

Four Carrier Rules That Affect Less Than Truckload Rates



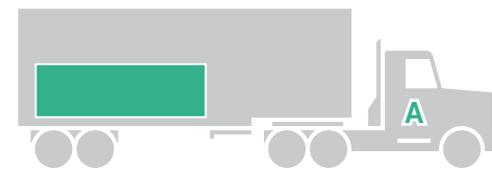
Over-Dimensional-Extreme Length

This is an accessorial charged when an article (i.e. a carton or pallet) has a length of 8 feet or longer (Example A); with the exception of FedEx who will also apply the charge if the height of an article is 96 inches or more (Example B). Some carriers (New Penn and A. Duie Pyle) also apply the charge if the article measures 6 feet wide or more and is also 6 feet long or more (Example C).

Again, this refers to the length of an article and does not refer to the total linear feet that the shipment occupies on the trailer.

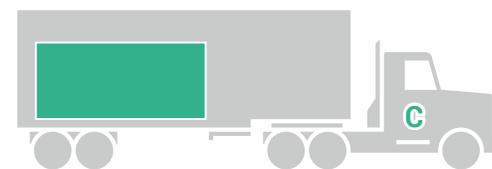
All Carriers

Article 96 in. or more in length



FedEx Freight Only

Article 96 in. or more in height



New Penn & A. Duie Pyle Only

Article 6 ft. wide or more and 6 ft. long or more

Cubic Capacity

This is a rate structure applied when a shipment's cubic feet and density meets a carrier's cubic capacity threshold. The most common threshold is 750 cubic feet or more AND density being under 4 or 6 pounds per cubic foot. Some carriers have a lower threshold (350 cubic feet and under 3 pounds per cubic foot). Note that the carrier will calculate the cubic feet using the max height allowed in their trailer if the freight is non-stackable. Max height varies by carrier.

The Cubic Capacity rule ensures that a carrier maintains a certain revenue per trailer, especially if freight is non stackable (Example A & B) or light (low density). Denser products are less likely to hit cubic capacity (Example C).

Rate structure is based on "billable pounds" which is calculated by multiplying the total cubic feet x 6 and billing at a certain freight class (varies from carrier to carrier). Though discounts will apply, FAKs do not.

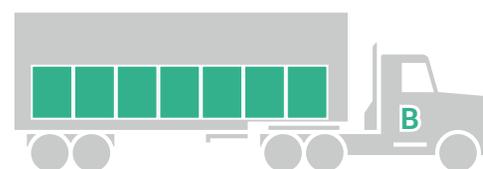
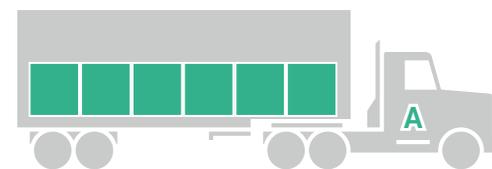
Important: If a shipment hits a carrier's Cubic Capacity but also hits Capacity Load threshold, it will be billed at Capacity Load rate structure. See Capacity Load section below.

6 pallets | 48x48x48 | Non-Stackable

Pillows, class 250, total shipment weight 900 lbs.

Most Carriers: 98 in. height = 768 cf, 1.1 pcf
FedEx Freight: 84 in. height = 672 cf, 1.3 pcf

Hits cubic cap with most carriers; not FedEx

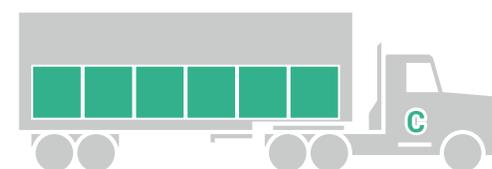


7 pallets | 48x48x48 | Non-Stackable

Pillows, class 250, total shipment weight 1050 lbs.

Most Carriers: 98 in. height = 896 cf, 1.17 pcf
FedEx Freight: 84 in. height = 784 cf, 1.34 pcf

Hits cubic cap with **all** carriers



6 pallets | 48x48x48 | Non-Stackable

Tile, class 60, total shipment weight 12,000 lbs.

Most Carriers: 98 in. height = 768 cf, 15.62 pcf
FedEx Freight: 84 in. height = 672 cf, 17.86 pcf

Does not hit cubic capacity

Capacity Load

This is a rate structure applied when a shipment hits a certain amount of lineal feet and certain weight (Example B) or if another of the longest article in the shipment could not be loaded in the pup or van (Example C). Carrier thresholds vary. Some are 15 linear feet and others are 25 linear feet. Some are 15,000 pounds and others are 20,000 pounds.

Rate structure is based on where it is delivered to (state) and billed by the mile along with a constant/base amount.

Lineal Foot

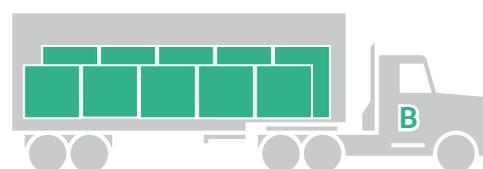
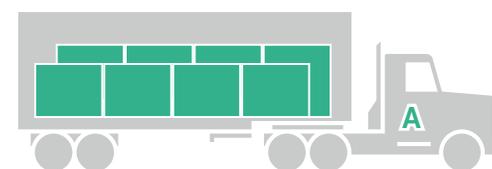
This is very similar to Capacity Load. When a shipment hits a certain number of linear feet (13 linear feet for Roadrunner Freight) or a certain linear feet and weight is less than a certain amount per linear foot (XPO is 14 feet or more with weight less than 536 pounds per linear foot (Example A)).

Rate structure is based on a range of number of miles and a rate per mile for that range.

8 pallets | 48x48x48 | Non-Stackable

16 lft Total Shipment Weight 8,000 lbs.

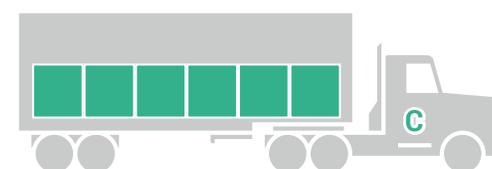
Roadrunner: Hits lineal foot over 13 ft.
XPO: Hits lineal foot over 14 ft. and under 536 plf
FedEx: Hits capacity load over 15 lft



10 pallets | 48x48x48 | Non-Stackable

25 lft, Total Shipment Weight 20,000 lbs.

Hits capacity load with **all** carriers, based on linear feet and weight



6 pallets | 96x48x48 | Non-Stackable

24 lft

Hits Capacity Load with **all** carriers, because an additional article identical to the largest piece in the shipment can be loaded in the same pup or trailer.