

RULES AND OPTIONAL SERVICES

ITEM 470

CONTROL AND EXCLUSIVE USE OF TRAILER OR DOUBLES TRAILER (See NOTE A)
(Exception to NMFC Item 595)

SECTION 1

CONTROL OF TRAILER OR DOUBLES TRAILER

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

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

SECTION 2

EXCLUSIVE USE OF TRAILER OR DOUBLES TRAILER

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

1. Charges will apply to each trailer or doubles trailer used to transport the shipment.
2. The request must be given in writing or placed on the Bill of Lading and Shipping Order.
3. When Bill of Lading and/or shipping instructions prohibit the breaking of locks or seals or the co-loading of additional freight, such instructions will be considered as a written request for exclusive use service.
4. The trailer or doubles trailer will be devoted exclusively to the transportation of the shipment, without the breaking of locks or seals, except as provided in Paragraph 5.
5. In the event a lock or seal has been removed from a trailer or doubles trailer, the carrier will immediately re-lock or re-seal the trailer or doubles trailer and will notate the accompanying papers with the new lock or seal number and the reason for removal of the original lock or seal. No freight will be added to the trailer or doubles trailer except at the instruction of the consignor or consignee.
6. Freight charges for shipments moving under provisions of this rule will be computed at the applicable TL charge or TL rate at the TL minimum weight, or actual weight if greater, subject to a minimum charge based on:
 - (a) \$3.90 per mile for a trailer or a set of 2 doubles trailers, subject to a minimum charge of \$1,500.00.
 - (b) \$2.60 per mile for a doubles trailer, subject to a minimum charge of \$1,000.00.
7. Charges are to be paid or guaranteed by the party requesting the services and the non-recourse stipulation on the bill of lading may not be executed. (This paragraph is not applicable on shipments moving on government bills of lading.)

(Conc. on following page)

For explanation of abbreviations, notes and reference marks, see Item 15000.

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(Conc.)

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SECTION 2

EXCLUSIVE USE OF TRAILER OR DOUBLES TRAILER

When the Exclusive Use of a trailer or doubles trailer is provided by the carrier at the request of consignor or consignee, the following provisions will apply: (Conc.)

8. When the request for exclusive use of trailer or doubles trailer is made by the consignor or consignee after shipment has been receipted for and is in possession of the carrier, the carrier will, if possible, intercept the shipment and convert it to exclusive use of trailer or doubles trailer service over as much of the route as possible. The party making the request must confirm in writing, and must guarantee charges. Such written verification will be preserved by the carrier and be considered as part of the bill of lading contract. Charges will be assessed as provided in Paragraph 6 between the point of origin and point of destination.
9. Except as provided in NOTE B, stopoff for partial loading or partial unloading will not be permitted on shipments transported under provisions of this section.

NOTE A--When used in this item, the term "trailer" means a trailer of not less than 35 feet in length and the term "doubles trailer" means a trailer not more than 29 feet in length designed to be drawn by a single power unit over the highways in tandem with another doubles trailer not more than 29 feet in length.

NOTE B--On local (single line) traffic via ODFL, stopping in transit under the provisions of Item 900 will be permitted. Carrier will not be responsible for re-applying a seal or lock following a stop for partial loading or unloading but upon a specific request to re-apply a seal or lock following such service, the carrier will make a diligent effort to do so.

For explanation of abbreviations, notes and reference marks, see Item 15000.