

Expedited Mode Optimizer

Mode	What is it?	How is it priced?	When is it used?	Watch out for....
Standard LTL Guaranteed	Service using standard LTL network; but delivery is guaranteed by a certain time	Standard NMFC class structure, with an upcharge percentage and minimum for guarantee	This is an economical way to be assured of delivery time	Using this with expectations beyond normal LTL transit delivery
Time Definite Guaranteed LTL	Service using standard LTL network; but delivery is guaranteed at a specific time defined by the shipper	Can be LTL/NMFC Class based, with adjustment for time specific, guaranteed service; or per pound, subject to dimensional weight	Very cost-effective and reliable option when ground transit time is acceptable. Excellent alternative to airfreight	Communication. Be sure you and your provider agree on commitment
Exclusive Truck (ET)	Use of a vehicle solely for your shipment, direct from shipper to consignee. Equipment is sized to meet shipment demands	Per equipment type (i.e. cargo van, straight truck, tractor trailer); per mile; subject to minimums and accessorials	High reliability and security. Use when direct transit is needed in place of airfreight. Best for skidded shipments	Shipment size accuracy. If wrong size truck arrives and your dimensions were the cause, you will incur dry run charges and delay shipment
Blended Modes	Solution "blends" more than one mode to meet need. Could be combination of LTL and exclusive truck, or exclusive truck and air, or LTL and air; etc	Combination of LTL Class, per pound and per mile. Blended solution generates one single, all-inclusive rate for service	Can be a cost/transit compromise between ground and air, in the right circumstance	Providers who do not offer this service
Commercial Airfreight	Next or 2-day service using commercial passenger airlines for linehaul. Pickup and delivery is handled by provider or agent(s).	Per pound, subject to minimums, dimensional weight and accessorials. Special pickup and delivery charges may also apply (flat or per pound)	Fastest way to move cargo (long distance) besides Next Flight Out (NFO) and charter.	Cargo capacity is limited. No skidded freight. Must comply with TSA regulations. Can be bumped off flights for a variety of reasons.
Heavyweight Airfreight	Next or 2-day service using all-cargo airlines for linehaul. Pickup and delivery is handled by provider or its agent(s).	Per pound, subject to minimums, dimensional weight and accessorials. Special pickup and delivery charges may also apply (flat or per pound).	Skidded, heavyweight cargo that needs to move more than 600 miles for overnight service; and more than 1200 miles for 2-day service.	Early cutoff times in some areas means freight must be ready early. Can be bumped off flights for a variety of reasons.
Next Flight Out (NFO)	Same-day service using commercial passenger airlines for linehaul. Pickup and delivery is handled by provider or agent(s).	Usually flat fee per box or per pound, subject to minimums, dimensional weight and accessorials. Special pickup and delivery charges may also apply (flat or per pound)	Fastest way to move cargo (long distance) besides charter. Subject to even more size limitations than normal commercial air, and flight availability	Availability of flights and size restrictions - NFO window for success can be tight
Cargo Charter	Exclusive use of an aircraft solely for your shipment's linehaul. Pickup and delivery handled by provider or agent(s). Aircraft type is sized to match shipment.	Base rate is calculated based on air miles, per aircraft type. Subject to airport fees, loading/unloading, pickup/delivery, and other accessorials.	Fastest way to move cargo more than 150 miles. High cost can be worthwhile to avoid plant shutdowns	The details. Shipment size accuracy is critical - Wrong size aircraft arriving is very costly

Still unsure of which mode to use? Give our team of Expedited experts a call at 1-800-283-1995 or email expquote@averittexpress.com to learn more.

