

# TARIFF 1001-C

(CANCELS TARIFF 1001-B)  
MC 61470

CANADIAN PROVINCIAL NO. 101483

MOTOR TRANSPORTATION

LOCAL FREIGHT TARIFF

naming

RULES AND REGULATIONS

also

CHARGES FOR TERMINAL AND SPECIAL SERVICES

and

EXCEPTIONS TO CLASSES AND RULES OF NATIONAL MOTOR FREIGHT CLASSIFICATION

## **RULES AND EXCEPTIONS TARIFF**

ISSUED January 2, 2003

EFFECTIVE January 2, 2003

**ISSUED BY**

**Richard Tawney**

Director of Sales

14020 US 20A

MONTPELIER, OH 43543

TARIFF 1001-C  
BRYAN TRUCK LINE, INC

CHECK SHEET OF TARIFF PAGES AND SUPPLEMENTS

All of the pages contained herein are listed consecutively by number and revision number. The pages of the tariff, and the supplements to the tariff, listed on this page bear issued dates which are the same as, or are prior to, the issued date of this page. "O" in the revision column indicates an original page.

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SUPPLEMENTS IN EFFECT TO THIS TARIFF

EFFECTIVE JANUARY 2, 2003

Issued By  
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For explanation of abbreviations and reference marks, see last page herein

BRYAN TRUCK LINE, INC  
RULES TARIFF

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ITEM 100

GOVERNING PUBLICATIONS

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

Description	Issuing Agent	Tariff Series
Classification, governing	NMF	100
PC Miler (Mileage Determination)	ALKP	----
Hazardous Materials	ATA	111

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## BRYAN TRUCK LINE, INC.

## SECTION 1

## RULES

ITEM 110

## DEFINITIONS - EXPLANATION OF TERMS, PUNCTUATIONS AND REFERENCES

The provisions of NMFC item 110 will apply with the following additions:

The following general definitions will apply when such terms are used in this tariff or in tariffs governed by this tariff. Where different definitions are provided for the same terms in connection with classes, rates, rules or other provisions, such definitions will take precedence.

"Automobile Parts" means parts of self-propelled vehicles used on streets or highways for transportation of persons or property including parts for freight trailers used in connection with, or in combination with such vehicles.

"Bull Pen" means an area suitable for temporary holding of carrier's trailer, unattended by carrier's employee or agent, on property owned, leased or under control of the party tendering or receiving a shipment.

"BUSINESS DAY" or "BUSINESS HOURS" means that time (6 am to 6pm) during which operations are generally conducted by the carrier where the service is performed. These terms do not include, Saturdays, Sundays or Holidays.

"FOREIGN COMMERCE" means commerce, whether such traffic moves wholly by motor vehicle or partly by motor vehicle and partly by rail, express or water, (A) between any place in the U.S. and any place in a foreign country, or between places in the U.S. through a foreign country; or (B) between any place in the U.S. and any place in a territory or possession of the U.S. insofar as such transportation takes place within the U.S.

"HOLIDAYS" means New Year's Day, Presidents' Day, Memorial or Decoration Day, Independence Day, Labor Day, Thanksgiving Day, Day after Thanksgiving Day, Christmas Eve Day or any other day generally observed as a holiday by the carrier at the point where the service is performed. When the holiday falls on Sunday, the following Monday will be considered as the holiday.

Applicable only at points and places located in the Counties of Cook, DeKalb, DuPage, Grundy, Kane, Kankakee, Kendall, Lake, McHenry and Will, IL; and Counties of Lake and Porter, IN.

Not Applicable at points and places located in the Counties of Cook, DeKalb, DuPage, Grundy, Kane, Kankakee, Kendall, Lake, McHenry and Will, IL; and Counties of Lake and Porter, IN; and points and places in New York and Pennsylvania.

"INTERSTATE TRAFFIC" means traffic between any place in a State and any place in another State, or between places in the same State through another State, whether such traffic moves wholly by motor vehicle or partly by motor vehicle and partly by rail, express or water.

"INTRASTATE TRAFFIC" means traffic moving from point of origin in one State to another point in the same State, which does not move outside of the state while in transit.

"LTL", "AQ" or "TL" for the purpose of determining the application of rules, the following will apply:

- (a) LTL or AQ means rates specifically designated LTL or AQ and class rates subject to a stated min. wt. Of 10,000 lbs or less.
- (b) TL means rates specifically designated TL or Vol. And class rates subject to a stated min. wt. Of 20,000 lbs., or more.

"LOADED TO CAPACITY" or "CAPACITY LOAD" refers to the extent to which a standard truck is loaded with freight, each term meaning that quantity of freight which, when loaded in or on a standard truck weighs not less than the TL min. wt. Applicable to a shipment of such freight; or, that quantity of freight, which in the manner loaded, so fills a standard truck that no more of the shipment in the shipping form tendered can be loaded in or on the truck; or, that quantity of freight which because of unusual shape or dimensions or because of necessity for segregation or separation from other freight requires the entire capacity of a standard truck.

"Mixed shipments" constitute a single shipment as defined in NMFC item 640 which consists of two or more articles assigned different items and/or sub numbers in the NMFC.

(Continued on next page)

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BRYAN TRUCK LINE, INC.

Section 1

Rules

ITEM 110-Continued

"NATIONAL MOTOR FREIGHT CLASSIFICATION" or "GOVERNING CLASSIFICATION" means NMF 100 series, or successive issues thereof, issued by NMFTA.

"Private residence or apartments" means the entire premises on which a dwelling for living is located, except will not apply to that portion of the premises where commercial or business activity is conducted that involves the sale of merchandise or services to the walk-in public during normal business hours.

"Standard truck" or "Standard vehicle" means a straight truck, semi-trailer, flat bed, low side or any vehicle or container.

"THIS TARIFF" or "In this tariff" when used herein shall also be construed to mean "Tariffs governed by this tariff."

ITEM 180 APPLICATION OF CHICAGO IL COMMERCIAL ZONE RATES

Rates applying from or to Chicago, IL also apply from or to the following points except when otherwise applicable rates are published from or to the following points:

Addison IL	Cicero IL	Harvey IL	Melrose Park IL
Alsip IL	Clearing IL	Hazel Crest IL	Munster IN
Bellwood IL	Crestwood IL	Hinsdale IL	Northbrook IL
Bensenville IL	Des Plaines IL	Homewood IL	Oak Park IL
Berwyn IL	Dyer IN	Indiana Station IN	Pullman IL
Blue Island IL	East Chicago IN	LaGrange IL	Riverdale IL
Broadview IL	East Gary IN	Lake Station IN	Roby IN
Burnham IL	Elk Grove Village IL	Lansing IL	Skokie IL
Burns Harbor IN	Evanston IL	McCook IL	South Chicago IL
Calumet City IL	Franklin Park IL	Markham IL	South Holland IL
Calumet Park IL	Gary IN	Maywood IL	Whiting IN
Chicago Heights IL	Hammond IN		

◆ITEM 200 APPLICATION OF RATES - NEW YORK, NY

On all shipments originating at or destined to points located in the Borroughs of Bronx, Brooklyn, Long Island, Manhattan or Queens, New York City, NY, an additional charge of \$200.00 will be assessed. This charge shall be in addition to all other lawfully published rates and charges.

