounds and up will be rated using the 10,000 pound scale of rates less any applicable discount.

Above provision is subject to Item 930(5) of this tariff.

Note 1: Shape, weight, or dimensions are defined as follows:

- a. Nature of the article
- b. Packaging or lack of packaging
- c. Pallets are "pyramided, "rounded off", or "topped off"
- d. Similar like-sized pallets will not load side by side and/or on themselves
- e. Weight of shipment cannot exceed 1,000 pounds per linear foot on Carrier's equipment

Note 2:

- a. At carrier's sole discretion, multiple shipments from the same shipper on the same day to the same Consignee may be considered as one shipment for the provision of this item.
- b. For the purposes of calculating density to determine the proper freight classification, the actual weight noted on the original Bill of Lading of shipment in question shall be used, unless certified inspection performed.
- c. Dayton Freight shall not be held liable to pinwheel or turn pallets to reduce the amount of linear feet utilized by the shipper.

Note 3:

- a. Please refer to the table below for sample applications:

(Continued on next page)

For explanation of abbreviations and reference marks for standard use throughout this tariff, see Item 9999

EFFECTIVE: July 29, 2019

ISSUED BY:
MARK BROWNING, VICE PRESIDENT OF PRICING AND TRAFFIC
P.O. BOX 340
VANDALIA, OHIO 45377

RULES AND REGULATIONS

ITEM 568 (continued)

Linear Foot Rule Application based on Actual Shipment Density at least 22.5 PCF or greater exceeding 15 LF of Trailer Space											
<u>Linear Feet</u>	<u>Rated at:</u>		<u>Linear Feet</u>	<u>Rated at:</u>		<u>Linear Feet</u>	<u>Rated at:</u>		<u>Linear Feet</u>	<u>Rated at:</u>	
15 Feet	18,750	lbs.	23 Feet	28,750	lbs.	31 Feet	38,750	lbs.	39 Feet	47,500	lbs.
16 Feet	20,000	lbs.	24 Feet	30,000	lbs.	32 Feet	40,000	lbs.	40 Feet	47,500	lbs.
17 Feet	21,250	lbs.	25 Feet	31,250	lbs.	33 Feet	41,250	lbs.	41 Feet	47,500	lbs.
18 Feet	22,500	lbs.	26 Feet	32,500	lbs.	34 Feet	42,500	lbs.	42 Feet	47,500	lbs.
19 Feet	23,750	lbs.	27 Feet	33,750	lbs.	35 Feet	43,750	lbs.	43 Feet	47,500	lbs.
20 Feet	25,000	lbs.	28 Feet	35,000	lbs.	36 Feet	45,000	lbs.	44 Feet	47,500	lbs.
21 Feet	26,250	lbs.	29 Feet	36,250	lbs.	37 Feet	46,250	lbs.	45 Feet	47,500	lbs.
22 Feet	27,500	lbs.	30 Feet	37,500	lbs.	38 Feet	47,500	lbs.	46+ Feet	47,500	lbs.

Linear Foot Rule Application based on Actual Shipment Density at least 10.5 PCF but less than 22.5 PCF exceeding 15 LF of Trailer Space											
<u>Linear Feet</u>	<u>Rated at:</u>		<u>Linear Feet</u>	<u>Rated at:</u>		<u>Linear Feet</u>	<u>Rated at:</u>		<u>Linear Feet</u>	<u>Rated at:</u>	
15 Feet	15,000	lbs.	23 Feet	23,000	lbs.	31 Feet	31,000	lbs.	39 Feet	39,000	lbs.
16 Feet	16,000	lbs.	24 Feet	24,000	lbs.	32 Feet	32,000	lbs.	40 Feet	40,000	lbs.
17 Feet	17,000	lbs.	25 Feet	25,000	lbs.	33 Feet	33,000	lbs.	41 Feet	41,000	lbs.
18 Feet	18,000	lbs.	26 Feet	26,000	lbs.	34 Feet	34,000	lbs.	42 Feet	42,000	lbs.
19 Feet	19,000	lbs.	27 Feet	27,000	lbs.	35 Feet	35,000	lbs.	43 Feet	43,000	lbs.
20 Feet	20,000	lbs.	28 Feet	28,000	lbs.	36 Feet	36,000	lbs.	44 Feet	44,000	lbs.
21 Feet	21,000	lbs.	29 Feet	29,000	lbs.	37 Feet	37,000	lbs.	45 Feet	45,000	lbs.
22 Feet	22,000	lbs.	30 Feet	30,000	lbs.	38 Feet	38,000	lbs.	46+ Feet	46,000	lbs.

Linear Foot Rule Application based on Actual Shipment Density at least 6 PCF but less than 10.5 PCF exceeding 15 LF of Trailer Space											
<u>Linear Feet</u>	<u>Rated at:</u>		<u>Linear Feet</u>	<u>Rated at:</u>		<u>Linear Feet</u>	<u>Rated at:</u>		<u>Linear Feet</u>	<u>Rated at:</u>	
15 Feet	11,250	lbs.	23 Feet	17,250	lbs.	31 Feet	23,250	lbs.	39 Feet	29,250	lbs.
16 Feet	12,000	lbs.	24 Feet	18,000	lbs.	32 Feet	24,000	lbs.	40 Feet	30,000	lbs.
17 Feet	12,750	lbs.	25 Feet	18,750	lbs.	33 Feet	24,750	lbs.	41 Feet	30,750	lbs.
18 Feet	13,500	lbs.	26 Feet	19,500	lbs.	34 Feet	25,500	lbs.	42 Feet	31,500	lbs.
19 Feet	14,250	lbs.	27 Feet	20,250	lbs.	35 Feet	26,250	lbs.	43 Feet	32,250	lbs.
20 Feet	15,000	lbs.	28 Feet	21,000	lbs.	36 Feet	27,000	lbs.	44 Feet	33,000	lbs.
21 Feet	15,750	lbs.	29 Feet	21,750	lbs.	37 Feet	27,750	lbs.	45 Feet	33,750	lbs.
22 Feet	16,500	lbs.	30 Feet	22,500	lbs.	38 Feet	28,500	lbs.	46+ Feet	34,500	lbs.

Linear Foot Rule Application based on Actual Shipment Density less than 6 PCF exceeding 15 LF of Trailer Space											
<u>Linear Feet</u>	<u>Rated at:</u>		<u>Linear Feet</u>	<u>Rated at:</u>		<u>Linear Feet</u>	<u>Rated at:</u>		<u>Linear Feet</u>	<u>Rated at:</u>	
15 Feet	7,500	lbs.	23 Feet	11,500	lbs.	31 Feet	15,500	lbs.	39 Feet	19,500	lbs.
16 Feet	8,000	lbs.	24 Feet	12,000	lbs.	32 Feet	16,000	lbs.	40 Feet	20,000	lbs.
17 Feet	8,500	lbs.	25 Feet	12,500	lbs.	33 Feet	16,500	lbs.	41 Feet	20,500	lbs.
18 Feet	9,000	lbs.	26 Feet	13,000	lbs.	34 Feet	17,000	lbs.	42 Feet	21,000	lbs.
19 Feet	9,500	lbs.	27 Feet	13,500	lbs.	35 Feet	17,500	lbs.	43 Feet	21,500	lbs.
20 Feet	10,000	lbs.	28 Feet	14,000	lbs.	36 Feet	18,000	lbs.	44 Feet	22,000	lbs.
21 Feet	10,500	lbs.	29 Feet	14,500	lbs.	37 Feet	18,500	lbs.	45 Feet	22,500	lbs.
22 Feet	11,000	lbs.	30 Feet	15,000	lbs.	38 Feet	19,000	lbs.	46+ Feet	23,000	lbs.

IMPRACTICABLE OPERATION

ITEM 570 In no case shall the carrier be required to perform pick-up or delivery service at any location from or to which it is impracticable to operate vehicles because of the condition of roads, streets, driveways, alleys or approaches thereto, inadequate loading or unloading facilities or due to any strike or riot.

For explanation of abbreviations and reference marks for standard use throughout this tariff, see Item 9999

EFFECTIVE: July 29, 2019

ISSUED BY:
 MARK BROWNING, VICE PRESIDENT OF PRICING AND TRAFFIC
 P.O. BOX 340
 VANDALIA, OHIO 45377

RULES AND REGULATIONS

**HANDLING FREIGHT NOT ADJACENT TO VEHICLE
INSIDE DELIVERY OR PICK UP**

ITEM 572

1. When Consignor/Consignee requests and Carrier's operating conditions permit, Carrier may move all or part of shipments from or to positions beyond the point directly accessible or immediately adjacent to the Carrier's vehicle. A charge of \$8.00 per 100 pounds, subject to a minimum charge of \$70.00 and maximum charge of \$250.00 will be applied to shipments needing this service.
2. Service will be provided to floors above or below the level accessible to the Carrier's vehicle only when elevator or escalator service is available and labor, when necessary to operate the same, is provided without cost to the Carrier.
3. Charges and payment for this service will follow the terms of the Bill of Lading. If charges are to be paid by a party other than debtor as prescribed in the Bill of Lading, acceptance for payment of services performed must be in writing or other acceptable form of communication. Charges for shipments moving on Government Bills of Lading will be collected from the U.S. Government.

LIMITATION OF SIZE AND WEIGHT

ITEM 576

The obligation to accept articles for shipment shall be subject to capacity, type of vehicle, facilities, equipment, and to requirements of laws or ordinances limiting or regulating the transportation of property or the use of vehicles and facilities.

LOADING OR UNLOADING AT PIERS OR WHARVES AND/OR MARITIME SERVICE FACILITIES

ITEM 579

Shipments picked up or delivered to piers or other maritime service facilities where the carrier is assessed pier charges will be billed according to the policy of the maritime agency subject to the following charges:

\$10.50 per pallet with a minimum charge of six pallets for non-New York Area and ten pallets per shipment.

2. Unpalletized shipments will be billed at the following rates:

Minimum Charge	Minimum Charge New York Area	L5C	M5C	M1M	M2M	M5M	10M	20M
\$67.00	\$100.00	10.01	5.24	4.09	3.44	2.12	1.59	1.09

For explanation of abbreviations and reference marks for standard use throughout this tariff, see Item 9999

EFFECTIVE: July 29, 2019

ISSUED BY:
MARK BROWNING, VICE PRESIDENT OF PRICING AND TRAFFIC
P.O. BOX 340
VANDALIA, OHIO 45377

RULES AND REGULATIONS

MARKING AND TAGGING FREIGHT – CHANGING MARKINGS OR TAGS

ITEM 580 The provisions of NMFC 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 the following charges:

Charge per package or piece of freight on which the marking or tag is changed or altered shall be \$4.00 subject to a minimum charge per shipment of \$40.00 and maximum charge of \$250.00.

MINIMUM CHARGE FLOOR

ITEM 610 Except as otherwise provided, the minimum charge floor for an LTL shipment from one Consignor to one Consignee, on one Bill of Lading shall be as follows:

Intrastate and Interstate Shipments (between direct service points)	Not Less Than \$115.00
Intrastate and Interstate Shipments to or from Non-Direct point within Dayton Freight Lines Core Area ...	Not Less than \$135.00
Interline Shipments to or from A.Duie Pyle	Not Less Than \$135.00
Exception: to/from zip ranges 100-104, 111-114, 200, 202-205	Not Less Than \$195.00
Interline Shipments to or from Midwest Motor Express, Inc.	Not Less Than \$145.00
Interline Shipments to or from Southeastern Freight Lines, Inc.	Not Less Than \$135.00
Exception: To or from zip range 201	Not Less Than \$170.00
Interline Shipments to or from AZ and NM:	
From or to KS.....	Not Less Than \$105.00
From or to MO, IA, or NE	Not Less Than \$115.00
From or to IN, KY, MN or IL	Not Less Than \$125.00
From or to OH, MI, PA,TN, WI, WV, AR, SD...	Not Less Than \$135.00
Interline Shipments to or from Oak Harbor Freight Lines, Inc.	Not Less Than \$185.00
To or from All Other Interline Points.....	Not Less Than \$170.00
Interline Shipment to or from Canadian Provinces PQ, and ON	Not Less Than \$135.00
Interline shipments to or from all other Canadian Provinces or Territories.....	Not Less Than \$180.00

For explanation of abbreviations and reference marks for standard use throughout this tariff, see Item 9999

EFFECTIVE: July 29, 2019

ISSUED BY:
MARK BROWNING, VICE PRESIDENT OF PRICING AND TRAFFIC
P.O. BOX 340
VANDALIA, OHIO 45377

RULES AND REGULATIONS

“BUMPING” ARTIFICIAL CALCULATION OF DENSITY

ITEM 620

“Bumping” is the application of an inflated weight, calculated per NMF 100 Series Item 171, to attain a lower class on density-based commodities. “Bumping” may be performed under provisions listed in Item 171, NMF-100 Series, contingent on the following applications:

- 1.) Applies only to commodities listed in the NMFC that assign class based on density and only for those items 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 on freight is not permitted. If “bumping” is requested on shipments on which an FAK or exception rating is applicable, the FAK or exception rating will not apply. The shipment will be classified and subsequently rated on the bump from actual class as provided in the NMFC.
- 3.) When the provisions of this item are employed, shipper must declare intent to “bump” at time of shipment and include all information required by Item 171 in NMF-100 series, supplements thereto and reissues thereof (actual cube, actual weight, density group (sub) embracing actual density, declared density and resultant weight for billing purposes on commodities to be “bumped”), on the original Bill of Lading prior to freight being picked up. “Bumping” will not be applied after freight has moved.

MIXED SHIPMENTS ARTICLES CLASSIFIED BY WEIGHT OR QUANTITY

ITEM 630

(Exception to NMFC Item 640; Sec. 3. (b) – Separate Articles)

1. At carrier’s sole discretion, shipments that consist of differently classed items in one or more handling units that have been inspected will be rated at the equivalent class based on the total density of the entire shipment, per item 3.
2. When shipments contain commodities subject to density based classification and sub groups per NMF-100 within the same piece, package, or shipment, carrier at its sole discretion shall rate the shipment per item 3 based on the density of the entire shipment.

