



**LTL ACCESSORIAL PRICE LIST**  
(Rates and Charges Stated In U.S. Currency)

Effective 4/14/2011

<b>Appointment Fee</b>	\$20 per bill of lading
<b>Blind Shipments</b>	When a third party controls the movement of the freight but does not want the shipper or consignee to know the name of the other, a charge of \$90 per bill of lading will be assessed.
<b>Border Crossing Fee</b>	\$20 per bill of lading
<b>COD Fee</b>	6% of the COD amount, subject to a minimum charge of \$60
<b>Corrected Bill of Lading</b>	\$15.00 per bill of lading
<b>Cubic Capacity Rule</b>	If the shipment's density in pounds per cubic foot is less than 4PCF and the shipment exceeds 750 cubic feet or 13 linear feet, charges will be based on the actual weight rated at class 92.5 without the customer's discount.
<b>Exclusive Use of the Trailer</b>	Shipments will not be entitled to the exclusive use of the vehicle or trailer in which it is to be transported. Any shipment requiring exclusive use of a trailer will require a spot quote based on the capacity and restrictions given.
<b>Expedited</b>	Any shipment that requires delivery before the standard transit time will require expedited service. All Expedited shipments will require a spot quote based on the capacity and restrictions given.
<b>Extra Labor</b>	When the shipper or receiver requests the carrier to furnish additional labor to be provided for loading or unloading a charge of \$80.00 per man hour, subject to a minimum charge of \$300.00 per occurrence will be assessed.
<b>Extreme Length</b>	Articles exceeding 14' in length will be assessed an additional charge of \$45.00 per bill of lading
<b>Fuel Surcharge</b>	See fuel addendum
<b>Grocery Warehouse Delivery</b>	\$5.50 per cwt, subject to a minimum charge of \$55
<b>Guaranteed Delivery</b>	Shipments requiring guaranteed delivery within the standard transit time will be assessed an additional charge of 20% of the total charges, subject to a minimum charge of \$40.00. Shipments must be available for pick up before 1700 on the day of pick up.
<b>Hazardous Materials Surcharge</b>	\$18 per bill of lading
<b>High Cost Delivery</b>	\$100 per bill of lading. Locations subject to a high cost delivery charge include: NY (100-102 zip codes) MA (02535, 02539, 02552, 02557, 02568, 02573, 02575)
<b>Inside Pick Up or Delivery</b>	\$7.50 per cwt, subject to a minimum charge of \$75.00. Inside delivery will also apply to any shipment where the shipper or consignee requires the carrier to move the shipment to any location that is not immediately adjacent to the vehicle.
<b>Lift Gate Service</b>	\$4.00 per cwt, subject to a minimum charge of \$65.00
<b>Limited Access Pick Up or Delivery</b>	\$3.25 per cwt, subject to a minimum charge of \$55.00. Locations subject to a limited access charge include: Amusement Parks Construction Sites Farms Places of Worship Campgrounds Country Clubs Storage Units Estates Mines Rectories Exhibitions Secured Locations Fairs Schools
<b>Marking or Tagging</b>	\$2.00 per label, subject to a minimum charge of \$30.00 when the customer provides prepared labels

J.B. Hunt Transport, Inc.

[Company Name]

By: \_\_\_\_\_

By: \_\_\_\_\_

Name: Mark Mathias

Name: \_\_\_\_\_

Title: Director, Pricing Administration

Title: \_\_\_\_\_

Date: \_\_\_\_\_

Date: \_\_\_\_\_



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	\$4.00 per label, subject to a minimum charge of \$50.00 when prepared labels are not provided
<b>Notify Prior to Delivery</b>	\$15 per shipment
<b>Protect From Freezing</b>	Commodities which require protective service because of the threat of freezing will be charged \$3.00 per cwt, subject to a minimum charge of \$50.00. Service will be available for shipments moving between November 1 and March 31.
<b>Reconsignment</b>	Reconsignment prior to delivery = Current class rates + \$40 Reconsignment after delivery = Current class rates with discount
<b>Redelivery</b>	When a shipment must be redelivered due to no fault of the carrier, the shipment will be assessed a charge of \$4.50 per cwt, subject to a minimum charge \$50.00 and a maximum charge of \$385.00.
<b>Released Values</b>	Subject to conditions named in the NMFC listed by commodity, not to exceed \$100,000 per occurrence and pursuant to the Limitation of Liability listed herein.
<b>Residential Pick Up or Delivery</b>	\$7.00 per cwt, subject to a minimum charge of \$86.00 and a maximum charge of \$225.00
<b>Shipments Moving In-Bond</b>	\$3.75 per cwt, subject to a minimum charge of \$85.00.
<b>Single Shipment Fee</b>	Waived
<b>Sort and Segregate</b>	\$0.97 per piece or \$1.66 per cwt whichever is greater, subject to a minimum charge of \$63.00 and a maximum charge of \$225.00
<b>Storage</b>	Freight not delivered due to no fault of the carrier shall be charged a fee of \$2.00 per cwt per day, subject to a minimum charge of \$35.00 per day and a maximum charge of \$125.00 per day, per vehicle
<b>Weekend or Holiday Pick Up or Delivery</b>	When a customer requests a pick up or delivery on Saturday, Sunday, or Holidays, a charge of \$175.00 per man hour, subject to a minimum charge of \$600.00 will be assessed.
<b>Weight and Inspection Fee</b>	\$10.00 per bill of lading
<b>Claims</b>	J.B. Hunt's liability for claims resulting from trailers being pulled into Mexico is limited to the extent of Mexican Law.
<b>Payment Terms</b>	Payment is due within fifteen (15) days of invoice date. Payment for all invoices not received within thirty (30) days of invoice date is subject to a late fee of \$10.00 per freight bill per month plus interest at the rate of 1.5% per month. Offsetting of freight charges will not be permitted.
<b>Undercharge/Overcharge Claims</b>	All claims for overcharge, undercharge, clerical errors or for duplicate payment on any freight bill shall be made within one hundred eighty (180) days from the date of receipt of the original invoice containing such contested payment, or be barred from collection.