ITEM 270 APPLICATION OF RATES - ZIP CODE RATES

PC Miler as issued by ALK Associates - Current Version.

ITEM 280 APPLICATION OF RATES - CALIFORNIA, ARIZONA, NEVADA

Less Than Truckload shipments destined to California zip codes 90001 through 92899, 93601 through 95399 and 95601 through 95899, Arizona zip codes 85001 through 85399 and Nevada zip codes 89001 through 89199 will have a standard discount of 45.0 percent (45.0%) will be applied. Subsequent agreements approved by both parties will prevail. Rates to be taken from current version of Bryan Truck Line CZAR Lite Tariff.

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BRYAN TRUCK LINE, INC

SECTION 1

RULES

ITEM 290 APPLICATION OF RATES - LESS THAN TRUCKLOAD

Shipments tendered to Bryan Truck Line in a less than truckload quantity will have class rates as defined by the current National Motor Freight Classification guide applied from the current version of Bryan Truck Line CZAR Lite tariff as defined below.

BETWEEN THE FOLLOWING ZIP CODE AREAS

Ohio - 43001 through 45899	Michigan - 48001 through 49599
Indiana - 46301 through 46899	Illinois - 60001 through 60699
Pennsylvania - 15001 through 16599	Arizona - 85001 through 85399
Nevada - 89001 through 89199	Kentucky - 40301 through 40699
California - 90001 through 92899 - 93601 through 95399 - 95601 through 95899	

Less than truckload quantity shipments tendered to Bryan Truck Line from zip code areas other than outlined above will be assessed charges as outlined in Bryan Truck Line tariff 2001 and subsequent versions.

ITEM 300 - Cancelled

ITEM 345 ARRIVAL NOTICE AND UNDELIVERED FREIGHT

ARRIVAL NOTICE

1. Actual tender of delivery at consignee's place constitutes the notice of the arrival of a shipment.
2. If the shipment is not actually tendered for delivery, notice of arrival will be given to the consignee not later than the next business day following the arrival of the shipment.
  - (a) The notice will be given by telephone, if convenient and practicable; otherwise by mail or telegraph. The notice, however transmitted, will specify the point of origin, the consignor and the commodity and weight of shipment.
  - (b) If the consignee's address is unknown to the carrier, the notice will be mailed to him at the post office serving the point of destination shown on the Bill of Lading.
  - (c) In the case of notification by mail, the notice will be deemed to have been given (that is, received by the addressee) at 8:00 a.m. on the first business day after it was mailed.

UNDELIVERED FREIGHT

- (a) If freight cannot be delivered because of the consignee's refusal or inability to accept it, or because the carrier cannot locate the consignee, or if freight cannot be transported because of an error or omission on the part of the consignor, the carrier will make a diligent effort to notify the consignor promptly that the freight is in storage and the reason therefor.
- (b) Undelivered shipments will be subject to applicable storage or detention charges.
- (c) On undelivered shipments, disposition instructions issued prior to tender of delivery will not be accepted as authority to reship or return a shipment or to limit storage liability.

ITEM 382 CANCELLING ORIGINAL AND REVISED PAGES, EXCEPT TITLE PAGE

Unless otherwise provided, amendment of a page will be made by reprinting the page and showing a revision number. The revision numbers will be used in consecutive numerical order beginning with "1st Revised Page". A revised page cancels any uncanceled revised or original pages which bear the same page number.

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BRYAN TRUCK LINE, INC

SECTION 1

RULES

ITEM 390 CAPACITY LOADS - MINIMUM CHARGE

1. Each and every standard truck bearing a capacity load of freight, such freight constituting all or a part of a single shipment, will be subject to a minimum charge as follows:

(a) In connection with class rated shipments or LTL commodity rated shipments or mixed shipments of class and commodity rated shipments, the charge shall not be less than the Class 50 scale 30M rate at 24,000 lbs.

(b) In connection with TL or Volume Commodity rated shipments, the charge shall not be less than the applicable TL or Volume rate and minimum weight.

2. When a shipment of freight is received in excess of the quantity loaded, or in excess of the quantity that can be loaded in or on one standard truck the following shall apply:

Each standard truck shall be subject to a minimum charge as provided in paragraph (1) of this item, except that not more than one truck containing less than a capacity load of the same shipment shall be charged for at actual wt. And rate applicable to the shipment subject to the following:

(a) When a straight shipment is so loaded that one or more vehicles are loaded to capacity and an excess remains which does not require the full capacity of another vehicle, such excess will be charged for at the actual weight and at the same rate applied to the articles in the first vehicle, subject to a minimum charge based on 5,000 lbs. at the same rate applied to the articles in the first vehicle; if excess is less than 5,000 lbs., and the charge on such excess would be made less if rated at actual weight and otherwise applicable rate, such lower charges will apply.

(b) When a mixed shipment is so loaded that one or more vehicles are loaded to capacity and an excess remains which does not require the full capacity of another vehicle, such excess will be charged for at the actual weight of each article in the excess and at the rate applicable to each article in the shipment, subject to a minimum charge based on 5,000 lbs., at the highest rate provided for any article in the excess; if excess is less than 5,000 lbs., at the highest rate provided for any article in the excess; if excess is less than 5,000 lbs., and the charge on such excess would be made less if rated at actual weight and otherwise applicable rate, such lower charges will apply.

3. The provisions of this paragraph apply only where individual provisions restrict the overflow provisions of paragraph 2 of this item to NOT apply. When a shipment of freight is received in excess of the quantity loaded, or in excess of the quantity than can be loaded in or on one standard truck, the following will apply:

(a) Each standard truck shall be subject to a minimum charge as provided in paragraph 1 of this item, except that not more than one truck containing less than a capacity load of the same shipment will be treated as a separate shipment and charges assessed accordingly.

4. When charges are based on "capacity load" or "loaded to capacity" provision, the originating carrier must indicate on freight bill "Capacity Load", "Loaded To Capacity" or similar notation together with the actual weight loaded on the vehicle, or on each vehicle if more than one vehicle is used to transport the shipment. If one vehicle per shipment is not loaded to capacity the billing must show the actual weight loaded thereon. Proper cross reference in billing of each vehicle must be made to link all vehicles used to transport the shipment.

ITEM 400 CLAIMS PROCESSING

Claims for lost, damaged or destroyed property shall be filed within nine (9) months after the date shown on Bryan Truck Line's freight bill regarding the shipment in which such property is alleged to be lost, damaged or destroyed. Such claims shall be filed by the owner of the goods and Bryan Truck Line will receive and process such claims in accordance with the provision of Title 49, Part 1005, as amended, of the Code of Federal Regulations and items 300100 through 300155 of NMFC 100, as amended.

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For explanation of abbreviations and reference marks, see last page herein.