3. If density is:	Apply class for rating purposes:
Less than 1 pcf	400
1 pcf but less than 2 pcf	300
2 pcf but less than 4 pcf	250
4 pcf but less than 6 pcf	175
6 pcf but less than 8 pcf	125
8 pcf but less than 10 pcf	100
10 pcf but less than 12 pcf	92.5
12 pcf but less than 15 pcf	85
15 pcf but less than 22.5 pcf	70
22.5 pcf but less than 30 pcf	65
30 pcf but less than 35 pcf	60
35 pcf but less than 50 pcf	55
50 pcf or greater	50

For explanation of abbreviations and reference marks for standard use throughout this tariff, see Item 9999

EFFECTIVE: July 29, 2019

ISSUED BY:
MARK BROWNING, VICE PRESIDENT OF PRICING AND TRAFFIC
P.O. BOX 340
VANDALIA, OHIO 45377

RULES AND REGULATIONS

MIXED SHIPMENT – TRUCKLOAD

ITEM 645 Unless otherwise provided herein, when a number of different articles for which the same or different ratings or rates are provided in straight truckloads, are shipped at one time by one consignor to one consignee at one destination, as a truckload shipment, they will be charged for at the actual or authorized estimated weight and at the straight truckload rate (not mixed truckload rate) applicable to each article. The truckload minimum weight will be the highest provided for any article in the mixed truckload and any deficit in the minimum weight will be charged for at the lowest truckload rating or rate applicable to any article in the mixed truckload.

BILLS OF LADING – CORRECTED

ITEM 646 Corrected bills of lading or other instructions to change the freight charges collection status from prepaid to collect will not be accepted after the shipment has been delivered.

A corrected bill of lading to change the original freight charges collection status from prepaid to collect will not be accepted if Section 7 (the non-recourse clause) of the corrected bill of lading has been signed. If the corrected bill of lading is inadvertently accepted and Section 7 has been signed, the signature will be considered invalid.

A request to change the original freight charges collection status from collect to prepaid will require a corrected bill of lading from the shipper and the shipper must have established credit with the carrier. A charge of \$30.00 will be assessed against the payer of the freight charges for processing such corrected bills of lading. Redelivery, storage or other charges that become applicable on shipments that have been refused due to the freight charges collection status will be assessed against the party responsible for payment of the freight charges on the corrected bill of lading.

Corrected bills of lading changing the description, density or weight of commodities in a shipment will not be accepted by the carrier without submission of conclusive documentary proof that the description, density or weight is as claimed on the corrected bill of lading. A charge of \$30.00 will be assessed against the payer of the freight charges for processing such corrected bills of lading.

BILLS OF LADING – CONSOLIDATED

ITEM 646-01 When a carrier receives two (2) or more shipments from the same shipper, on the same date, at the same place, consigned to the same consignee at a single place, the carrier, at its option, may combine the bills of lading for all such shipments into a master bill of lading and handle all such shipments as a single shipment. Such consolidated shipments shall be subject to all rules, regulations and charges that would apply if they had all been tendered to the carrier as a single shipment.

NOTIFICATION PRIOR TO DELIVERY

ITEM 647 When a Bill of Lading or other shipping order is tendered bearing any notation requesting carrier to notify consignee prior to delivery by any means whatsoever, the charge for this service shall be \$44.00 per shipment. Charges are to be paid by the party responsible for all other charges (Consignor if ppd and Consignee if col). If there is no request for notification on the shipping document, but the consignee has a policy that they must be notified prior to delivery, the notification charge will be assessed. Charges are to be billed to the party responsible for all other charges (Consignor if ppd, Consignee if col).

For explanation of abbreviations and reference marks for standard use throughout this tariff, see Item 9999

EFFECTIVE: July 29, 2019

ISSUED BY:
MARK BROWNING, VICE PRESIDENT OF PRICING AND TRAFFIC
P.O. BOX 340
VANDALIA, OHIO 45377

RULES AND REGULATIONS

OVERFLOW SHIPMENTS

ITEM 672 When truckload freight is tendered to the carrier in excess of the capacity that can be loaded in or on one truck, the following shall apply:

- 1) The shipment must be made from one point, by one consignor in one day, on one Bill of Lading, to one consignee, at one destination, except as provided in Item 900 (STOP OFFS).
- 2) Bills of Lading, shall show actual weight loaded on each vehicle:
- 3) Each truck, except truck carrying the excess, must be loaded as heavily as loading conditions will permit, to the loading capacity of the truck if practicable and each truck so loaded charged at actual authorized estimated weight, subject to the established truckload minimum weight and at the truckload rate or rating applicable.
- 4) The excess of quantity that can be loaded in or on one truck shall be charged at actual or authorized estimated weight, and at the truckload rate or rating applicable to the entire shipment, except when the excess freight occupies the loading capacity of the truck, such excess freight shall be considered as an additional truckload and charged for as provided in paragraph (3) of this item.
- 5) The freight bill for each truck, whether for the excess or the full load must give reference to freight bill for each truck used in transporting the shipment.
- 6) A truck shall be considered loaded "as heavily as loading conditions will permit" or "to the loading capacity" when the weight of the shipment loaded in or on the truck is not less than the applicable truckload minimum weight, or when because of the character of the freight, no more of the same kind of freight can be loaded in or on the truck.

PICK-UP AND DELIVERY SERVICE

ITEM 750 Unless otherwise provided, the rates named herein include both pick-up and delivery to one accessible location on the premises of the consignor and consignee, within the limits of villages, towns, cities and points and places from or to with rates apply.

ARBITRARY CHARGES – NEW YORK CITY AND WASHINGTON DC AND VIRGINIA AREA

(Exception to Item 750)

ITEM 750-01 TERRITORIAL APPLICATION – This item applies only from or to the three digit prefix zip codes 100, 101, 102, 11201, 11210, 11215, 11217, 11225, 11226, 11234, 11238, 11354, 11355, 11368, 11372, 11373 and 200-205. An additional charge of \$75.00 shall apply.

THIS SPACE INTENTIONALLY LEFT BLANK

For explanation of abbreviations and reference marks for standard use throughout this tariff, see Item 9999

EFFECTIVE: July 29, 2019

ISSUED BY:
MARK BROWNING, VICE PRESIDENT OF PRICING AND TRAFFIC
P.O. BOX 340
VANDALIA, OHIO 45377

RULES AND REGULATIONS

ARBITRARY CHARGES – COLORADO, NORTH DAKOTA, MINNESOTA and MONTANA
(Exception to Item 750)

ITEM 750-015 TERRITORIAL APPLICATION – This item applies only from or to the five digit zip codes listed below. An additional charge of \$50.00 shall apply.

ZIP	Terminal	ZIP	Terminal	ZIP	Terminal	ZIP	Terminal
58310	6MOT	58704	6MOT	58768	6MOT	58646	5DIK
58313	6MOT	58705	6MOT	58770	6MOT	58647	5DIK
58316	6MOT	58707	6MOT	58771	6MOT	58649	5DIK
58317	6MOT	58710	6MOT	58772	6MOT	58651	5DIK
58318	6MOT	58711	6MOT	58775	6MOT	58652	5DIK
58319	6MOT	58712	6MOT	58778	6MOT	58653	5DIK
58329	6MOT	58713	6MOT	58779	6MOT	58654	5DIK
58332	6MOT	58716	6MOT	58781	6MOT	58655	5DIK
58339	6MOT	58721	6MOT	58782	6MOT	58656	5DIK
58341	6MOT	58722	6MOT	58783	6MOT	58443	11ISN
58343	6MOT	58723	6MOT	58785	6MOT	58718	11ISN
58346	6MOT	58725	6MOT	58787	6MOT	58755	11ISN
58353	6MOT	58727	6MOT	58788	6MOT	58757	11ISN
58356	6MOT	58730	6MOT	58789	6MOT	58769	11ISN
58363	6MOT	58731	6MOT	58790	6MOT	58773	11ISN
58365	6MOT	58733	6MOT	58792	6MOT	58776	11ISN
58366	6MOT	58734	6MOT	58793	6MOT	58784	11ISN
58367	6MOT	58735	6MOT	58833	6MOT	58794	11ISN
58368	6MOT	58736	6MOT	58601	5DIK	58795	11ISN
58369	6MOT	58737	6MOT	58602	5DIK	58801	11ISN
58384	6MOT	58740	6MOT	58620	5DIK	58802	11ISN
58385	6MOT	58741	6MOT	58621	5DIK	58830	11ISN
58386	6MOT	58744	6MOT	58622	5DIK	58831	11ISN
58418	6MOT	58746	6MOT	58623	5DIK	58835	11ISN
58418	6MOT	58748	6MOT	58626	5DIK	58838	11ISN
58422	6MOT	58750	6MOT	58627	5DIK	58843	11ISN
58423	6MOT	58752	6MOT	58630	5DIK	58844	11ISN
58430	6MOT	58756	6MOT	58632	5DIK	58845	11ISN
58438	6MOT	58758	6MOT	58634	5DIK	58847	11ISN
58444	6MOT	58759	6MOT	58639	5DIK	58849	11ISN
58451	6MOT	58760	6MOT	58640	5DIK	58852	11ISN
58486	6MOT	58761	6MOT	58641	5DIK	58853	11ISN
58701	6MOT	58762	6MOT	58642	5DIK	58854	11ISN
58702	6MOT	58763	6MOT	58643	5DIK	58856	11ISN
58703	6MOT	58765	6MOT	58645	5DIK		

Shipments destined to or from Minnesota and Colorado zip codes stated below will be subject to an additional delivery surcharge, as stated, in addition to all other applicable charges:

All shipments to or from the city of Cooke, MT shall be assessed an additional \$225.00 charge per shipment.

All shipments to or from the city of Guffey, CO 80820 shall be assessed an additional \$150.00 charge per shipment.

All shipments to or from the city of Rexford, MT 59930 shall be assessed an additional \$75.00 charge per shipment.

(Continued on next page)

For explanation of abbreviations and reference marks for standard use throughout this tariff, see Item 9999

EFFECTIVE: July 29, 2019

ISSUED BY:
MARK BROWNING, VICE PRESIDENT OF PRICING AND TRAFFIC
P.O. BOX 340
VANDALIA, OHIO 45377

RULES AND REGULATIONS

ARBITRARY CHARGES – COLORADO, NORTH DAKOTA, MINNESOTA and MONTANA
(Exception to Item 750)

ITEM 750-015 (continued)

TERRITORIAL APPLICATION – This item applies only from or to the five digit zip codes listed below. An additional charge of \$35.00 shall apply.

Crane Lake	MN	55725	Max	MN	56659	Swift	MN	56682
Buyck	MN	55771	Mizpah	MN	56660	Waskish	MN	56685
Gheen	MN	55771	Northome	MN	56661	Williams	MN	56686
Orr	MN	55771	Ponemah	MN	56666	Angle Inlet	MN	56711
Baudette	MN	56623	Puposky	MN	56667	Badger	MN	56714
Pitt	MN	56623	Ranier	MN	56668	Greenbush	MN	56726
Birchdale	MN	56629	Kabetogama	MN	56669	Pencer	MN	56751
Blackduck	MN	56630	Ray	MN	56669	Roseau	MN	56151
International Falls	MN	56649	Redby	MN	56670	Ross	MN	56751
Kelliher	MN	56650	Redlake	MN	56671	Salol	MN	56756
Saum	MN	56650	Roosevelt	MN	56673	Wannaska	MN	56761
Littlefork	MN	56653	Squaw Lake	MN	56681	Warroad	MN	56763
Loman	MN	56654	Roosevelt	MN	56682			

TERRITORIAL APPLICATION – This item applies only from or to the five digit zip codes listed below. An additional charge of \$45.00 shall apply.

Brimson	MN	55602	Beulah	CO	81090	Holly	CO	81047	Paoli	CO	80746
Finland	MN	55603	Brandon	CO	81070	Hugo	CO	80821	Peetz	CO	80747
Grand Marais	MN	55604	Bristol	CO	81047	Idalia	CO	80735	Peyton	CO	80831
Grand Portage	MN	55605	Caddoa	CO	81044	Iliff	CO	80736	Pritchett	CO	81064
Hovland	MN	55606	Calhan	CO	80808	Joes	CO	80822	Proctor	CO	80736
Isabella	MN	55607	Campo	CO	81029	Kim	CO	81049	Ramah	CO	80832
Lutsen	MN	55612	Cheyenne Wells	CO	80810	Kiowa	CO	80117	Saguache	CO	81149
Schnoeder	MN	55613	Cope	CO	80812	Kit Carson	CO	80825	Sedgwick	CO	80749
Little Marais	MN	55614	Crook	CO	80726	Koen	CO	81041	Simla	CO	80835
Silver Bay	MN	55614	Eads	CO	81036	Larkspur	CO	80118	Snyder	CO	80750
Tofte	MN	55615	Elbert	CO	80106	Log Lane Village	CO	80705	Springfiel	CO	81073
Ely	MN	55731	Farisita	CO	81040	Matheson	CO	80830	Stoneham	CO	80754
Amherst	CO	80721	Fort Lyon	CO	81038	New Raymer	CO	80742	Sugar City	CO	81076
Anton	CO	80801	Gerdner	CO	81040	Orchard	CO	80649	Timpas	CO	81050
Arapahoe	CO	80802	Granada	CO	81041	Ovid	CO	80744	Villas	CO	81087
Bartlett	CO	81090	Hartman	CO	81043	Padroni	CO	80745	Walsh	CO	81090

For explanation of abbreviations and reference marks for standard use throughout this tariff, see Item 9999

EFFECTIVE: July 29, 2019

ISSUED BY:
 MARK BROWNING, VICE PRESIDENT OF PRICING AND TRAFFIC
 P.O. BOX 340
 VANDALIA, OHIO 45377

RULES AND REGULATIONS

NO SERVICE POINTS
(Exception to Item 750)

ITEM 750-016 NO SERVICE POINTS. The following are listed as no service points. Carrier reserves the right to refuse freight. Additional fees may apply.

