

**Bill to:**

LOADSMITH INCORPORATED  
1800 WAZEE ST STE 300,  
DENVER ,  
CO,

Invoice Date: 06/02/2023

Invoice #: 0119441

Terms: NET 30

Due Date: 07/02/2023

Date	Customer Ref #	Origin - Destination	Quantity	Rate	Amount
05/30/2023		110 Sunridge Boulevard, Wilmer, TX, USA - 6046 Northeast Industry Drive, Des Moines, IA, USA			
			1	2000	2000

TOTAL
2000

**PLEASE NOTE**

The right to payment under this invoice has been assigned to Compass payment Solutions LLC (CFS) and all payments hereunder are to be directed to the assignee at the address noted below.

Remittances to other than CFS do not constitute payment of this invoice. CFS must be given notification of any claims, agreements or merchandise returns which would affect the payment of all or part of this Invoice on the due date.

**COMPASS FUNDING SOLUTIONS LLC**

**P.O.BOX 205154**

**DALLAS, TX 75320-5154**

**Tel: 844-899-8092**

Loadsmith, LLC  
1875 Lawrence Street, Suite 600  
Denver, CO 80202  
888-975-5623 303-648-5967



# LOADSMITH

Page 1

## Load Confirmation

0119441

**Carrier:** Royal3 Inc  
CHICAGO IL 60638  
**Date:** 05/30/2023

**Contact:** Dispatch Dispatch  
**Phone:** 630-485-7370  
**Fax:** 630-485-6980

**Order:** 0119441  
**Miles:** 715.0  
**Temp:**  
**BOL:** 1039403

**Commodity:** Tires  
**Weight:** 15060.0  
**Trailer:** Van (DAT)  
**Reference:**

**PU 1** Name: Yokohama tire dc  
Address: 110 Sunridge Blvd  
WILMER TX 75172  
Phone:

**Date:** 05/30/2023 1100  
**Contact:**  
Driver Load: No driver loading or unload

**SO 2** Name: Pomp's Tire Service  
Address: 6046 NE Industry Dr  
DES MOINES IA 50313  
Phone: 515-265-6200

**Date:** 06/01/2023 0930  
**Contact:** Main  
Driver Load: No driver loading or unload

**Payment** **Carrier Freight Pay:** \$2,000.00  
**Total Carrier Pay:** 2000.00

Carrier Instructions and Requirements: This form must be completed and returned before driver can be loaded.  
Special instructions:

Please send your invoice and POD to: [carrierinvoice@loadsmith.com](mailto:carrierinvoice@loadsmith.com)

Please Sign: **ASTA MIJAC**

(X) Accept

( ) Decline

Driver Name:

Driver Cell:

Driver Email:

Tractor #:

Trailer #:

Attention: Cesar Delgado



All appointment times must be met. If driver is late, they may be refused or worked in without detention and any missed appointment fees or chargebacks from the Shipper or Consignee will be passed along to the carrier via reduction from the carrier invoice. If Shipper and Consignee addresses of the Bill of Lading do not match this tender, a Loadsmith representative must be contacted prior to departure from the shipper.

### Information for Carrier's Driver

1. Loadsmith will not reimburse carrier for any Load or Unload payments without prior Loadsmith approval.
2. Scale load at nearest scale to shipper prior to departure; weight in this order confirmation is an **ESTIMATION ONLY**, actual weight may vary up to 80,000 combined Tractor/Trailer GVWR.
3. For any safety, accident, or cargo claim (OS&D) refusal please call 888-975-5623, 24 hours a day.
4. All loads must remain sealed with all old and new seal numbers recorded on the Bill of Lading / Delivery Receipt.
5. Driver must request accessorial approval at time of occurrence or payment will be denied.

### Tracking

Driver must be **ACTIVELY TRACKING on MACROPOINT, TRUCKER TOOLS or PROJECT 44 two hours prior to arrival at the shipper, throughout the duration of the load and through delivery to the consignee.** If the driver does not track prior to arrival at the shipper and **CONTINUOUSLY** throughout the duration of the load through delivery to the final destination, a **\$100.00** fee for will be imposed via reduction from the carrier invoice.

### Detention

To qualify for detention all appointment times must be met; you must be **ACTIVELY TRACKING on MACROPOINT, TRUCKER TOOLS or PROJECT 44 prior to arrival at the shipper, throughout the duration of the load and through delivery to the consignee.** To report detention please follow the process outlined below for all stops to receive payment:

1. Report the detention event immediately to your Loadsmith Carrier Sales Representative via telephone or email.
2. Submit a signed Bill of Lading, Proof of Delivery and/or Lumper receipt to verify arrival and departure dates and times to your Loadsmith Carrier Sales Representative and [detention@loadsmith.com](mailto:detention@loadsmith.com) within 24 hours of delivery.

