



TWDW-100 TARIFF

ITEM 510 - DETENTION WITH POWER UNIT

This item applies when 2 Day vehicles with power units are delayed or detained (through no fault of 2 Day) either on the premises of the Customer or as close thereto as conditions will permit, subject to the following:

When 2 Day's employee assists in loading, unloading or checking the freight, this item will apply whether or not the power unit is actually detained.

When the consignee, for whatever reason and through no fault of 2 Day, is unable to complete the unloading process, the remaining undelivered freight may be placed in storage. This freight shall be subject to all accrued detention charges up to the time freight is placed in storage and shall immediately become subject to storage charges. If the freight is later tendered for delivery, the charge for redelivery will apply, and detention charges as provided herein will immediately become applicable.

When, through no fault of 2 Day, the loading or unloading of a vehicle with power cannot be completed at the end of a normal business Day:

1. Customer may request that the vehicle without power remain at its premises. However, free time will cease immediately at the time request is made and detention charges for vehicle without power will be applied.
2. Customer may request that the vehicle with power be returned to 2 Day's premises. At that time, computation of any remaining free time will cease. That portion of the shipment in 2 Day's possession is subject to storage as provided. When the vehicle is returned to Customer's premises, computation of any remaining free time will resume. The portion of a shipment that is redelivered is subject to redelivery charges.

Computation of time:

Computation of free time shall begin upon notification by the driver to the responsible representative of the Customer of the arrival of the vehicle for loading or unloading. Time shall end upon completion of loading and receipt by the driver of a signed bill of lading or receipt for delivery.

When consignor tenders or consignee receives more than one shipment at one time, the combined weight will be used to determine free time.



Free time

Free time per vehicle stop shall be as follows:

Loose freight, floor-loaded

Actual Weight (in pounds)	Free Time
Less than 5,000	45
5,000 through 9,999	60
10,000 through 19,999	105
20,000 through 31,999	150
32,000 through 40,000	180

Palletized freight

Actual Weight (in pounds)	Free Time
Less than 5,000	30
5,000 through 9,999	45
10,000 through 19,999	60
20,000 through 31,999	90
32,000 through 40,000	120

Charges

When the loading or unloading is delayed, the charge per vehicle for each 30 minutes, or fraction thereof, beyond free time will be \$40.00.