BRYAN TRUCK LINE, INC

SECTION 1

RULES

ITEM 430 COD (COLLECT ON DELIVERY) SHIPMENTS (See Notes A and B)  
 (NMFC Item 430 will govern COD shipments with the following exceptions)

1. The charges for collecting and remitting the amount of each COD bill to be collected on shipments consigned COD will be 3% of the COD amount subject to a minimum charge of \$35.00.
2. Carrier will accept only written instructions from the shipper to change status of shipment to COD shipment, to return the shipment or to change the Bill of Lading provisions on COD shipments subject to the provisions of this item by increasing, reducing or cancelling the COD amount.
  - (a) A charge of \$50.00 per shipment will be assessed in addition to all other lawful charges.
  - (b) All charges accrued under this item must be prepaid or guaranteed to the satisfaction of the carrier.
3. Carrier will upon written authorization from consignor, change the form of payment of COD amounts to accept consignee's personal check when such form of payment was not originally authorized, subject to an additional charge of \$25.00 per shipment. If request is received after the shipment has been tendered for delivery and refused by consignee, the shipment will also be assessed the applicable redelivery charge, in addition to the charge for changing the form of acceptable payment. Consignor must guarantee payment of the charge for changing the form of payment and the redelivery charge, if any.
4. The maximum charge per COD shipment shall be \$150.00

NOTE A - Limit on amount of cash that will be accepted does not apply when COD shipments are picked up by the consignee or his agents at carrier's terminals.

NOTE B - On shipments for the account of Sauder Wood Working, Archbold, OH, the maximum COD fee shall be \$75.00.

ITEM 435 COLLECTION OF CHARGES - THIRD PARTY BILLING

- (1) When a party other than the consignor or consignee on the bill of lading and shipping order is responsible for paying the freight charges, such party's name and address must appear in the body of the bill of lading and shipping order at time of original tender.
- (2) Shipments subject to the provisions of this item will be accepted only when the consignor has established credit with the carrier and guarantees to pay all lawfully accrued charges if the third party fails to do so within the time allowed under the credit regulations of the ICC.
- (3) Shipments subject to the provisions of this item must be billed as "prepaid."
- (4) The non-recourse provisions of Section 7 of the bill of lading contract will be null and void on shipments tendered under the provisions of this item.
- (5) When consignor or consignee instructs the carrier to bill the freight charges to a third party and such information is not shown on the bill of lading at the time of shipment, an additional charge of \$25.00 will be assessed for a new billing in addition to all other applicable charges. The additional charges will be assessed against the party billed for the freight charges. The provisions of this paragraph will not apply on Export Shipments.

ITEM 440 - Cancelled

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For explanation of abbreviations and reference marks, see last page herein.



BRYAN TRUCK LINE, INC

SECTION 1

RULES

ITEM 470 CONTROL AND EXCLUSIVE USE OF VEHICLES (See Note)

Upon request by a shipper, a truck will be furnished for the exclusive use of the shipper for the transportation of a shipment.

Charges will be computed at the lawfully published truckload rates applicable subject to an increase of 50 percent.

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 guaranteed by shipper."**

NOTE - Does not apply on shipments within 50 miles of Bryan, OH, see Item 471.

ITEM 471 CONTROL AND EXCLUSIVE USE OF VEHICLES

(a) The rates published in this item will ONLY apply when exclusive use of equipment is requested by shipper and/or consignee in writing or by endorsement on the bill of lading and only where the revenue produced by application of these rates exceeds that otherwise determined by application of rates published for the account of this carrier in this tariff or in other tariffs issued by this carrier.

(b) Hourly rates will be computed from the time vehicle leaves carrier's terminal until completion of work and return to said terminal except in case of delays beyond the control of consignor or consignee, such time lost will be deducted from the total time. Fractions of an hour will be charged for pro-rata.

(c) The vehicle rates named herein include the services of driver only.

(d) Rates named in this item apply ONLY on shipments consigned to points within a radius of 50 miles of Bryan, OH.

TYPE OF EQUIPMENT	RATES IN CENTS PER HOUR
Straight truck	4500
Tractor and Semi-Trailer	6000

ITEM 500 DETENTION - VEHICLES WITH POWER UNITS

(a) When due to no fault on the part of the carrier, the vehicle with power unit is detained in loading, unloading, stopping in transit, spotting, weighing, awaiting orders for reconsignment, diversion or rejected shipments or for any other service prescribed by the consignor, consignee or their representative, there shall be a charge of ♦ \$12.50 per 15 minutes or fraction thereof per straight truck or ♦ \$15.00 per 15 minutes or fraction thereof per each tractor and semi-trailer for all time computed in accordance with paragraph (b) in excess of the free time specified for such service in paragraph (c).

(b) Time shall begin to run upon notification to the consignor, consignee or their representatives that the vehicle is available for loading, unloading or other service specified in paragraph (a) and shall end when the loading, unloading or other service is actually completed.

(c) Free time in the detention of the vehicle with power unit shall be 2 hours.

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

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BRYAN TRUCK LINE, INC

SECTION 1

RULES

ITEM 501 DETENTION - VEHICLE WITHOUT POWER UNITS

(a) When requested by consignor or consignee, a trailer is spotted at their facility, or an site they may designate, there shall be a charge of \$25.00 per trailer for each 24 hours or fraction thereof except Sundays or holidays, for spotting the trailer. Time shall begin when the trailer is placed at the designated spot and shall end when the trailer is released.

(b) When placement for spotting, changing the position of a previously spotted trailer to another location or when picking up a previously spotted empty trailer, a charge of 150 cents per mile will apply for the power unit used in such placement, movement or pickup computed from carrier's terminal to location of the spotted trailer and return to carrier's terminal for each such service subject to a minimum charge of \$50.00 per service.

ITEM 510 DISTANCES

Rate tariffs governed by this tariff will provide for method of determining distances to be used for rating purposes.

If a shipper requests a longer route than the shortest route, the distance over the longer route will apply.

In computing mileages, fractions of a mile will be increased to the next whole figure.

When permits covering over-dimension or over-weight shipments cannot be obtained from a particular state or states through which the shipment would normally move, the distance for rating purposes will be computed via the actual route of movement from origin to destination.

ITEM 560 EXTRA LABOR - LOADING OR UNLOADING

(1) When requested by the consignor or consignee, extra labor will be furnished by the carrier for loading or unloading. At each location where extra labor is used, the charge therefore will be 50 cents per 100 lbs., subject to a minimum charge of \$75.00. This charge will be in addition to all other charges and will be assessed against the (1) consignor if the extra labor is used for loading and against the (2) consignee if the extra labor is used for unloading. Extra labor will not be furnished unless requested by consignor or consignee.

(2) Carrier's records must be maintained and kept available at all times and must show as to each vehicle containing shipments on which extra labor is used:

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

(4) The provisions of this item will not apply to extra labor furnished on Sundays or holidays. On such days apply the charges provided in Item 754 (Pick-up or Delivery Service Sundays or Holidays).

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

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

NOTE 3 - Charges for extra labor for unloading shall be assessed against the consignor if requested by the consignor and so noted on the Bill of Lading.

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BRYAN TRUCK LINE, INC

SECTION 1

RULES

ITEM 566 HANDLING FREIGHT AT POSITIONS NOT IMMEDIATELY ADJACENT TO VEHICLE

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

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

Service provided under this item will be assessed a charge of \$3.25 per 100 lbs. Subject to a minimum charge of \$50.00 per shipment or per vehicle if more than one vehicle is used to transport the shipment. When shipments are accorded split pickup, split delivery or stopped in transit for partial loading or unloading, the minimum and maximum charges will apply to each stop separately wherever the service is performed.