<u>State</u>	<u>Zip</u>	<u>State</u>	<u>Zip</u>	<u>State</u>	<u>Zip</u>	<u>State</u>	<u>Zip</u>	<u>State</u>	<u>Zip</u>
AZ	86022	MT	59012	MT	59345	NV	89424	UT	84028
AZ	86052	MT	59020	MT	59351	NV	89510	UT	84533
CA	90704	MT	59035	MT	59424	NV	89825	UT	84710
CA	93208	MT	59052	MT	59430	NV	89301	UT	84741
CA	93265	MT	59053	MT	59440	NV	89311	UT	84762
CA	95223	MT	59062	MT	59441	NV	89314	WA	98070
CA	95364	MT	59075	MT	59446	NV	89421	WA	98222
CA	95545	MT	59081	MT	59447	NV	89425	WA	98243
CA	95558	MT	59085	MT	59450	NV	89426	WA	98245
CA	95568	MT	59219	MT	59451	NV	89801	WA	98250
CA	95965	MT	59225	MT	59452	NV	89815	WA	98261
CA	96031	MT	59230	MT	59456	NV	89826	WA	98279
CA	96048	MT	59231	MT	59463	NV	89830	WA	98280
CA	96125	MT	59241	MT	59465	NV	89831	WA	98281
CA	95646	MT	59244	MT	59469	NV	89832	WA	98286
CA	95720	MT	59250	MT	59471	NV	89833	WA	98297
CA	95919	MT	59252	MT	59479	NV	89834	WA	98303
CA	95925	MT	59253	MT	59489	NV	89835	WA	98331
CA	95930	MT	59260	MT	59524	OR	97001	WA	98388
CA	95935	MT	59273	MT	59527	OR	97057	WA	98920
CA	95936	MT	59276	MT	59529	OR	97710	WA	98921
CA	95944	MT	59311	MT	59535	OR	97711	WY	83012
CA	95962	MT	59312	MT	59537	OR	97721	WY	83013
CA	95972	MT	59314	MT	59542	OR	97722	WY	82725
CA	95984	MT	59316	MT	59544	OR	97732		
CA	95986	MT	59317	MT	59546	OR	97736		
CA	96112	MT	59318	MT	59645	OR	97817		
ID	83253	MT	59319	MT	59854	OR	97848		
ID	83633	MT	59324	MT	59921	OR	97864		
ID	83243	MT	59332	MT	59936	OR	97902		
ID	83637	MT	59336	NV	89045	OR	97903		
MN	56711	MT	59338	NV	89310	OR	97904		
MN	56741	MT	59341	NV	89405	OR	97910		
MN	56685	MT	59343	NV	89406	OR	97920		

For explanation of abbreviations and reference marks for standard use throughout this tariff, see Item 9999

EFFECTIVE: July 29, 2019

ISSUED BY:
 MARK BROWNING, VICE PRESIDENT OF PRICING AND TRAFFIC
 P.O. BOX 340
 VANDALIA, OHIO 45377

RULES AND REGULATIONS

ARBITRARY CHARGES – ARIZONA
(Exception to Item 750)

ITEM 750-018 TERRITORIAL APPLICATION – This item applies only from or to the five digit zip codes listed below.

Zip	Surcharge	Zip	Surcharge	Zip	Surcharge
85290	\$50.00	86024	\$95.00	86445	\$95.00
85292	\$50.00	86028	\$95.00	86502/Chambers	\$95.00
85320	\$50.00	86030	\$95.00	86502/Wide Ruins	\$225.00
85321	\$95.00	86031	\$95.00	86503	\$95.00
85325	\$50.00	86033	\$95.00	86504	\$95.00
85328	\$95.00	86034	\$95.00	86505	\$95.00
85332	\$50.00	86035	\$95.00	86506	\$95.00
85341	\$95.00	86036	\$95.00	86507	\$95.00
85348	\$50.00	86039	\$95.00	86508	\$95.00
85357/Wendon	\$50.00	86040	\$95.00	86509	\$95.00
85357/Alamo	\$170.00	86042	\$95.00	86510	\$95.00
85360	\$65.00	86043	\$95.00	86511	\$95.00
85360	\$65.00	86044	\$95.00	86512	\$95.00
85362	\$50.00	86045	\$95.00	86514/Red Mesa	\$95.00
85371	\$95.00	86046	\$95.00	86514/Teec Nos Pos	\$170.00
85530	\$50.00	86047/Dilkon	\$225.00	86515	\$95.00
85533	\$50.00	86047/Winslow	\$50.00	86520	\$95.00
85534	\$50.00	86052	\$225.00	86535	\$95.00
85535	\$50.00	86053	\$95.00	86538	\$95.00
85540	\$50.00	86054	\$95.00	86540	\$95.00
85601	\$95.00	86320	\$95.00	86544	\$95.00
85620	\$50.00	86321	\$65.00	86545	\$95.00
85627	\$50.00	86331	\$50.00	86547	\$95.00
85632	\$95.00	86332	\$50.00	86549	\$95.00
85633	\$95.00	86337	\$95.00	86556	\$95.00
85634	\$95.00	86338	\$50.00	86016	\$95.00
85639	\$95.00	86411	\$95.00	86540	\$95.00
85922	\$95.00	86412	\$95.00	86544	\$95.00
85932	\$50.00	86431	\$95.00	86545	\$95.00
85942	\$95.00	86432	\$225.00	86547	\$95.00
86003	\$95.00	86433	\$95.00	86549	\$95.00
86016	\$95.00	86434	\$95.00	86556	\$95.00
86020	\$95.00	86437	\$95.00	86021	\$225.00
86441	\$95.00	86022	\$225.00	86443	\$95.00
86023	\$95.00	86444	\$95.00		

THIS SPACE INTENTIONALLY LEFT BLANK

For explanation of abbreviations and reference marks for standard use throughout this tariff, see Item 9999

EFFECTIVE: July 29, 2019

ISSUED BY:
 MARK BROWNING, VICE PRESIDENT OF PRICING AND TRAFFIC
 P.O. BOX 340
 VANDALIA, OHIO 45377

RULES AND REGULATIONS

ARBITRARY CHARGES – TEXAS
(Exception to Item 750)

ITEM 750-019 TERRITORIAL APPLICATION – This item applies only from or to the five digit zip codes listed below.

<u>Zip</u>	<u>Surcharge</u>	<u>Zip</u>	<u>Surcharge</u>	<u>Zip</u>	<u>Surcharge</u>
76930	\$100.00	79372-79373	\$100.00	79758-79759	\$100.00
76932	\$100.00	79376-79378	\$100.00	79760-79769	\$ 75.00
76951	\$100.00	79383	\$100.00	79770	\$100.00
78851	\$100.00	79701-79712	\$ 75.00	79772	\$100.00
79316	\$100.00	79713-79714	\$100.00	79776-79783	\$100.00
79323	\$100.00	79718-79719	\$100.00	79785-79786	\$100.00
79331	\$100.00	79730-79731	\$100.00	79788-79789	\$100.00
79342	\$100.00	79734-79735	\$100.00	79830-79832	\$100.00
79345	\$100.00	79738-79745	\$100.00	79842-79843	\$100.00
79351	\$100.00	79748-79749	\$100.00	79854	\$100.00
79355	\$100.00	79752	\$100.00	79358-79360	\$100.00
79754-79756	\$100.00				

CONSTRUCTION SITE PICK-UP OR DELIVERY

ITEM 750-02 Shipments picked-up or delivered to construction sites will be subject to an additional charge of \$9.50 per 100 lbs., subject to a minimum charge of \$105.00 per shipment and a maximum charge of \$250.00 per shipment. This charge will be in addition to all other applicable charges and is not subject to any discount provisions.

The term construction site shall be defined as the site of any construction of buildings, roads bridges or other structures, including the entire property upon which the construction is taking place and delivery to any facility located on such property.

Charges and payment for this service will follow the terms of the bill of lading. If charges are to be paid by a party other than debtor as prescribed on the bill of lading, acceptance for payment of services performed must be in writing or other acceptable form of communication.

Service shall only be rendered at locations deemed safe and accessible to the vehicle and company personnel.

THIS SPACE INTENTIONALLY LEFT BLANK

For explanation of abbreviations and reference marks for standard use throughout this tariff, see Item 9999

EFFECTIVE: July 29, 2019

ISSUED BY:
MARK BROWNING, VICE PRESIDENT OF PRICING AND TRAFFIC
P.O. BOX 340
VANDALIA, OHIO 45377

RULES AND REGULATIONS

ARBITRARY CHARGES – CANADA

(Exception to Item 750)

ITEM 750-020 TERRITORIAL APPLICATION – This item applies only from or to the Canadian sites listed below. Rates are subject to increase without notice.

<u>Site</u>	<u>< 5,000 pounds</u>	<u>> 5,000 pounds</u>
Albian Sands/Sharkbite	\$141.00	\$162.00
Anzac/Nexen Long Lake/Atco Alberta	\$141.00	\$172.00
Athabasca Lodge	\$151.00	\$183.00
Aurora Mine	\$141.00	\$162.00
Beaver Ridge Lodge	\$151.00	\$183.00
Birch Mountain Resources	\$141.00	\$162.00
CNRL/Horizon	\$172.00	\$204.00
Connacher Great Divide/Alger	\$334.00	\$376.00
Conoco Philips/Surmont	\$141.00	\$172.00
Crow Creek Site	\$600.00	\$600.00
Deer Creek/Deer Lake	\$172.00	\$204.00
Devon Dover	\$156.00	\$193.00
Fire Bag/Husky	\$412.00	\$443.00
Fort Hills	\$162.00	\$193.00
Fort Mackay/Fort McKay	\$172.00	\$204.00
Hangingstone	\$131.00	\$157.00
Henday Site	\$412.00	\$443.00
Japan Canada	\$131.00	\$157.00
Joslyn Creek	\$172.00	\$204.00
Kearl Lake/Kerl Lake	\$334.00	\$355.00
McKay River/MacKay River/Black Sands	\$141.00	\$162.00
Mariana Lake	\$141.00	\$162.00
MRC	\$141.00	\$162.00
Muskeg River Mine	\$141.00	\$162.00
Nexen Kinosis Site	\$172.00	\$204.00
Pan Canadian	\$141.00	\$162.00
Pebble Beach	\$412.00	\$443.00
Pembine Pipeline Algar	\$141.00	\$162.00
Pembine Pipeline AOSPL	\$141.00	\$162.00
PTI Dismantle	\$172.00	\$204.00
River Water Intake Project	\$365.00	\$386.00
Southern Pacific Site	\$182.00	\$214.00
Susan Lake	\$141.00	\$162.00
Wapasu Creek	\$412.00	\$443.00

Continued next page

For explanation of abbreviations and reference marks for standard use throughout this tariff, see Item 9999

EFFECTIVE: July 29, 2019

ISSUED BY:
 MARK BROWNING, VICE PRESIDENT OF PRICING AND TRAFFIC
 P.O. BOX 340
 VANDALIA, OHIO 45377

RULES AND REGULATIONS

Item 750-020 (continued) ARBITRARY CHARGES – CANADA

High Cost Congested Region Surcharge: Shipments picked up, or delivered to, any of the below postal code ranges will be subject to the \$40.00 per shipment additional charge.

Toronto, ON	M4B, M4C, M4C, M4D, M4E, M4F, M4G, M4H, M4I, M4J, M4K, M4L, M4M, M4O, M4Q, M4S, M4T, M4U, M4V, M4W, M4X, M4Y, M4Z, M5A, M5B, M5C, M5D, M5E, M5F, M5G, M5H, M5I, M5J, M5K, M5L, M5O, M5P, M5Q, M5R, M5S, M5T, M5U, M5V, M5W, M5X, M5Y, M5Z, M6D, M6F, M6G, M6H, M6I, M6J, M6K, M6O, M6Q, M6R, M6T, M6U, M6V, M6W, M6X, M6Y, M6Z, M7A, M7B, M7C, M7D, M7E, M7F, M7G, M7H, M7I, M7J, M7K, M7L, M7M, M7N, M7O, M7P, M7Q, M7R, M7S, M7T, M7U, M7V, M7W, M7X, M7Y, M7Z, M8A, M8B, M8C, M8D, M8E, M8F, M8G, M8H, M8I, M8J, M8K, M8L, M8M, M8N, M8O, M8P, M8Q, M8R, M8S, M8T, M8U, M9D, M9E, M9F, M9G, M9H, M9I, M9J, M9K, M9N, M9O, M9Q, M9S, M9T, M9U, M9X, M9Y, M9Z
Montreal, QC	H2W, H2X, H2Y, H2Z, H3B, H3C, H3E, H3G, H3H, H3J, H3K, H4Z, H5A, H5B
Vancouver, BC	V6B, V6C, V6E, V6G, V6Z, V7X, V7Y

THIS SPACE INTENTIONALLY LEFT BLANK

For explanation of abbreviations and reference marks for standard use throughout this tariff, see Item 9999

EFFECTIVE: July 29, 2019

ISSUED BY:
MARK BROWNING, VICE PRESIDENT OF PRICING AND TRAFFIC
P.O. BOX 340
VANDALIA, OHIO 45377

RULES AND REGULATIONS

ARBITRARY CHARGES – NEW MEXICO
(Exception to Item 750)

ITEM 750-021 TERRITORIAL APPLICATION – This item applies only from or to the five digit zip codes listed below. An additional charge of \$80.00 shall apply.