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<b>Limitation of Liability</b>	A. Maximum liability on shipments subjected to spot quotes will be \$2.00 per pound per package and not to exceed \$10,000 per shipment.																																																									
	B. The maximum value per pound per package allowed shall be determined as follows:																																																									
	<table border="0"> <thead> <tr> <th align="center"><u>Class</u></th> <th align="center"><u>Maximum Liability</u></th> <th align="center"><u>Per Pound</u></th> </tr> </thead> <tbody> <tr><td align="center">50</td><td align="center">\$</td><td align="center">0.50</td></tr> <tr><td align="center">55</td><td align="center">\$</td><td align="center">0.80</td></tr> <tr><td align="center">60</td><td align="center">\$</td><td align="center">1.00</td></tr> <tr><td align="center">65</td><td align="center">\$</td><td align="center">1.60</td></tr> <tr><td align="center">70</td><td align="center">\$</td><td align="center">2.60</td></tr> <tr><td align="center">77.5</td><td align="center">\$</td><td align="center">3.40</td></tr> <tr><td align="center">85</td><td align="center">\$</td><td align="center">5.20</td></tr> <tr><td align="center">92.5</td><td align="center">\$</td><td align="center">5.60</td></tr> <tr><td align="center">100</td><td align="center">\$</td><td align="center">6.00</td></tr> <tr><td align="center">110</td><td align="center">\$</td><td align="center">6.50</td></tr> <tr><td align="center">125</td><td align="center">\$</td><td align="center">7.00</td></tr> <tr><td align="center">150</td><td align="center">\$</td><td align="center">8.00</td></tr> <tr><td align="center">175</td><td align="center">\$</td><td align="center">8.60</td></tr> <tr><td align="center">200</td><td align="center">\$</td><td align="center">9.50</td></tr> <tr><td align="center">250</td><td align="center">\$</td><td align="center">9.70</td></tr> <tr><td align="center">300</td><td align="center">\$</td><td align="center">10.00</td></tr> <tr><td align="center">400</td><td align="center">\$</td><td align="center">10.00</td></tr> <tr><td align="center">500</td><td align="center">\$</td><td align="center">10.00</td></tr> </tbody> </table>	<u>Class</u>	<u>Maximum Liability</u>	<u>Per Pound</u>	50	\$	0.50	55	\$	0.80	60	\$	1.00	65	\$	1.60	70	\$	2.60	77.5	\$	3.40	85	\$	5.20	92.5	\$	5.60	100	\$	6.00	110	\$	6.50	125	\$	7.00	150	\$	8.00	175	\$	8.60	200	\$	9.50	250	\$	9.70	300	\$	10.00	400	\$	10.00	500	\$	10.00
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C. Actual class will be determined based on the National Motor Freight Classification Series 100, or at an exception class, whichever is less.																																																										
D. In the event that the rating class is less than the actual class of the freight, such as an FAK, the rating class will be used to determine the value of the freight.																																																										
E. In the event that a specific Released Value stated in the National Motor Freight Classification Series 100 is less than the maximum liability per pound stated in B above, the liability will be subject to the Released Value in the National Motor Freight Classification Series 100.																																																										
F. If the shipper does not properly describe the freight on the Bill of Lading or uses a description of "FAK" or "Freight All Kinds" or other language that does not properly identify the commodities shipped, subsequent claims for shortage or damage will be based on the lowest value of any commodity contained in the shipment.																																																										
G. The following property will not be accepted for shipment alone or accompanying other articles: Bank Bills, Credit Cards, Deeds, Jewelry (except costume jewelry), Letters, Marble Figures, Museum Articles or Articles of Antiquity, Original Works of Art, Currency, Postage Stamps, Precious Stones or Metals																																																										
H. Electronics, including visual communicating or monitoring devices, televisions, video monitors, computers, radios, servers, projection equipment, or similar articles will be limited to \$5.00 per pound.																																																										
I. When multiple commodities are shipped together, the released value will be determined by multiplying the value per pound of each individual commodity shipped by the released value per pound as determined by sections A through H above.																																																										

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