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

ITEM 568 HAZARDOUS MATERIALS

Hazardous materials means a substance or material, including a hazardous substance, hazardous waste, marine pollutant or elevated temperature material which has been determined to be capable of posing an unreasonable risk to health, safety, and property when transported in commerce and which has been so designated and/or commodities described in the Hazardous Materials Regulations of the U. S. Federal Government's Department of Transportation and published in the Code of Federal Regulations (49 CFR).

When freight contains commodities described in the Hazardous Materials Regulations as Hazardous, Bryan Truck Line will transport such shipments subject to an additional charge of \$25.00 per shipment.

ORM-D Materials (Other Regulated Materials - Domestic) are materials such as some customer commodities that, while otherwise subject to the Hazardous Materials Regulations, present a limited hazard during transportation due to the form, quantity and packaging of the materials. From a shipper's perspective shipments of ORM-D materials are not subject to (exempt from) the shipping paper requirements of subpart C of 172 of 49 CFR. The materials are however otherwise regulated and from a carrier's perspective require adherence to the Hazardous Materials Regulations. Because additional costs are incurred in handling regulated/hazardous materials, including ORM-D materials, Bryan Truck Line will apply the additional charge of \$15.00 (noted above) to shipments of ORM-D materials whenever such shipments are identified as hazardous or as ORM-D materials on the Bill(s) - of - Lading.

ITEM 570 IMPRACTICABLE OPERATIONS

Pickup or delivery service will not be performed by the carrier at any site from or to which it is impracticable to operate vehicles because of:

- (a) The condition of roads, streets, driveways, alleys or approaches thereto;
- (b) Inadequate loading or unloading facilities; or
- (c) Riots, acts of God, the public enemy, the authority of law, the existence of violence or such possible disturbance as tending to create apprehension of danger to persons or property.

ITEM 573 - CANCELLED

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## BRYAN TRUCK LINE, INC

## SECTION 1

## RULES

ITEM 578

## LOADING BY CONSIGNOR - UNLOADING BY CONSIGNEE

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

1. At time of shipment, the consignor must endorse the bill of lading and shipping order:
  - (a) Loaded by consignor;
  - (b) To be unloaded by consignee; or
  - (c) Loaded by consignor and unloaded by consignee, as the application of specific rates may require (see Paragraph (d));
  - (d) When the bill of lading and shipping order notation as required above is inadvertently omitted, shipper and/or consignee must furnish the carrier with proof satisfactory to the carrier within 60 days from the date of delivery that loading and unloading was actually performed in accordance with the provisions of this item except for the absence of the notation required in Paragraph 1.
2. The complete loading and/or unloading service of the freight, including the count thereof, must be performed by the shipper and/or consignee at his expense without any assistance from the carrier. The carrier's employee and power unit are to be released while loading and/or unloading is performed. At carrier's option, the carrier's employee and power unit may remain during loading or unloading but will render no assistance in loading or unloading.
3. (a) The complete loading service includes the loading of the freight into or on the carrier's vehicle and the stowing and arranging thereof. Any temporary blocking, flooring or lining, racks, standards, strips, stakes, or similar bracing, dunnage or supports not constituting a shipping carrier, container or package, or a part of the vehicle when required to protect and make shipments secure for transportation must be furnished and installed by the shipper.  
 (b) The complete unloading service means that the consignee must remove the freight from the position in which it is transported in or on the carrier's vehicle.
4. On mixed shipments, when any portion of the freight is required to be loaded or unloaded by shipper, and/or consignee as a condition precedent to the application of the rate, the entire shipment must be loaded and/or unloaded by the shipper or consignee otherwise the rate will not apply and rates otherwise published will be assessed.
5. In event the shipment is stopped-off for partial loading or partial unloading, the party or parties tendering or receiving any portion of the shipment, will be subject to the requirements as to loading or unloading.
6. If the consignor or any party tendering any portion of the shipment refuses to perform the loading, or if the consignee or any party receiving any portion of the shipment refuses to perform the unloading, the rate will not apply and rates otherwise published will be assessed.

ITEM 580

## LIABILITY - PUBLISHED TRANSIT TIME

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

ITEM 588

## MAXIMUM CHARGE

In no case shall the charge for any shipment from and to the same points via the same route of movement be greater than the charge for a greater quantity of the same commodity subject to the same packing provisions, at the rate and weight applicable to such greater quantity of freight.

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BRYAN TRUCK LINE, INC	
SECTION 1	
RULES	
ITEM 598	<p style="text-align: center;">MAXIMUM WEIGHT (Charge for excess)</p> <p>When shipments are tendered to the carrier with weight that exceeds the maximum weight provisions of the applicable rate item, the following will apply:</p> <p>(a) The weight in excess of the stated maximum weight will be charged the effective rate per 100 lbs. As determined in paragraph (b).</p> <p>(b) To determine the applicable rate per 100 lbs., divide the applicable charge, based upon the stated maximum weight, by the applicable maximum weight. EXAMPLE: \$1,080.00 divided by 42,000 lbs. Equals 257 cents per 100 lbs.</p> <p>(c) The determined rate per 100 lbs. Is to be rounded off to the nearest whole cent.</p>
ITEM 610	<p style="text-align: center;">MINIMUM CHARGE - LESS THAN A CAPACITY LOAD</p> <p>Except on shipments subject to "Control and Exclusive Use of Vehicle" (Item 470) herein, the minimum charge for any shipment less than a capacity, transported at one time, from one consignor to one consignee on one Bill of Lading, shall be as follows:</p> <p>◆(a) Between points in Ohio, on the one hand, and, on the other, points in the U.S. (except Alaska and Hawaii) - 80% of the applicable minimum charge published in Tariff ICC BRYN 500 series.</p> <p>(b) Between points in the U.S. (except Alaska, Hawaii and except as provided in (a) above - The applicable minimum charge published in tariff Bryan Truck Line Czar Lite series.</p>
ITEM 645	<p style="text-align: center;">MIXED SHIPMENTS</p> <p>Unless otherwise specifically provided in this tariff, where more than one article is shown in an individual commodity item or commodity list, rates will apply on straight or mixed shipments or those articles named.</p>
ITEM 650	<p style="text-align: center;">OPERATING RIGHTS</p> <p>Rates and provisions herein or as amended are limited in their application on interstate or foreign commerce to the extent of the operating rights over irregular routes as set forth below. Unless otherwise specifically provided, the provisions are to be interpreted in the same manner as the commission interprets the certificate for which they are quoted with respect to such as implied authority, commercial zones, tacking (of separate authorities) and diversion routes.</p> <p style="text-align: center;">INTERSTATE</p> <p>General commodities (except classes A and B explosives, household goods and commodities in bulk), between points in the U.S. (except AK and HI).</p> <p style="text-align: center;">CANADIAN PROVINCIAL</p> <p>License No. 101483, RIN 099-334-191 X1G50-001X General freight for the carriage of goods between points in Ontario and the Ontario/Quebec border crossings, Ontario/Manitoba border crossings, Ontario/U.S. border crossings for extra-provincial movement. X1G51-001X General freight for the carriage of goods between the Ontario/Quebec border crossings, Ontario/Manitoba border crossings, Ontario/U.S. border crossings, provided that there be no pick-up or delivery in Ontario.</p>
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## BRYAN TRUCK LINE, INC

## SECTION 1

## RULES

ITEM 670

## OVER-DIMENSION FREIGHT

Shipments which contain articles, any one of which when loaded on a standard vehicle exceed Federal, State or Municipal weight regulations or exceed one or more of the following dimensions:

HEIGHT: 8 feet

WIDTH: 8 feet

LENGTH: 41 feet 6 inches

will be transported subject to the following conditions and minimum charges:

(1) Arrangements for transporting over-dimension or over-weight freight provided above must be made with the originating carrier before shipment or any portion thereof is tendered for transportation.