87013	PUEBLO PINTADO		87511	LOS LUCEROS		87529	EL PRADO
87013	WHITE HORSE		87512	AMALIA		87530	EL RITO
87017	GALLINA		87513	ARROYO HONDO		87531	RINCONADA
87018	COUNSELORS		87514	ARROYO SECO		87531	EMBUDO
87027	LA JARA		87515	CANJILON		87537	HERNANDEZ
87029	LINDRITH		87516	CANONES		87539	LA MADERA
87037	NAGEEZI		87517	CARSON		87540	GALISTEO
87046	REGINA		87518	CEBOLLA		87540	LAMY
87064	YOUNGSVILLE		87519	CERRO		87543	LLANO
87313	LAKE VALLEY		87520	CHAMA		87551	BRAZOS
87315	FENCE LAKE		87521	OJO SARCO		87553	PENASCO
87321	EL MORRO		87521	CHAMISAL		87556	QUESTA
87321	RAMAH		87522	CHIMAYO		87557	LLANO QUEMADO
87327	ZUNI		87522	CUNDIYO		87557	TALPA
87328	CRYSTAL		87523	CORDOVA		87557	RANCHOS DE TAOS
87328	NAVAJO		87524	COSTILLA		87558	RED RIVER
87357	PINEHILL		87525	TAOS SKI VALLEY		87560	GONZALES
87412	GOBERNADOR		87528	LUMBERTON		87560	SAN MIGUEL
87420	BECLABITO		87528	MONERO		87560	RIBERA
87510	ABIQUIU		87528	DULCE		87561	RODARTE
87561	PENASCO		87732	MORA		88038	GILA
87564	SAN CRISTOBAL		87733	MOSQUERO		88039	ALMA
87566	CHAMITA		87734	BLACK LAKE		88039	MOGOLLON
87566	EL GUIQUE		87734	OCATE		88039	PLEASANTON
87567	SANTA CRUZ		87735	OJO FELIZ		88039	GLENWOOD
87573	TERERRO		87736	RAINSVILLE		88040	HACHITA
87575	EL VADO		87740	RATON		88042	KINGSTON
87575	ENSENADA		87742	TIERRA MONTE		88042	HILLSBORO
87575	LA PUENTE		87742	ROCIADA		88045	VIRDEN
87575	TIERRA AMARILLA		87743	ROY		88049	MIMBRES
87577	TRES PIEDRAS		87745	SAPELLO		88051	MULE CREEK
87578	TRUCHAS		87746	SOLANO		88056	RODEO
87579	SIPAPU SKI		87747	SPRINGER		88112	BROADVIEW
87579	TRES RITOS		87749	UTE PARK		88115	DORA
87579	VADITO		87752	WAGON MOUND		88116	ELIDA
87580	VALDEZ		87820	ARAGON		88118	FLOYD
87581	VALLECITOS		87821	HORSE SPRINGS		88120	GRADY

For explanation of abbreviations and reference marks for standard use throughout this tariff, see Item 9999

EFFECTIVE: July 29, 2019

ISSUED BY:
 MARK BROWNING, VICE PRESIDENT OF PRICING AND TRAFFIC
 P.O. BOX 340
 VANDALIA, OHIO 45377

RULES AND REGULATIONS

ARBITRARY CHARGES – NEW MEXICO (Continued)
(Exception to Item 750)

ITEM 750-021 TERRITORIAL APPLICATION – This item applies only from or to the five digit zip codes listed below. An additional charge of \$80.00 shall apply.

87582	LYDEN		87939	MONTICELLO		88336	HONDO
87582	VELARDE		87943	WINSTON		88338	LINCOLN
87583	VILLANUEVA		88020	COTTON CITY		88339	ELK
87710	ANGEL FIRE		88020	ANIMAS		88339	MAYHILL
87711	ANTON CHICO		88025	BUCKHORN		88340	MESCALERO
87712	BUENA VISTA		88028	RIVERSIDE		88341	NOGAL
87713	CHACON		88028	CLIFF		88343	PICACHO
87714	CIMARRON		88029	COLUMBUS		88344	DUNKEN
87715	CLEVELAND		88034	FAYWOOD		88344	PINON
87718	IDLEWILD		88121	HOUSE		88410	AMISTAD
87718	EAGLE NEST		88122	KENNA		88412	BUEYEROS
87722	GUADALUPITA		88123	LINGO		88414	CAPULIN
87723	HOLMAN		88124	MELROSE		88415	STEAD
87728	MAXWELL		88125	MILNESAND		88415	CLAYTON
87729	MIAMI		88126	PEP		88416	CONCHAS DAM
87730	MILLS		88132	ROGERS		88417	CUERVO
87731	EL PORVENIR		88231	EUNICE		88418	DES MOINES
87731	GALLINAS		88250	HOPE		88419	FOLSOM
87731	LEDOUX		88252	JAL		88422	FARLEY
87731	MONTEZUMA		88256	LOVING		88422	GLADSTONE
87821	DATIL		88263	MALAGA		88424	GRENVILLE
87824	LUNA		88265	MONUMENT		88426	LOGAN
87825	ALAMO		88301	CARRIZOZO		88427	MCALISTER
87825	MAGDALENA		88312	ALTO		88430	NARA VISA
87827	PIE TOWN		88314	BENT		88433	RAGLAND
87829	OMEGA		88316	CAPITAN		88434	GLENRIO
87829	RED HILL		88317	CLOUDCROFT		88434	SAN JON
87829	QUEMADO		88318	CORONA		88436	SEDAN
87830	APACHE CREEK		88323	FORT STANTON		88437	SENECA
87830	LOWER SAN		88324	GLENCOE		88439	TREMENTINA
87830	RESERVE		88325	HI RLS MTN PARK			

For explanation of abbreviations and reference marks for standard use throughout this tariff, see Item 9999

EFFECTIVE: July 29, 2019

ISSUED BY:
 MARK BROWNING, VICE PRESIDENT OF PRICING AND TRAFFIC
 P.O. BOX 340
 VANDALIA, OHIO 45377

RULES AND REGULATIONS

ARBITRARY CHARGES – CHICAGO AND DETROIT

(Exception to Item 750)

ITEM 750-022 TERRITORIAL APPLICATION – This item applies only from or to the zip codes listed below.

A \$25.00 fee shall apply for the following Detroit, MI zip codes: 48201, 48202, 48204, 48206, 48207, 48208, 48216 and 48226.

A \$50.00 fee shall apply for the following Chicago, IL zip codes: 60601, 60602, 60603, 60604, 60605, 60606, 60607, 60610, 60611, 60612, 60613, 60614, 60622, 60630, 60642, 60654, 60657, 60661, 60664, 60670, 60680 and 60681.

THIS SPACE INTENTIONALLY LEFT BLANK

For explanation of abbreviations and reference marks for standard use throughout this tariff, see Item 9999

EFFECTIVE: July 29, 2019

ISSUED BY:
MARK BROWNING, VICE PRESIDENT OF PRICING AND TRAFFIC
P.O. BOX 340
VANDALIA, OHIO 45377

RULES AND REGULATIONS

PICKUP OR DELIVERY-ISLANDS OF MARTHA'S VINEYARD, NANTUCKET, MA

ITEM 750-025 When the carrier is requested to pick up or deliver freight at Martha's Vineyard, MA or Nantucket, MA the following rates per hundredweight will be assessed in addition to all other lawful charges. Rates apply in dollars and cents per hundredweight.

Zip	Class	Minimum Charge:	L5C	M5C	M1M	M2M	M5M	M10M
02535	50	\$78.38	3653	3653	3201	2464	1783	1254
02539	55	78.38	3959	3959	3415	2803	1866	1312
02552	60	78.38	4273	4273	3625	3130	1951	1366
02557	65	78.38	4515	4515	3771	3322	2058	1448
02568	70	78.38	4750	4750	3918	2172	1532	996
02573	77.5	78.38	5326	5326	4392	4005	2396	1577
02575	85	78.38	5904	5904	4841	4554	2614	1614
	92.5	78.38	7013	7013	5812	4700	2884	
	100	78.38	8119	8119	7121	4847	3150	
	110	78.38	8931	8931	7833	5331	3465	
	125	78.38	10149	10149	8901	6058	3938	
	150	78.38	12179	12179	10682	7270	4725	
02554	50	\$91.88	4189	4189	3705	2995	2301	1618
02564	55	91.88	4507	4507	3914	3327	2414	1695
02584	60	91.88	4823	4823	4129	3658	2529	1768
	65	91.88	5043	5043	4261	3905	2687	1884
	70	91.88	5261	5261	4389	4151	2854	2001
	77.5	91.88	5843	5843	4868	4618	3147	2062
	85	91.88	6418	6418	5354	5065	3439	2129
	92.5	91.88	7707	7707	6444	5355	3798	
	100	91.88	8995	8995	7541	5645	4156	
	110	91.88	9894	9894	8295	6209	4572	
	125	91.88	11244	11244	9427	7056	5195	
	150	91.88	13492	13492	11312	8468	6234	

Note A: No class is to be rated higher than Class 150.

Note B: If normal charges are moving on an FAK that FAK class will be honored in this instance.

Note C: For the purpose of billing, the weight of the shipment shall include the pallet weight.

For explanation of abbreviations and reference marks for standard use throughout this tariff, see Item 9999

EFFECTIVE: July 29, 2019

ISSUED BY:
 MARK BROWNING, VICE PRESIDENT OF PRICING AND TRAFFIC
 P.O. BOX 340
 VANDALIA, OHIO 45377

RULES AND REGULATIONS

ITEM 750-026

ARBITRARY CHARGES – EASTERN KENTUCKY

(Exception to Item 750)

TERRITORIAL APPLICATION – This item applies only from or to the five digit zip codes listed below. An additional charge of \$40.00 shall apply.

40387		41366		41564		41729
40806		41367		41566		41731
40823		41385		41567		41736
40826		41390		41568		41739
40831		41421		41571		41740
40855		41425		41572		41743
40862		41426		41601		41746
40870		41435		41602		41751
41124		41464		41603		41759
41149		41465		41604		41760
41159		41472		41605		41772
41171		41501		41606		41773
41203		41503		41607		41774
41204		41512		41612		41804
41214		41513		41615		41810
41216		41514		41616		41812
41219		41519		41619		41815
41222		41522		41621		41817
41224		41524		41622		41821
41226		41526		41630		41822
41230		41527		41631		41824
41231		41528		41632		41825
41232		41531		41635		41826
41234		41534		41636		41828
41238		41535		41640		41831
41240		41537		41642		41832
41250		41538		41643		41834
41254		41539		41645		41835
41255		41540		41647		41836
41256		41542		41649		41837
41257		41543		41650		41838
41260		41544		41651		41839
41262		41547		41653		41840
41263		41548		41655		41843
41265		41553		41659		41844
41267		41554		41660		41845
41271		41555		41663		41847
41274		41557		41666		41848
41301		41558		41667		41849
41317		41559		41669		41855
41332		41560		41701		41858
41339		41561		41712		41859
41348		41562		41722		41861
41352		41563		41725		41862

For explanation of abbreviations and reference marks for standard use throughout this tariff, see Item 9999

EFFECTIVE: July 29, 2019

ISSUED BY:
 MARK BROWNING, VICE PRESIDENT OF PRICING AND TRAFFIC
 P.O. BOX 340
 VANDALIA, OHIO 45377

RULES AND REGULATIONS

CALIFORNIA COMPLIANCE FEE/ARBITRARY CHARGES

ITEM 750-0265

Due to higher regulatory compliance costs, any shipment that originates from or is destined to the state of California shall be subject to a flat fee of \$9.00 and shall be billed to the paying party as identified on the Bill of Lading.

Shipments picked up and/or delivered to the following metro area zip codes will be assessed an arbitrary charge as follows:

Deliveries Only to Bay Area zips 94001-94021; 94025-94031; 94037-94038; 94044-94083: \$4.00/cwt subject to a minimum fee of \$32.00, maximum fee of \$150.00.

San Francisco, CA (94101-94199) : \$5.50/cwt subject to minimum fee of \$40.00, maximum fee of \$300.00.

Seattle, WA (98101, 98104, 98121, 98174) \$4.00/cwt subject to minimum fee of \$32.00, maximum fee of \$300.00.

PICKUP OR DELIVERY- ARBITRARY CHARGES FOR FLORIDA POINTS

ITEM 750-027 Shipments originating from or destined to the following points will be assessed charges shown below:

	Charge per Shipment
Boco Grande, FL 33921	\$75.00
Captiva, FL 33924	\$75.00
Sanibel, FL 33957	\$75.00
Miami Beach, FL 33139, 33140, 33141, 33154	\$12.00
Key Biscayne, FL 33149	\$18.71
Dodge Island, FL 33132	\$18.71
Fisher Island, FL 33109	\$86.48

ARBITRARY CHARGES – HARSENS ISLAND, MICHIGAN

ITEM 750-028 All shipments to or from Harsens Island, Michigan 48028 shall be assessed an additional \$75.00 charge per shipment.

BARGE OR FERRY SERVICE

ITEM 750-03 In the event a shipment must be delivered via barge or ferry service charges will be assessed as follows:

Charge per 100 pounds	Minimum Charge
\$9.50	\$125.00

These charges will be in addition to all other applicable charges.

For explanation of abbreviations and reference marks for standard use throughout this tariff, see Item 9999

EFFECTIVE: July 29, 2019

ISSUED BY:
MARK BROWNING, VICE PRESIDENT OF PRICING AND TRAFFIC
P.O. BOX 340
VANDALIA, OHIO 45377

RULES AND REGULATIONS

ARBITRARY CHARGES – MACKINAW BRIDGE

ITEM 750-031 Shipments originating from or destined to the following points will be assessed a \$11.50 in addition to standard freight charges, fuel and any other applicable accessorial:

49783 49715 49780 49724 49788 49719 49745 49781 49774

ARBITRARY CHARGES - NEBRASKA

ITEM 750-032 Shipments originating from or destined to the following points will be assessed as follows:

Nebraska (BRTCD) points additional fee \$45.00											
Brownlee	69166		Kilgore	69216							
Cody	69211		Merriman	69218							
Crookston	69212		Nenzel	69219							
Elsmere	69135		Thedford	69166							
Nebraska (BRTCD) points additional fee \$25.00											
Anitioch	69340		Dunning	68833	Harrisburg	69345	Max	69037	Wallace	69169	
Arthur	69121		Elsie	69134	Harrison	69346	Mullen	69152	Wauneta	69045	
Ashby	69333		Elsworth	69340	Hay Springs	69347	Palisade	69040	White Clay	69365	
Brewster	68821		Fort Robinson	69339	Hayes Center	69032	Parks	69041	Whitman	69366	
Broadwater	69125		Glen	69339	Hemingford	69348	Purdum	69157	Whitney	69367	
Champion	69023		Grainton	69139	Hyannis	69350	Rushville	69360			
Crawford	69339		Haigler	69030	Lebannon	69036	Stapleton	69163			
Danbury	69026		Halsey	69142	Marsland	69354	Tryon	69167			

THIS SPACE INTENTIONALLY LEFT BLANK

For explanation of abbreviations and reference marks for standard use throughout this tariff, see Item 9999

EFFECTIVE: July 29, 2019

ISSUED BY:
 MARK BROWNING, VICE PRESIDENT OF PRICING AND TRAFFIC
 P.O. BOX 340
 VANDALIA, OHIO 45377

RULES AND REGULATIONS

**PICKUP OR DELIVERY-POINTS THAT REQUIRE USE OF A FERRY
 POINTS OTHER THAN ISLANDS OF MARTHA'S VINEYARD, NANTUCKET, MA**

ITEM 750-035 When the carrier is requested to pick up or deliver freight to any point which requires the use of a Ferry to affect delivery, the following rates per hundredweight will be assessed in addition to all other lawful charges. See Notes A, B, and C.

