

MICHIGAN MOVERS ASSOCIATION, AGENT

FREIGHT TARIFF

PUBLISHING

RATES, CHARGES, RULES AND REGULATIONS

FOR THE

TRANSPORTATION OF

HOUSEHOLD GOODS

BETWEEN

ALL POINTS IN MICHIGAN OVER FORTY MILES

For list of motor carriers participating in this tariff refer to Tariff CVED MMA 1000 of Michigan Movers Association, Agent

CHECK SHEET

All of the pages contained in this tariff 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. An * indicates issued this date.

"CANCELLED" indicates that the provisions previously set forth on this page were cancelled and have no further application.

PAGE NO.	REVISION NO.	PAGE NO.	REVISION NO.
TITLE	1	31	1
1	4*	32	1
2	1	33	1
3	1	34	1
4	1	35	1
5	1	36	1
6	1	37	1
7	1	38	1
8	1	39	1
9	1	40	1
10	1	41	1
11	1	42	1
12	1	43	1
13	1	44	1
14	1	45	1
15	1	46	1
16	1	47	1
17	1	48	1
18	1	49	1
19	1	50	1
20	1	51	1
21	1	52	1
22	1	53	1
23	1	54	4*
24	1	55	3*
25	1	56	1
26	1	57	1
27	1	58	1
28	2	59	1
29	1	60	1
30	1		

THIS SPACE LEFT BLANK INTENTIONALLY

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, SEE LAST PAGE.

SUBJECT	RULE NO.	ITEM NO.	SECTION NO.
ABBREVIATIONS AND REFERENCE MARKS			
ACCESSORIAL SERVICES			III
Packing Containers, Packing and Unpacking.....			
Barrels, Drum or Dish Pack Carton.....		35	III
Cardboard Containers (Specially Designed).....		45	III
Cartons.....		45	III
Mattress Covers, Cloth, (Use of).....		55	III
Wardrobes.....		45	III
Wooden Boxes or Crates.....		50	III
Packing Labor.....		75	III
BRIDGE AND FERRY TOLLS.....		145	V
COMMODITY DESCRIPTIONS.....		5	I
EXPLANATION OF TERMS.....		10	I
FORMS.....			VI
Estimating.....			VI
Inventory.....			VI
FUEL SURCHARGE.....			VI-A
INDIVIDUAL CARRIERS EXCEPTIONS TO THE APPLICATION OF RATES.....		245	VIII
PARTICIPATING CARRIERS, Agent Michigan Movers & Warehousemen's Association, CVED MMA 1000.....			IX
TRANSPORTATION RATES:			
Section VII.....			VII
Section VIII – Specific Commodity Rates.....			VIII
RULES AND REGULATIONS, GENERAL.....			II
Accessorial, Special and Terminal Charges.....	35		II
Additional Transportation Charges.....	41		II
Agents and Rebates.....	25		II
Articles Not Accepted.....	20		II
Basis for Determination of Charges.....	6		II
Bill of Lading and Rates.....	1		II
Bridges or Ferries.....	22		II
Carriers Liability.....	4		II
Carriers Obligation Subject to Capacity.....	9		II
Carrying Charges.....	12		II
Claims.....	5		II
Collection of Freight Charges on Household Goods Shipments involving loss or Destruction in Transit.....	45		II
Complete Articles.....	27		II
Computation of Time.....	18		II
Declaration of Value – Liability Limitations.....	3		II
Dismantling, Taking Apart, Servicing Articles and Other Services.....	31		II
Disposition of Fractions.....	29		II
Dock to Dock Transportation Service.....	43		II
Elevator Service.....	13		II
Estimating.....	36		II
Extra Labor Charge.....	15		II
Household Consolidations.....	16		II
Impractical Pick-Up or Delivery and Auxiliary Services.....	23		II
Insurance.....	2		II
Inventory.....	37		II
Marketing.....	26		II
Mileage.....	8		II
Minimum Weight of Shipment.....	11		II
Packing Requirements.....	33		II
Payment.....	24		II
Pickup and Delivery at Warehouse.....	28		II
Regular Hours for Service.....	14		II
Reissued Items or Pages.....	30		II
Shipper, Consignee, Destination.....	17		II
Shipper's General Information Guide.....	42		II
Size of Forms.....	40		II
Special Service.....	10		II
Stopping in Transit for Partial Loading or Unloading.....	19		II
Continued on Next Page			

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, SEE LAST PAGE.

(C) TABLE OF CONTENTS			
SUBJECT	RULE NO.	ITEM NO.	SECTION NO.
RULES AND REGULATIONS, GENERAL			II
Storage in Transit	32		II
Uniform Combination Bill of Lading and Freight Bill	38 – 39		II
Volume Movements of Household Goods	44		II
Waiting or Delay	21		II
Weighing and Reweighing	7		II
Weight-Mileage Charge	34		II
SPECIAL SERVICES			V
Additional Transportation Charges		155	V
Bulky Articles, Loading and Unloading Charge		160	V
Claims-Settlement Service Charge		170	V
Climatic Control Service		165	V
Tolls, Bridges and Ferry Charges		145	V
Valuation Charges		150-151	V
TERMINAL SERVICES			IV
Auxiliary Service		136	IV
Carrying Charges, Distance		95	IV
Carrying Charges, Flight		90	IV
Dismantling, Taking Apart, Servicing Articles and Other Services		100	IV
Elevator Services		110	IV
Extra Labor		115	IV
Hoisting or Lowering		120	IV
Inspection of Contents		85	IV
Loading and Unloading at Other Than Regular Hours		80	IV
Piano, Organ or Chest Type Deep Freezer Carry Charges		125	IV
Piano or Organ Handling Charge		126	IV
Pick or Delivery Transportation Rate to Apply on Storage in Transit Shipments		130	IV
Special Servicing of Appliances		137	IV
Stopping in Transit for Partial Loading or Unloading		105	IV
Storage in Transit		130	IV
Waiting Time and Delay		135	IV
Warehouse Handling and Protection of Shipment while Stored in Transit		130	IV
Weighing or Reweighing		140	IV

THIS SPACE LEFT BLANK INTENTIONALLY

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, SEE LAST PAGE.

SECTION I
COMMODITY DIRECTORY

ITEM NO.	
5	<p style="text-align: center;">COMMODITY DESCRIPTION</p> <p>"HOUSEHOLD GOODS" means personal effects and property used or to be used in a dwelling when a part of the equipment or supply of that dwelling. Household goods do not include property moving from a factory or store, unless the property was purchased by the householder with intent to use the property in his or her dwelling, the property is transported at the request of the householder, and the householder pays the carrier's transportation charges either directly or indirectly.</p>
10	<p style="text-align: center;">EXPLANATION OF TERMS</p> <p>"ACCESSORIAL SERVICES", as used in this Tariff, include services such as packing, performed by the carrier in preparing property for shipment, and services such as unpacking, performed by the carrier at the destination. The charges for those services are shown in Section III, and are in addition to the charges shown in Sections IV, V, VII and VIII, respectively.</p> <p>"TERMINAL SERVICES", as used in this Tariff, include services necessary in handling of shipment, or requested by shipper or consignee and performed by the carrier either at point of origin or destination. The charges for these services are shown in Section IV and are in addition to charges shown as "Accessorial Service", "Special Services", and "Transportation Rates", as shown in Sections III, V, VII and VIII, respectively.</p> <p>"SPECIAL SERVICES", as used in this Tariff, include specific services necessary in connection with services at ferries, as shown in Section V and are in addition to charges shown as "Accessorial Services", Terminal Services", and "Transportation Rates", as shown in Sections III, IV, VII and VIII, respectively.</p> <p>"TRANSPORTATION RATES", as used in this Tariff, include rates or charges for the loading, unloading and actual movement or transportation of property from point of origin to destination. These rates and their application are shown and captioned "TRANSPORTATION RATES", in Section VII and VIII, and do not include "Accessorial Services", "Terminal Services", and "Special Services", as shown in Sections III, IV, and V, respectively.</p>
<p>THIS SPACE LEFT BLANK INTENTIONALLY</p>	

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, SEE LAST PAGE.

SECTION II
 GENERAL RULES AND REGULATIONS

Governs all sections of this tariff unless otherwise provided within individual sections.

RULE NO.	RULES AND REGULATIONS
1	<p style="text-align: center;">BILL OF LADING AND RATES</p> <p>(a) Unless otherwise provided in this tariff, when property is transported subject to the provisions of this tariff, or as amended, the acceptance and use of the Michigan Intrastate Combination Uniform Household Goods Bill of Lading and Freight Bill, or plain paper Bill of Lading provided by the carrier, as described herein is required. If the Bill of Lading is issued on the order of the shipper, or his agent, in exchange or substitution for another Bill of Lading, the shipper's signature to the prior Bill of Lading as to the statement of value or Otherwise, or election for common law or Bill of Lading liability, in or connection with such prior Bill of Lading, shall be considered a part of the original Bill of Lading as fully as if the same were written or made in connection with the original Bill of Lading. Any alteration, addition or erasure on a Bill of Lading which shall be made without the special notation thereon of the agent of the carrier issuing the Bill of Lading shall be without effect and the Bill of Lading shall be enforceable according to its original tenor.</p> <p>(b) The rates and charges shown herein and reduced rates conditioned upon the use of the Michigan Intrastate Combination Uniform Household Goods Bill of Lading and Freight Bill. Consignor at his option, may elect not to accept the terms of the Michigan Intrastate Combination Uniform Household Goods Bill of Lading and Freight Bill, and in lieu thereof to have the carrier transport the property with the carrier's liability limited only as provided by common law and by the laws of the State of Michigan insofar as they apply, but subject to the terms and conditions of the Michigan Intrastate Combination Uniform Household Goods Bill of Lading and Freight Bill insofar as such terms and conditions are not inconsistent with such common carrier's liability; the rate charged therefore will be 100 per cent higher than the transportation rate contained in this tariff as would apply for such a shipment if offered for transportation at a released value not exceeding 60 cents per pound, per article. When the consignor elects not to accept any of the terms of such Bill of Lading, he must give notice to the initial carrier of such election. The initial carrier must indicate the receipt of such notice by writing or stamping thereon a clause signed by the carrier reading: <i>"In consideration of the higher rate charges, the property herein described will be carried, and the services to be rendered hereunder will be performed, with the carrier's liability limited only as provided by law; but subject to the terms and conditions of this Bill of Lading insofar as they are not inconsistent with such common carrier's liability."</i></p> <p>(c) All rates and charges herein are dependent upon the shipment being released in accordance with the provisions of Rule 3 of this Tariff.</p> <p>(d) Unless the shipper expressly releases the shipment to a value not exceeding 60 cents per pound per article, the carrier's maximum liability for loss and damage shall be either the lump sum value declared by the shipper or an amount equal to \$6.00 times the actual weight in pounds of shipment, whichever is greater. For this liability, additional valuation charges as provided in Item 151 will apply. If the shipper wishes to avoid these additional charges, he must agree that if any articles are lost or damaged, the carrier's liability will not exceed sixty (60) cents per pound for the actual weight of any lost or damaged article or articles in the shipment.</p>
2	<p style="text-align: center;">INSURANCE</p> <p>The cost of insurance against marine risk or any insurance in the name of the shipper, or for the Benefit of the shipper, will not be assumed by the carrier.</p>
3	<p style="text-align: center;">DECLARATION OF VALUE – LIABILITY LIMITATION</p> <p>(a) As used in this tariff, the phrases, "released value", "declared value", and "value declared by the shipper" shall have the same meaning.</p> <p>(b) The carrier's maximum liability shall be either (1) \$6.00 times the actual weight (in pounds) of the shipment or the declared lump sum value, whichever is greater; or (2) sixty (60) cents per pound for the actual weight of any lost or damaged article or articles, if the shipment has been expressly released by the shipper to such value per article. Unless the shipper expressly released the shipment to a value not exceeding 60 cents per pound per article, the next carrier's maximum liability for loss and damage shall be either the lump sum value declared by the shipper or an amount equal to \$6.00 for each pound of weight in the shipment, whichever is greater.</p>
<p>THIS SPACE LEFT BLANK INTENTIONALLY</p>	

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, SEE LAST PAGE.

SECTION II
 GENERAL RULES AND REGULATIONS
 Governs all Sections of this Tariff Unless Otherwise Provided within individual sections

RULE NO.	RULES AND REGULATIONS – Continued
3 Con- clu- ded	<p style="text-align: center;">DECLARATION OF VALUE – LIABILITY LIMITATION – Concluded</p> <p>(c) The released value must be entered on the Bill of Lading in the following form and may be completed only by the person signing the Bill of Lading.</p> <p>The shipment will be subject to the rules and conditions of the carrier’s tariff. Shipper hereby releases the entire shipment to a value not exceeding</p> <p style="text-align: center;">_____</p> <p style="text-align: center;">(to be completed by the person signing below)</p> <p>NOTICE: THE SHIPPER SIGNING THIS CONTRACT MUST INSERT IN THE SPACE ABOVE, IN HIS OWN HANDWRITING EITHER HIS DECLARATION OF THE ACTUAL VALUE OF THE SHIPMENT, OR THE WORDS “60 cents per pound per article”, OTHERWISE, THE SHIPMENT WILL BE DEEMED RELEASED TO A MAXIMUM VALUE EQUAL TO \$6.00 TIMES THE WEIGHT OF THE SHIPMENT IN POUNDS:</p> <p style="text-align: right;">(Shipper) _____</p> <p style="text-align: right;">(Date) _____</p> <p>(d) If the shipper fails to make the entry required in subsection (c) of this rule, the shipment will be deemed released to an amount equal to \$6.00 times the actual weight of the shipment (in pounds).</p> <p>(e) The released value and the carrier’s maximum liability (whether or not loss or damage occurred from the carrier negligence), as determined under this Rule, shall apply to any claims resulting from the performance or failure to perform by the carrier of any services, including accessorial services, which carrier has contracted to perform.</p> <p>(f) If the shipper does not expressly release the shipment to a value not exceeding sixty (60) cents per pound per article, valuation charges for each \$100.00 or fraction thereof, of released value equal to \$6.00 times the weight of the shipment in pounds or declared lump sum value, whichever is higher, as provided in Item 151 shall apply in addition to all other applicable rates and charges in this tariff.</p> <p>(g) If the shipment is transported at a constructive weight under Rule 6 (a)(2) or Rule 6 (g), such constructive weight shall be used to determine the released value and the carrier’s maximum liability when the shipment is released to a value equal to \$6.00 times the weight of the shipment in pounds.</p>
4 Con- tin- ued Next Page	<p style="text-align: center;">CARRIERS LIABILITY</p> <p>(a) Except when transportation is performed under Rule 1 (b) hereof, the liability of the carrier for loss of or damage to any articles in a shipment shall be subject to all the rules herein and the terms and conditions of the Michigan Intrastate Combination Uniform Household Goods Bill of Lading and Freight Bill as set forth in Section VI, and shall not in any event exceed the released value as determined under rule 3.</p> <p style="text-align: center;">REPAIR, REPLACEMENT OR RE-COVERING</p> <p>(b) The carrier shall have the right to repair or replace the property lost or damaged with materials of like kind and quality. The cost of such repair or replacement shall not exceed the released value as determined under Rule 3.</p> <p>(c) Liability with regard to sets or matched articles shall be limited to the repair or replacement of the lost or damaged piece or pieces only and shall not extend to the replacement or recovering of the entire set.</p> <p style="text-align: center;">IN ABSENCE OF SHIPPER OR CONSIGNEE</p> <p>(d) Where the carrier is directed to take property from a place or places at which the consignee or its agent is not present, the property shall be at the risk of the owner before loading</p> <p>(e) Where the carrier is directed to unload or deliver property at a place or places at which the consignee or its agent is not present, the property shall be at the risk of the owner after unloading or delivery.</p> <p style="text-align: center;">DAMAGE NOTED AT TIME OF DELIVERY</p> <p>(f) The carrier’s liability for goods shall cease when the goods have been delivered to the owner, consignee or authorized agent of either, or to a public warehouse pursuant to the terms and conditions of the Bill of Lading, or when the carrier’s liability as a carrier terminates under Rule 32, paragraph (f), except as to loss or damage noted at time of delivery or concealed damage.</p> <p style="text-align: center;">CARRIERS AND SHIPPERS MUST ABIDE BY LAW</p> <p>(g) Carriers and their agents are bound by the provisions of law, and any deviation therefrom by the payment of claims before the facts and measure of legal liability are established by render them, as well as the claimant, liable to the fines and penalties by law.</p>

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, SEE LAST PAGE.