(2) Such shipments as are accepted will be subject to the charges named in (3) below.

(3) Over-Height or over-width shipments will be subject to the following:

Shipments will be subject, in addition to all other applicable charges, a per mile charge as follows:

8 feet to 9 feet, 15 cents per mile (or fraction of a mile)

9 feet to 10 feet, 17 cents per mile (or fraction of a mile)

10 feet and over, 23 cents per mile (or fraction of a mile)

(4) Where Federal, State or Municipal regulations or laws demand that one or more flagman be used in transporting shipments, as described herein for the protection of the public and to prevent damage to property, an additional charge of \$12.50 per hour or fraction thereof, per man will be assessed and computed from the time flagman or flagman arrive at original point of pick-up of shipment and return to terminal from which dispatched. Charges for flagman will be subject to a minimum charge of \$100.00 per man, and a maximum charge of \$150.00 per man for any one 24 hour period. When an escort vehicle is used, charges will be based on \$15.00 per hour, per vehicle with driver, subject to a minimum charge of \$125.00. Escort vehicle charges will be in addition to the flagman charges when both are required.

Any tolls or fees paid to any Federal, State or Municipal Government or sub-division thereof, for special permits or turnpike fees as may be required in connection with such movements, also such expenses in connection therewith such as long-distance telephone calls or telegraphic expense will also be added to the transportation charges and receipt showing payment of these charges will be attached to carrier's freight bill.

(5) When shipments subject to this item are accepted, and permits cannot be obtained from a particular state or states through which the shipment would normally move, the mileage will be computed via the actual route of movement from origin to destination.

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BRYAN TRUCK LINE, INC

SECTION 1

RULES

◆◆ITEM 750

PICK-UP OR DELIVERY SERVICE

- 1. Rates include one pick-up and loading and one delivery and unloading or one tender of a shipment by the carrier Monday through Friday, excluding Holidays, between the hours of 6:00 a.m. and 6:00 p.m.. For pickup and delivery service outside of the aforementioned days and times, the following provisions will apply.
- 2. Pick-up and/or delivery service will be provided on Saturday, Sunday, Holiday, Monday through Friday or before 6:00 a.m. and after 6:00 p.m. at a charge of 150% of the posted rate.
- 3. When a shipment is requested by the consignor or consignee to be picked up or delivered on days or within the time frames outlined in Paragraph 2 of this item, and is part of a continuous or round trip movement, the normal posted rated will apply. The notation **"Continuous Movement or Round Trip Movement"** must be notated on the bill of lading at time of pick-up by carrier.

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BRYAN TRUCK LINE, INC

SECTION 1

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Item 800

LINEAR FOOT RULE

For Shipments requiring more than 12 linear feet of a vehicle, the minimum charge per shipment will be rated at a weight of 500lbs per lineal foot. The customer's current discount will apply. This item is applicable when the shipment requiring more than 12 linear feet meets any one of the following:

- (a) The quantity of freight which, due to its shape or dimensions or because of its need to be segregated from other freight, requires 12 or more linear feet of a vehicle across the usable width of the vehicle.
- (b) The quantity of freight must be loaded in accordance with the weight and size limitations of city, state, or federal regulatory bodies.
- (c) The shipper request shipment not be double stacked, top loaded, or otherwise handled more efficiently use the linear feet of a vehicle. In such cases, the linear feet occupied by the shipments shall be figured on the basis of the total linear feet used when loaded according to the shipper's request.

Item 810

LESS THAN TRUCKLOAD (LTL) DISCOUNTING OF RATES

The basis of all discounts must be derived from a single scale of rates. The scale of rates to be used shall be the Bryan Tuck Line CZAR Lite tariff that is in effect at the time of the shipment or Shippers Tariff that Bryan Truck Line is party to. Discounts will apply on shipments up to and including the 10,000 pound base rate category. On shipments weighing or rating at 20,000 pound category but less than 30,000 pounds the shipment will be rated at the applicable class 10,000 pound base and discounted accordingly. Volume or Truckload rates will apply to all shipments weighing/rating at 30,000 or more. Discounts will be shown as a separate item on the freight bill.

Item 811

BILL OF LADING – STRAIGHT – CONTRACT TERMS AND CONDITIONS

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

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

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SECTION 1  
RULES

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BRYAN TRUCK LINE, INC

SECTION 1  
RULES

ITEM 820 RECONSIGNMENT OR DIVERSION

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

(1) DEFINITION OF RECONSIGNMENT OR DIVERSION:

For the purpose of this rule, the term "reconsignment" and "diversion" are considered to be synonymous and the use of either will be considered to mean:

- (a) A change in the name of the consignor or consignee.
- (b) A change in the place of delivery within original destination point.
- (c) A change in the destination point.
- (d) Relinquishment of shipment at point of origin, see Note 5.
- (e) Instructions received by the originating carrier prior to receipt of shipment, see Note 6.

(2) CONDITIONS:

- (a) Requests for reconsignment must be made in writing or confirmed in writing. The carrier must be satisfied that the party making the request has the authority to do so. Conditional or qualified requests will not be accepted. Carrier will not accept disposition instructions printed on the bill of lading, shipping order or container as authority to reshipe, return or reconsign a shipment.
- (b) Carrier will make diligent effort to execute a request for reconsignment, but will not be responsible if such service is not affected.
- (c) All charges applicable to the shipment whether accrued or accruing must be paid or guaranteed to the satisfaction of the carrier before reconsignment will be made.
- (d) Only entire shipments, not portions of shipments, may be reconsigned.
- (e) An order for reconsignment of a shipment moving under uniform order bills of lading will not be considered valid, unless and until the original bill of lading is surrendered for cancellation, endorsed or exchanged.
- (f) Instructions for reconsignment of COD shipments will be accepted only from the consignor.
- (g) Marking or Tagging, see Note 7.