Minimum Charge	Class	L5C	M5C	M1M	M2M	M5M	10M	Maximum
\$150.00	50	38.73	38.73	34.26	27.68	21.27	14.96	\$1,000.00
	55	38.73	38.73	34.26	27.68	21.27	14.96	
	60	44.59	44.59	38.18	33.83	23.38	16.35	
	65	46.62	46.62	39.40	36.10	24.83	19.52	
	70	48.64	48.64	40.58	38.38	26.39	18.49	
	77.5	54.02	54.02	45.01	42.60	29.10	19.06	
	85	59.35	59.35	49.51	46.83	31.80	19.69	
	92.5	71.05	71.05	59.59	49.51	35.12	19.69	
	100	83.17	83.17	71.83	52.19	38.34	19.69	

Note A: No class shall be rated higher than Class 100.

Note B: If normal charges are moving on an FAK, that FAK class will be honored in this instance.

Note C: Above Rates & Charges are applicable when A. Duie Pyle performs this service.

CONVENTION, EXHIBIT PICKUP OR DELIVERY

ITEM 750-04 Shipments originating at or destined to exhibition sites will be subject to the following additional charges: \$10.00 per 100 pounds, subject to a minimum charge of \$175.00. Charges are in addition to all other applicable rates and charges.

Exhibition booths or stalls and their contents will move at a released value not to exceed \$.10 per pound.

The following applies to shipments to and from McCormick Place, Navy Pier, Chicagoland Hotels, Merchandise Mart, and the Donald E. Stevens Center:

\$15.00 per 100 pounds, subject to a minimum charge of \$250.00 and a maximum charge of \$1,200.00.

** All rates are per shipment. Trailer load rates also apply to a single shipment.**

For explanation of abbreviations and reference marks for standard use throughout this tariff, see Item 9999

EFFECTIVE: July 29, 2019

ISSUED BY:
 MARK BROWNING, VICE PRESIDENT OF PRICING AND TRAFFIC
 P.O. BOX 340
 VANDALIA, OHIO 45377

RULES AND REGULATIONS

**MILITARY INSTALLATIONS, CORRECTIONS INSTITUTIONS,
STEEL MILLS, MINES AND NUCLEAR GENERATING STATIONS**

ITEM 750-05 Shipments originating at or destined to military installations, corrections institutions, steel mills, mines and nuclear generating stations will be subject to an additional charge of \$9.50 per 100 lbs., subject to a minimum charge of \$105.00 per shipment and a maximum charge of \$250.00 per shipment. Service shall only be rendered at locations deemed safe and accessible to the vehicle and company personnel.

GUARANTEED SERVICE

ITEM 750-06 When requested by Shipper, Dayton Freight Lines, Inc. will provide Guaranteed Service in accordance with its published transit times and on shipments handled on a single line basis (direct points only). The charge for delivery by 5:00 P.M. on the scheduled day of delivery shall be 20% of the net line haul charges, subject to a minimum charge of \$35.00. The charge for delivery before 12:00 Noon on the scheduled day of delivery shall be 35% of the net line haul charges subject to a minimum charge of \$75.00. The Guaranteed Service before 12:00 Noon is limited to certain zip codes, and it shall be the Shipper's responsibility to verify with the Carrier that the destination zip code(s) are included in this program.

Shipper must notify the Carrier when arranging for pick-up(s) where Guaranteed Service will be required.

Shipper must have the freight available for pick-up prior to 5:00 P.M.

If the Carrier fails to provide the Guaranteed Service as requested on the Bill of Lading, all freight charges associated with the shipment shall be waived. Charges shall not be waived when the failure to deliver is through no fault of the Carrier (Force Majeure).

Charges for the respective Guaranteed Service will be assessed when a Guaranteed Service sticker is affixed to the Carrier's copy of the Bill of Lading, and is initialed by the Shipper. No guarantee will apply, nor will the charges be waived if the service is not properly requested at the time of pick-up.

Note A: The following types of shipments/deliveries will not qualify for Guaranteed Service:

1. Food or grocery warehouse deliveries
2. Trade show deliveries
3. Deliveries to churches, synagogues, or schools/universities
4. Airport and/or pier deliveries
5. Private resident pick-up and/or deliveries
6. C.O.D. shipments
7. Shipments that require liftgate service
8. Service is not available on Holidays
9. Deliveries to self-storage warehouses/facilities
10. Shipments requiring appointments
11. Shipments involving spotted trailers at delivery
12. Shipments picked up or delivered to O'Hare airport and/or zip code 60666
13. Shipments exceeding DAFG's linear foot rule and/or extreme length freight

For explanation of abbreviations and reference marks for standard use throughout this tariff, see Item 9999

EFFECTIVE: July 29, 2019

ISSUED BY:
MARK BROWNING, VICE PRESIDENT OF PRICING AND TRAFFIC
P.O. BOX 340
VANDALIA, OHIO 45377

RULES AND REGULATIONS

AFTER HOURS PICKUP OR DELIVERY

- ITEM 752**
- (1) Except as provided for in Paragraph (2), when a consignor or consignee requires or requests pickup or delivery of freight on Monday through Friday, except Holidays, after 6:00 p.m. and before 7:00 a.m. the following charges shall apply. These charges are in addition to any other applicable line haul freight charges.
 - (2) Where multiple shipments are received at one time and place from one consignor or where multiple shipments are delivered to one consignee at one time and place, the pickup or delivery charges will apply to each vehicle instead of each shipment. In such cases the charges must be paid by the consignor or consignee, as the case may be, requiring and requesting the service.

Charges per hour, per driver	Minimum Charge
\$125.00 per hour or fraction thereof	\$400.00

AIRPORT PICKUP OR DELIVERY

- ITEM 753** All shipments picked up or delivered to any airport shall be subject to a charge of \$75.00 per shipment.

THIS SPACE INTENTIONALLY LEFT BLANK

For explanation of abbreviations and reference marks for standard use throughout this tariff, see Item 9999

EFFECTIVE: July 29, 2019

ISSUED BY:
MARK BROWNING, VICE PRESIDENT OF PRICING AND TRAFFIC
P.O. BOX 340
VANDALIA, OHIO 45377

RULES AND REGULATIONS

PICK UP OR DELIVERY SERVICE
SATURDAYS, SUNDAYS AND HOLIDAYS

ITEM 754

When consignor or consignee requests carrier to pick up or deliver freight on Saturdays, Sundays or Holidays such service will be performed subject to the following provisions:

1) The following charges will be assessed in addition to all other lawfully applicable rates and charges:

	Charge per man per hour or fraction thereof	Minimum charge per man per day
Saturdays , Sundays or Holidays	\$150.00	\$400.00

2) Time shall be computed upon notification of the driver to the responsible representative of the consignor or consignee that the vehicle or vehicles are available for loading or unloading at premises of consignor or consignee and shall end upon completion of loading or unloading and receipt by driver of signed Bill of Lading or receipt for delivery, as the case may be.

3) Consignor or consignee may request carrier to place or pick up an empty trailer (vehicles without power units) on Saturdays, Sundays or Holidays, even though the actual pick up and/or delivery of freight may occur on a day other than Saturdays, Sundays or Holidays.

	Charge per man per day or fraction thereof
The charge for this service will be: On Saturdays, Sundays or Holidays	\$400.00

4) The carrier is not obligated to furnish pick up or delivery service on Saturdays, Sundays or Holidays. If a delivery date is specified on the Bill of Lading and Shipping order and it is a Saturday, Sunday or Holiday, such document must also indicate that the date is in fact a Saturday, Sunday or Holiday.

5) 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.

THIS SPACE INTENTIONALLY LEFT BLANK

For explanation of abbreviations and reference marks for standard use throughout this tariff, see Item 9999

EFFECTIVE: July 29, 2019

ISSUED BY:
MARK BROWNING, VICE PRESIDENT OF PRICING AND TRAFFIC
P.O. BOX 340
VANDALIA, OHIO 45377

RULES AND REGULATIONS

PROHIBITED OR RESTRICTED ARTICLES (NO HAUL LIST)

ITEM 780 SEC 1 Property of Extraordinary Value: The following property will not be accepted for shipment nor as premiums accompanying other articles.

- **Explosives**
Division 1.1 Division 1.2 Division 1.3 Division 1.5
- **Inhalation Hazards** (Does NOT include Poison and Toxic)
Division 2.3
Division 6.1, Zone A-D
- **Specific No-Haul Inhalation Sub-Class UNs:**
UN1052 UN1098 UN1380 UN1510 UN1744 UN1745
UN1746 UN1754 UN1810 UN1829 UN1834 UN1838
UN2032 UN2442 UN2481 UN2483 UN2486 UN2605
UN2692 UN2826 UN3079
- **Radioactive**
Class 7
- **Self-Reactive** (Type A&B, All temperature controlled liquids & solids)
Specific No-Haul UNs:
UN3221 UN3222 UN3231 UN3232 UN3233 UN3234
UN3235 UN3236 UN3237 UN3238 UN3239 UN3240
- **Organic Peroxides** (Temperature controlled liquids, solids)
UN3111 UN3112 UN3113 UN3114 UN3115
UN3116 UN3117 UN3118 UN3119 UN3120
- **Polychlorinated Biphenyls:** UN2315 UN3432
- **Mercury:** UN2809 UN3506
- **Nitrocellulose** (All Hazard Classes)
- **Hazardous Waste**
- **Non-Hazardous Materials No-Haul Listing including but not limited to:**
 - Animals; Furs; Hides, green or wet
 - Antiques, Museum exhibits or articles of antiquity
 - Articles which because of their bulk length width or height cannot be safely stowed within a trailer or container
 - Articles liable to impregnate or otherwise damage equipment or other freight
 - Articles of extraordinary value
 - Automobiles
 - Bank bills, Deeds, Drafts, Letters, Valuable papers of any kind; Securities, Stamps, Stock Certificates or Letters; Money or Notes

(Concluded on next page)

For explanation of abbreviations and reference marks for standard use throughout this tariff, see Item 9999

EFFECTIVE: July 29, 2019

ISSUED BY:
MARK BROWNING, VICE PRESIDENT OF PRICING AND TRAFFIC
P.O. BOX 340
VANDALIA, OHIO 45377

RULES AND REGULATIONS

ITEM 780 (continued)

- Bullion
- Carbon Black including the following and all other Trade Names/Varieties of Carbon Black:
- Iron oxide Black, Pirox200, Inactive Carbon Black, Carbon Black Grade Series, Durex, Lamp Black, Corax, Ecorax, Arospere, Hi-Black, Nipex, Printex, Special Black, Panther, Sable, HS, Nerox.
- Clams, Crabs, Lobsters, Oysters and Shrimp; Fish, except smoked or canned
- Flora and Fauna
- Non-Hazardous Waste
- Money or Notes
- Original Works of Art
- Platinum, Gold, Silver, and other Precious Metals; Precious Stones, Jewelry; Watches
- Postage Stamps
- Produce
- Prohibited Ruminant Protein Materials (FDA Reg 21 CFR 589.2000 & 21 CFR 589.2001)
- Uncrated Machinery
- Cannabis, Hemp, or Marijuana in the raw or medicinal form
- Any chemical or substance that has not been approved by the U.S. Food and Drug Administration
- Any chemical or substance that is otherwise prohibited by federal, state, or local law or regulation

For questions regarding whether a shipment is authorized or not, please call the Safety Department at 800-860-5102 or email safety@dayonfreight.com.

SEC 2 Freight liable to Damage other Freight or Equipment:
Carriers are not obligated to receive freight liable to 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.

NOTE 1: Monetary coins will not be accepted as premiums with other articles except Authorized in NMFC 11, 310.

NOTE 2: United States Mail will be accepted when the consignor or consignee is a United States Post Office.

NOTE 3: Except U.S. Internal Revenue Distilled Spirits Stamps.

NOTE 4: Except antique furniture subject to NMFC Items 100240 and 100260 or Numismatic exhibits subject to NMFC 100, Item 63830.

NOTE 5: Except pictures or paintings subject to NMFC 100, Items 100240, 100260

NOTE 6: Articles tendered with a destination value stated on the Bill of Lading at the time of shipment exceeding the actual or released value of the article(s) tendered as provided in the NMFC 100 Classification or reissues thereof tariff DAFG 19-I will not qualify for excess liability coverage.

NOTE 7: Shipments containing alcohol shall not be serviced in the states of Pennsylvania and/or West Virginia nor interlined with any partner carrier.