SECTION II
 GENERAL RULES AND REGULATIONS

RULE NO.	RULES AND REGULATIONS – Continued
4 Con- clu- ded	<p style="text-align: center;">CARRIERS LIABILITY – Concluded</p> <p>(h) No carrier or party in possession of all or any of the property described herein shall be liable for damage to or loss of contents packing in articles of furniture, crates, bundles, cartons, boxes, barrels, or other containers, unless such contents are open for the carrier's inspection, and then only for such articles as are specifically listed by the shipper and receipted for by the carrier or its agent when the shipper releases the entire shipment to a value not exceeding (60) cents per pound per article.</p> <p>(i) Upon request of the shipper, the carrier will make an inventory of the contents of all containers and will attach such inventory to the Combination Uniform Bill of Lading and Freight Bill and make a charge therefor as contained in Item 85.</p>
5 Con- tin- ued Next Page	<p style="text-align: center;">CLAIMS</p> <p>(a) Any claim for loss and/or damage to a shipment of household goods or overcharges shall be in writing and shall be filed with the carrier issuing the bill of lading for such shipment</p> <p>(b) Any carrier that receives a claim for loss and/or damage to a shipment of household goods for which it has issued the bill of lading shall acknowledge such claim to claimant in writing. Such acknowledgement shall be made within thirty (30) calendar days from the date the carrier received the claim. The acknowledgement shall notify the claimant either that his claim has been accepted for processing or the reasons why it is not acceptable, such as but not limited to the following lack of sufficient documentary evidence or that the claim was filed after prescribed time limits for filing such a claim. Carrier may also require a sworn statement of claim.</p> <p>(c) Upon receipt and acceptance of a loss and damage claim, the carrier shall assign and attach a claim number to the file on the matter and record therein the date the claim was received. The claim numbers shall begin with number one and thereafter each claim shall be consecutively numbered and separated accordingly.</p> <p>(d) The file for each claim received shall include the acknowledgment, all documents received in support of the claim and all correspondence, memoranda and other written information pertaining to the claim. If the claim papers are retained by an insurance company, connecting carrier or other party, the carrier's file should contain an acknowledgement from the party retaining the claim papers that such papers are in its possession.</p> <p>(e) Each claim file shall include a summary sheeting setting for the following information: claim number; name of claimant; claimant's address; date shipment was tendered for delivery; date claim was received; amount of the claim; bill of lading number and date; description of lost or damaged goods; documentary evidence submitted by claimant; and if claim was paid, the date and total amount paid or, if disallowed, the date and reason the claim was disallowed. If a carrier keeps a single register of claims filed in the manner required by the rules and regulations of the United States Department of Transportation and records therein both interstate and intrastate claims, such procedure shall be acceptable.</p> <p>(f) Inspection of claim file by authorized persons. The claim files (one or more) shall be made immediately available for inspection upon request of any authorized law enforcement officer or Michigan State Police - Commercial Vehicle Enforcement Division representative.</p> <p>(g) Any carrier that receives a written claim for loss and/or damage to a shipment of household goods for which it has issued the bill of lading shall pay, decline or make a firm compromise settlement offer in writing to the claimant within one hundred twenty (120) days after receipt of the claim by the carrier. IF THE INVESTIGATION IS NOT COMPLETED AND OR SETTLEMENT IS NOT REACHED WITHIN THE 120-DAY PERIOD, the carrier shall, within one hundred twenty-five (125) days after receipt of the claim and before the expiration of each succeeding thirty (30) day period while the claim remains pending, advise the claimant in writing both as the status of the claim and the reasons for the delay in making a final disposition thereof, A copy of such letters shall be sent at the same time to the Michigan State Police - Commercial Vehicle Enforcement Division within 15 days from the date of inquiry.</p> <p>(h) As a precedent to the recovery of claims for damages a concealed nature, the consignee must, upon discovery of such damage, notify the carrier of such discovery, and the carrier shall be allowed the privilege of examining the shipment and the container in which the damaged article was shipped, and verify the damage thereto. Notice of concealed loss or damage must be filed with the carrier within ten (10) days from the date following delivery of shipment.</p> <p>(i) When all or any part of a shipment is lost or destroyed and such shipment has been expressly released by the shipper to the value not exceeding sixty (60) cents per pound per article or to a value equal to \$6.00 times the weight of the shipment in pounds, the maximum liability will be determined by the actual weight, except that if the shipment is transported under the provision of Rule 6(a) or Rule 6(g) of this tariff, the constructive weight shall be used.</p>

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, SEE LAST PAGE.

SECTION II
 GENERAL RULES AND REGULATIONS

RULE NO.	RULES AND REGULATIONS – Continued
5 Con- clu- ded	(j) When a shipment has been expressly released by shipper to a value not exceeding sixty (60) cents per pound per article and the weight of any article, piece or package lost, damaged or destroyed is not available, the weight of such article, piece or package shall be determined by using a constructive weight of seven pounds per cubic foot per article. (k) Under the provisions of Act 254 of the Public Acts of 1933 of the State of Michigan, it is unlawful for a carrier to charge, demand, collect, or receive any greater, less of different compensation for the transportation of property than at the rates and charges name in tariffs lawfully on file nor to refund or remit in any manner or by the device any portion of the rates and charges so assessed. The refund or remission of any portion of the rates and charges so assessed through the payment of fraudulent, fictitious, or excessive claims for loss or damage to property transported is as much a violation of the law as is direct concessions or departure from the published rates and charges.
6 Con- tin- ued Next Page	<p style="text-align: center;">BASIS FOR DETERMINATION OF CHARGES</p> (a) (1) For the transportation of household goods, VIZ.: Personal effects and property used or to be used in a dwelling when a part of the equipment or supply of such dwelling, the rates and charges as specified in the Table of Rates herein, except as otherwise provided, shall be applied on a weight-mileage basis. The weight shall be the actual weight of the goods with their containers and packing material, except that pads, skids or any paraphernalia used as regular loading equipment shall not be considered as packing material, and shall be ascertained by obtaining the gross weight and the tare weight of the shipment. (b) The gross weight and the tare weight of the shipment shall be obtained on a certified scale. (c) Each carrier shall have available for inspection by the shipper the Weight Master Certificate or weigh ticket, showing the gross, tare and net weights of the shipment, before requiring payment charges. (d) Scale tickets showing the gross, tare and net weights of all shipments, a copy of the Uniform Combination Bill of Lading and Freight Bill, and the inventory sheet shall be filed in the carrier's office, subject to inspection at all times during office hours of the carrier by any authorized representation of the Michigan State Police - Commercial Vehicle Enforcement Division. (e) Each carrier shall retain in the vehicle, subject to inspection, the inventory sheet and a copy of the Uniform Combination Bill of Lading and Freight Bill covering the shipment being transported.
	<p style="text-align: center;">VEHICLES MARKED</p> (f) All vehicles shall be marked that the shipper or consignee can readily ascertain the cubic measurement of each vehicle.
	<p style="text-align: center;">CONSTRUCTIVE WEIGHT</p> (g) When the origin and destination of the shipment is from and to a locality where there are no scales sufficient to weigh, and there are no scales en route, then the cubic measurement shall be obtained and the weight determined by multiplying the total cubic feet of properly loaded van space by seven (7) pounds.
	<p style="text-align: center;">WEIGHT AND CUBIC MEASUREMENT</p> (h) When a constructive weight is used on account of no scales sufficient to weight the shipment as specified in paragraph (g), the Uniform Combination Bill of Lading and Freight Bill shall be marked or stamped, "No scales sufficient to weight; shipment moving at seven pounds per cubic foot of properly loaded vehicle space; _____ cubic feet @ seven pounds = _____ pounds".
	<p style="text-align: center;">THIS SPACE LEFT BLANK INTENTIONALLY</p>

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, SEE LAST PAGE.

SECTION II
 GENERAL RULES AND REGULATIONS

RULE NO.	RULES AND REGULATIONS – Continued
6 Con- clu- ded	<p style="text-align: center;">BASIS FOR DETERMINATION OF CHARGES – Concluded WEIGHT AND CUBIC MEASUREMENT</p> <p>(i) The gross weight, tare weight and net weight, or the constructive weight when used to determine charges, shall be shown on the Uniform Combination Bill of Lading and Freight Bill in addition to the number of cubic feet contained in each shipment; except that the number of cubic feet contained in each shipment need not be shown for shipment transported under the provisions of paragraph (a)(1) of this Rule.</p> <p>(j) When a shipment consists entirely of articles which because of their unusual nature or value require specialized handling and equipment usually employed in moving household goods that have an established and undisputed manufacturer's weight, a carrier may use the total of such manufacturer's weight of all articles in such shipment for the determination of charges.</p> <p>(k) A part of the load for any one shipper not exceeding 1000 pounds may be weighed on a certified scale prior to being loaded on carrier's vehicle.</p>
7	<p style="text-align: center;">WEIGHING AND REWEIGHING</p> <p>(a) When weights are obtained for the assessment of freight charges, no charge will be made by carrier for the service, except as otherwise provided in paragraphs (b) and (c) of this Rule.</p> <p>(b) When truck, van, trailer, or semi-trailer is weighed or reweighed, either empty or loaded, at the request of either the consignor or consignee, this service, whenever practicable, will be performed by the carrier without charge; provided the difference between the net scale weight upon weighing and the billed weight exceeds 200 pounds on shipment having a billed weight of 10,000 pounds or less, and 2 percent on shipments having a billed weight of more than 10,000 pounds. In the event a shipment is reweighed, the net scale weight determined by the last reweighing shall be used for computing the applicable charges if the difference between such net scale weight and the billed weight exceeds the amounts specified above.</p> <p>(c) When a truck, van, trailer or semi-trailer is weighed or reweighed, either empty or loaded, at the request of either the consignor or consignee, a charge will be made (See Item 140) except as provided in paragraph (b).</p>
8	<p style="text-align: center;">MILEAGE</p> <p>(a) The mileage shall be the distance between the point of origin and destination by the shortest regularly traveled route, and shall be ascertained by compilation of distances shown on the Official Transportation Map as issued by the Michigan Department of Transportation, speedometer readings being used only for trips or parts of trips for which such maps do not show distances.</p> <p>(b) If the shipper requests a longer route than the shortest regularly traveled route as shown on the Official Transportation Map issued by the Michigan Department of Transportation, the mileage over the longer route as shown therein shall apply, and notice of such longer route must be shown on the Uniform Combination Bill of Lading and Freight Bill.</p>
9	<p style="text-align: center;">CARRIERS' OBLIGATION SUBJECT TO CAPACITY, ETC.</p> <p>(a) Carrier's obligation to accept property for shipments is subject to capacity, type of vehicles, facilities and equipment.</p>
<p>THIS SPACE LEFT BLANK INTENTIONALLY</p>	

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, SEE LAST PAGE.

SECTION II
 GENERAL RULES AND REGULATIONS

RULE NO.	RULES AND REGULATIONS – Continued
10	<p style="text-align: center;">SPECIAL SERVICE - EXCLUSIVE USE OF VAN SPACE ENGAGED BY SHIPPER</p> <p>(a) The carrier is not bound to transport property by any particular schedule, vehicle, train or vessel or otherwise than with reasonable dispatch except that where the shipper requests special service and exclusive use of van spaces engaged by shipper in advance, service will be furnished as set forth in the following sections:</p> <p>(b) Shipper may engage the entire space of a vehicle, or part of a vehicle in increments of 50 cubic feet, subject to a minimum amount of 150 cubic feet.</p> <p>(c) When a shipper engages a specific amount of space, this shall be reserved for shipper, and shall not be used for other than property of shipper engaging such space.</p> <p>(d) When shipper engages an entire van, the cubic measurement shall include the total number of cubic feet of all loading space of van, including tail gate, if any, in all cases where property when loaded on van projects beyond the body of van, or beyond end of tail gate when lowered to level of floor of van, the total measurements of van will be computed to extreme after end of property so projecting.</p> <p>(e) When shipper engages an entire open vehicle, the cubic measurement shall include the total number of cubic feet of loading space, including tail gate, if any. The height shall be the distance from the floor of the vehicle to the extreme height of the property when loaded, and in no case shall the height be computed at less than seven (7) feet. The width shall be the extreme width of the property when loaded, and in no case shall width be computed at less than the width of the vehicle. The length shall be the extreme length of the vehicle, including tail gate, when tail gate is lowered to the level of the floor of the vehicle.</p> <p>(f) When the shipper engages a specific amount of the vehicle space or the entire space of a vehicle, the minimum charge for the shipment transported shall be based upon the weight determined by multiplying the number of cubic feet engaged by (7) pounds. When the shipment weighs more, the actual weight shall govern.</p> <p style="text-align: center;">The Uniform Combination Bill of Lading and freight Bill shall be marked or stamped, and signed prior to loading:</p> <div style="border: 1px solid black; padding: 5px; margin: 5px 0;"> <p style="text-align: center;">IT IS HEREBY ACKNOWLEDGE AND AGREED THAT THIS SHIPMENT IS MOVING UNDER RULE 10: VEHICLE SPACE ENGAGED BY SHIPPER _____ CUBIC FEET @7 POUNDS, SHIPMENT MOVING AT MINIMUM WEIGHT OF _____ POUNDS. ACTUAL WEIGHT _____ POUNDS</p> <p style="text-align: right;">X _____ Consignor, Shipper or Agent</p> </div> <p>(g) Vehicle space engaged by the shipper pursuant to the above provisions of the Rule will be reserved for shipper's exclusive use on the agreed pick-up date. If carrier fails to perform pick up on the agreed date, charges will be assessed under Rule 6 hereof.</p>
11	<p style="text-align: center;">MINIMUM WEIGHT OF SHIPMENT</p> <p>Except as provided in Rule 10, minimum weight per shipment shall be not less than 500 pounds.</p>
12	<p style="text-align: center;">CARRYING CHARGE</p> <p>When pickup or delivery requires that goods be carried up or down a flight of stairs or a distance of more than 100 feet, an extra charge (See Items 90 and 95) shall be made for each flight of stairs and for each 50 feet of carriage, or fraction thereof, after the first 100 feet at each terminal except that no charge shall be made for carrying up or down stairs where there is a complete removal from or to a single family dwelling (See Note 1). Distances under this rule shall be computed from the location of the truck after it has been placed in the most accessible position to any entrance of the dwelling suitable for use in removing the goods into or from the dwelling.</p> <p>NOTE 1 - A single family dwelling is a ground floor dwelling, designated for a single family, which may have a basement, a first floor consisting of usual living quarters, a second floor consisting of usual sleeping quarters, and a third floor consisting of sleeping quarters or an attic. There may be more than one such dwelling in a single building, such as a duplex.</p>
13	<p style="text-align: center;">ELEVATOR SERVICE</p> <p>Where adequate elevator service is furnished, a charge (See Item 110) shall be made for loading and unloading each elevator.</p>

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, SEE LAST PAGE.

SECTION II
 GENERAL RULES AND REGULATIONS

RULE NO.	RULES AND REGULATIONS – Continued
14	<p style="text-align: center;">REGULAR HOURS FOR SERVICE</p> <p>Except as otherwise specified, regular hours of service (ST) shall be between 7:00 A.M. and 6:00 P.M. at the time prevailing at the point of origin for loading and at the point of destination for unloading on each day of the week except Saturday, Sunday and holidays (specified as New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day). Hours of delivery shall be between 7:00 A.M. and 6:00 P.M., unless otherwise agreed as hereinafter provided, but vehicles arriving before 6:00 P.M. must be allowed to complete loading or unloading. The shipper or consignee may request service, or carrier at its convenience shall have the right to perform services, if agreeable to shipper, on Saturdays, Sundays or Holidays as specified herein and during the period from 6:00 P.M. to 7:00 A.M. on any week day. If shipper or consignee requests service on Saturday, Sunday or a Holiday, as specified herein, or on a week day from 6:00 P.M. to 7:00 A.M. the charges provided in Item 80 and the charges for "other than regular hours" in Items 75, 85, 100, and 115 shall apply. Such charges in these items shall not apply when service is performed at carrier's convenience.</p>
15	<p style="text-align: center;">EXTRA LABOR CHARGE</p> <p>(a) For the purpose of loading and unloading, two men shall be considered the regular crew of a truck, trailer or semi-trailer. (b) When more than two men are required for safe loading or unloading of any article included in the shipment, an additional charge shall be made for the additional labor as shown in Item 115 (See Rule 14). (c) Expedited Service – Whenever a shipper or consignee requests a greater crew than two men to load and/or unload a shipment, such labor shall be furnished at the rate per hour as shown in Item 115.</p>
16	<p style="text-align: center;">HOUSEHOLD CONSOLIDATIONS</p> <p>Property of more than one family or owner from two or more locations will not be accepted as a single shipment but must be carried as separate shipments with separate billing from each location. Each Uniform Combination Bill of Lading and Freight Bill shall contain the name of only one consignor and one consignee. (See Rule 17)</p>
17	<p style="text-align: center;">SHIPPER, CONSIGNEE, DESTINATION</p> <p>(a) The name of only one shipper, one consignee, one point of origin, and one destination shall appear on one Uniform Combination Bill of Lading and Freight Bill, but the Uniform Combination Bill of Lading and Freight Bill may also specify the name of a party at destination to notify upon arrival of the shipment. (b) This rule does not prohibit showing the point at which shipments are to be stopped in transit to complete loading or for partial unloading, when such stop in transit is specifically authorized. (See Rule 19)</p>
18	<p style="text-align: center;">COMPUTATION OF TIME</p> <p>Whenever time is the basis of assessing charges herein, such time will be computed as the actual amount of time in performing the actual service required, fractions of hours will be disposed of as follows: Fifteen (15) minutes or less as one-fourth (1/4) hours, thirty (30 minutes and over fifteen minutes as one-half (1/2) hour, forty-five (45) minutes and over thirty minutes as three fourths (3/4) hour, and sixty minutes and over forty-five minutes as one (1) hour.</p>
19	<p style="text-align: center;">STOPPING IN TRANSIT TO COMPLETE LOADING AND FOR PARTIAL UNLOADING</p> <p>Shipments may be stopped in transit to complete loading or to partially unload at one or more places at point of origin or destination or en route between point of origin and destination, subject to charges shown in Item 105. Charges will be computed for the total weight of entire shipment for the total distance from initial point of origin to final point of destination, subject to distance via the intermediate points where stopping in transit is required, over actual route of movement. The charge for the entire shipment shall not exceed the total charge that would apply if each portion of the shipment was transported separately.</p>
20	<p style="text-align: center;">ARTICLES NOT ACCEPTED</p> <p>(a) Unless otherwise provided, the following property will not be accepted for shipment: bank bills, coin or currency, deeds, drafts, notes or valuable papers of any kind, jewelry, postage stamps, letters or packets of letters, precious stones, revenue stamps, or articles of peculiarly inherent or extraordinary value, precious metals or articles manufactured therefrom. Should such articles come into the possession of the carrier without his knowledge, responsibility for safe delivery will not be assumed by the carrier. (b) When carrier or his agents believe it necessary that the contents of packages be inspected, they shall make such inspection or cause it to be made, or require other sufficient evidence to determine the actual character of the property.</p>

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, SEE LAST PAGE.