(3) CHARGES:

Reconsignment as defined in this item will be subject to the following:

And Re-consignment Occurs: (See Note 3) OR If Reconsignment Results in a Change	In the name of the consignor or consignee with no change in place of delivery	In the place of delivery within original destination point (See Note 1)	In the Destination Point (See Note 2)
	THE CHARGE WILL BE		
Prior to tender of delivery	\$25.00 per shipment	\$25.00 per shipment	Published tariff rate to and from Reconsignment point but not less than the published through rate from original point of origin to ultimate destination (See Notes 4 and 8)
After Tender of delivery	\$25.00 per shipment	A charge of 270 cents per 100 lbs subj. to a min.chg of \$25.28/shipment and a max.chg of \$367.50/shipment or \$367.50/vehicle if more than one vehicle used to transport shipment	Published tariff rate to and from Reconsignment point but not less than the published through rate from original point of origin to ultimate destination

(Continued on next page)

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BRYAN TRUCK LINE, INC

SECTION 1

RULES

ITEM 820 - Continued

NOTE 1 - Includes points and places within the commercial zone of the original destination, which the carrier in possession of the shipment is authorized to serve and which point is subject to the same line haul rate as the original billed destination point.

NOTE 2 - Includes points and places other than those defined in Note 1.

NOTE 3 - The provisions governing reconsignment "prior to tender of delivery" will only apply when carrier receives the request for reconsignment.

(a) Before shipment has been loaded on delivery vehicle (in cases where shipment is transferred to city delivery vehicle for delivery); or

(b) Before shipment has been dispatched for delivery (in cases where shipment is not transferred to city vehicle for delivery).

NOTE 4 - If the change in destination point is requested and instructions are received in time to effect the requested change at the origin terminal of the originating carrier the charge will be \$17.65 per shipment in addition to the applicable tariff rate from point of origin to the new destination.

NOTE 5 - Where a request is made by shipper, before shipment has left carrier's terminal at point of origin (includes points and places within the commercial zones as specifically defined) for return of a shipment to the original place of shipment or delivery thereof to another carrier at point of origin or relinquish possession thereof to shipper or to another carrier at carrier's terminal such service if performed, will be subject to a charge of 270 cents per 100 lbs with a minimum charge of \$25.28 per shipment and a maximum charge of \$367.50 per shipment or \$367.50 per vehicle if more than one vehicle is used to transport the shipment.

NOTE 6 - 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 therefor (not a bill of lading) to the party tendering the shipment and then execute the bill of lading. Such shipment will be subject to a charge of \$25.00 per shipment.

NOTE 7 - Shipments moving under the provisions of this item which require marking or tagging in order to comply with the provisions of NMFC item 580, or when carrier is specifically requested to do so by the consignor or consignee, will be marked or tagged by the carrier at a charge of 119 center for each package or piece of freight so marked or tagged, subject to a minimum charge of \$25.00.

NOTE 8 - When consignor or consignee or its agent elects to accept shipment at carrier's terminal located at reconsignment point, charges will be assessed on the basis of 165 cents per 100 pounds, subject to a minimum charge of \$125.00 and a maximum charge of \$205.88 per shipment or \$205.88 per vehicle if more than one vehicle is used to transport the shipment.

NOTE 9 - When a request is received to reconsign a shipment to another state within the same continuous plant property not intersected by more than one public thoroughfare, and the request is received prior to tender of delivery, a reconsignment charge of \$25.00 per shipment will be assessed. When the request is received after tender of delivery the reconsignment charge will be \$60.14 per shipment or per vehicle if more than one vehicle is used to transport the shipment.

NOTE 10 - When consignee or its agent reconsigns a shipment moving on a through bill of lading to a consolidation activity, the charge will be the published tariff rate to the reconsignment point plus \$25.00 per shipment.

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BRYAN TRUCK LINE, INC

SECTION 1

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ITEM 830 REDELIVERY

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, see Note.

- (1) If one or more additional tenders, or final delivery of the shipments are made at consignee's place, a charge of 300 cents per 100 lbs, subject to a minimum charge of \$45.00 and a maximum charge of \$300.00 per shipment or \$300.00 per vehicle if more than one vehicle is used to transport the shipment, will be made for each such tender and for the final delivery.
- (2) If, in lieu of final delivery at consignee's place, consignee elects to accept delivery of the shipment at carrier's premises, a charge of 139 cents per 100 lbs, subject to a minimum charge of \$25.00 and a maximum charge of \$175.00 will be made.
- (3) 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.
- (4) In connection with shipments to private residences, apartments, churches, schools, camps and other such locations, the provisions of this item will ONLY apply after the carrier has reached agreement with the consignee regarding the date and time (morning or afternoon) of delivery of the shipment and the carrier through the fault of the consignee is unable to effect delivery as scheduled.

NOTE - On Order-Notify shipments the minimum redelivery charge shall be \$50.00.

ITEM 850 RELEASED OR ACTUAL VALUE CONDITIONS

When the rates provided in this tariff or tariffs governed by this tariff are applied on commodities as listed in the NMFC subject to released or actual value conditions, the lowest released or actual value provided in the NMFC for that commodity shall be used for the purpose of settling loss and damage claims, however, in any event, not to exceed the actual value of the commodity.

ITEM 850-1 MAXIMUM LIABILITY

The released valuation provisions contained in this item will not apply where a released valuation is otherwise provided in connection with individual classes in the governing National Motor Freight Classification 100 Series (NMFC). Shipments accepted for transportation at the rates or charges in tariffs and/or contracts made subject to a released value not to exceed \$6.00 per pound. (See Note)

In the event of loss and/or damage to any shipment, Bryan Truck Line's liability will not exceed \$6.00 per pound for the portion of a shipment actually lost or damaged. In no case will the carrier's liability exceed \$100,000.00 per shipment.

Note A: Should article or articles exceeding \$6.00 per pound be inadvertently accepted these items will be considered to be released by the shipper at \$6.00 per pound per package.

Note B: The term "Package" as used in this item, means any primary shipping package authorized by provisions of individual tariffs or classification items. When a number of packages have been utilized, strapped, or otherwise fastened together, or

Note C: Provisions named in this item will NOT apply when the provisions of Items 850-2 and 850-3 have application.

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BRYAN TRUCK LINE, INC

SECTION 1  
RULES

ITEM 850-2 RELEASED VALUE-USED AUTO PARTS

Commodities described in Items 17800 thru 20140 of the NMFC, other than new or reconditioned, will be accepted for transportation only when the shipper releases the value of the property to a value not exceeding 10 cents per pound. In the event of loss and/or damage to any shipment, BRYN's liability will not exceed 10 cents per pound for the portion of the shipment actually lost or damaged. Should commodities as described in this item be inadvertently accepted for transportation, such items will be considered to be released by the shipper at a value of 10 cents per pound per item, per package, per shipment. Failure of the consignor to declare that a commodity is "used" shall not alter the application of this item. This item does not apply on commodities named in the NMFC 100 series which provide for specific released value provisions.

ITEM 850-3 RELEASED VALUE-USED ARTICLES

Commodities described in the National Motor Freight Classification 100 Series as other than new or reconditioned, will be accepted for transportation only when the shipper releases the value of the property to a value not exceeding 10 cents per pound. In the event of loss and/or damage to any shipment, BRYN's liability will not exceed 10 cents per pound for the portion of the shipment actually lost or damaged. Should commodities as described in this item be inadvertently accepted for transportation, such items will be considered to be released by the shipper at a value of 10 cents per pound, per item, per package, per shipment. Failure of the consignor to declare that a commodity is "used" shall not alter the application of this item. This item is not applicable on commodities named in the NMFC 100 series which provide for specific released value provisions.