For explanation of abbreviations and reference marks for standard use throughout this tariff, see Item 9999

EFFECTIVE: July 29, 2019

ISSUED BY:
MARK BROWNING, VICE PRESIDENT OF PRICING AND TRAFFIC
P.O. BOX 340
VANDALIA, OHIO 45377

RULES AND REGULATIONS

RECONSIGNMENT OR DIVERSION

ITEM 820 A request for the reconsignment or diversion of a shipment will be subject to the following definitions, conditions and charges:

Definitions of Reconsignment or Diversion

NOTE: (for our intents and purposes, these two terms shall be deemed synonymous)

1. A change in the name of the consignor or consignee;
2. A change in the place of delivery within the original destination point (intra-Service Center);
3. A change in the destination point outside original destination point (inter-Service Center);
4. Relinquishment and or return of shipment at point of origin;

Conditions

1. Requests for reconsignment must be confirmed in writing. The Carrier must be satisfied that the party making the request has the authority to do so. Conditional or qualified requests will not be accepted. Carrier will not accept disposition instructions printed on the Bill of Lading, Shipping Order, Shipping Label, or container as authority to reshipe, return or reconsign shipment;
2. Carrier will make a diligent effort to execute reconsignment but will not be responsible if such cannot be effected;
3. All charges applicable to the shipment, whether accrued or accruing, must be paid or guaranteed to the satisfaction of the carrier before reconsignment will be made;
4. Only entire shipments, not portions of shipments, may be reconsigned;
5. An order for reconsignment of a shipment moving under a uniform order Bill of Lading will not be considered valid, unless and until the Original Bill of Lading is surrendered for cancellation, endorsed or exchanged;
6. Instructions for reconsignment of C.O.D. shipments will be accepted only from the consignor;
7. Any additional accessorial services performed (e.g., Marking/tagging, etc.) will be charged per Carrier Rules on each service at time of shipment

Charges

1. Reconsignment occurs in the name of the consignor or consignee with no change in the place of delivery
 - a. An additional charge of \$50.00 per shipment plus original freight charges, fuel and any applicable accessorial charges.
2. Reconsignment occurs within original place of delivery (Intra-Service Center)
 - a. PRIOR to tender of delivery, a charge of \$50.00 per shipment plus original freight charges, fuel and applicable accessories (See Notes 1 and 3).
 - b. AFTER tender of delivery (Note 3), in addition to original freight charges from origin to original destination point, a charge of \$9.50 per hundred weight (cwt), subject to a minimum of \$105.00 per shipment and a maximum charge of \$600.00 per shipment, or \$600.00 per vehicle used to transport shipment to consignee at new location.

NOTE: For shipments in conjunction with Interline carriers after tender of delivery charges will be the paying party's published tariff rate from point of refusal to the new destination point less any applicable discount in addition to the original charges from the original point of origin to the original destination plus an additional \$50.00 per shipment (See Note 2).

(Continued on next page)

For explanation of abbreviations and reference marks for standard use throughout this tariff, see Item 9999

EFFECTIVE: July 29, 2019

ISSUED BY:
MARK BROWNING, VICE PRESIDENT OF PRICING AND TRAFFIC
P.O. BOX 340
VANDALIA, OHIO 45377

RULES AND REGULATIONS

ITEM 820 (continued)

3. Reconsignment occurs outside original place of delivery –requiring line haul service (Inter-Service Center)
 - a. PRIOR to tender of delivery, charges will be the published tariff rate to and from reconsignment point less the paying party's discount, plus fuel, any applicable accessorial and an additional \$50.00. These charges will not be less than the published through rate from original point of origin to ultimate destination (See Notes 1, 3 and 4)
 - b. AFTER tender of delivery (Note 3), charges will be the paying party's published tariff rate from point of refusal to new destination point less any applicable discount, plus fuel and any applicable accessorial in addition to the original charges from the original point of origin to the original destination plus an additional \$50.00 charge per shipment. (See Note 2)

4. Relinquishment at point of origin and consignee pick-up at Service Center:
 - a. Where a request is made by the shipper, before a shipment has left carrier's Terminal at point of origin (Note 1 and 3) for return of shipment to the original place of shipment, or, delivery thereof to another carrier at point of origin, or, 3) relinquish possession thereof to shipper or another carrier at carrier's terminal, or 4) when consignor or consignee or its agent elects to accept shipment at carrier's terminal located at reconsignment point, such service, if performed, will be subject to a charge of \$5.00/cwt subject to a minimum of \$50.00 per shipment and a maximum charge of \$400.00 per shipment or \$400.00 per vehicle if more than one vehicle is used to transport the shipment.
 - b. Upon instructions received by the originating carrier, prior to receipt of shipment at point of origin accompanied by a through Bill of Lading covering the shipment, the carrier will accept the shipment when tendered by the party in possession of the shipment, issue a receipt therefore (not a Bill of Lading) to the party tendering the shipment and then execute the Bill of Lading. Such shipment will be subject to an additional charge of \$50.00 per shipment.

NOTES

- 1) Includes points and places within the Commercial Zone of the original destination as defined in MC-37 by the Service Transportation Board which the carrier in possession of the shipment is authorized to serve direct and which point is subject to the same line haul rate as the original billed destination point.
- 2) Includes points and places other than those defined in Note 1.
- 3) The provisions governing reconsignment "prior to tender of delivery" will only apply when carrier receives the request for reconsignment before shipment has been loaded on delivery vehicle (in cases where shipment is transferred to city delivery vehicle for delivery), or, before shipment has been dispatched for delivery (in cases where shipment is transferred to city vehicle for delivery) Once freight is loaded off the terminal dock, it is considered loaded for delivery. This includes freight loaded for line haul trailers.
- 4) Reconsignments on shipments where terms are collect, shall have the freight charges, fuel and any applicable accessorial from point of origin to the reconsignment point (whether Service Center prior to delivery, or original destination point, if after attempted delivery) advanced to the reconsignment bill where party authorizing reconsignment becomes the payer of said charges and is also responsible for any additional freight charges, fuel and further accessorial from point of reconsignment to final destination.

For explanation of abbreviations and reference marks for standard use throughout this tariff, see Item 9999

EFFECTIVE: July 29, 2019

ISSUED BY:
MARK BROWNING, VICE PRESIDENT OF PRICING AND TRAFFIC
P.O. BOX 340
VANDALIA, OHIO 45377

RULES AND REGULATIONS

REDELIVERY

ITEM 830 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:

- (a) If one or more tenders, or final delivery of the shipments are made at consignee's place, a charge of \$9.50 per 100 pounds, subject to a minimum charge of \$105.00 and a maximum charge of \$500.00 shall apply for each such tender and for the final delivery.
- (b) 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 \$5.00 per 100 pounds, subject to a minimum charge of \$50.00 and a maximum charge of \$400.00 will be made.
- (c) All charges accruing under the provisions of this Item must be paid, or guaranteed to the satisfaction of the carrier, by the party or parties requesting redelivery before the shipment is redelivered.
- (d) For shipments in conjunction with A. Duie Pyle, the charges will be determined by the use of PYLE500 series tariff, supplements thereto and reissues thereof

CARRIER LIABILITY

ITEM 835 Carrier's obligation to perform transportation services shall be excused and Carrier shall not be liable for any loss or damage to a shipment or for any delay caused by an act of God, the public enemy, the authority of law, the inherent vice of the goods, terrorism, the act or default of the shipper, or any act beyond the Carrier's reasonable control.

Unless the Shipper has requested full value insurance (refer to Item 995) or is subject to any other liability provision within this tariff, Carrier's liability shall not exceed \$10.00 (ten dollars) per pound, per package subject to a maximum liability of \$100,000 per shipment.

Shipments originating in the United States and destined for Canada, shall be subject to a maximum liability of \$5.00 per pound, per package subject to a maximum of \$50,000.00 per occurrence.

Shipments originating in Canada and destined to the United States, shall be subject to a maximum liability of \$2.00 per pound, per package, subject to a maximum of \$20,000.00 per occurrence.

Carrier shall in no event be liable for loss of profit, income, interest, attorney fees, or any special, incidental, or consequential damages. When the rate of the NMFC classification is dependent on value, shippers are required to state specifically in writing on the Bill of Lading the declared value of the product/shipment.

For explanation of abbreviations and reference marks for standard use throughout this tariff, see Item 9999

EFFECTIVE: July 29, 2019

ISSUED BY:
MARK BROWNING, VICE PRESIDENT OF PRICING AND TRAFFIC
P.O. BOX 340
VANDALIA, OHIO 45377

RULES AND REGULATIONS

MAXIMUM LIABILITY – USED, REFURBISHED OR INTERNET SALE COMMODITIES

ITEM 840 Commodities as described in Notes A and B below, and any freight other than new, will be accepted for transportation subject to a maximum value not exceeding 50 cents per pound per package. If a shipment is inadvertently accepted, it will be considered as being released the lowest valuation provided. Failure of the consignor to declare that a commodity is “used” or result of internet sale shall not alter this application. There is no option of purchasing insurance through Carrier on used, refurbished or internet sale items.

NOTE A: Applicable on used equipment or parts as described in the NMFC 100 series, supplements thereto or reissues thereof, Items 1010 through 201060; and/or any property purchased over the internet, which is not new or previously used and/or pre-owned merchandise.

NOTE B: Personal affects and household goods shall be limited to liability coverage of 10 cents per pound.

MAXIMUM LIABILITY – SKID/PALLET PRICING, SPOT QUOTES, OR VOLUME QUOTES

ITEM 842 For shipments where pricing is based on a charge per pallet and/or skid, spot quote or volume quote, the maximum liability will be \$1.00 per pound, per package subject to a maximum liability of \$25,000 per shipment.

MAXIMUM LIABILITY – FREIGHT ALL KINDS (FAK) PRICING

ITEM 845 Carrier’s liability on any shipment for loss or damage to any articles(s) or part(s) thereof for which the charges are determined by class exception ratings or freight of all kinds (FAK) class exceptions is limited to the (1) actual invoice value of the articles(s) lost, damaged or destroyed; (2) limited liability provisions of the Bill of Lading; or (3) applicable limited liability provisions of the NMFC (note 1); whichever is less, subject to the maximums by exception class as shown below, unless a higher value is declared and additional charges are paid.

<u>Class Exception</u>	<u>*Maximum Liability</u>
50	\$1.00
55	\$2.00
60	\$2.50
65	\$4.00
70, 77.5, 85, 92.5, & 100	\$5.00
110, 125, 150, 175, & 200	\$6.00
250 and up	\$10.00

* Maximum liability per pound per individual lost or damaged piece within the shipment.

(1) When a number of individual pieces have been unitized, strapped or otherwise fastened together, boxed, packaged or contained on pallets or skids, or have been over packed in additional complying package, Carrier’s liability will be determined by separately multiplying the lowest level of liability for the commodity being shipped times the weight of the total number of individual pieces lost or damaged and not on the basis of the weight of the total number of pieces.

For explanation of abbreviations and reference marks for standard use throughout this tariff, see Item 9999

EFFECTIVE: July 29, 2019

ISSUED BY:
MARK BROWNING, VICE PRESIDENT OF PRICING AND TRAFFIC
P.O. BOX 340
VANDALIA, OHIO 45377

RULES AND REGULATIONS

MAXIMUM LIABILITY – ARTICLES OF EXTRAORDINARY VALUE

ITEM 850

Limited Liability Per Pound	Description of Commodities	Maximum Liability Per Occurrence
\$0.00	Uncrated Machinery	\$0.00
\$1.00	Mirrors, Glass, Glassware, or Shipments containing Glass	\$5,000
\$1.00	Outboard Marine Motors	\$10,000
\$1.00	Countertops – Wood, Composite, Granite, Quartz, etc. & Floor Tile	\$10,000
\$1.00	Computers, Copiers, Cellular Devices and their components	\$5,000
\$1.00	Cigarettes, Cigars, and Smokeless Tobacco Products	\$5,000
\$1.00	Furnaces, House Heating & Air Conditioning Equipment	\$10,000
\$1.00	Furniture	\$10,000
\$1.00	Kayaks and/or Canoes	\$10,000
\$1.00	Plasma, Projection, LCD, and any other Television Product	\$5,000

RESIDENTIAL PICK UP OR DELIVERY

◊**ITEM 855** When pick-up or delivery service is provided at private residences (including home based businesses, apartments, estates, condominiums, townhomes and duplexes) where the entire premises on which a dwelling for living is located, is not open to the walk in public during normal business hours shall be assessed the following charge:

\$9.50 per 100 pounds, subject to a minimum charge of \$105.00 and a maximum charge of \$250.00 in addition to all other applicable lawful charges as set forth in this tariff.

Charges and payment for this service will follow the terms of the bill of lading. If charges are to be paid by a party other than debtor as prescribed on the bill of lading, acceptance for payment of services performed must be in writing or other acceptable form of communication.

Service shall only be rendered at locations deemed safe and accessible to the vehicle and company personnel.

THIS SPACE INTENTIONALLY LEFT BLANK

For explanation of abbreviations and reference marks for standard use throughout this tariff, see Item 9999

EFFECTIVE: July 29, 2019

ISSUED BY:
MARK BROWNING, VICE PRESIDENT OF PRICING AND TRAFFIC
P.O. BOX 340
VANDALIA, OHIO 45377

RULES AND REGULATIONS

LIMITED ACCESS PICK UP OR DELIVERY

ITEM 860 When pick-up or delivery service is provided at camps, (other than military), dormitories, farms, ranches, rectories, schools, universities, unmanned self-storage facilities, fairs, carnivals, amusement parks, flea markets, strip malls, country clubs, social clubs (Example: Elks, Eagles, Kiwani's Club, etc), places of worship, nursing homes, lodging facilities, restaurants, marinas, filling/gas stations, libraries, vineyards, wineries, orchards, or other locations without a dock shall be assessed the following charge:

\$9.50 per 100 pounds, subject to a minimum charge of \$105.00 and a maximum charge of \$250.00 in addition to all other applicable lawful charges as set forth in this tariff.

Charges and payment for this service will follow the terms of the bill of lading. If charges are to be paid by a party other than debtor as prescribed on the bill of lading, acceptance for payment of services performed must be in writing or other acceptable form of communication.

Service shall only be rendered at locations deemed safe and accessible to the vehicle and company personnel.

SORTING OR SEGREGATING

ITEM 887 Loading or unloading does not include assembling, packing, unpacking, dismantling, inspecting, sorting or segregating freight. A charge of \$0.85 cents per package subject to a \$85.00 minimum charge will be assessed for sorting or segregating by marks, brands, sizes, flavors or other distinguishing characteristics.

Charges and payment for this service will follow the terms of the bill of lading. If charges are to be paid by a party other than debtor as prescribed on the bill of lading, acceptance for payment of services performed must be in writing or other acceptable form of communication.