SECTION II
 GENERAL RULES AND REGULATIONS

RULE NO.	RULES AND REGULATIONS – Continued
21	<p style="text-align: center;">WAITING OR DELAY</p> <p>Rates and charges for waiting time or delay as shown in Item 135 will apply when vehicle is held at the request of or for account of shipper or consignee.</p>
22	<p style="text-align: center;">BRIDGES OR FERRIES</p> <p>When the use of bridges, or ferries is necessary in the transportation of a shipment via the shortest practical rout, a charge to cover advances and services at these points shall be made, as shown in Item 145</p>
23	<p style="text-align: center;">IMPRACTICAL PICK-UP OR DELIVERY - AUXILIARY SERVICES</p> <p>(a) It is the responsibility of the shipper to make accessible to the carrier or accept delivery from the carrier at a point at which the road haul vehicle may be safely operated.</p> <p>(b) When it is physically impossible for the carrier to perform pick-up of a shipment at origin address or to complete delivery of shipment at destination address with normally assigned road haul equipment, due to the structure of the building, its inaccessibility by highway, inadequate or unsafe public or private road, overhead obstructions, narrow gates, sharp turns, trees, shrubbery, the deterioration of roadway due to rain, flood, snow or nature of an article or articles included in the shipment, the carrier shall hold itself available at point of pick-up or tender delivery at destination of nearest point of approach to the desired location where the road haul equipment can be made safely accessible.</p> <p>(c) Upon request of the shipper, consignee or owner of the goods, the carrier will use or engage smaller equipment than its normal road haul equipment or provide extra labor for the purpose, if possible of accomplishment, or transferring the shipment between the residence and the nearest point of approach by the carrier's road haul equipment. Charges for this auxiliary serve to cover labor and additional vehicle (if used) will be provided in Items 100 and 136 of Section IV and shall be in addition to all other transportation or accessorial charges.</p> <p>(d) If the shipper does not accept the shipment at nearest point of safe approached by the carrier's road haul equipment to the destination address, the carrier may place shipment, or any part thereof not responsibility possible for delivery, in storage at the nearest available warehouse of the carrier, or, at the option of the carrier, in a public warehouse, subject to a lien for all lawful charges. The liability on the part of the carrier will cease when the shipment is unloaded into the warehouse and the shipment shall be considered as having be delivered.</p> <p>(e) Transportation charges to cover the movement of shipment or part thereof from point at which it was originally tendered to warehouse location shall be computed on basis of weight of shipment or that part of the shipment stored in warehouse, subject to applicable rate as provided in tariff from point at which it was originally tendered to warehouse location, which shall be in addition to accrued charges on the shipment or any part thereof shall be due and payable upon delivery of same to warehouse. Any subsequent movement form the warehouse shall constitute a new shipment.</p>
<p>THIS SPACE LEFT BLANK INTENTIONALLY</p>	

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, SEE LAST PAGE.

SECTION II
GENERAL RULES AND REGULATION

RULE NO.	RULES AND REGULATIONS – Continued
24	<p style="text-align: center;">PAYMENT</p> <p>(a) Carriers will not deliver or relinquish possession of any property transported by them until tariff rates and charges thereon have been paid in cash, money order, certified check, or credit card (when pre-approved) except where other satisfactory arrangements have been made between the carriers and the consignor or consignee. Credit will not be extended on carrier's charges for any period in excess of seven (7) days after delivery at destination or transit house.</p> <p>(b) At time of delivery of a collect on delivery shipment, except when such shipment is delivered to a warehouse for storage at the request of the shipper, on which an estimate of the approximate costs have been furnished by the carrier, the shipper may request delivery of the shipment upon payment, in a form acceptable to the carrier, of an amount not exceeding 110 percent of the estimated charges. The carrier shall, upon request of the shipper and a promise to pay the balance, relinquish possession of the shipment upon payment of not more than 110 percent of the estimated charges for a period of 30 days following the date of delivery. After 30 days, an interest rate of one (1) percent, per month, (annual percentage rate twelve (12) percent) or fraction thereof shall apply on the unpaid balance. Charges will be no higher than the actual charges determined from the applicable tariffs.</p> <p>(c) No carrier shall accept property of consignor or consignee in payment of transportation charges or any portion of the transportation charges.</p> <p>(d) Nothing herein shall limit the right of the carriers to require, at the time of or before shipment, the prepayment in part or full of guarantee of the charges.</p>
25	<p style="text-align: center;">BROKERAGE, COMMISSIONS, AND REBATES PROHIBITED</p> <p>(a) Brokerage of household goods shipments is prohibited.</p> <p>(b) No commission, fee, wage, or gratuity shall be paid to any person or organization (including affiliated van line agents or relocation management companies) for obtaining or assisting in obtaining any shipment or business. The only exception to this prohibition are employees who are in the exclusive employ of the carrier and so shown on the carrier's payroll, or authorized agents of the carrier.</p> <p>(c) Authorized agents shall be only those who are regularly engaged in the long distance moving industry and permitted or certified as carriers of household goods whose principal place of business is not located in the same city or village as the carrier who wishes to appoint them as agents. Carriers may appoint as authorized agents, permitted or certificated carriers of household goods whose principal places of business is in the same city or village as the carrier who wishes to appoint them as agents providing such agents are specifically named in a tariff published and filed with the Michigan State Police - Commercial Vehicle Enforcement Division.</p>
<p>THIS SPACE LEFT BLANK INTENTIONALLY</p>	

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, SEE LAST PAGE.

SECTION II
 GENERAL RULES AND REGULATIONS

RULE NO.	RULES AND REGULATIONS – Continued
26	<p style="text-align: center;">MARKING</p> <p>(a) Packages containing fragile articles or articles consisting wholly or in part of glass, when packed by shopper or agents, must be marked by plain and distinct letters designating the fragile character of contents.</p> <p>(b) Articles when not packed and marked as indicated above, consisting wholly or in part of glass and covered or wrapped by the shipper or his agent, shall be wrapped in such manner as clearly to expose the glass surfaces or glass portions of such articles.</p>
27	<p style="text-align: center;">COMPETE ARTICLE</p> <p>Each shipping piece or package and contents thereof will constitute one article. Any article taken apart or knocked down for handling or loading in vehicle will constitute one article.</p>
28	<p style="text-align: center;">PICKUP AND DELIVERY AT WAREHOUSE</p> <p>Except as otherwise provided herein, if shipment is delivered to or picked up at a warehouse, the rates for transportation include only the unloading or loading at the door, platform, or other point convenient or accessible to the vehicle.</p>
29	<p style="text-align: center;">DISPOSITION OF FRACTIONS</p> <p>Unless otherwise provided, to dispose of fractions in computing a charge omit fractions of less than one-half cent, and increase to the next whole figure fractions of one-half cent or greater.</p>
30	<p style="text-align: center;">REISSUED ITEMS OR PAGES</p> <p>Reference made in tariffs to items or pages include reference to reissue of such items or pages.</p>
<p>31</p> <p>Con- tin- ued</p> <p>Next Page</p>	<p style="text-align: center;">DISMANTLING, TAKING APART, SERVICING ARTICLES AND OTHER SERVICES; (SEE NOTE) ENTRANCES AND EXITS REQUIRED TO BE OF ADEQUATE SIZE; ARTICLES REQUIRING DISMANTLING AND TAKING APART; HOISTING OR LOWERING SERVICE; SERVICES MUST BE PERFORMED BY OR AT EXPENSE OF OWNER, SHIPPER OR CONSIGNEE</p> <p>(a) When doors, windows, passageways, stairways, gates, entrances or exits through which a shipment must be moved to accomplish pickup or delivery are not of sufficient size to allow all articles or parts of articles in the shipment to pass through with reasonable dispatch and safety and without damage to the article or property, such doors, windows, passageways, stairways, gates, entrances or exits, must be enlarged or altered by the owner, shipper or consignee, to allow safe and reasonably prompt movement of the shipment, or the carrier, at the request of or for the account of the owner, shipper or consignee, will perform this service at rates shown in Item 100 herein, provided carrier possesses qualified personnel to perform the service or services required; and when wall cases, display cases, soda fountains, refrigerators, pool tables, safes, cabinets, counters, ranges, exhibits, barber chairs, dental chairs, surgeon's chairs, clocks or furniture, fixtures and equipment as described in the commodities in this order must be taken apart, dismantled or detached from walls, floors, other equipment pipe or power lines, or any part of the place of pickup or delivery, so that each part of the article can be moved with safety and reasonable dispatch through doors, windows, passageways, stairways, gates, entrances or exits, this service must be performed by the owner, shipper or consignee, except that the carrier at the request of or for the account of the owner, shipper or consignee, will perform this service at the rates shown in Item 100 herein, provided carrier possess personnel to perform the service or services required.</p> <p style="text-align: center;">PREPARATION OF ENTRANCES, EXITS, PASSAGE WAYS, AND ARTICLES MUST NOT DELAY MOVERS</p> <p>(b) The owner, shipper or consignee must have doors, windows, passageways, stairways, gates, entrances or exits, enlarged or altered, and must have articles dismantled and taken apart before the arrival of the vehicle to load or unload, and to perform these services the carrier must be given reasonable notice in advance to enable the carrier to the entrances, doors, windows, passageways, stairways, gates and exits, and articles in the shipment prepared, so that the loading and unloading of the vehicle will not be delayed. When the owner, shipper or consignee neglects to have these services performed before the arrival of vehicle to load or unload, the carrier will perform these services at the expense of the owner, shipper or consignee at the rates shown in Item 100 herein, provided carrier possesses qualified personnel to perform the service or services required.</p>
THIS SPACE LEFT BLANK INTENTIONALLY	

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, SEE LAST PAGE.

SECTION II
 GENERAL RULES AND REGULATIONS

RULE NO.	RULES AND REGULATIONS – Continued
31 Con- clu- ded	<p style="text-align: center;">HOISTING OR LOWERING SERVICE</p> <p>(c) At the request of the owner, shipper or consignee, hoisting or lowering service will be performed only at points where the carrier possesses necessary equipment and experienced personnel to perform such service, weather conditions permitting. Where this service is performed by the carrier a charge therefor will be made in accordance with the provisions in Item 120 herein. Where the carrier does not possess the necessary equipment and experienced personnel to perform hoisting or lowering service, upon request of and for and in behalf of the owner, shipper or consignee, the carrier may, at its option, endeavor to arrange for the qualified service, if available, at the expense of the shipper in accordance with the provisions of paragraphs (g), (h) and (i) of this Rule.</p> <p style="text-align: center;">CARRIER'S REGULAR SERVICE FREE TIME</p> <p>(d) The carrier will remove and replace mirrors of dressers, chiffoniers, and other similar article; will remove and replace casters of dressers, chiffonier, chests, desks, chairs, dining tables, and other similar articles; will take apart and set up beds, dining tables, kitchen cabinets, and other similar articles; will remove and replace rugs, rug pad, and carpets which are not nailed or fastened to the floor; and will remove and replace the legs and lyre from Grand pianos when such removal and replacement facilitates the safe and practicable transportation of such articles, and the carrier's regular crew of two men will spend fifteen minutes of free time in the performance of services described in paragraph (e) of this rule as part of the carriers regular service.</p> <p style="text-align: center;">ADDITIONAL SERVICES PERFORMED BY TRADESMEN ENGAGED BY CARRIER</p> <p>(e) Unless otherwise provided, when the carrier, at the request of or for the account of the owner must dismantle or take apart pianos, refrigerators, display cases, clocks, wall cases, pool tables, soda fountains, safes, cabinets, counters, ranges, exhibits, barber chairs, dental chairs, surgeon's chairs, yard or play equipment, or furniture, fixtures and equipment as described in commodities name in this Tariff and when it is necessary to remove carpets, floor coverings, doors, windows, or any kind of material, or property, or when the carrier must perform any service to accomplish pickup or delivery of a shipment and such service is performed by carrier's regular employees or by men regularly employed as movers of commodities named herein, a charge will be made by the carrier as provided for in Item herein.</p> <p>(f) Carrier's regular employees and men regularly employed as movers of commodities named in this tariff will not dismantle or take apart articles which require skill of a clock maker, cabinet maker, carpenter, appliance serviceman, plumber, piano repairman, glazier, electrician or any other tradesman, and when the carrier finds that he must secure the services of a tradesman to perform the services outlined in paragraphs (a), (b), (e) and (f), carrier may, at its option, arrange for such tradesman in accordance with the provisions of Paragraphs (g), (h) and (i) of this Rule.</p> <p>(g) If the carrier does not possess the qualified personnel to properly accomplish the services outlined in Paragraphs (a), (b), (c), (e) and (f), the carrier may, at its option, and upon the request of the shipper, owner or consignee and as agent for the, engage third persons to perform such services. When third persons are engaged by the carrier to perform any service, the carrier will not assume responsibility for their activities or conduct, amount of their charges, nor for the quality of service furnished.</p> <p>(h) All charges of the third persons must be paid by the shipper and are in addition to all other applicable charges set for forth herein. Such charges will be advanced by the carrier, and billed as an Advance Charge as provided in paragraph (l) of this rule,</p> <p>(i) Charges advanced by the carrier for services of others engaged at the request of the shipper will be supported by carrier with a copy of invoice setting forth services rendered, charges and basis thereof, together with reference to applicable tariff, if charges are assessed in accordance therewith.</p> <p style="text-align: center;">PARTS OR MATERIAL REQUIRED</p> <p>(j) Unless caused by the negligence of the carrier, when window or door casings, moldings, paint, plaster, cement, fixtures, paper or other fittings or any other part of the building or articles dismantled or taken apart by the carrier must be replaced, any advances made by the carrier for parts or materials required will be billed in accordance with the provisions of paragraph (i) of this Rule.</p> <p>NOTE – For charges to apply for the carrier servicing the household appliances, see Item 137, Section IV, herein.</p>
THIS SPACE LEFT BLANK INTENTIONALLY	

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, SEE LAST PAGE.

SECTION II
 GENERAL RULES AND REGULATIONS

RULE NO.	RULES AND REGULATIONS – Continued
<p>32 Con- tin- ued Next Page</p>	<p style="text-align: center;">STORAGE IN TRANSIT</p> <p>(a) Storage in transit of shipments covered by this tariff is the holding of the shipment in the warehouse of the carrier or its agent, for storage, pending further transportation, and will be effected only at specific request of the shipper. For the purpose of this rule, a carrier may designate any certificated carrier of household goods who has a warehouse to serve as its agent.</p> <p>(b) Shipments moving under this rule may be placed in storage in transit one or more times for an aggregate period not to exceed one hundred and eighty (180) days.</p> <p>(c) The transportation charges (see Note 1) to apply on a shipment stored in transit under this rule and forwarded from warehouse within the time limit provided herein without a change in the destination shown in the Uniform Combination Bill of Lading and Freight Bill shall be assessed in accordance with whichever one of the three following subparagraphs is applicable”</p> <p>(1) When shipper requests that a shipment be stored in transit at a specified point other than a or within 8 miles from the origin or destination of the shipment (See Note 2) the transportation charges shall be the applicable weight & mileage rate from the origin to the specified warehouse point (and from warehouse to warehouse if storage in transit at a second specified point is requested by the shipper) plus the applicable weight-mileage rate from such warehouse point to the final destination, and the pickup or delivery transportation rates applying on storage in transit shipments as provided in Item 130, Section IV of this Tariff shall not be assessed.</p> <p>(2) When storage in transit is requested after a shipment is en route to, or has arrived at the destination shown in the Uniform Combination Bill of Lading and Freight Bill, and there is no warehouse of a certificated carrier of households goods at such destination or within 8 miles thereof (See Note 2) the transportation charges shall be the applicable weight-mileage rate from the origin top the point nearest the destination where there is a warehouse of a certificated carrier, plus the applicable weight-mileage rate from such warehouse point to the destination, and the pickup or delivery transportation rates applying on storage-in-transit shipments as provided in Item 130, Section IV of this Tariff shall not be assessed. The mileage from the origin to the warehouse point shall be the mileage as shown on the Official Transportation Map issued by the Michigan Department of Transportation by the shortest regularly travelled route from the origin to the warehouse point, via the point at which the driver receives the storage-in-transit request, and such point together with the warehouse point shall be noted on the Uniform Combination Bill of Lading and Freight Bill.</p> <p>(3) Under all other circumstances when storage-in-transit of a shipment is requested the transportation charges shall be the applicable weight-mileage rate from the origin to the destination plus the pickup or delivery transportation rates applying on storage-in-transit shipments as provided in Item 130, Section IV of this Tariff.</p> <p>(d) In addition to the above transportation charges applying on a shipment stored in transit, a charge will be made for the storage of such shipment and for warehouse handling and papering and padding of the shipment while stored in transit as provided in Item 130, Section IV of this Tariff, plus charges for any other accessorial, terminal or special services performed.</p> <p>(e) At the time storage-in-transit is effected carrier may bill and collect the applicable rates and charges for all services performed by carrier up to that time for which shipper has not previously paid, plus the storage charges for the first 30-day period of storage-in-transit. Storage-in-transit charges for each subsequent 30-day period or fraction thereof, that shipment remains in storage-in-transit, may be billed and collected in advance. Failure to pay any charges within seven (7) days after they are billed shall entitle the carrier to proceed to foreclose its lien for such charges, as provided in the Uniform Combination Bill of Lading and Freight Bill, or as is otherwise provided by statute.</p> <p>(f) When not removed from storage-in-transit at the expiration of the time limit specified herein, except as otherwise provided in paragraph (g), or if the transportation, storage, accessorial, terminal and special charges, advances and other lawful charges are not paid within seven (7) days after they are billed as provided in paragraph (e) then, at midnight on the 180th day of storage or the last date for payment of such charges, whichever is first, liability as a carrier shall terminate; the warehouse shall be considered the destination of the shipment; the warehouseman shall be agent for the shipper, and the property shall then be subject to the rules, regulations and charges of the warehouseman, and the statutes pertaining to warehouseman and warehouse receipts. In such case charges for storage and for warehouse handling and papering and padding of the shipment while stored in transit as provided in Item 130, Section IV of this Tariff and all other lawful charges shall apply, but the transportation charges shall be the applicable weight-mileage rate from the origin of the shipment to the warehouse point at which the shipment is stored, subject to a minimum charge equal to the weight-mileage rate for 20 miles, and the pickup or delivery transportation rages applying on storage-in-transit shipments as provided in Item 130, Section IV of this Tariff shall not be assessed.</p>

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, SEE LAST PAGE.