ITEM 850-4 OPTIONAL EXCESS LIABILITY COVERAGE

Optional Excess Liability Coverage Except to the extent otherwise outlined in subsequent Sections herein, or to the extent otherwise specifically outlined in participating tariffs, Shipper may request Bryan Truck Line liability coverage in excess of the limits outlined in Item 850 above (or \$100,000 per shipment, whichever is lower), by indicating in writing in the section or box designated "Kind of Package, Description of Articles, Special Marks and Exceptions," or some similarly marked area of the bill of lading, at time of shipment the total dollar amount of excess coverage requested (See EXAMPLE) or by stating therein "Excess Liability Requested" when Declared Value is shown elsewhere on the bill of lading. Excess coverage will be applied on a per pound per package basis. The maximum excess liability is \$150,000 per shipment, for a total of \$250,000 when added to the initial maximum coverage. However, excess liability coverage will not apply on:

- 1 Prohibited or restricted articles
- 2 Articles with actual, declared or released values as described in item 850-2 or 850-3.
- 3 Any amount that exceeds the actual value of the goods.

Bryan Truck Line will assess an additional charge of 3% of the requested excess coverage in excess of the initial maximum liability, subject to minimum excess coverage charge of \$95.00. Such charge is in addition to all other lawful freight charges. Charges are to be paid by the party responsible for payment of the otherwise applicable freight charges. Excess liability coverage is not and will not be considered as insurance. Excess liability coverage will only apply to shipments that meet the provisions outlined in the bill of lading contract, including the minimum packaging requirements, as provided in the NMFC 100 Series. Carrier has the right to refuse ELC where Carrier deems the cargo unsafe to transport.

EXAMPLE Shipper requesting \$10,000 additional excess coverage would enter on the bill of lading as follows:  
"\$10,000 excess liability coverage requested" - or - "Excess liability coverage requested: \$10,000."

Note A A statement of value (such as a "declare value") without an express request for excess liability coverage will not increase Bryan Truck Line's liability, and charges for excess liability coverage will not be assessed.

ITEM 887 SORTING OR SEGREGATING OF FREIGHT

When the freight in a shipment is tendered to a carrier in lots according to size, brand, flavor or other distinguishing characteristics, and so identified on the bill of lading or accompanying papers given to the carrier at time of tender, normal delivery service includes delivery to the consignee in the same manner, including the placement of such segregated lots on the platform, dock, conveyor, pallet, dolly, buggy or similar device provided by the consignee within or adjacent to the vehicle.

ITEM 900 STOP-OFFS

Shipments moving at the rates named in tariffs governed by this tariff may be stopped at points located between origin and destination and the applicable rate on such shipments will be the rate provided to the point to which the highest rate applies where any portion of the shipment is delivered, plus a charge of \$50.00 for each delivery stop, exclusive of the final delivery stop. In no case shall more than four stops be permitted for partial unloading, exclusive of the final delivery stop. All transportation charges must be prepaid or guaranteed by shipper.

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SECTION 1  
RULES

ITEM 910 STORAGE

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

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

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

(a) The term "business day" as used in this item means Monday thru Friday, excluding holidays.

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

(c) When carrier notifies consignee at 11:59 a.m. or earlier on the day the freight is ready to be delivered and the consignee refuses to, or does not accept delivery on the day notified, storage charges as provided in paragraph (4) of this item will begin from the time consignee was notified, and the provisions of paragraph (2) of this item will not apply.

(3) Freight, other than that provided for in paragraph (4), stored in carrier's possession will be assessed a charge of 61 cents per 100 pounds or fraction thereof per 24 hours of fraction thereof, subject to the following minimum and maximum charges:

MINIMUM CHARGES: \$3.03 per shipment per each 24 hours, but not less than \$15.11 per shipment.

MAXIMUM CHARGES:

PERIOD	CHARGES	
For the first 24 hours or fraction thereof	\$42.39	Per shipment or per vehicle if more than one vehicle is used to transport the shipment.
For the second 24 hours or fraction thereof	\$56.55	
For the third and each succeeding 24 hours or fraction thereof	\$84.80	

(4) Freight stored in carrier's possession which is subject to truckload rates, or which is subject to Exclusive Use of Vehicle or Capacity Load provisions (See Items 390 and 470), will be assessed the following charges:

For the first 24 hours or fraction thereof	\$42.39	Per shipment or per vehicle if more than one vehicle is used to transport the shipment.
For the second 24 hours or fraction thereof	\$56.55	
For the third and each succeeding 24 hours or fraction thereof	\$84.80	

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

(6) Storage charges under this item will not apply on the day carrier places the freight in a public warehouse. When carrier does place the freight in a public warehouse, a charge of 240 cents per 100 pounds, subject to a minimum charge per shipment of \$22.15 and a maximum charge of \$304.65 per shipment per vehicle if more than one vehicle is used to transport the shipment.

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BRYAN TRUCK LINE, INC

SECTION 1

RULES

ITEM 959

TRANSFER OF LADING

(1) When shipments subject to TL or volume rates cannot be picked up with the vehicle to be used in transporting the shipment over the highway and the carrier is required to render pickup service with a different vehicle, such shipments will be subject to the charges in paragraph 4 in addition to all other applicable charges. These charges will be collected from the consignor.

(2) When shipments subject to TL rates cannot be delivered with the vehicle used in transporting the shipment over the highway, the carrier will notify the consignee of this fact in the manner provided in Item 345 (Arrival Notice and Undelivered Freight). If the consignee requests the carrier to render delivery service with a different vehicle, such shipments will be subject to the charges in paragraph 4 in addition to redelivery charges when performed, and all other applicable charges. Unless the bill of lading is specifically endorsed to show prepayment of these charges, they will be collected from the consignee.

(3) When consignor or consignee requests that shipments subject to truckload rates be picked up or delivered on a vehicle other than the vehicle used in transporting the shipment over the highway, the charges in paragraph 4 will apply. Unless the bill of lading is specifically endorsed to show prepayment of these charges, they will be collected from the party requesting the service.

(4) Each vehicle required for original pick-up and/or delivery will be considered a separate transfer. The charge for the weight on each vehicle will be 129 cents per 100 lbs., subject to a minimum charge of \$183.79.

ITEM 985

VEHICLE FURNISHED BUT NOT USED

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

ITEM 992

WEIGHT VERIFICATION

Carrier will verify the weight of any shipment upon request by either consignor or consignee. Such verification will only be made while the shipment is in the custody of the carrier. If the difference between the billed weight and the actual weight is less than 5%, a charge of \$40.50 per shipment or per vehicle, if more than one vehicle is used will be assessed.

(a) Carrier will secure a certified public scale weight for any shipment or vehicle upon request by either the consignor or consignee. If no error is determined or error is less than 5% of the billed weight, the charges stated above will be assessed for each reweighing obtained in addition to the fee assessed the carrier for use of the certified public scale.

(b) Charges to be paid by party requesting the service.

(c) If the consignor or consignee requests to weight a vehicle both empty and loaded, the charges stated above will be assessed for each separate reweighing.