LIFTGATE SERVICE

- ITEM 890**
- 1) Where a carrier is required or requested to employ mechanical loading or unloading devices, including hydraulic lifting or lowering devices, to accomplish pick-up or delivery of the goods to or from carrier's vehicle, a charge of \$6.50 per 100 lbs, subject to a minimum charge of \$115.00 and a maximum charge of \$250.00 per shipment will be assessed in addition to all other applicable rates and charges.
 - 2) Charges and payments for this service will follow the terms of the bill of lading. If charges are to be paid by a party other than debtor as prescribed on the bill of lading, acceptance for payment of services must be in writing or other acceptable form of communication. 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.
 - 3) Service is restricted to 3,500 pounds per handling unit. Handling units may not exceed 48 inches in length and width. Service shall only be rendered at locations deemed safe and accessible to the vehicle and company personnel.

For explanation of abbreviations and reference marks for standard use throughout this tariff, see Item 9999

EFFECTIVE: July 29, 2019

ISSUED BY:
MARK BROWNING, VICE PRESIDENT OF PRICING AND TRAFFIC
P.O. BOX 340
VANDALIA, OHIO 45377

RULES AND REGULATIONS

STOP-OFFS

ITEM 900

Truckload shipments may be stopped in transit at a point or points in route between original point of origin and the final destination thereof for the purpose of partial unloading (or loading) provided the stop-off point is directly intermediate to the final destination (or origin) via the direct route over which operations are generally conducted. Subject to the following:

- (a) Arrangements for the stop-off must first be made with the carrier;
- (b) Stopping in transit privileges will only apply of shipments received on one day from one consignor;
- (c) Charges will be assessed on the basis of the applicable minimum weight or actual weight, when greater, of the entire shipment and at the truckload rate applicable from original point of shipment to the point which the highest rate applies where any portion of the shipment is delivered.
- (d) The charges for the first stop, exclusive of original pick-up or final delivery shall be \$75.00, which shall be in addition to all other charges assessed against the shipment. Each additional stop shall be \$125.00, subject to a maximum of three stops. In cases where shipments consigned to more than one consignee, all charges must be paid.
- (e) Stopping in transit for partial unloading (or loading) will not be permitted on shipments consigned "C.O.D.", "To Order", "Order Notify" or "Order Care Of".
- (f) Billing agent shall make notation on revenue billing showing at which point or points shipment is to be stopped for partial loading (or unloading) with definite instructions and description as to articles to be unloaded (or loaded). Agent at stop-off point, or if there be no agent at such point, the driver of the carrier's vehicle shall make notation on freight bill showing, date, description, quantity and weight of the articles unloaded at the stop-off point or points.

NOTE: If the mileage from origin to destination via the stop-off point or points exceeds 110% of the mileage over the shortest route from origin to destination, the provisions of this item will apply, except that the mileage in excess of 110% will be charged for at the rate of 230 per mile which shall be in addition to all other lawful transportation charges

THIS SPACE INTENTIONALLY LEFT BLANK

For explanation of abbreviations and reference marks for standard use throughout this tariff, see Item 9999

EFFECTIVE: July 29, 2019

ISSUED BY:
MARK BROWNING, VICE PRESIDENT OF PRICING AND TRAFFIC
P.O. BOX 340
VANDALIA, OHIO 45377

RULES AND REGULATIONS

STORAGE CHARGES

ITEM 910

Storage charges shall be charged on all shipments that are undeliverable due to no fault of the carrier. The charges shall be computed as follows:

- (a) Undeliverable freight due to awaiting U.S. Customs clearance shall be charged Storage at the end of 48 hours after arriving at the delivering terminal, (excluding weekends and holidays).
- (b) Undeliverable freight due to shipper or consignee request, other than damaged freight shall be charged storage at the end of 48 hours after arriving at the delivering terminal, (excluding weekends and holidays).
- (c) Undeliverable freight due to refusal by the consignee due to damage. Storage charges shall commence 48 hours after the date of the "On Hand" notice has been sent to the shipper and the consignee.
- (d) Storage charges are computed per day at \$4.00 per hundred pounds subject to a minimum of \$75.00 per day.

NOTE: After 30 days, the carrier reserves the right to dispose of any freight as salvage, deduct any applicable charges due carrier and refund the remainder (if any) to the appropriate shipper or consignee dependent upon the terms of the Bill of Lading.

THIS SPACE INTENTIONALLY LEFT BLANK

For explanation of abbreviations and reference marks for standard use throughout this tariff, see Item 9999

EFFECTIVE: July 29, 2019

ISSUED BY:
MARK BROWNING, VICE PRESIDENT OF PRICING AND TRAFFIC
P.O. BOX 340
VANDALIA, OHIO 45377

RULES AND REGULATIONS

FUEL SURCHARGE APPLICATION

ITEM 920

Except as otherwise specifically provided, all charges for line haul transportation resulting from rates and/or charges named in this tariff or other tariffs, contracts, or transportation agreements referring hereto for governing provisions, will be subject to fuel surcharge as follows:
 Fuel surcharge on net line haul charges will be determined by the U.S. National Average On-highway Diesel Price as provided by the U.S. Department of Energy (D.O.E.). Current On-highway Diesel Price may be obtained by calling 1-202-586-6966 (24 hours a Day).
 The applicable fuel surcharge will be adjusted up or down on Monday of each week using the U.S. D.O.E. On-highway National Average Diesel Price announced on the previous Monday. **EXAMPLE:** Diesel Price Index announced on Monday, 1/30/17, will be used to determine Fuel Surcharge applied to shipments for the week effective on Monday, 2/6/17.

WHEN THE FUEL INDEX IS:		FUEL SURCHARGE WILL BE:(Note A)	
AT LEAST	BUT LESS THAN	LTL	TL
110 cents	120 cents	5.50%	9.00%
120 cents	130 cents	6.00%	9.50%
130 cents	135 cents	6.50%	10.00%
135 cents	140 cents	7.00%	10.50%
140 cents	145 cents	7.50%	11.00%
145 cents	150 cents	8.00%	11.50%
150 cents	155 cents	8.50%	12.00%
155 cents	160 cents	9.00%	12.50%
160 cents	165 cents	9.50%	13.00%
165 cents	170 cents	10.00%	13.50%
170 cents	175 cents	10.50%	14.00%
175 cents	180 cents	11.00%	14.50%
180 cents	185 cents	11.50%	15.00%
185 cents	190 cents	12.00%	15.50%
190 cents	195 cents	12.50%	16.00%
195 cents	200 cents	13.00%	16.50%
200 cents	205 cents	13.50%	17.00%
205 cents	210 cents	14.00%	17.50%
210 cents	215 cents	14.50%	18.00%
215 cents	220 cents	15.00%	18.50%
220 cents	225 cents	15.50%	19.00%
225 cents	230 cents	16.00%	19.50%
230 cents	235 cents	16.50%	20.00%
235 cents	240 cents	17.00%	20.50%
240 cents	245 cents	17.50%	21.00%
245 cents	250 cents	18.00%	21.50%

(Continued on next page)

For explanation of abbreviations and reference marks for standard use throughout this tariff, see Item 9999

EFFECTIVE: July 29, 2019

ISSUED BY:
 MARK BROWNING, VICE PRESIDENT OF PRICING AND TRAFFIC
 P.O. BOX 340
 VANDALIA, OHIO 45377

RULES AND REGULATIONS

ITEM 920
Continued

FUEL SURCHARGE APPLICATION

NOTE A: For the purpose of this item, the TL percentage will be used for any single shipment weighing 20,000 pounds or more, requiring 24 lineal feet of the vehicle, or is rated at weights of 20,000 pounds or more.

NOTE B: For each 5 cent increase in the U.S.D.O.E. on highway national average price beyond 200 cents, the Fuel Surcharge will increase by .5%.

ITEM 930

QUOTATIONS OF ESTIMATED CHARGES

- (1) When carrier has furnished, either orally or in writing, an estimate of published tariff charges, such estimate will be given on basis of effective published tariff provisions as applies to those facts concerning shipments which are made known to carrier.
- (2) Estimates of freight charges are furnished as a convenience to shipping public and represent nothing more than an approximation of freight charges which is not binding on carrier or shipper.
- (3) All transportation charges on a shipment will be assessed on basis of published tariff provisions legally in effect at time of shipment as applied to commodity shipped and transportation and related services performed in connection therewith.
- (4) Unless otherwise provided for quotations of estimated charges are only good for 7 business days.
- (5) Quotations given on volume shipments consisting of more than 15 lineal feet or exceeding 9,999 lbs., shall be subject to the rate given in the quote and shall supersede all established LTL pricing.
- (6) Based on the discretion of the Service Center Manager and availability of equipment, providing an estimate does not obligate Carrier to accept estimated shipment.

THIS SPACE INTENTIONALLY LEFT BLANK

For explanation of abbreviations and reference marks for standard use throughout this tariff, see Item 9999

EFFECTIVE: July 29, 2019

ISSUED BY:
MARK BROWNING, VICE PRESIDENT OF PRICING AND TRAFFIC
P.O. BOX 340
VANDALIA, OHIO 45377

RULES AND REGULATIONS

VEHICLE FURNISHED BUT NOT USED

- ITEM 985**
- (1) Applies at points within terminal area:
 - (a) When a carrier is requested to furnish a vehicle to pick-up a TL, Volume or Exclusive Use shipment and the vehicle is not used due to no fault of the carrier, a charge of \$130.00 per day or fraction thereof per vehicle will be assessed against the party making such request. **(See Note A)**
 - (b) Charges will end when carrier is notified that the vehicle will not be used and is available for pickup.
 - (2) Applies at points outside terminal area, when a carrier is requested to dispatch a vehicle to a point of origin designated by the consignee or consignor to make a TL, Volume or Exclusive Use pick-up and such vehicle is furnished but not used due to no fault of the carrier, a charge of \$2.40 per mile subject to a minimum charge of \$385.00 will be assessed against the party making such request. The designated origin point, plus mileage back to carrier terminal point. Mileage to be determined by use of the P C Miler Practical. **(See Note A)**
 - (3) Applies at points within terminal area:
When a carrier is requested to furnish a vehicle to pick-up any LTL shipment and the vehicle is not used due to no fault of the carrier, a charge of \$75.00 will be assessed against the party making such request.
 - (4) When carrier is requested to furnish a vehicle to pick-up any Truckload shipment and vehicle is not used due to no fault of the carrier, a charge of \$250.00 will be assessed against the party making the request.

NOTE A: Upon arrival of the vehicle with power unit the consignor will have free time of 60 minutes to inform the carrier the vehicle will not be used. If the carrier is detained beyond 60 minutes, a charge of \$90.00 per hour or fraction thereof per vehicle will be assessed in addition to other applicable charges provided herein.

EXTREME LENGTH

ITEM 990 Shipments with any shipping unit or piece with a dimension exceeding 8 feet in length up to and including 12 feet in length shall be subject to an additional charge of \$110.00.

Shipments with any shipping unit or piece with a dimension exceeding 12 feet in length up to and including 16 feet in length shall be subject to an additional charge of \$250.00.

Shipments with any shipping unit or piece with a dimension exceeding 16 feet in length up to and including 20 feet in length shall be subject to an additional charge of \$450.00.

DAFG will not pick up any shipment with any shipping unit that exceeds 20 feet in length. If a shipment is tendered containing a shipping unit that exceeds 20 feet and is inadvertently accepted by DAFG, the shipment shall be subject to an additional charge of \$550.00 up to and including 21 feet and an additional \$50.00 per linear foot thereafter. In addition, DAFG shall have no liability for loss or damage to shipments tendered and inadvertently accepted by DAFG that exceed its extreme length limitation of 20 feet.

This charge is in addition to the otherwise applicable rates and charges. This item will not apply to shipments subject to Exclusive Use, Capacity Load, Linear Foot Rules or to TL or volume rates and charges.

For explanation of abbreviations and reference marks for standard use throughout this tariff, see Item 9999

EFFECTIVE: July 29, 2019

ISSUED BY:
MARK BROWNING, VICE PRESIDENT OF PRICING AND TRAFFIC
P.O. BOX 340
VANDALIA, OHIO 45377

RULES AND REGULATIONS

FULL VALUE INSURANCE

ITEM 995

At the Carrier's discretion, if a customer wishes to purchase full value insurance coverage for shipments moving by land within the 48 contiguous states, the following rules and charges will apply:

1. The shipper must request the coverage in writing on the Bill of Lading at the time of the shipment providing the invoice value of the goods.
2. The insurance will cover 110% of the invoice value of the goods, plus actual freight charges, subject to a maximum of \$250,000.00 per shipment.
3. Bill of Lading must be noted as follows:
"Full Value Insurance Coverage Requested – Invoice Value: \$ _____"
Example:
To request Full Value Insurance Coverage, on a shipment with an invoice value of \$35,000.00, the shipper must show the following on the Bill of Lading.
"Full Value Insurance Coverage Requested – Invoice Value \$35,000.00."
4. DAFG will assess a charge of \$.65 per \$100 on 110% of the sum of both the invoice value (as stated on the bill of lading), and actual freight charges, all subject to a minimum charge of \$50.00 per shipment for Full Value Insurance. Charges are to be paid by the party responsible for the payment of the otherwise applicable freight charges.

Example:

Invoice Value declared on freight bill \$35,000

Hypothetical freight charge is \$105

Amount of coverage = \$35,105 plus 10% = \$38,615.50

Charge at \$.65 per \$100: \$38,615.50 = 386.16 (\$100 units);

386.16 multiplied by \$.65 = \$251.04 = Full Value Insurance Coverage Fee

5. Insurance coverage will exclude rust, oxidation, and discoloration. This is first dollar coverage and does not exempt loss and/or damage cause by Force Majeure conditions.

NOTES:

1. Goods Excluded: Any used/refurbished items (refer to Item 840), household goods and personal effects; antiques; fine artwork paintings, drawings, statues, rare books, and other works of art; Fine jewelry, fine watches; precious stones, diamonds; precious metals, and bullion (gold, platinum, silver, and other precious metals or articles); money and currency; accounts, bills, deeds, notes, securities, stock certificates, trading stamps, valuable papers, or documents, evidences of debt, letters of credit, tickets, passports, manuscripts, mechanical drawings; recorded or electronic data and media; used or refurbished equipment or parts; contraband or property in the course of illegal transportation or trade; furs; live animals and plasma televisions shipped without two (2) tip and tell indicators.
2. Perils Excluded: Nuclear exclusion (see ¶8) delay; loss of market; loss of use; interruption of business, or any consequential loss; mechanical breakdown, inherent vice or defect, wear and tear, insects, vermin or gradual deterioration; neglect of the assured to use all reasonable means to save and preserve the property at the time of or after any loss of damage.