SECTION II
 GENERAL RULES AND REGULATIONS

RULE NO.	RULES AND REGULATIONS – Continued
32 Con- clu- ded	<p style="text-align: center;">STORAGE IN TRANSIT - CONTINUED</p> <p>(g) When, during any one of the 30-day periods within the storage-in-transit period provided herein, the shipper has given notice for final delivery of shipment on a date fifteen (15) days prior to the expiration of such 30-day period, and the carrier by no fault of the shipper fails to provide transportation within such 30-day period, storage-in-transit or storage charges shall not apply beyond such 30-day period, unless shipper cancels or rescinds order for final delivery. All other provisions under the Tariff will continue in effect until further transportation is made available by the carrier. Until all lawful charges are paid, property will remain in carrier's or agent's possession subject to lien for all such charges.</p> <p>(h) Shipper on written notice to the carrier while shipment is stored in transit may change the destination of the shipment. If the intrastate character of the shipment is not changed the transportation charges shall be the applicable weight& mileage rate from the origin to the new destination, plus the pickup or delivery transportation rates applying on storage-in-transit shipments as provided in Item 130, Section IV of this Tariff when the warehouse in which the shipment is stored is located within 8 miles from the origin or the new destination of the shipment (See Note 2) the transportation charges shall be the applicable weight-mileage rate from the point of origin to the warehouse point plus applicable weight-mileage rate from such warehouse point to any destination, and the pickup or delivery transportation rates applying on storage-in-transit shipments as provided in Item 13, Section IV of this Tariff shall not be assessed. If the intrastate character of the shipment is terminate at the warehouse before expiration of the time specified in paragraph (b), the transportation charges shall be the applicable weight-mileage rate from the origin of the shipment to the warehouse point, subject to a minimum charge equal to the weight-mileage rate for 20 miles, and the pickup or delivery transportation rates applying on storage-in-transit shipments as provided in Item 130, Section IV of this Tariff shall not be assessed. In all cased covered by this paragraph charges for storage and for warehouse handing and protection of the shipment wile in transit as provided in Item 130, Section IV of this Tariff, and all other lawful charges shall apply.</p> <p>(i) When a storage-in-transit shipment has been placed in a carrier's or agent's warehouse, both the carrier and the warehouse must have in their possession records showing the following:</p> <ol style="list-style-type: none"> (1) An itemized list of the shipments with the Uniform Combination Bill of Lading and Freight Bill number noted thereon. (2) Point of origin and destination (3) The dates when all charges, advances, or payments were made or received. (4) Dates shipment was delivered into and forwarded from the warehouse. <p>(j) During the storage-in-transit period, shipper may withdraw a portion of the property, provided that all accrued charges on the shipment are paid prior to such with-drawl, except as provided by 24. When the selection of items requires unstacking and/or restacking of the shipment or a portion of the shipment, charges for such handling shall be assessed in accordance with Item 100. Charges for the transportation furnished, if any, for portion selected for delivery shall be assessed on the same basis as would apply to that portion as an individual shipment. With reference to the portion of the shipment which remains in the warehouse, shipper may elect in writing to terminate the storage-in-transit serve and place the remaining property in storage with the warehouseman in possession, in which event the warehouse will be considered the destination of the shipment. If the shipper elects to have the remaining portion continue in storage-in-transit, the following shall be applicable:</p> <ol style="list-style-type: none"> (1) Storage-in-transit charges, if any, for the balance of the storage-in-transit period shall be assessed on the same basis as would apply to the remainder of the shipment as an individual shipment. (2) Charges for transportation furnished, if any, for the delivery of the remainder of the shipment shall be assessed on the same basis as would apply to that portion as an individual shipment <p>NOTE 1 – All rates and charges applicable on shipments stored in transit shall be those in effect on the date shipment was loaded at point of origin. NOTE 2 – For purposes of this rule a warehouse shall be considered as being within 8 miles from the origin or destination of a shipment if such warehouse and such origin or destination are both within an area consisting of a city or village and 8 miles from the boundaries thereof, provided that the territory within the external corporate limits of any city even though it shall include and embrace the area of one or more separately organized and existing cities, shall be considered a single city.</p>
THIS SPACE LEFT BLANK INTENTIONALLY	

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, SEE LAST PAGE.

SECTION II
GENERAL RULES AND REGULATIONS

RULE NO.	RULES AND REGULATIONS – Continued
33 Con- tin- ued Next Page	PACKING REQUIREMENTS
	(a) Unless otherwise provided, articles tendered for transportation must be in such condition and so prepared for shipment as to render the transportation thereof reasonable, safe and practicable.
	PACKING AND WRAPPING MAY BE PERFORMED BY SHIPPER OR CARRIER
	(b) Unless otherwise, articles requiring packing or wrapping, must be prepared for shipment by the shipper or his agent, except that the carrier will perform this service at the request of or for the account of the shipper.
	CHARGES FOR PACKING PERFORMED BY CARRIER
	(c) A charge will be made when such packing or wrapping is performed by the carrier or when the carrier's containers are retained by the shipper or his agent or the consignee or his agent, as provided for in section III of this Tariff.
	ACCEPTANCE OF FRAGILE ARTICLES AND ARTICLES EASILY BROKEN AND DAMAGED
	(d) Unless otherwise provided, show cases, wall cases, canoes, works of art, scenery, lighting fixtures, statuary exhibits, marble slabs, mirrors, pictures, paintings and other similar articles which are easily broken or damaged must be fully protected by boxing, crating or wrapping. When above described articles are received as part of a shipment and can be loaded in a safe and practicable manner by wrapping and protecting with carrier's regular pads as described in paragraph (e) such wrapping will be furnished as part of the carrier's regular service.
	WHEN WRAPPING IS PART OF THE CARRIER'S REGULAR SERVICE
	(e) Furniture and other articles, except furniture and other articles with surfaces liable to soil easily, having surface liable to damage by chafing but of sufficient strength to allow other articles to be packed against or on top of same in manner which will make transportation of the entire shipment reasonably safe and practicable if protected by sufficient wrapping, will be wrapped in furniture pads or wrappers which are part of the carrier's regular equipment, at time of loading. The cost for this service is included in Transportation Rates name in Sections VII and VIII of this Tariff.
PART MUST BE SECURELY FASTENED	
(f) Unless otherwise provided, equipment and articles such as washing machines, refrigerators, ironers, sewing machines, vacuum cleaners, ranges, radios, clocks, victrolas, beds, Governor Winthrop desks and other similar articles which can usually be protected by carrier's regular furniture pads or wrappers as provided in paragraph (e) of this rule must have all parts and ornaments securely fastened in a manner to prevent loss or damage to such parts when tendered for shipment.	
EQUIPMENT AND MACHINERY EASILY DAMAGED, SPECIAL PROTECTION REQUIRED	
(g) Unless otherwise provided, equipment or machinery such as x-ray, photographing laboratory, photolithographing and other printing equipment and adding machines, accounting card (card punching, sorting or tabulating) machines, addressing, imprinting or mailing machines, air filtering machines, bookkeeping machines or typewriters and computing machines combined and all other similar equipment or machinery, must be fully protected by boxing, crating or wrapping when received for shipment. When the above described articles are received as part of a shipment and can be loaded in a safe practicable manner by wrapping and protecting with carrier's regular pads as described in paragraph (e), such wrapping will be furnished as part of the carrier's regular service.	
PIANO COVERS, WRAPPERS AND SKIDS FURNISHED BY CARRIER	
(h) When pianos, not boxed or crated, are tendered for shipment, piano skids, covers and wrappers will be furnished and used for the protection of such pianos while being transported by the carrier. The cost for this service is included in Transportation Rates named in Section VII of this Tariff.	
ACCEPTANCE OF ARTICLES NOT WRAPPED	
(i) Provision for the shipment of an article not protected by wrapping does not obligate the carrier to accept an article so offered for transportation when such wrapping is reasonably necessary for the safe transportation of the article.	

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, SEE LAST PAGE.

SECTION II
 GENERAL RULES AND REGULATIONS

RULE NO.	RULES AND REGULATIONS – Continued
33 Concluded	<p style="text-align: center;">PACKING REQUIREMENTS – Continued</p> <p style="text-align: center;">ARTICLES EASILY SOILED SPECIAL WRAPPING REQUIRED</p> <p>(j) Furniture or other articles upholstered in brocatelle, damask, frieze, mohair velvet, sash yarn velvet, tapestry in delicate colors such as rose, light blue, green, yellow or other delicate shades and furniture, displays, exhibits, paintings, pictures, or other articles with delicate finished surfaces, in oil, lacquer or water colors liable to soil easily must be wrapped in a manner to prevent such damage when tendered for shipment, except that the carrier at the request of or for the account of the owner will perform this service for charges as named in Item 65.</p> <p style="text-align: center;">CONTAINERS SPECIFIED AND REQUIRED</p> <p>(k) The following packing must be observed except that trunks, tubs, pails, baskets or other containers and articles of furniture of the shipper's may be used as substitutes for barrels, boxes, cartons or other containers, when such containers and articles of furniture have sufficient strength to render the transportation of the same reasonably safe after being used as substitutes in packing:</p> <ul style="list-style-type: none"> Bedding – in barrels, boxes, cartons, wrapped bundles, or wrapped rolls. Books – in barrels, boxes or cartons. Carpet or Rugs – in barrels, boxes, crates, wrapped in bundles or wrapped in rolls. China, Earthenware, Glassware, Silverware, Statuary – in barrels or boxes. Clothing – in barrels, boxes, cartons or wardrobe cabinets. Curtains and Draperies – in barrels, boxes or cartons. Kitchen Utensils – in barrels, boxes or cartons. Lamp Shades – in boxes or cartons. Linens – in barrels, boxes, cartons or wrapped in bundles.
	<p style="text-align: center;">MUSICAL INSTRUMENTS EASILY DAMAGED SPECIAL PROTECTION REQUIRED</p> <p>(l) Musical instruments such as harps, guitars, banjos, mandolins, violins, violoncellos, double-bass violas, trombones, drums or other similar musical instruments which require, for the safe transportation thereof, more protection than furniture or other articles which can be protected by wrapping in carrier's furniture pads or wrappers, as provided for in paragraph (c) of this rule, must be tendered for shipment packing in the in the instrument's own case or container made for that purpose or in barrels, boxes, cartons or crates.</p> <p style="text-align: center;">ARTICLES MUST BE SECURELY ENCLOSED BY CONTAINER</p> <p>(m) Unless otherwise provided, articles for which containers are specified must be securely enclosed by the containers so that no ends or other parts protrude and in a manner that will prevent loss of articles from such containers and any articles that are easily broken or having surface liable to damage by chafing must be protected within the authorized shipping containers, by or with liners, partitions, wrappers, excelsior, straw or other packing materials, which will afford adequate protection against breaking or damage.</p> <p style="text-align: center;">ACCEPTANCE OF ARTICLES NOT ENCLOSED IN CONTAINERS</p> <p>(n) Provision for the shipping of an article not enclosed in a container does not obligate the carrier to accept any article so offered for transportation when such enclosure in a container is reasonable necessary for the safe transportation of the articles.</p> <p style="text-align: center;">OTHER ARTICLES REQUIRING PROTECTION</p> <p>(o) Unless otherwise provided, all other articles which are included in a shipment of commodities as described in this order and which require protection against breakage, chafing or other damage must be tendered for shipment in barrels, boxes, cartons, wrapped bundles or wrapped rolls.</p> <p>(p) Unless otherwise provided, all small articles such as small hand tools, including hammers, saws, pliers, planes, wrenches, axes, and agricultural tools such as cane, corn or hey knives, sickles, scythes, grass gooks, tree pruners, garden trowels, corn or potato planters, seeders, and athletic equipment such as baseballs, baseball bats or gloves, billiard or pool balls, or cues, bowling pins, score tablets, fishing tackle, golf clubs, skates, skis, snow shoes, hockey sticks, boxing gloves or household articles such as clothes lines, clothes poles, umbrellas, canes, flat-irons and all other small articles of less than one cubic foot capacity must be packed in barrels, boxes, cartons, wrapped bundles, wrapped rolls, or other containers when tendered for shipment.</p>

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, SEE LAST PAGE.

SECTION II
GENERAL RULES AND REGULATIONS

RULE NO.	RULES AND REGULATIONS – Continued
34	<p style="text-align: center;">WEIGHT-MILEAGE CHARGE</p> <p>The weight-mileage charge (which shall be in addition to all other charges set forth herein) shall be ascertained by using the columns set forth in the Table of Rates. Column 1 is the mileage. The mileage is shown in then (10) mile brackets. The other columns beginning with Column 2 indicate the exact amount to collect for weights shown at the top of each column at the mileage shown in Column 1, with exception of weights in excess of 10,000 pounds. For shipments in excess of 10,000 pounds, the rates shown are in dollars and cents per 100 pounds.</p> <p>To determine the amount of charges, select the column which shows the weight corresponding to the weight of the shipment and follow down the column until you reach the line indicating the distance as shown in column 1, and at the point where the weight and line indicating the distance come together will be shown the proper charge.</p> <p>EXAMPLE: For 5628 pounds transported a distance of 158 miles, located the column that shows 5700 and over 5600 pounds, as 5628 pounds would come within this bracket, and then located the line in Column 1 showing "Miles Not Over" 160, as mileage over 150 miles and not over 160 miles would come within this bracket. When these lines meet, it shows that the charge is \$1984.36, the correct amount to assess.</p>
35	<p style="text-align: center;">ACCESSORIAL, SPECIAL AND TERMINAL CHARGES</p> <p>Unless otherwise provided, charges for Accessorial, Special and Terminal Services shall be assessed as shown in Sections III, IV, and V, and such charges shall be in addition to the transportation charges as shown in Section VII and VIII.</p>
36	<p style="text-align: center;">ESTIMATING</p> <p>When the shipper or owner requests, motor common carriers engaged in the transportation of household goods shall provide estimates of the approximate costs which will be assessed for the transportation of such shipments. Estimates shall be upon an estimating sheet as shown in Section VI.</p> <ul style="list-style-type: none">(a) The estimating sheet shall itemize all articles to be shipped showing the approximate cubic measurement of each article. The estimated weight shall be determined by multiplying the total cubic feet, ascertained by adding together the cubic measurement of each article, by a minimum of 7 pounds per cubic foot. Estimates shall be reasonably accurate.(b) Estimates shall not be binding. The final charges on shipments moved on estimates shall be those appearing in the carriers' tariffs applicable to the transportation.(c) Estimates must be furnished without charge and in writing to the shipper or other person responsible for the payment of the freight charges and a copy of each such estimate must be retained by the carrier as an addendum to the bill of lading. All such estimates shall have clearly indicated on the face thereof that the estimate is not binding on the carrier and that the charges shown are the approximate charges which will be assessed for the services identified in the estimate.(d) Estimates must clearly describe the goods to be transported and all services to be provided.(e) Motor common carriers furnishing estimates shall enter the estimated charges on the bill of lading.(f) If there are articles to be shipped not listed on the Estimating Sheet, then the approximate cubic measurements of such articles shall be noted upon the Estimating Sheet, treated in the same manner as the Items listed thereon.(g) The Estimating Sheet shall have printed thereon in conspicuous letters that the charges as prescribed by the Tariff will be assessed at the time of shipment regardless of any estimate.(h) The carrier's name and person giving the estimate shall appear upon the Estimating Sheet, and one copy shall be given to the shipper at the time the estimate is made.(i) Whenever a carrier makes a written estimate of charges for a shipment transported by carrier, a copy of such estimate attached to a copy of the Michigan Intrastate Combination Uniform Household Goods Bill of Lading and Freight Bill for such shipment shall be kept on file in the carrier's office for not less than three years. When the actual charges for a shipment transported by a carrier exceed a written estimate of such charges by ten percent or more, an explanation of the reasons for the variance shall be attached to or noted on the written estimate.
<p>THIS SPACE LEFT BLANK INTENTIONALLY</p>	

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, SEE LAST PAGE.