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Richard Tawney, Director of Sales  
14020 U.S. Route 20A  
Montpelier, OH 43543

For explanation of abbreviations and reference marks, see last page herein.

BRYAN TRUCK LINE, INC

SECTION 2

EXCEPTIONS TO RATINGS OF GOVERNING CLASSIFICATION

◆ ITEM 995

APPLICATION OF EXCEPTIONS PROVISIONS

1. The classes provided for in Section 2 take precedence over conflicting classes in the NMFC 100 series.
2. Unless otherwise provided, the exceptions named in Section 2 are subject to the rules, conditions and other requirements of the NMFC.

EXCEPTIONS TO CLASSES IN THE NMFC

(For Application, see Item 1000)

ITEM	COMMODITY DESCRIPTIONS	RATINGS		TL MIN. WT.
		LTL	TL	
999	BOILERS GROUP, VIZ.: Furnaces, house heating, hot air, NMFC item 26282	77.5	---	----
	CANDY GROUP, VIZ.: Candy or Confectionery, NOI, Chocolate Candy or Confectionery, NOI, or Milk Chocolate Candy or Confectionery, NOI, NMFC items 39974, 39976 and 39978	60	---	----
	ELECTRICAL EQUIPMENT GROUP, subject to NMFC item 60500, VIZ.:  Switch Boxes, with or without covers, with or without cable terminals or fuse blocks or other fittings, but without fuses; Conduit Outlet Boxes or Junction Boxes or Cabinets, with or without fittings or covers, see Note, NMFC item 62682; or Outlet Box Covers, other than outlet box plates, plastic or porcelain or plastic or porcelain and steel combined.	60	---	----

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BRYAN TRUCK LINE, INC

EXPLANATION OF ABBREVIATIONS

ABBREVIATION	EXPLANATION	ABBREVIATION	EXPLANATION
BRYN	Bryan Truck Line, Inc.	NOI	NOI, as used in connection with a article or articles, includes only the articles which are embraced by the same NOI description in the governing classification
COD	Collect on Delivery	S.R.	State Route
LTL	Less-than-truckload	TL	Truckload
MC	Motor Carrier	Viz.:	Namely
NMF	National Motor Freight Traffic Association, Inc., Agent		
NMFC	National Motor Freight Classification		

EXPLANATION OF REFERENCE MARKS FOR STANDARD USE THROUGHOUT THE TARIFF, AS AMENDED

REFERENCE	EXPLANATION
◆	Increase
♠	Reduction
■	Change in working resulting in neither increases nor reductions in charges
●	Denotes no change in rate

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**BRYAN TRUCK LINE, INC.**

BRYN 1000-B

ORIGINAL PAGE 25

TARIFF 1001-M

**RULES AND EXCEPTIONS TARIFF**

SECTION 1

RULES

FUEL SURCHARGE

**ITEM 562**

Except as otherwise provided, all line-haul rates and charges in this Tariff are hereby, or will be on their effective date, increased as shown in the Schedule below.

In applying the surcharge increase provided herein, first determine without reference to this Item the rate or charge that would apply for the line-haul transportation and then such rate or charge will be increased as shown in the Schedule below. Fractions of less than one-half cent are to be dropped, and fractions of one-half cent or greater are to be increased to the next whole cent. The amount of the increase will be shown separately on the freight bill as an addition to otherwise applicable charges.

FUEL SURCHARGE SCHEDULE

COST OF FUEL (Note) (In Cents per Gallon) (Inclusive)		PERCENT OF FUEL SURCHARGE TO APPLY		COST OF FUEL (Note) (In Cents per Gallon) (Inclusive)		PERCENT OF FUEL SURCHARGE TO APPLY	
Average Price	But Less Than	LTL%	T/L%	Average Price	But Less Than	LTL%	T/L%
1	115	0.00%	0.00%	300	305	19.00%	29.50%
115	120	0.50%	11.00%	305	310	19.50%	30.00%
120	125	1.00%	11.50%	310	315	20.00%	30.50%
125	130	1.50%	12.00%	315	320	20.50%	31.00%
130	135	2.00%	12.50%	320	325	21.00%	31.50%
135	140	2.50%	13.00%	325	330	21.50%	32.00%
140	145	3.00%	13.50%	330	335	22.00%	32.50%
145	150	3.50%	14.00%	335	340	22.50%	33.00%
150	155	4.00%	14.50%	340	345	23.00%	33.50%
155	160	4.50%	15.00%	345	350	23.50%	34.00%
160	165	5.00%	15.50%	350	355	24.00%	34.50%
165	170	5.50%	16.00%	355	360	24.50%	35.00%
170	175	6.00%	16.50%	360	365	25.00%	35.50%
175	180	6.50%	17.00%	365	370	25.50%	36.00%
180	185	7.00%	17.50%	370	375	26.00%	36.50%
185	190	7.50%	18.00%	375	380	26.50%	37.00%
190	195	8.00%	18.50%	380	385	27.00%	37.50%
195	200	8.50%	19.00%	385	390	27.50%	38.00%
200	205	9.00%	19.50%	390	395	28.00%	38.50%
205	210	9.50%	20.00%	395	400	28.50%	39.00%
210	215	10.00%	20.50%	400	405	29.00%	39.50%
215	220	10.50%	21.00%	405	410	29.50%	40.00%
220	225	11.00%	21.50%	410	415	30.00%	40.50%
225	230	11.50%	22.00%	415	420	30.50%	41.00%
230	235	12.00%	22.50%	420	425	31.00%	41.50%
235	240	12.50%	23.00%	425	430	31.50%	42.00%
240	245	13.00%	23.50%	430	435	32.00%	42.50%
245	250	13.50%	24.00%	435	440	32.50%	43.00%
250	255	14.00%	24.50%	440	445	33.00%	43.50%
255	260	14.50%	25.00%	445	450	33.50%	44.00%
260	265	15.00%	25.50%	450	455	34.00%	44.50%
265	270	15.50%	26.00%	455	460	34.50%	45.00%
270	275	16.00%	26.50%	460	465	35.00%	45.50%
275	280	16.50%	27.00%	465	470	35.50%	46.00%
280	285	17.00%	27.50%	470	475	36.00%	46.50%
285	290	17.50%	28.00%	475	480	36.50%	47.00%
290	295	18.00%	28.50%	480	485	37.00%	47.50%
295	300	18.50%	29.00%	485	490	37.50%	48.00%

When prices exceed \$4.90, add an additional 0.5% percent surcharge for Truckload and 0.5% surcharge for Less than Truckload for each .05 cents increase in the price per gallon.

**NOTE:** The amount of the Fuel Surcharge to apply to line-haul rates shall be based on the average cost per gallon of diesel fuel as determined by the DEPARTMENT OF ENERGY'S NATIONAL AVERAGE DIESEL PRICE REPORT. This price will be used to determine the applicable fuel surcharge percentage from the chart shown above. The fuel surcharge named herein will be adjusted and effective on Monday of each week based on the DEPARTMENT OF ENERGY'S NATIONAL AVERAGE DIESEL PRICE REPORT. This Report is available by telephone at 202-586-6966 (Option No. 1) or [eia.gov/petroleum/gasdiesel](http://eia.gov/petroleum/gasdiesel)

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