(Continued on next page)

For explanation of abbreviations and reference marks for standard use throughout this tariff, see Item 9999

EFFECTIVE: July 29, 2019

ISSUED BY:
MARK BROWNING, VICE PRESIDENT OF PRICING AND TRAFFIC
P.O. BOX 340
VANDALIA, OHIO 45377

RULES AND REGULATIONS

ITEM 995 (continued)

FULL VALUE INSURANCE

NOTES:

3. Nuclear exclusion: This company shall not be liable for loss, damage, or expense arising directly or indirectly from any nuclear incident, reaction, radiation, or any radioactive contamination, all whether controlled or uncontrolled, occurring while said property is within the United States or arising from a source therein, and whether the loss, damage or expense be proximately or remotely caused thereby, or be in whole part caused by, contributed to, or aggravated by the peril(s) insured against in this Policy; however, direct loss by fire resulting from nuclear incident, nuclear reaction, or nuclear radiation or radioactive contamination is insured against by this Policy.
4. Insurance coverage on electronics will be limited to visible physical damage caused by shipment and will exclude hidden electrical and electronic failure.
5. Fee amount, if quoted, to include estimated charge for freight based on information provided at the time of quote. Should shipment information differ from that of estimate, fee for Full Value Insurance at 110% of declared value plus actual freight charges will follow the actual characteristics of the shipment.
6. Carrier holds no obligation to advise customer of variances from estimates.

FREEZABLE PROTECTION

ITEM 1000

1. When Consignor/Consignee requests a shipment be protected from freezing, the following charges and provision will apply:
 - A. The following services will NOT be performed for shipments requiring protection from freezing:
 1. Appointment deliveries
 2. Order Notify
 3. COD
 4. In Bond
 5. Interline shipments including cartage and Strategic Alliance Partners
 - B. Charges will be \$ 2.75/cwt weight subject to a minimum charge of \$ 40.00 and a maximum charge of \$250.00 per shipment in addition to the otherwise applicable rates and charges.
 - C. Protection From Freezing Service will only be provided when:
 1. The outside temperature is above 15 degrees Fahrenheit the entire time the shipment is in the Carrier's possession from pick-up through final delivery.
 2. Consignor marks the bill of lading "protect from freezing".
 3. The commodities being shipped have a freezing point of 32 degrees or less.
 4. This service charge will only apply from November 1st through March 31st.
 5. Freezable Protection service available Monday through Thursday on next day lanes and Monday through Wednesday on two day lanes. We will not pick up freezable freight on Fridays.
 6. Protection from Freezing Service may be withdrawn at Carrier's discretion wholly or on an individual shipment basis.
 - D. If Consignor tenders a shipment noncompliant to any condition stated herein, Carrier shall not be liable.

(Continued on next page)

For explanation of abbreviations and reference marks for standard use throughout this tariff, see Item 9999

EFFECTIVE: July 29, 2019

ISSUED BY:
MARK BROWNING, VICE PRESIDENT OF PRICING AND TRAFFIC
P.O. BOX 340
VANDALIA, OHIO 45377

RULES AND REGULATIONS

FREEZABLE PROTECTION

ITEM 1000 (continued)

- E. Should an Act of God or circumstance beyond Carrier's control interrupt or prevent Carrier from performing its standard linehaul dispatch and thereby causing a delay in arrival, Carrier shall not be held liable for any loss due to the delay in dispatch.
- F. In no event shall Dayton Freight's liability for loss or damage on a freezable protection shipment exceed \$2.50 per pound with a maximum liability of \$5,000.00 per shipment.

BLIND SHIPMENTS

ITEM 1005

For the application of these provisions, a blind shipment is defined as: 1.) a shipment in which the Shipper is not aware of the actual Consignee, or vice versa, by means of referencing a name different from the affected party (and not an alias for same) and/or location listed on bill of lading; or 2.) bill of lading references Blind shipment with direction to carrier to reference a name and/or address of entity different from actual shipper and/or consignee. Carrier will accept a corrected bill of lading from another party involved in the transaction changing the Consignee at the point of origin before the shipment leaves the original pickup terminal.

1. On shipments where a different address is to be referenced, Requestor must complete and fax to Carrier a "Letter of Authority for Blind Shipments" and corrected Bill of Lading or Letter of Authority with desired change. Carrier will acknowledge receipt with a returned fax.
2. Carrier must be satisfied that the requestor has the legal authority to divert the shipment.
3. A charge of \$100.00 will apply in addition to all other applicable charges to requesting party.
4. Actual origin city, state and ZIP code and ultimate destination city, state and ZIP code will be shown on Carrier's bill.
5. Charges as found in the "Marking or Tagging Freight" Item will not apply on shipments subject to this Item.
6. Only requests prior to pickup will be considered for this service.
7. Any reference to Blind Shipment on bill of lading indicates blind shipment service and shall incur the Blind Shipment fee.

If the "Letter of Authority for Blind Shipments" form is not received by the Carrier prior to pickup, the request will be handled as a reconsignment subject to the provisions of the "Reconsignment, Diversion, Relinquishment" Item herein.

THIS SPACE INTENTIONALLY LEFT BLANK

For explanation of abbreviations and reference marks for standard use throughout this tariff, see Item 9999

EFFECTIVE: July 29, 2019

ISSUED BY:
MARK BROWNING, VICE PRESIDENT OF PRICING AND TRAFFIC
P.O. BOX 340
VANDALIA, OHIO 45377

RULES AND REGULATIONS

INSPECTION AND RECLASSIFICATION FEE

ITEM 1010 All shipments handled by Dayton Freight Lines, Inc. are subject to inspection at any time for any reason. Upon inspection, Dayton Freight Lines, Inc. reserves the right to confirm that the shipment contains the items described on the Bill of Lading, that the shipment does not violate applicable laws, rules, regulations or tariff provisions, or for any other reason determined as necessary in our sole discretion. However, we are not obligated to perform any such inspection and we do not promise that acceptance by us of a shipment is proof of shipper's compliance with any such applicable provisions. By tendering the shipment to us, shipper, consignee, and any interested third party consent to such inspections and agree that Dayton Freight Lines, Inc. will not be held liable for any loss, damage, action or event arising out of such inspection, except to the extent that Dayton Freight Lines, Inc. is grossly negligent in its performance of the inspection.

Any shipment inspected by Dayton Freight Lines, Inc. that results in a correction to the Bill of Lading including (A) density of the shipment, (B) the actual or released value of item as defined in the NMFC, (C) classification shall be subject to the following:

*In the case where the linehaul portion of the freight charges increase by a minimum of \$1.00, a \$25.00 correction fee shall be assessed plus any and all applicable freight charges and fuel surcharge. Accessorial charges shall be modified accordingly.

*In the case where the linehaul portion of the freight charges decrease, once the applicable freight reduces by \$25.00 or more, the \$25.00 correction fee will be assessed plus all applicable fuel surcharges. Accessorial charges shall be modified accordingly.

THIS SPACE INTENTIONALLY LEFT BLANK

For explanation of abbreviations and reference marks for standard use throughout this tariff, see Item 9999

EFFECTIVE: July 29, 2019

ISSUED BY:
MARK BROWNING, VICE PRESIDENT OF PRICING AND TRAFFIC
P.O. BOX 340
VANDALIA, OHIO 45377

RULES AND REGULATIONS

WEIGHING SERVICE OR WEIGHT VERIFICATION FEE

ITEM 1015 In the event that the shipper of products, goods, or commodities fails to provide the weight of a shipment on the issued Bill of Lading, Dayton Freight Lines, Inc. shall provide the service of weighing the shipment utilizing its Legal for Trade, company-owned scales and will update the bill of lading accordingly. A fee of \$25.00 will be assessed and follow the payment terms on the bill of lading unless otherwise indicated. This fee will also be charged when, for any reason, it is requested by the shipper, consignee, or third party to provide weight verification of a shipment.

At its sole discretion, any shipment in its custody that is reweighed by Dayton Freight Lines, Inc. and results in a correction to the bill of lading original weight shall be subject to the following:

- 1.) In the case where the linehaul portion of the freight charges increase by a minimum of \$1.00, a \$25.00 weight correction fee shall be assessed plus any and all applicable freight charges and fuel surcharge resulting from said reweigh. Associated accessorial charges will be modified according to the corrected weight.
- 2.) Should a weight correction be applied under item (1.) above and the shipment contains mixed commodities, the variance between the actual weight and the stated weight will be modified at the rate of the highest classed article on the bill of lading.
- 3.) Should a shipper, consignee or third party request Dayton Freight Lines, Inc. to utilize a certified public scale for weight verification, a charge of \$75.00 shall apply and be billed according to the payment terms on the original bill of lading.

CHARGES ON SHIPMENTS REQUIRING AN UNLOADING ALLOWANCE

ITEM 1020 Shipments picked up or consigned to any Distribution Center requiring an unloading and/or loading allowance shall be subject to an additional charge of \$1.00 per 100 pounds. These additional charges will not be subject to any discount or reduction.

LUMPER SERVICES

ITEM 1030 When Carrier is required to utilize the services of a lumper at a grocery warehouse or similar consignee location to perform delivery a fee of \$3.00 CWT, subject to a minimum charge of \$125.00 per shipment shall apply. This fee shall be applied to the debtor of the freight bill and shall not be subject to additional sorting and segregating charges.

CROSS DOCK FREIGHT HANDLING FEE

ITEM 1040 When Shipper requests Carrier to perform a cross dock function at one of its service centers, a charge of \$1.50 CWT, subject to a minimum charge of \$25.00 shall apply.

For explanation of abbreviations and reference marks for standard use throughout this tariff, see Item 9999

EFFECTIVE: July 29, 2019

ISSUED BY:
MARK BROWNING, VICE PRESIDENT OF PRICING AND TRAFFIC
P.O. BOX 340
VANDALIA, OHIO 45377

RULES AND REGULATIONS

INDEMNIFICATION

ITEM 1050 Shipper shall indemnify, defend, and hold harmless Carrier, including its respective officers, directors, agents, employees and other affiliated companies, from and against any and all claims, demands, losses, damages, costs, and expenses (including reasonable attorney's fees, costs, and expenses incidental thereto) associated with or resulting from injury to or death of any person, injury to property, violation of any local, state, or federal laws and regulations, or strict liability imposed by any law or regulation in connection with the services requested by Shipper and provided by Carrier hereunder. In no event shall Carrier be liable for any consequential, indirect, exemplary, punitive or special damages of any nature whether or not such damages were known or foreseeable.

ITEM 1055 **FORCE MAJEURE**

Neither party hereto shall be liable for failure to perform, or delay in the performance of any of the terms or provisions hereof when such failure or delay is occasioned by acts of God, a public enemy, terrorists, war, floods, storms, or other weather conditions, earthquakes, accidental fires, strikes, lockouts or other labor disturbances, riots, insurrections, civil commotion, governmental acts or regulations, closing of public highways, or any other circumstances or conditions beyond the reasonable control of said party, and without the fault or neglect of such party, whether or not similar to the foregoing. Carrier's liability under a force majeure event shall be the actual fair market value of the goods subject to a maximum of \$2.50 per hundred pounds subject to a maximum liability of \$2,500.00 per occurrence. Should FAK liability apply and be less than stated prior, FAK liability would prevail over the limitation contained herein.

CONFIDENTIALITY NOTICE

ITEM 1060 Carrier may disclose information of any nature regarding any agreement to its subsidiaries, affiliates, and related entities and may disclose information as specifically required by law including but not limited to payment and audit purposes.

ITEM 1070 **DEFAULT TARIFF**

When a tariff/rate base, other than current Dayton Freight Lines, Inc. tariff/rate base, is to be utilized for rating customer's bills/quotes and the bill(s)/quotes(s) indicate origin and/or destination zip code(s) not incorporated in the subject rate base, then the rating of the shipment will be subject to rates on the Dayton Freight Lines, Inc. tariff in effect at time of shipment to include published discount.

For explanation of abbreviations and reference marks for standard use throughout this tariff, see Item 9999

EFFECTIVE: July 29, 2019

ISSUED BY:
MARK BROWNING, VICE PRESIDENT OF PRICING AND TRAFFIC
P.O. BOX 340
VANDALIA, OHIO 45377

RULES AND REGULATIONS

ITEM 9999

EXPLANATION OF ABBREVIATIONS

AQ	Any Quantity	I.C.C.	Interstate Commerce Commission
C or Col	Collect	i.e.	That is
C.F.R.	Code of Federal Regulation	In., in. or “	Inch or Inches
C.O.D.	Collect on Delivery	Incl.	Inclusive
Concl'd.	Concluded	Lbs. or lbs.	Pounds
Cu.	Cubic	LTL	Less Truckload
Cu. Ft.	Cubic Foot or Feet	M/C or Min.	Minimum Charge
CWT	Hundredweight (100 Pounds)	NMFC	National Motor Freight Classification
DAFG	Dayton Freight Lines, Inc.	P or Ppd.	Prepaid
Disc.	Discount	TL	Truckload
Etc.	Et Cetera (and so forth)	Viz:	Namely
e.g.	For example	Vol.	Volume
FAK	Freight All Kinds	Wt. Or Wts	Weight or Weights
Ft., ft. or ‘	Foot or Feet		

EXPLANATION OF REFERENCE MARKS OR SYMBOLS

◆	Increase	∅	See Corresponding reference
◊	Decrease	♂	No change in rates/charges
σ	Changes in wording which result in neither increases nor reductions in charges	¶	Paragraph
★	New Item	€	Except as noted
®	See corresponding reference	τ	Transferred
§	See corresponding reference	&	And
%	Percent	\$	Dollars

For explanation of abbreviations and reference marks for standard use throughout this tariff, see Item 9999

EFFECTIVE: July 29, 2019

ISSUED BY:
 MARK BROWNING, VICE PRESIDENT OF PRICING AND TRAFFIC
 P.O. BOX 340
 VANDALIA, OHIO 45377