GENERAL RULES AND REGULATION

RULE NO.	RULES AND REGULATIONS – Continued																																															
37	<p style="text-align: center;">INVENTORY</p> <p>A uniform inventory sheet, as described in Section VI of this tariff shall be issued by the carrier upon which must be recorded each article contained in each shipment, such inventory sheet shall be signed by the carrier, shipper, and consignee, or their agents, and one copy shall be given to the shipper at the time the inventory is made. An electronic equivalent of the uniform inventory sheet is allowed. Notations shall be made on the inventory sheet when an article is found to be in bad order, using the following abbreviations:</p> <p style="text-align: center;"><u>LOCATION SYMBOLS</u></p> <table style="width: 100%; border: none;"> <tr> <td style="width: 33%;">1. Arm</td> <td style="width: 33%;">4. Front</td> <td style="width: 33%;">7. Rear</td> </tr> <tr> <td>2. Bottom</td> <td>5. Left</td> <td>8. Right</td> </tr> <tr> <td>3. Corner</td> <td>6. Legs</td> <td>9. Side</td> </tr> <tr> <td></td> <td></td> <td>10. Top</td> </tr> <tr> <td></td> <td></td> <td>11. Veneer</td> </tr> <tr> <td></td> <td></td> <td>12. Edge</td> </tr> </table> <p style="text-align: center;"><u>EXCEPTION SYMBOLS</u></p> <table style="width: 100%; border: none;"> <tr> <td style="width: 33%;">BE – Bent</td> <td style="width: 33%;">D – Dented</td> <td style="width: 33%;">MI - Mildew</td> <td style="width: 33%;">SH - Short</td> </tr> <tr> <td>BR - Broken</td> <td>F - Faded</td> <td>MO - Motheaten</td> <td>SO - Soiled</td> </tr> <tr> <td>BU - Burned</td> <td>G - Gouged</td> <td>R - Rubbed</td> <td>T - Torn</td> </tr> <tr> <td>CH - Chipped</td> <td>L - Loose</td> <td>RU – Rusted</td> <td>W - Badly Worn</td> </tr> <tr> <td>CU - Contents and- Condition Unknown</td> <td>M - Marred</td> <td>SC - Scratched</td> <td>Z - Cracked</td> </tr> </table> <p style="text-align: center;"><u>DESCRIPTIVE SYMBOLS</u></p> <table style="width: 100%; border: none;"> <tr> <td style="width: 33%;">B/W - Black & White TV</td> <td style="width: 33%;">PBO - Packed by Owner</td> <td style="width: 33%;">PB - Professional Books</td> </tr> <tr> <td>C - Color TV</td> <td>CD - Carrier Disassembled</td> <td>PE - Professional Equipment</td> </tr> <tr> <td>CP - Carrier Packed</td> <td>DBO - Disassembled by Owner</td> <td>PP - Professional Papers</td> </tr> </table> <p>NOTE: The omission of these symbols indicates good condition except for normal wear.</p>	1. Arm	4. Front	7. Rear	2. Bottom	5. Left	8. Right	3. Corner	6. Legs	9. Side			10. Top			11. Veneer			12. Edge	BE – Bent	D – Dented	MI - Mildew	SH - Short	BR - Broken	F - Faded	MO - Motheaten	SO - Soiled	BU - Burned	G - Gouged	R - Rubbed	T - Torn	CH - Chipped	L - Loose	RU – Rusted	W - Badly Worn	CU - Contents and- Condition Unknown	M - Marred	SC - Scratched	Z - Cracked	B/W - Black & White TV	PBO - Packed by Owner	PB - Professional Books	C - Color TV	CD - Carrier Disassembled	PE - Professional Equipment	CP - Carrier Packed	DBO - Disassembled by Owner	PP - Professional Papers
1. Arm	4. Front	7. Rear																																														
2. Bottom	5. Left	8. Right																																														
3. Corner	6. Legs	9. Side																																														
		10. Top																																														
		11. Veneer																																														
		12. Edge																																														
BE – Bent	D – Dented	MI - Mildew	SH - Short																																													
BR - Broken	F - Faded	MO - Motheaten	SO - Soiled																																													
BU - Burned	G - Gouged	R - Rubbed	T - Torn																																													
CH - Chipped	L - Loose	RU – Rusted	W - Badly Worn																																													
CU - Contents and- Condition Unknown	M - Marred	SC - Scratched	Z - Cracked																																													
B/W - Black & White TV	PBO - Packed by Owner	PB - Professional Books																																														
C - Color TV	CD - Carrier Disassembled	PE - Professional Equipment																																														
CP - Carrier Packed	DBO - Disassembled by Owner	PP - Professional Papers																																														
38	<p style="text-align: center;">FREIGHT BILL</p> <p>A Uniform Combination Bill of Lading and Freight Bill shall be used indicating thereon all information as required by the M.P.S.C. Rules and Regulations and more specifically described in their Rule 703.</p>																																															
39	<p style="text-align: center;">BILL OF LADING</p> <p>Every motor common carrier engaged in the transportation of household goods shall issue a bill of lading. The bill of lading shall contain the minimum information required in this Rule and the terms and conditions of the contract. The carrier shall furnish a complete copy of the bill of lading to the shipper, or the shipper's agent, prior to the commencement of the loading of a shipment.</p> <p>The bill of lading shall include the following information:</p> <ol style="list-style-type: none"> (a) The name and address of the motor carrier issuing the bill of lading. The name, address and telephone number of the office of the carrier or carriers that should be contacted in relation to the transportation shipment. (b) The names and addresses of other motor carriers, when known, which will participate, in the transportation of the shipment. (c) When the transportation is to be performed on a collect on delivery (C.O.D.) basis, the name, address and if furnished, the telephone number of a person to whom notification shall be given. (d) When the transportation is to be performed for an individual shipper, the agreed date or period of time for pickup of the shipment and the agreed date or period of time for the delivery of the shipment. (e) The actual date of pickup. (f) The company or carrier identification number of the vehicle on which the shipment is loaded. (g) The terms and conditions for payment of the total charges including notice of any minimum charges. (h) When the transportation is to be performed on a collect on delivery (C.O.D.) basis, the maximum amount required to be paid at the time of delivery to obtain delivery of the shipment. (i) The release rates valuation statement. (j) Evidence of any insurance coverage or increased liability procured for the shipper, including the amount of the premium for such insurance. <p>A copy of the bill of lading shall be accompanying a shipment at all times while in the possession of a carrier. When the shipment is loaded on a vehicle for transportation the bill of lading shall be in possession of the driver responsible for the shipment.</p>																																															
40	<p style="text-align: center;">SIZE</p> <p>The forms as referred to in Rules 36, 37, 38, and 39, may be of a size and spading convenient to the carrier's use, as long as the substance, contents and format are not altered.</p>																																															

SECTION II
 GENERAL RULES AND REGULATIONS

RULE NO.	RULES AND REGULATIONS – Continued
41	<p style="text-align: center;">ADDITIONAL TRANSPORTATION CHARGES</p> <p>An additional transportation charge (See Item 155 herein) shall be assessed where a shipment originates in, or is destined to, the Counties of Macomb, Oakland, Wayne, Washtenaw, and Livingston Michigan.</p>
<p>42</p> <p>Con- tin- ued</p> <p>Next Page</p>	<p style="text-align: center;">SHIPPER'S GENERAL INFORMATION GUIDE</p> <p>Whenever the carrier receives an order for service, written or orally, it shall furnish the shipper immediately a printed statement in not less than eight-point type, containing the information set forth below. Such statement in every instance shall be placed in the hands of the shipper prior to the time the goods are loaded. The carrier shall make an appropriate notation on the receipt or bill of lading that such statement has been furnished.</p> <p><u>GENERAL INFORMATION</u> This statement is of importance to you as a shipper of household goods within Michigan, and is being furnished by the carrier pursuant to a requirement of the Michigan State Police - Commercial Vehicle Enforcement Division. It relates to the transportation of household goods, in intrastate commerce by motor carriers frequently called "Movers" but hereinafter referred to as carriers. (In most instances, carriers perform the transportation themselves. However, one certificated carrier of household goods may appoint another certificated carrier of household goods as his agent.) You should be sure to obtain the complete and correct name, home address, and telephone number of the carrier which is to transport your shipment, and keep that carrier informed as to how and where you may be reached at all times until the shipment is delivered. Before completing arrangements for the shipment of your household goods, all of the information herein should be considered carefully by you.</p> <p style="text-align: center;">ESTIMATES</p> <p><u>REGARDLESS OF ANY PRIOR ESTIMATE OF CHARGES RECEIVED BY YOU</u> for the carriage of your shipment, you will be required to pay transportation charges, and charges for other additional service, computed in accordance with the tariff that every carrier must file with the Michigan State Police - Commercial Vehicle Enforcement Division. The total charges which you will be required to pay may be more, or less, than the estimate received from the carrier. If the total actual charges do not exceed the estimate plus 10 percent, you must pay the total actual charges prior to unloading your goods. However, when the actual charges exceed the estimate by more than 10 percent, the mover is required, on your request, to deliver your goods upon payment of the estimated charges plus an additional 10 percent, and you have 30 days following the date of delivery, in which to pay the balance. After 30 days, an interest rate of one and a half percent (1½%), per month (annual interest rate of 18 percent) or fraction thereof shall apply on the unpaid balance.</p> <p><u>CARGO PROTECTION AND INSURANCE</u> A carrier's liability for loss or damage is limited by the bill of lading, its tariff, and the value declared by the shipper. If you desire the benefit of the lowest transportation rate, but seek greater protection than afforded thereunder, you may purchase cargo transit insurance or other protection. If such protection is purchased through the carrier, you should require the deliverance to you of evidence of such protection prior to the time your goods are moved, and such evidence should show the amount of such protection, the cost thereof, and the risks included or excluded, whichever is more appropriate.</p> <p><u>TARIFF</u> The tariff is a publication, in book form, which contains the rates, charges, rules and regulations of the carrier. The tariff is open to public inspection and may be examined at the carrier's office. The tariff contains all rates, charges, rules and regulations governing the transportation of household goods, which have been approved by the Michigan State Police - Commercial Vehicle Enforcement Division. Also, in Michigan Intrastate Commerce, all certificated carriers of household goods are subject to the same rules and regulation. Among the rules and regulations appearing in the published tariff will be found special provisions applicable to packing, additional pickups or deliveries, elevator, flight or distance carry services, and other additional services for which there are additional charges, called accessorial charges, terminal services or special service. The tariff of the carrier serving you will also have rules relating to the subjects which follow.</p> <p><u>HOURS OF DELIVERY</u> Hours of delivery are between 7:00 A.M. and 6:00 P.M., except by mutual agreement between carrier and shipper or consignee, other hours may be specified. Vehicles arriving before 6:00 P.M. must be allowed to complete loading or unloading of entire shipment.</p>

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, SEE LAST PAGE.

SECTION II
GENERAL RULES AND REGULATIONS

RULE NO.	RULES AND REGULATIONS – Continued
42 Con- tin- ued Next Page	<p style="text-align: center;">SHIPPER'S GENERAL INFORMATION GUIDE - CONTINUED</p> <p><u>PAYMENT OF CHARGES – FREIGHT BILL</u> When the shipment arrives at destination, you should be prepared to make payment of all charges in cash, by money order, or by certified check or traveler's checks, before your shipment will be unloaded. However, when the total actual charge exceeds the estimate by more than 10 percent, the mover is required, at your request, to deliver your goods upon payment of the estimated charges plus an additional 10 percent, and you have 30 days, following the date of delivery, in which to pay the balance. After 30 days, and interest rate of one and a half percent, per month, (annual percentage rate of 18 percent) or fraction thereof shall apply on the unpaid balance. When paying the charges, you should obtain a receipt showing the amount paid, the weight of your shipment, the mileage, and the charges for transportation, additional protection, and any accessorial services performed. Such receipt is called a Freight Bill. In the event of loss or damage to the shipment, be sure to have the driver place appropriate notations on the Freight Bill.</p> <p><u>PREPARING ARTICLES FOR SHIPMENT</u> If your shipment includes a store, refrigerator, washing machine, or other articles requiring special servicing, including disconnection, prior to movement, such servicing is not the responsibility of the carrier. Such special servicing should be performed before the move, and, if performed or arranged for you by the carrier, an additional charge will be made. Similarly, you should arrange to take down all blinds, draperies, window cornices, mirrors, and other items attached to the walls, and to take up carpets which are tacked down. The charge for such service is not included in the transportation charge and will be performed by the carrier only at an extra per-hour charge. Under no circumstances should you pack jewelry, money, valuable papers, matches, inflammables, or other dangerous articles with your belongings.</p> <p><u>TRANSPORTATION RATES, RELEASED VALUES AND REPLACEMENT VALUE PROTECTION</u> Rates are stated in the amounts per 100 pounds, depending upon the distance involved. The carrier's charges also vary according to the released or declared value of the shipment. The carrier's tariff provides that at its lowest rates the carrier's responsibility for loss or damage caused by it is limited to sixty (60) cents per pound per article for the actual weight of each lost or damaged article. Many articles are worth more than this and some are worth a great deal more. If you wish to be paid full value for lost or damaged items, you must declare a lump sum for your possessions being moved. An extra charge, specified in item 151 of the carrier's tariff, per \$100 of declared value, will be charged. Selection of and payment for this option results in the carrier being liable for the replacement value for loss or damage to any item, up to the amount of your declared value for loss or damage to any articles unless due to an excepted cause as provided in the mover's tariff or bill of lading. If your declared value equals less than \$6.00 for each pound of weight in the shipment, your declared value will automatically be increased to an amount equal to your total shipment weight multiplied by \$6.00 per pound. If you wish to avoid the additional charges for each \$100.00 of released or declared value, you must agree that if any articles are lost or damaged the carrier's liability will not exceed sixty (60) cents per pound for the actual weight of any lost or damaged article or articles in the shipment.</p> <p><u>WEIGHT</u> The transportation charges will be determined on the basis of weight of your shipment. The carrier will weigh on a certified scale its empty or partially loaded vehicle prior to loading and again after loading your goods to determine the weight of your shipment. If there are no scales available or sufficient to weigh the shipment, the weight will be determined by multiplying the cubic feet of van space occupied by 7 pounds per cubic foot.</p> <p><u>EXCLUSIVE USE OF THE VEHICLE</u> If you do not desire to have the goods belonging to someone else transported with your shipment you may direct the carrier to grant you exclusive use of the vehicle. In such event, however, the charges usually will be much greater.</p>
<p>THIS SPACE LEFT BLANK INTENTIONALLY</p>	

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, SEE LAST PAGE.

SECTION II
GENERAL RULES AND REGULATIONS

RULE NO.	RULES AND REGULATIONS – Continued
42 Con- clu- ded	<p style="text-align: center;">SHIPPER'S GENERAL INFORMATION GUIDE - CONTINUED</p> <p><u>EXPEDITED SERVICE</u> Carriers are not required to provide service on a certain date or within a definite period of time. However, their tariff does contain a rule to the effect that, upon request of the shipper a shipper may engage a specific amount of van space, which will be reserved for the shipper's exclusive use, and service will be provided on a date or dates specified by the shipper. The transportation charges for such expedited service are usually based upon a greater weight, and, usually are greater than the charges on shipments moved at the carrier's conveniences. Refer to Rule 10</p> <p><u>SMALL SHIPMENTS</u> All shipments are subject to a minimum weight of 500 pounds.</p> <p><u>STORAGE-IN-TRANSIT</u> In case you desire that your household goods be stored in transit, and delivered at a later date, you may usually obtain such service upon specific request. The length of time a shipment may be stored in transit is limited by the carrier's tariff, and additional charges are made for such service.</p> <p><u>LOSS OR DAMAGE</u> All claims for loss or damage must be filed with the carrier in writing. The carrier normally will be liable for the released value equal to \$6.00 times the actual weight of the shipment in pounds, the lump sum value, or replacement value protection declared by you, whichever is greater, unless you expressly release the shipment to value not exceeding sixty (60) cents per pound per article.</p>
43	THE PROVISIONS PREVIOUSLY SET FORTH IN THIS ITEM HAVE BEEN REMOVED.
<p>THIS SPACE LEFT BLANK INTENTIONALLY</p>	

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, SEE LAST PAGE.

SECTION II
 GENERAL RULES AND REGULATIONS

RULE NO.	RULES AND REGULATIONS – Concluded
44	<p style="text-align: center;">VOLUME MOVEMENTS OF HOUSEHOLD GOODS</p> <p>(a) Notwithstanding the provisions of Rules 16 and 17 hereof, a shipper shall be entitled to a five (5) percent reduction of the line haul rates set forth in the Table of Rates, Section VII of this Tariff, for each van load that is billed at a weight of 17,500 pounds or more under the following conditions:</p> <ol style="list-style-type: none"> (1) Shipper shall tender to carrier a shipment or shipments from one or more consignors at one origin to one or more consignees at one destination. (An origin or destination for the purposes of this rule shall either be a city or village and points within 8 miles thereof.) (2) If there is more than one shipment, all shipments shall be tendered to carrier at the same time. (3) The transportation performed by carrier shall require the operation of 10 or more fully or partially loaded cans from the origin to the destination. (4) The shipper shall be billed for each van load. (5) All traffic tendered shall be made available for loading within 21 calendar days commencing on the date the carrier makes the first pick-up. (6) All shipments that are to be loaded and consolidated on the can shall be made available for pick-up on the same day that the first of such shipments is loaded or the next succeeding day. <p>(b) If the actual weight of any of the 10 or more van loads is less than 17,500 pounds, shipper shall be billed either the rate for the actual weight or the rate for 17,500 pounds, less five (5) percent, whichever is lower.</p> <p>(c) All other tariff provisions shall apply to each shipment moved under this rule.</p>
45	<p style="text-align: center;">COLLECTION OF FREIGHT CHARGES ON HOUSEHOLD GOODS SHIPMENTS INVOLVING LOSS OR DESTRUCTION IN TRANSIT</p> <p>Collection of freight charges on household goods shipments involving loss or destruction in transit.</p> <ol style="list-style-type: none"> (a) No motor common carrier of household goods shall collect, or shall require shipper to pay, any published freight charges (including any charges for accessorial or terminal services) when that shipment is totally lost or destroyed in transit. The provisions of this subsection shall apply only to the transportation of household goods as defined in these rules. Notwithstanding any other provisions of this subsection, a carrier shall collect, and the shipper shall be required to pay, a specific valuation charge that may be due. This subsection shall not be applicable to the extent that any such loss or destruction is due to the act or omission of the shipper. (b) In the event that any portion, but less than all, or a shipment of household goods is lost or destroyed in transit, no motor common carrier of household goods shall collect, or shall require shipper to pay, at the time of delivery, that portion of its published freight charges (including any charges for accessorial or terminal services) corresponding to the portion of the 45 shipment which is lost or destroyed in transit. In order to calculate the charges applicable to the shipment as delivered, the carrier shall multiply the percentage corresponding to the portion of the shipment delivered by the total charges (including accessorial and terminal charges) applicable to the shipment as tendered by the shipper. If the charges computed in the manner set forth above exceed the charges otherwise applicable to the shipment as delivered, the lesser of those charges shall apply. The provisions of this subsection shall apply only to the transportation of household goods as defined in these rules. Notwithstanding any other provisions of this subsection, a carrier shall collect, and the shipper shall be required to pay, that proportion of any accessorial or terminal services rendered which correspond to the proportion of the shipment not lost or destroyed in transit and any specific valuation charge that may be due. The provisions of this subsection shall not be applicable to the extent that any such loss or destruction is due to the act or omission of the shipper. Carriers shall determine, at their own expense, the proportion of the shipment not lost or destroyed in transit. (c) The rights provided in this section are in addition to, and not in lieu of, any other rights which the shipper may have with respect to a shipment of household goods which is lost or destroyed, or partially lost or destroyed in transit, whether or not that shipper had exercised the right provided in paragraphs (a) and (b) of this section. (d) This section applies to residence moves and other shipments transported under paragraph 1 of Item 5 Commodity Description.
<p>THIS SPACE LEFT BLANK INTENTIONALLY</p>	

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, SEE LAST PAGE.

SECTION III
 ACCESSORIAL SERVICES

The rates and charges named in the following items will be in addition to all other rates and charges named herein. (See Rule 35).

PACKING CONTAINERS, PACKING AND UNPACKING

- 1) Packing Container charge includes packing containers and materials which remain the property of the consignee.
- 2) Packing rates include packing service of carrier-furnished containers.
- 3) Unpacking rates include unpacking service of carrier-packed containers and disposal of such containers and materials if requested by consignee.
- 4) Unpacking service and/or removal of customer material, if ordered, must be performed at the time of delivery unless consignee requests otherwise. If consignee requests that unpacking of carrier packed items and/or removal of customer material, subsequent to the time of delivery, the unpacking charges provided herein will apply subject to a minimum charge of \$56.65.
- 5) APPLICATION OF PACKING AND UNPACKING RATE COLUMNS:
 COLUMN "ST" – Column "ST" rates will apply when service is performed OTHER than Saturdays, Sundays and Holidays.
 COLUMN "OT" – Column "OT" rates will apply when service is performed on Saturdays, Sundays and Holidays at the written request of the shipper or his agent.

ITEM NO.	SUBJECT	CHARGES IN DOLLARS AND CENTS					
		PER	PACKING CONTAINER CHARGE	PACKING RATES		UNPACKING RATES	
				ST	OT	ST	OT
35	DISH PACK CARTON: (Not less than 5 cubic foot capacity)	Each	12.35	32.30	42.50	3.75	5.45
45	CARTONS:						
	1 ½ cu. ft. (Not less than 200 lb. test)	Each	3.60	8.70	12.20	2.00	2.70
	3 cu. ft. (Not less than 200 lb. test)	Each	4.50	12.85	17.50	2.00	2.70
	4 ½ cu. ft. (Not less than 200 lb. test)	Each	5.95	14.20	20.50	2.00	2.70
	6 cu. ft. (Not less than 200 lb. test)	Each	6.25	16.40	23.35	2.00	2.70
	Note 1 – When cartons of more than 1 ½ cu. ft. capacity are used and no rate is shown for the size carton used, charges shall be based on the rate for the next lower carton shown.						
	Note 2 – Length, width and depth by inches and cubical contents must be shown on all cartons.						
	Wardrobe Carton, not less than 10 cu. ft.....	Each	20.10	8.75	10.60	2.00	2.70
	Mattress Carton or Bag, crib bed size.....	Each	7.85	5.90	7.65	2.00	2.70
	Mattress Carton or Bag, twin bed size.....	Each	15.25	7.60	9.10	2.85	3.75
Mattress Carton or Bag, double bed size.....	Each	16.85	7.60	9.10	2.85	3.75	
Mattress Carton or Bag, king and queen bed size.....	Each	21.60	11.35	15.95	4.85	6.45	
Mirror Carton	Each	19.30	19.50	23.50	3.75	5.60	
Flat Screen Television Container Over 40 in.....	Each	40.00	30.00	30.00			
50	WOODEN BOXES OR CRATES: Gross Measurement of box or crate..... Minimum charge per box or crate.....	PER		CHARGES IN DOLLARS AND CENTS			
		cu. ft. or fraction thereof	...	\$12.00 \$60.00			
55	THE PROVISIONS PREVIOUSLY SET FORTH IN THIS ITEM HAVE BEEN REMOVED.						
65	THE PROVISIONS PREVIOUSLY SET FORTH IN THIS ITEM HAVE BEEN REMOVED.						
THIS SPACE LEFT BLANK INTENTIONALLY							

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, SEE LAST PAGE.

SECTION III - PACKING LABOR - Concluded
 (Other than named above)

The rates and charges named in the following items will be in addition to all other rates and charges named herein. (See Rule 35).			
APPLICATION			
The rates in this Item for packing labor will apply when labor is furnished by carrier and containers or materials are supplied by the shipper or its agent.			
ITEM NO.	SUBJECT	CHARGES IN DOLLARS AND CENTS	
		ST	OT
75	PACKING LABOR:		
	Packing Labor (per man, per hour)	\$36.20	\$48.85
NOTE 1 – Column “ST” will apply when work is performed during regular hours. Column “OT” will apply when work is performed at other than regular hours at the request of the shipper or his agent, see rule 14 NOTE 2 – The rates shown in the item for packing labor will apply when such labor is furnished by carrier and containers or materials are supplied by shipper or its agent			

SECTION IV
 TERMINAL SERVICES
 (Applies either at point of origin or destination)

The rates and charges in this section are in addition to all other rates and charges in Tariff. (See Rule 33).			
ITEM NO.	SUBJECT	PER	CHARGES IN DOLLARS AND CENTS
80	LOADING OR UNLOADING AT OTHER THAN REGULAR HOURS		
	For a regular crew of two (2) men, as specified in Rule 15(a) at request of shipper or consignee	Hundred Pounds	\$2.50
NOTE 1 – For application of other than regular hours, see rule 14			
85	INSPECTION OF CONTENTS		
	Inspection and listing of contents and containers and articles of furniture as referred to in Rule 4 (per man, per hour)	ST \$36.20	OT \$48.85
NOTE 1 – Column “ST” will apply when work is performed during regular hours. Column “OT” will apply when work is performed at other than regular hours at the request of the shipper or his agent, see rule 14 NOTE 2 – The rates shown in the item for packing labor will apply when such labor is furnished by carrier and containers or materials are supplied by shipper or its agent			

THIS SPACE LEFT BLANK INTENTIONALLY

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, SEE LAST PAGE.

SECTION IV
 TERMINAL SERVICES - Continued

The rates and charges in this section are in addition to all other rates and charges in Tariff. (See Rule 33).			
ITEM NO.	SUBJECT	PER	CHARGES IN DOLLARS AND CENTS
90	CARRYING CHARGE (FLIGHTS) See Rule 12. When Pickup or delivery requires that a shipment be carried up or down 1 or more flights of stairs, the following charge shall be made: For each flight.....	Hundred Pounds	\$2.15
	NOTE 1 – A flight shall consist of eight (8) but not more than twenty (20) steps. Steps less than eight (8) shall not be considered a flight. NOTE 2 – When stairs and elevator are both available, charge will be based upon the method that results in the lower cost to the shipper. NOTE 3 – Charges in this item will be determined on the actual weight of the shipment except that if the shipment is moving under the provision of Rule 6 (a) (2) or Rule 6 (g) the constructive weight specified in the rule under which the shipment is moving shall be used to determine charges.		
95 (C)	CARRYING CHARGE (DISTANCE) See Rule 12. When a shipment must be carried a distance of more than one hundred (100) feet to vehicle from point of pick-up or from vehicle to point of delivery after vehicle has been placed at position most accessible to any point of pick-up or delivery, the following charge shall be made for each extra carry of fifty (50) feet or fraction thereof, excepting the first one hundred (100) feet.....	Hundred Pounds	\$2.15
	NOTE 1 – An extra carry means each carriage of fifty (50) feet or fraction thereof outside after the first one hundred (100) feet, i.e. (a) outside the entrance door of a detached or single family dwelling or (b) outside the applicable individual apartment or office entrance door of a multiple occupancy building. NOTE 2 – Charges in this item will be determined on the actual weight of the shipment except that if the shipment is moving under the provision of Rule 6 (a) (2) or Rule 6 (g) the constructive weight specified in the rule under which the shipment is moving shall be used to determine charges.		
100	DISMANTLING, TAKING APART, SERVICING ARTICLES AND OTHER SERVICES See Rule 31. When dismantling, taking apart, servicing articles and other services are performed at the request of or for the account of the shipper or consignee, the following will apply. When services are performed by the carrier's regular employees, or by men regularly employed as movers of commodities herein, the following charges will make beginning after one-fourth (1/4) hour has been spent in accomplishing such services Per man, per hour	ST \$36.20	OT \$48.85
	NOTE 1 – For charges to apply for carrier servicing of household appliances, see Item 137, Section IV herein. NOTE 2 – Column "ST" will apply when work is performed during regular hours. Column "OT" will apply when work is performed at other than regular hours at the request of the shipper or his agent, see rule 14		
105	STOPPING IN TRANSIT TO COMPLETE LOAD OR UNLOAD See Rule 19. Applies either at point of origin or destination. The rates named herein provide for one pickup at point of origin and one delivery at point of destination. For each additional stop in transit to complete loading or to partially unload the charge will be.....	Stop	\$96.40
THIS SPACE LEFT BLANK INTENTIONALLY			

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, SEE LAST PAGE.

SECTION IV - Continued
 TERMINAL SERVICES

The rates and charges in this section are in addition to all other rates and charges in Tariff. (See Rule 33).

ITEM NO.	SUBJECT	PER	CHARGES IN DOLLARS AND CENTS
110	ELEVATOR SERVICE		
	See Rule 13. When an elevator is used in picking up or delivering a shipment, a charge shall be made to cover labor required to load and unload each elevator.....	Hundred Pounds	\$2.15
	NOTE 1 – When stairs and elevator are both available, charge will be based upon the method that results in the lower cost to the shipper. NOTE 2 – Charges in this Item will be determined on the actual weight of the shipment, except that if the shipment is moving under the provisions of Rule (a) (2) or Rule 6 (g) the constructive weight specified in the rule under which the shipment is moving shall be used to determine charges.		
115	EXTRA LABOR, ADDITIONAL MEN	ST	OT
	When it becomes necessary to use more than the regular crew of two (2) men to safely load or unload any article in the shipment or when the shipper requests expedited service, a charge will be made for each additional man, per hour, as follows:	\$36.20	\$48.85
	NOTE 1 – For rules regarding extra labor, see Rule 15. NOTE 2 – Column “ST” will apply when work is performed during regular hours. Column “OT” will apply when work is performed at other than regular hours at the request of the shipper or his agent, see rule 14 NOTE 3 – When it is necessary to use only one man in addition to the regular crew of two (2) men in the handling of a piano or organ, the charges set forth in this item shall be assessed for the time of the additional man in handling the piano or organ, but when it is necessary to use more than one additional man in the handling of a piano or organ, a charge for each additional man in excess of the regular crew of two (2) men and one additional man shall be made in accordance with the provision of this Item.		
120	THE PROVISIONS PREVIOUSLY SET FORTH IN THIS ITEM HAVE BEEN REMOVED.		
125	PIANO, ORGAN OR CHEST TYPE DEEP FREEZER CARRY CHARGES		CHARGES IN DOLLARS AND CENTS
	Use of elevator..... First flight..... Each additional flight.....		\$24.00 47.10 24.00
	The charges are in addition to charges named in Items 90 and 110 NOTE 1 – A flight shall consist of eight (8) but not more than twenty (20) steps. Steps less than eight (8) will not be considered a flight. NOTE 2 – The provisions of this Item will not apply to portable organs or toy pianos or organs. NOTE 3 – When stairs and elevator are both available, charge will be based upon the method that results in the lower cost to the shipper.		
THIS SPACE LEFT BLANK INTENTIONALLY			

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, SEE LAST PAGE.

SECTION IV - Continued
 TERMINAL SERVICES

The rates and charges in this section are in addition to all other rates and charges in Tariff. (See Rule 33).

ITEM NO.	SUBJECT	PER	CHARGES IN DOLLARS AND CENTS
	<p style="text-align: center;">STORAGE IN TRANSIT</p> <p>When, at the request of the shipper, a shipment is temporarily stored for a period not exceeding one hundred and eight (180) days, the following charges will apply (See Rule 32 and Notes 1, 2 and 4: Storage for each 30 days or fraction thereof.....</p>	100 Pounds	\$3.25
130	<p style="text-align: center;">PICKUP OR DELIVERY ON STORAGE IN TRANSIT SHIPMENTS</p> <p>Except as otherwise provided in Rule 32 when a shipment is stored in transit the following charges shall apply. (See Notes 2, 3 and 4):</p> <p>500 pounds or less to 999 pounds inclusive, (Break Point weight 803 pounds) 1000 pounds to 1999 pounds inclusive, (Break Point weight 1737 pounds) 2000 pounds to 3999 pounds inclusive, (Break Point weight 3674 pounds) 4000 pounds to 7999 pounds inclusive, (Break Point weight 7595 pounds) 8000 pounds to 9999 pounds inclusive, (Break Point weight 9956 pounds)..... 10,000 pounds and over.....</p>	<p style="text-align: center;">100 Pounds</p> <p style="text-align: center;">100 Pounds</p> <p style="text-align: center;">100 Pounds</p> <p style="text-align: center;">100 Pounds</p> <p style="text-align: center;">100 Pounds</p> <p style="text-align: center;">100 Pounds</p>	<p style="text-align: center;">\$23.15</p> <p style="text-align: center;">18.60</p> <p style="text-align: center;">16.10</p> <p style="text-align: center;">14.80</p> <p style="text-align: center;">14.05</p> <p style="text-align: center;">14.00</p>
	<p>WAREHOUSE HANDLING OF SHIPMENT WHILE STORED IN TRANSIT</p>	100 Pounds	\$5.75
<p>NOTE 1 – All charges for accessorial terminal and special services will apply in conjunction with shipments stored in transit. NOTE 2 – The pick-up or delivery transportation rate applying on any storage-in-transit shipment shall not exceed the charge rate applicable for the lowest weight in the next higher bracket. NOTE 3 – Storage In Transit charges and Warehouse Handling In Transit charges and Warehousing and Papering and Padding of Shipment Charges will be subject to a minimum charge of 500 pounds per shipment. NOTE 4 – Subject to the minimum charges in Note 3 hereof, charges in this Item will be determined on the actual weight of the shipment, except if that shipment is moving under the provisions of Rule 6(a) (2) or Rule 6(g) the constructive weight specified in the rule under the shipment is moving shall be used to determine charges.</p>			

THIS SPACE IS BLANK INTENTIONALLY

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, SEE LAST PAGE.

SECTION IV – Concluded
 TERMINAL SERVICES

The rates and charges in this section are in addition to all other rates and charges in Tariff. (See Rule 33).

ITEM NO.	SUBJECT	PER	CHARGES IN DOLLARS AND CENTS
135	<p>WAITING TIME AND DELAY</p> <p>When loading or unloading of vehicle is delayed at the request of or for account of shipper or consignee the following will apply (See Rule 21): PER VEHICLE.....</p> <p>NOTE 1: (a) For distances of from 100 miles to 200 miles the charge for waiting time shall be applied beginning one (1) hour after arrival of vehicle to load or unload. (b) For distances of from 200 miles to 300 miles the charge for waiting time shall be applied beginning two (2) hours after arrival of vehicle to load or unload. (c) For distances of from 300 miles to 400 miles the charge for waiting time shall be applied beginning three (3) hours after arrival of vehicle to load or unload. (d) Hours of delivery to be between 7:00 A.M. and 6:00 P.M., except that by mutual agreement between carrier, shipper or consignee, other hours may be specified. (e) Vehicles arriving before 6:00 P.M. must be allowed to complete loading or unloading of entire shipment. (f) Unless otherwise provided, when carrier is delayed while loading or unloading a shipment at request of or for account of the shipper or his agent, or the consignee or his agent, and when the charge shall be applied beginning after one-fourth (1/4) hour's delay. (g) The maximum charge per calendar day under this Item shall not exceed the applicable hourly charges for eleven (11) hours.</p>	Per Hour	\$32.95
	AUXILIARY SERVICE		
136	<p>When necessary for pickup or delivery except as provided in Item 135. Applies to all auxiliary pickup or delivery services request by shipper. (Applies only in connection with Rule 23).</p>	Hundred Pounds	\$10.00
		Minimum Charge	\$225.00
137	HOUSEHOLD APPLIANCES REQUIRING SPECIAL SERVICING	PER	CHARGES IN DOLLARS AND CENTS
	<p>When necessary for safe transportation (subject to request of the shipper, owner or consignee, and provisions of Rule 31): CARRIER SERVICING of appliances at origin:</p>	Article	\$32.95
	<p>First Article..... Each Additional Article.....</p>	Article	\$21.80
	<p>CARRIER SERVICING of appliances at destination: First Article..... Each Additional Article.....</p>	Article	\$21.80
		Article	\$13.45
140	WEIGHING AND REWEIGHING:		CHARGES IN DOLLARS AND CENTS
	<p>When upon request of either consignor or consignee a truck, van, trailer, or semi-trailer is weighed, or reweighed, empty or loaded, a charge will be made as noted in Paragraph (b) of Rule 7</p>		\$51.55
THIS SPACE IS BLANK INTENTIONALLY			

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, SEE LAST PAGE.

SECTION V
 SPECIAL SERVICES
 APPLICATION

The rates and charges in this section are in addition to all other rates and charges in Tariff. (See Rules 3, 4, 22, and 41).

ITEM NO.	SUBJECT	PER	CHARGES IN DOLLARS AND CENTS
145	<p style="text-align: center;">BRIDGE & FERRY TOLLS:</p> <p>When the transportation of a shipment requires the use of a bridge or ferry, the carrier may charge the shipper the actual cost of any tolls paid, including any tolls required on the return trip to the vehicle's home terminal.</p>	<p style="text-align: center;">Bridge or Ferry Toll</p>	<p style="text-align: center;">Actual Toll Paid</p>
150	THE PROVISIONS PREVIOUSLY SET FORTH IN THIS ITEM HAVE BEEN REMOVED.		

THIS SPACE IS BLANK INTENTIONALLY

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, SEE LAST PAGE.

SECTION V
 SPECIAL SERVICES
 APPLICATION

The rates and charges in this section are in addition to all other rates and charges in Tariff. (See Rules 3, 4, 22, and 41).

ITEM NO.	SUBJECT
151	<p style="text-align: center;">REPLACEMENT VALUE PROTECTION</p> <p>When a shipper orders, in writing, a protection under this item, the carrier shall be liable to the shipper for full replacement value of items which are lost or destroyed while in the carrier's custody, subject to the option below selected by the shipper.</p> <p>Protection under this item is subject to the shipment being declared or released to a minimum valuation of \$6.00 per pound times the actual net weight of the shipment.</p> <p><u>OPTION A – NO DEDUCTIBLE</u> For each \$100.00 or fraction thereof of declared or released value - \$0.90 each \$100.00</p> <p><u>OPTION B - \$300.00 DEDUCTIBLE</u> In consideration of a reduction in the rate to \$0.55 for each \$100.00 or fraction thereof declared or released value, the shipper assumes responsibility for the first \$300.00 of any claim in excess of that provided for in Note 1.</p> <p><u>STORAGE IN TRANSIT</u> On shipments or portions thereof which also involve storage-in-transit, an additional valuation charge will apply: 10% of the applicable storage-in-transit rate provided for in Item 130.</p> <p>NOTE 1 – if the shipper wishes to avoid these additional charges, he must agree that if any articles are lost or damaged, the carrier's liability will not exceed (60) cents per pound for the actual weight for any lost or damaged article in the shipment.</p> <p>NOTE 2 – When shipper submits a properly documented claim, for loss or for non-delivery of an inventoried item(s) and the carrier's investigation establishes the carrier's liability, carrier will reimburse shipper for the full replacement value of the lost items(s) even if the shipper has assumed a responsibility level pursuant to Option B.</p> <p>NOTE 3 – The carrier shall be liable to the shipper for the repair or cost of repairs to damaged items to the extent necessary to restore the item to the same condition as the item was in when received from the shipper by the carrier subject to the deductible level ordered by the shipper in the options above.</p>
155	THE PROVISIONS PREVIOUSLY SET FORTH IN THIS ITEM HAVE BEEN REMOVED.
<p>THIS SPACE IS BLANK INTENTIONALLY</p>	

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, SEE LAST PAGE.

SECTION V - Continued
 SPECIAL SERVICES
 APPLICATION

The rates and charges in this section are in addition to all other rates and charges in Tariff. (See Rules 3, 4, 22, and 41).

ITEM NO.	SUBJECT	CHARGES IN DOLLARS & CENTS
BULKY ARTICLES, LOADING AND UNLOADING CHARGES		
When a shipment includes bulky articles as named below, the following additional charge or weight additive will apply to each article and includes BOTH loading and unloading service, and applies each time loading and unloading service is required (except when loading and unloading service is for the carrier's convenience). Loading and unloading service includes the handling and blocking of such article. (See Notes 1 through 9)		
161	AUTOMOBILES, sedan, coupe, convertible, roadster, hatchback, liftback, station wagons; TRUCKS, pickup, any size, without mounted campers or camper shells; DUNE BUGGIES AND SPECIALTY MOTOR VEHICLES, (not otherwise provided for herein) (except go-carts and three or four-wheel terrain cycles	\$185.50
161	MOTORYCYCLES,; MOTORBIKES; GO CARTS; THREE OR FOUR-WHEEL ALL TERRAIN CYCLES; RIDING MOWERS; OR TRACTORS (less than 25 horsepower); SNOW MOBILES; MOTORIZED GOLF CARTS; JET SKIS; TRAILERS INCULDING UTILITY AND POP-UP TRAILERS less than 14 feet in length; AND CANOES, SKIFFS, ROWBOATS, DINGHIES, SCULLS, AND KAYAKS less than 14 feet in length (mounted or unmounted on trailers (excluding toys and articles capable of being hand carried by one person and/or transported in standard cartons	\$92.90
Continued	BOATS, CANOES, SKIFFS, ROWBOATS, KAYAKS, SAILBOATS AND BOAT TRAILERS.....	See Note 1
Next Page	FARM EQUIPMENT; FARM IMPEMENTS; FARM TRAILERS or TRACTORS (25 horsepower and over); STRETCH LIMOSINES (Auto); TRUCKS, pickup, any size with camper or camper shells mounted thereon; VANS, any size and SPORT UTILITY TRUCKS.....	\$289.90
	TRAILERS, INCLUDING UTILITY AND POP-UP TRAILERS 14 ft. or over in length (except boat trailers, travel camper trailers/mini-mobile homes)	See Note 1
	CAMPER OR CAMPER SHELLS MOUNTED on pickup trucks.....	See Note 1
	PLAYHOUSES, TOOL SHEDS; UTILITY SHEDS; ANIMAL HOUSES/KENNELS; DOLL HOUSES; BATH OR HOT TUBS; SPAS; WHIRLPOOLS BATHS; JACUZZIS (transported set-up, not dismantled (excluding articles capable of conveniently hand carried by one person and/or transported in standard cartons.....	\$175.20
	PIPE ORGANS, GRAND PIANOS, HARPSICHORDS and all types of PIANOS, and ORGANS (any size) (excluding portable organs, pianos, harpsichords capable of being conveniently hand carried by one person) (Also refer to Items Nos 110 and 125 for applicable flight carry and elevator charges.).....	\$104.50
	SATELLITE TELEVISION/RADIO RECEIVING DISCS/DISHES, INCLUDING MOUNTS, STANDS, AND ACCESSORIAL EQUIPMENT.....	\$139.05
	GRANDFATHER CLOCKS OR GRANDMOTHER CLOCKS (transported set-up, not dismantled)	\$46.50
THIS SPACE IS BLANK INTENTIONALLY		

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, SEE LAST PAGE.

SECTION V
 SPECIAL SERVICES
 APPLICATION

The rates and charges in this section are in addition to all other rates and charges in Tariff. (See Rules 3, 4, 22, and 41).

ITEM NO.	SUBJECT
161 Concluded	<p style="text-align: center;">BULKY ARTICLES, LOADING AND UNLOADING CHARGES - CONTINUED</p> <p>NOTE 1 – WEIGHT ADDITIVES: When a shipment included any of the following item(s), the transportation charges will be based on the net scale weight of the shipment, plus a weight additive calculated in accordance with the table shown below:</p> <ul style="list-style-type: none"> (a) AIRPLANES, GLIDERS (except hang gliders), or UNTRALIGHTS: 120 pounds per linear foot of total length of the fuselage. (b) CAMPER SHELLS, any size not mounted on trucks; BOATS AND SAILBOATS less than 14 feet in length (mounted or unmounted on trailers); and CANOES, SKIFFS, ROWBOATS, DINGHIES, SCULLS, AND KAYAKS 14 feet and over in length (mounted or unmounted on trailers): 700 pounds. (c) BOATS AND SAILBOATS 14 ft. and over in length: 250 pounds. (d) BOAT TRAILERS; any length 1600 pounds. (e) TRAVEL CAMPER TRAILERS/MINI-MOBILE HOMES (other than utility and pop-up trailers): CAMPERS (excluding camper shells) NOT MOUNTED ON TRUCKS; OR HORSE TRAILERS: 7000 pounds. <p>NOTE 2: Classification/Weight Additive provisions are applicable on boats, sailboats, canoes, skiffs, rowboats, dinghies, sculls, and kayaks without regard to whether such articles are mounted or unmounted on trailers. The Weight Additive named above for boat trailers any length applies in addition to these provisions.</p> <p>NOTE 3: When a shipment contains two or more articles subject to the weight additive, the total weight additives for that shipment will be the sum of the individual additive for each bulky article calculated separately.</p> <p>NOTE 4: In determining lengths for the purpose of this item, all fractions of a foot will be disregarded.</p> <p>NOTE 5: The length of boats, canoes, skiffs, rowboats, kayaks or sailboats shall be determined by the straight center ling distance between the top center point of the transom and a point perpendicular with the foremost part of the bow. Manufacturer's "length overall" or "center line length" shall apply as the correct length for the purposes of this item in lieu of physical measurement by carrier.</p> <p>NOTE 6: Unless otherwise specifically provided, the Bulky Article Charge of the Weight Additive WILL APPLY for any of the articles contained in this item either whole or in a disassembled or partially disassembled condition, Weight Additives will be based on the longest applicable disassembled part. Refer to Note 4 herein for proper measurement of specified articles.</p> <p>NOTE 7: LOADING AND UNLOADING CHARGES include BOTH loading and unloading service and the handling and blocking of such article, and applies each time loading and unloading service is required, including shipments requiring storage-in-transit (except for carrier convenience.)</p> <p>NOTE 8: The provisions of this item will not apply when shipper orders Exclusive Use of a Vehicle under Rule 10.</p>

THIS SPACE LEFT BLANK INTENTIONALLY

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, SEE LAST PAGE.

SECTION VI

SAMPLE DOCUMENTS & FUEL SURCHARGE

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, SEE LAST PAGE.

SECTION VI
 (C) ESTIMATING SHEET (Electronic Equivalent Permitted)
 MICHIGAN INTRASTATE UNIFORM ESTIMATE
 ESTIMATED COST OF SERVICE

NAME OF CARRIER _____ PHONE _____
 ADDRESS OF CARRIER _____ DATE _____
 NAME OF SHIPPER _____ PHONE _____
 ADDRESS _____ PACKING DATE REQUESTED _____
 ORIGIN _____ DESTINATION _____ LOADING DATE REQUESTED _____
 NOTIFY OR CONTACTING ADDRESS _____ DELIVERY DATE REQUESTED _____

"NOTICE TO ESTIMATOR
 It is mandatory that the total cubic footage shown on the table for measurements be multiplied by SEVEN to determine the total estimated weight. Articles not to be shipped should be indicated by a "check mark" in the column provided on the table of measurements. For expedited service and in order to guarantee that the shipment will be moved on a specific date or within a definite period of time, a charge for vehicle space engaged by shipper of ___ cu.ft. @ 7 lbs. per cu.ft. or a minimum transportation charge of \$ ___ shall be made, subject to the actual weight if greater & to the resulting higher charges based upon the actual weight.

IMPORTANT NOTICE: This estimate covers only the articles and services listed. It is not a warranty or representation that the actual charges will not exceed the amount of the estimate. Common carriers are required by law to collect transportation and other service charges computed on the basis of rates shown in their lawfully published tariffs, regardless of prior rate quotations or estimates made by the carrier or its agents. Transportation charges are based upon the weight of the goods, transported, and such charges may not generally be determined prior to the time the goods are loaded on the van and weighed. No guarantee can be made as to the specific dates of pickup or delivery of your shipment, unless you make special arrangements with the carrier for expedited service, for which there will be an additional charge normally made."

ESTIMATED COST OF SERVICES: (Based on Michigan Movers & Warehousemen's Assoc. Agent, Freight Tariff MPSC MW No. _____)	ESTIMATED CHARGES
Miles _____ Estimated Weight _____	\$ _____
Plano or Organ Handling Charge _____	\$ _____
Extra Pick-up or Devilly at _____ per stop _____	\$ _____
Plano, Organ, or Chest Freezer Elevator or Flight Carry Charges _____	\$ _____
Pick-up or Delivery (for Transit Storage _____ @ _____ cwt. _____)	\$ _____
Storage in Transit _____ @ _____ cwt. per mo. _____	\$ _____
Warehouse handling, Papering & Padding _____ @ _____ cwt. _____	\$ _____
Flight or Distance Carry or Elevator Charge _____ @ _____ cwt. _____	\$ _____
Appliance Service Charges _____	\$ _____
Additional Transportation Charges _____	\$ _____
Additional liability charge (for liability on part of carrier in excess of that assumed when its lowest rates are charged) _____ \$ _____ @ _____	\$ _____
Labor _____ Man for _____ hrs. @ _____	\$ _____
Other Services _____	\$ _____

ESTIMATED COST OF CONTAINERS, AND PACKING AND UNPACKING SERVICES	CONTAINERS			PACKING			UNPACKING		
	Est. Number	Per Each	Total	Est. Number	Per Each	Total	Est. Number	Per Each	Total
BARREL, dish-pack, drum, etc		\$	\$		\$	\$		\$	\$
CARTONS: 1 1/2 Cu. Ft.									
3 Cu. Ft.									
4 1/2 Cu. Ft.									
6 Cu. Ft.									
WARDROBE CARTON									
CRIB MATTRESS CARTON									
MATTRESS CARTONS: Twin Bed Size									
Double Bed Size									
King or Queen Size									
MATTRESS COVERS, Paper or Plastic:	XXXXX	XXXXX	XXXXX	XXXXX	XXXXX	XXXXX	XXXXX	XXXXX	XXXXX
Twin Bed Size									
Double Bed Size									
King or Queen Size									
CARDBOARD CONTAINERS, Specially designed for mirrors, etc									
WOODEN BOXES or CRATES	XXXXX	XXXXX	XXXXX				XXXXX	XXXXX	XXXXX
MATTRESS COVERS, CLOTH (use of)	XXXXX	XXXXX	XXXXX				XXXXX	XXXXX	XXXXX

ALL CHARGES TO BE PAID IN CASH, MONEY ORDER OR CERTIFIED CHECK, BEFORE PROPERTY IS RELINQUISHED BY CARRIER OR CARRIER SHALL BILL:

Est. Con. Costs \$ _____ Est. Packing Costs \$ _____ Est. Unpacking Costs \$ _____

TOTAL CONTAINER, PACKING & UNPACKING COSTS \$ _____ Estimated Total Charges \$ _____

IMPORTANT: All charges must be paid in cash, money order or certified check before delivery.

Name _____
 Address _____
 City & State _____

Attention of: _____
 City & State _____

Name & Title of Estimator _____

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, SEE LAST PAGE.

SECTION VI
 (Reverse Side of Estimating Sheet)

Articles not to be Shipped	ARTICLE	Cu. Ft. Per pc.	No. of Pieces	Cu. Ft.	Articles not to be Shipped	ARTICLE	Cu. Ft. Per pc.	No. of Pieces	Cu. Ft.	Articles not to be Shipped	ARTICLE	Cu. Ft. Per pc.	No. of Pieces	Cu. Ft.
	LIVING ROOM					NURSERY					MICELLEANEOUS			
	Bench, Fireside or Piano	5				Bathinette	5				Ash or Trash Can	5		
	Bookcase	10				Bed, Youth or Day	30				Basket (Clothes)	5		
	Bookshelves, Sectional	5				Chair, Child's	5				Bicycle	10		
	Chair, Arm	10				Chair, High	5				Cardtable/Chair	2		
	Chair, Occasional	15				Chest	12				Cabinet, Filing	15		
	Chair, Overstuffed	25				Chest, Toy	5				Carriage, Baby	10		
	Chair, Rocker	12				Crib, Baby	10				Clothes, Hamper	5		
	Chair, Straight	5				Hobby Horse	5				Cot, Folding	10		
	Clock, Grandfather	20				Pen, Play	10				Fan	5		
	Davenport, 2 cushions	35				Table, Child's	5				Foot Lockers	5		
	Davenport, 3 cushions					Rug, Small or Pad	3				Golf Bag or Cart	2		
	Hidabed or stud.couch	50				Doll or Play Furniture	3				Rollaway Bed	20		
	Desk, Small or Winthrop	15									Sled	2		
	Desk, Secretary	35				KITCHEN					Step Ladder	5		
	Fireplace Equipment	5				Breakfast Suite Chairs	5				Stroller	5		
	Foot Stool	2				Breakfast Table	10				Suit Case	3		
	Lamp, Floor	3				Ironing Board	2				Tool Chest	10		
	Magazine Rack	2				Roaster	5				Tricycle or Car	5		
	Music Cabinet	10				Stool	3				Vacuum Cleaner	5		
	Piano, Baby Gr. or Upr.	70				Table	5				Wagon, Child's	5		
	Parlor Grand	80				Utility Cabinet	10				Work Bench	20		
	Spinnet	60												
	Radio or Phono, Table	2				APPLIANCES (Large)								
	Rugs, Large Roll or Pad	10				Air Conditioner, Window	10							
	Rugs, Small Roll or Pad	3				Dehumidifier	10							
	Tables, Dropif or Occas	12				Dishwasher	20							
	" Coffee, End or Nest	5				Dryer, Electric or Gas	25							
	Television Combination	25				Freezer: (Cu Capacity)								
	" or Radio Console	15				10 or less	30							
	Television Table Model	10				10 to 15	45							
	Wall Rack or What-Not	3				16 and over	60							
						Mangle or Ironer	12							
	DINING ROOM					Range, Electric or Gas	30				CONTAINERS			
	Breakfront	35				Refrigor: (Cu. Capacity)					Dishpack/drum/barr			
	Buffet	30				6 cu. ft. or less	30				Boxes, Wooden	3		
	Cabinet, Corner	20				7 to 10 cu. feet	35				" "	5		
	Chair	5				11 cu. ft. and over	40				" "	10		
	China Closet	25				Washing Machine	25				Carton	2		
	Server or Portable Bar	15				Sewing Machine	10				" "	3		
	Table, Extension	20				" Portable	2				" "	5		
	Tea Cart	10									" "	7		
	Rugs, Large or Pad	10				PORCH, OUTDOOR					Crates	5		
	Rugs, Small or Pad	3				FURNT AND EQUIPMENT					" "	10		
	Snack - Trays	2				Garden Hose & Tools					" "	15		
	BEDROOM					Ladder, extension					Trunk, Steamer	10		
	Bed, inc. Spring & Mattr:					Lawn Chairs					Trunk, Wardrobe	15		
	Double	60				Chairs, Folding					Wardrobe	15		
	Single or hollywood	40				Lawn Mover (Hand)								
	Bunk (Set of 2)	70				Lawn Mover (Power)								
	King Size	70				Lawn Mover (Riding)								
	Dresser or Chest	25				Outdoor Swings or Gym								
	" Double Mr. & Mrs.	35				Picnic Table								
	Cedar Chest	25				Picnic Bench								
	Chair, Boudoir	10				Port. Grill or Barbecue								
	Chair, Straight/Rocker	5				Porch Chair								
	Chaise Lounge	15				Rug, Large								
	Night Table	5				Rug, Small								
	Rugs, Large or Pad	10				Settee or Glider								
	Rugs, Small or Pad	3				Table					Total Col. 1			
	Vanity Dresser	20				Sand Box					Total Col. 2			
	" " Bench	3				Snowmobile					Total Col. 3			
	Wardrobe, Small	20				Umbrella					Grant Total			
						Wheelbarrow					Summary -- _____ cu. ft.			
	Sub. Total Col. 1					Sub. Total Col. 2					@ 7 lbs. per cu. ft. _____ lbs.			
											Estimated Total Weight _____ Lbs.			

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, SEE LAST PAGE.

(C) SECTION VI
 Inventory Sheet (Electronic Equivalent Permitted)

Contractor or Carrier		HOUSEHOLD GOOD DESCRIPTIVE INVENTORY		Page No.	No. of Pages
		Agent		Carrier's Reference No.	
Owner's Grade or Rating and Name				Contract or GBL No.	
Origin Loading Address		City	State	Govt. Service Order No.	
Destination				Van Number	
DESCRIPTIVE SYMBOLS BW-Black & White TV DBO-Disassembled by Owner C-Color TV PB-Professional Books CP-Carrier Packed PE-Professional Equipment PBO-Packed by Owner PP-Professional Papers CD-Carrier Disassembled		EXCEPTION SYMBOLS BE-Bent D-Dented M-Marred SC-Scratched BR-Broken F-Faded MI-Mildew SH-Short BU-Burned G-Gouged MO-Motheaten SO-Soiled CH-Chipped L-Loose R-Rubbed T-Torn CU-Contents & Condi- RU-Rusted W-Badly Worn tion Unknown Z-Badly Cracked		LOCATION SYMBOLS 1. Arm 7. Rear 2. Bottom 8. Right 3. Corner 9. Side 4. Front 10. Top 5. Left 11. Veneer 6. Legs 12. Edge	
NOTE: THE OMISION OF THESE SYMBOLS INDICATES GOOD CONDITION EXCEP FOR NORMAL WEAR					
ITEM NO.	CR. REF.	ARTICLES	CONDITION AT ORIGIN	EXCEPTIONS (IF ANY) AT DESTINATION	
1					
2					
3					
4					
5					
6					
7					
8					
9					
0					
1					
2					
3					
4					
5					
6					
7					
8					
9					
0					
1					
2					
3					
4					
5					
6					
7					
8					
9					
0					
ITEM NO.	REMARKS/EXCEPTIONS				

"We have checked all the items listed and numbered 1 to _____ inclusive and acknowledge that this is a true and complete list of the goods tendered and of the state of the goods received."

WARNING: _____ Before signing - Check shipment, count items and describe loss or damage in space on the right above

AT ORIGIN	Contractor, Carrier or Authorized Agent (Driver) (Signature)	Date	AT DESTI- NATION	Contractor, Carrier or Authorized Agent (Driver) (Signature)	Date
	Owner or Authorized Agent (Signature)			Owner or Authorized Agent (Signature)	

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, SEE LAST PAGE.

SECTION VI, Fuel Cost Price Adjustment - Surcharge

The following fuel surcharge in the amount shown in the schedule below will be added as a separate line item in addition to the normal freight charges when the cost of fuel reaches \$1.92 per gallon. Fuel-Related Cost Adjustment (Surcharge) will apply on linehaul transportation charges and transportation charges on shipments picked up and delivered into storage-in-transit, as described below:

1. On the first Monday of each calendar month, the "Midwest average" price of diesel fuel will be determined based on the price stated by the US Department of Energy (DOE), Energy Information Administration's (EIA) survey of "Retail OnHighway Diesel Prices." This price will be obtained by calling the DOE Fuel Hot Line at 202-586-6966 or via the DOE Internet website at www.eia.doe.gov.
2. If the first Monday of the calendar month is a Federal holiday, the price will be determined based on the stated DOE price available on the next subsequent business day (Tuesday).
3. Price Adjustment that will become applicable on the fifteenth (15th) day of the same month. The adjustment determined will apply for shipments loaded beginning on the 15th day of the month and remain in effect through the 14th day of the subsequent following month starting from the effective date of this item.

DOE Midwest Average Fuel Price	Fuel Surcharge Amount	DOE Midwest Average Fuel Price	Fuel Surcharge Amount	DOE Midwest Average Fuel Price	Fuel Surcharge Amount
\$1.92-\$1.969	\$.48 per mile	\$3.27-\$3.319	\$1.29 per mile	\$4.62-\$4.669	\$2.10 per mile
\$1.97-\$2.019	\$.51 per mile	\$3.32-\$3.369	\$1.32 per mile	\$4.67-\$4.719	\$2.13 per mile
\$2.02-\$2.069	\$.54 per mile	\$3.37-\$3.419	\$1.35 per mile	\$4.72-\$4.769	\$2.16 per mile
\$2.07-\$2.119	\$.57 per mile	\$3.42-\$3.469	\$1.38 per mile	\$4.77-\$4.819	\$2.19 per mile
\$2.12-\$2.169	\$.60 per mile	\$3.47-\$3.519	\$1.41 per mile	\$4.82-\$4.869	\$2.22 per mile
\$2.17-\$2.219	\$.63 per mile	\$3.52-\$3.569	\$1.44 per mile	\$4.87-\$4.919	\$2.25 per mile
\$2.22-\$2.269	\$.66 per mile	\$3.57-\$3.619	\$1.47 per mile	\$4.92-\$4.969	\$2.28 per mile
\$2.27-\$2.319	\$.69 per mile	\$3.62-\$3.669	\$1.50 per mile	\$4.97-\$5.019	\$2.31 per mile
\$2.32-\$2.369	\$.72 per mile	\$3.67-\$3.719	\$1.53 per mile	\$5.02-\$5.069	\$2.34 per mile
\$2.37-\$2.419	\$.75 per mile	\$3.72-\$3.769	\$1.56 per mile	\$5.07-\$5.119	\$2.37 per mile
\$2.42-\$2.469	\$.78 per mile	\$3.77-\$3.819	\$1.59 per mile	Over \$5.119	See note 1
\$2.47-\$2.519	\$.81 per mile	\$3.82-\$3.869	\$1.62 per mile		
\$2.52-\$2.569	\$.84 per mile	\$3.87-\$3.919	\$1.65 per mile		
\$2.57-\$2.619	\$.87 per mile	\$3.92-\$3.969	\$1.68 per mile		
\$2.62-\$2.669	\$.90 per mile	\$3.97-\$4.019	\$1.71 per mile		
\$2.67-\$2.719	\$.93 per mile	\$4.02-\$4.069	\$1.74 per mile		
\$2.72-\$2.769	\$.96 per mile	\$4.07-\$4.119	\$1.77 per mile		
\$2.77-\$2.819	\$.99 per mile	\$4.12-\$4.169	\$1.80 per mile		
\$2.82-\$2.869	\$1.02 per mile	\$4.17-\$4.219	\$1.83 per mile		
\$2.87-\$2.919	\$1.05 per mile	\$4.22-\$4.269	\$1.86 per mile		
\$2.92-\$2.969	\$1.08 per mile	\$4.27-\$4.319	\$1.89 per mile		
\$2.97-\$3.019	\$1.11 per mile	\$4.32-\$4.369	\$1.92 per mile		
\$3.02-\$3.069	\$1.14 per mile	\$4.37-\$4.419	\$1.95 per mile		
\$3.07-\$3.119	\$1.17 per mile	\$4.42-\$4.469	\$1.98 per mile		
\$3.12-\$3.169	\$1.20 per mile	\$4.47-\$4.519	\$2.01 per mile		
\$3.17-\$3.219	\$1.23 per mile	\$4.52-\$4.569	\$2.04 per mile		

Note 1: If the DOE Midwest average price of diesel fuel exceeds \$5.119, the fuel surcharge will be increased by 3 cents per mile for each 5 cent increase in fuel per gallon

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, SEE LAST PAGE.

SECTION VI Continued
Fuel Cost Price Adjustment – Surcharge

STORAGE IN TRANSIT FUEL SURCHARGE

When the DOE Price Per Gallon reported on the first Monday of the Month is:	The Fuel Cost Adjustment Factor that becomes effective on the 15 th day of the same month is:
Less than \$1.534	0%
From \$1.534 to \$1.632	1.0%
From \$1.633 to \$1.732	2.0%
From \$1.733 to \$1.831	3.0%
From \$1.832 to \$1.930	4.0%
From \$1.931 to \$2.029	5.0%
From \$2.030 to \$2.130	6.0%
From \$2.131 to \$2.230	7.0%
From \$2.231 to \$2.330	8.0%
From \$2.331 to \$2.430	9.0%
From \$2.431 to \$2.530	10.0%
From \$2.531 to \$2.630	11.0%
Over \$2.630	(See Note 1)

Note 1: If the DOE fuel price per gallon exceeds \$2.630, the 11% fuel surcharge, subject to paragraphs 1 through 4 herein, will be increased by an additional 1% for every 10 (\$0.10) cents, or fraction thereof, per gallon increase in the price above \$2.630 per gallon.

Note 2: Notwithstanding any other provisions in this tariff, the Fuel Cost Adjustment Factor WILL APPLY to transportation charges applicable on storage-in-transit shipments when such shipments are delivered to or removed from the storage-in-transit location during the period that the Fuel Cost Adjustment Factor is in effect.

Note 3: The Fuel Cost Adjustment Factor WILL BE SHOWN SEPARATELY from the transportation charges on carrier transportation documents for the purpose of identifying the amount as special fuel-related revenue.

Note 4: Fractions obtained in the calculation of the Fuel Cost Adjustment Factor will be disposed of as provided in Rule 29 of this tariff.

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, SEE LAST PAGE.

SECTION VII

TRANSPORTATION RATES

APPLICATION

RATES APPLY ON:

Shipments released to a value not exceeding 60 cents per pound per article

Shipments transported between points within the State of Michigan (Except as provided in Section VIII)

NOTE 1: Rates and charges apply without additional valuation charges when shipment is released to a value not exceeding 60 cents per pound per article. When shipment is not released to a value not exceeding 60 cents per pound per article the shipper declares a valuation on the entire shipment, rates herein apply plus Valuation Charges named in Item 151.

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, SEE LAST PAGE.

SECTION VIII

INDIVIDUAL CARRIER EXCEPTIONS

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, SEE LAST PAGE.

PERCENTAGE INCREASE/DECREASE FORMULA

Multiply the explicitly stated transportation rate or charge shown in the referenced sections or items by the stated percentage to obtain the charges to apply

All Around Moving, Inc., Authority L-20874
 To or From: Monroe, Oakland, Macomb, Wayne and Washtenaw Counties

<u>Section III</u>	<u>Section IV</u>	<u>Section V</u>	<u>Section VII</u>
80%	80%	80%	80%

Ben & Elaine Harris, d/b/a Make Way Move All, Authority L-20646
 From: Alcona, Ogemaw, Iosco, and Arenac Counties

<u>Items 35, 45, 90, 95, 105, 110, 125, 161</u>	<u>Section VII</u>
90%	90%

Eberly Transportation, Inc. d/b/a Two Men And A Truck of Greater Lansing, Inc., Authority L-25119

<u>Section VII</u>
85%

Frank Hunter & Son, Inc., Authority L-05862

<u>Section III</u>	<u>Section IV</u>	<u>Items 145, 155, 161, 165, 170</u>	<u>Section VII</u>
85%	85%	85%	85%

Phase Six Moving LLC d/b/a Grand Rapids North Two Men and A Truck, Authority 33905

<u>Section II</u>
85%

(C) Jarrs, Inc. d/b/a Two Men And A Truck/Genesee County, Authority 32256

<u>Section VII</u>
90%

Jeff Snyder Enterprises, LLC d/b/a Two Men and a Truck of Jackson, Authority L-29121

<u>Section III</u>	<u>Item 130</u>	<u>Section VII</u>
80%	80%	80%

Kingsley Moving Systems, LLC, Authority L-34172

<u>Section III</u>	<u>Item 130</u>	<u>Section VII</u>
80%	80%	80%

Marching Ant Moving and Delivery Service LLC, Authority 35383

<u>Section VII (5,000 lbs. and more)</u>
80%

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, SEE LAST PAGE.

PERCENTAGE INCREASE/DECREASE FORMULA

Multiply the explicitly stated transportation rate or charge shown in the referenced sections or items by the stated percentage to obtain the charges to apply

North Oakland Enterprises, LLC d/b/a Two Men And A Truck/North Oakland/Lapeer, Authority 33899

Section VII
90%

Phase Six, LLC d/b/a Two Men And A Truck Grand Rapids North, Authority 33905

Section III	Section IV	Items 145, 155, 161, 165, 170	Section VII
85%	85%	85%	85%

Potter Warehouse and Transfer Company, Authority L-21774

Section III	Section IV	Section V	Section VII
80%	80%	80%	80%

Silverback Moving Inc., Authority L-34804

Section III	Item 130	Section VII
80%	80%	80%

(A) Sorber, Inc. d/b/a Two Men And A Truck of Grand Rapids, Authority L-25105

Section VII
90%

Stevens Transportation Co., Inc., Authority L-1176
 Shipments 6,000 lbs. and over

Section VII
80%

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, SEE LAST PAGE.

PERCENTAGE INCREASE/DECREASE FORMULA

Multiply the explicitly stated transportation rate or charge shown in the referenced sections or items by the stated percentage to obtain the charges to apply

THIS PAGE LEFT BLANK INTENTIONALLY

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, SEE LAST PAGE.

PERCENTAGE INCREASE/DECREASE FORMULA

Multiply the explicitly stated transportation rate or charge shown in the referenced sections or items by the stated percentage to obtain the charges to apply

THIS PAGE LEFT BLANK INTENTIONALLY

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, SEE LAST PAGE.

PERCENTAGE INCREASE/DECREASE FORMULA

Multiply the explicitly stated transportation rate or charge shown in the referenced sections or items by the stated percentage to obtain the charges to apply

THIS PAGE LEFT BLANK INTENTIONALLY

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, SEE LAST PAGE.

ABBREVIATIONS AND REFERENCE MARKS

Apt.	Apartment	(N)	Denotes new item not previously published
Cu.	Cubic	CVED	Michigan State Police Commercial Vehicle Enforcement Division
Elev.	Elevator	DOT	Department of Transportation
Ft.	Foot or Feet	ICC	Interstate Commerce Commission
(R)	Decrease in rate or charge	MPSC	Michigan Public Service Commission
(C)	Change in wording which results in neither an increase nor a decrease	Pc.	Piece
(E)	Denotes Elimination	(A)	Increase in rate or charge
		(D)	No Increase in rate or charge

THIS SPACE LEFT BLANK INTENTIONALLY

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, SEE LAST PAGE.