Your Loadsmith Carrier Sales Representative will then verify the times on the documentation provided against the tracking data. If the times indicate detention has been earned, an updated Loadsmith rate confirmation will be sent including detention charges as outlined in Appendix A of this agreement. You may then submit your invoice with updated rate confirmation for payment. Detention must be billed with original invoice and will only be paid if detention is reflected on the rate confirmation

### High Value Load Protocols

If the cargo value is in excess of \$100,000.00 USD, you will be notified on the rate confirmation of the cargo liability and by accepting the carrier will be liable for the full released value of the load up to \$250,000.00 USD, regardless of your cargo liability insurance exclusions and/or limits. Additionally, the driver must follow the High Value Load Protocols listed below:

1. The pickup number will not be provided to the driver until they are tracking at the shipper.
2. A local driver will not be used to pick up the load and relay with another OTR driver.
3. The truck must be fully fueled at the time of arrival at shipper.
4. The driver must have a physical copy of a United States commercial driver's license.
5. The driver must drive a minimum of 200 miles away from shipper before stopping for any reason.



6. The trailer will not be disconnected from the tractor at any time and the tractor / trailer will not be left unattended for any reason without prior written consent from Loadsmith.
7. If carrier has a secured, guarded, well lit and surveillance camera equipped drop yard; use of such drop yard must be obtained prior to utilization through written consent from Loadsmith.

### **OS&D or Full / Partial Load Refusal**

In the event a tendered load/shipment is not accepted for delivery by the consignee at the original destination, the tendered load/shipment may, at Loadsmith's direction be re-consigned to a new destination. In the event of such refusal, Carrier shall promptly notify Loadsmith at [OSD@loadsmith.com](mailto:OSD@loadsmith.com) of such refusal and await Loadsmith's instructions on any re-consignment, return to shipper, or other handling of such load/shipment. Carrier shall be solely responsible, and shall promptly pay to Loadsmith, the full value of any cargo that is disposed of, abandoned, damaged, or lost due to Carrier's actions not in accordance with Loadsmith's written instructions. Carrier understands that its intentional or willful misconduct may not be covered by Carrier's insurance policies and that a lack of coverage shall not limit its obligations to Loadsmith. Carrier shall provide transportation services from the original destination to such new destination and Loadsmith shall pay Carrier a \$100 reconsignment accessorial fee, plus the mileage from the original destination to the new destination at a rate of \$2.15 per mile.

### **Setoff**

Notwithstanding anything to the contrary in this Agreement, and without prejudice to any other right or remedy it has or may have, Loadsmith may, without notice, set off or recoup any liability it owes to Carrier against any liability for which Loadsmith determines Carrier is liable to Loadsmith.

### **Required Documents at Empty Call**

Upon completion of unloading, all signed Bill of Lading pages, other Proof of Delivery documentation and any receipts (Lumper and/or Pallet Exchange) for pre-approved accessories must be submitted with Loadsmith Order number on each page by emailing [pod@loadsmith.com](mailto:pod@loadsmith.com) with the Loadsmith Order number in the subject line.

### **Carrier Payment**

For Carrier to be paid, an invoice and all paperwork must be submitted with the Loadsmith Order # present on each page:

1. Customer Signed Bill of Lading with arrival and departure times for applicable detention.
2. Lumper and/or Pallet Exchange Receipts
3. All other load specific documentation
4. Loadsmith Carrier Confirmation
5. Invoices must be emailed to: [carrierinvoice@loadsmith.com](mailto:carrierinvoice@loadsmith.com)

### **Rate Agreement**

This agreement is entered into by Carrier and Loadsmith, Inc. The rates and charges contained in this agreement shall supersede all conflicting rate and charges in the tariff on file by Carrier and all prior letter agreements. This is confirmation of a rate contract between Carrier and Loadsmith. Carrier must notify of any accessories at time of occurrence or payment will be denied.

### **QuickPay**

QuickPay processing time will be 2 business days from receipt of Carrier Invoice and subsequent required paperwork with a fixed 1% processing fee deducted from each settlement.

### **Carrier Acceptance**

Carrier's acceptance of this agreement or by taking possession of the shipment the Carrier agrees to all the terms and conditions outlined in this confirmation and the Loadsmith Broker Carrier transportation agreement. No changes or amendments to this confirmation will be binding unless Loadsmith approves such changes in writing.



prior to the Carrier taking possession of the shipment. In accordance with 49 CFR §392.9 and 49 CFR § 393.100 et al the Carrier and its drivers are solely responsible for verifying the contents, counts, conditions, loading, weight, proper weight distribution per axle, blocking, bracing and securement of each load for transportation. Carrier and its drivers are solely responsible for attaching a seal either provided by the Shipper or by the Carrier to each shipment and ensuring the seal is not tampered or broken during transit. Bills of Lading (BOL) must indicate the seal number and "Seal Intact" at the time shipment is delivered. Carrier acknowledges and agrees that Carrier is liable for the full value of the shipment or any part thereof due to loss or damage. Carrier shall notify Loadsmith immediately in the event any exception is listed on the BOL, the seal is broken due to regulatory inspection, delay in the transportation of the shipment or there is an incident or accident during transit.

### **Food Grade Notice**

Federal, State and Local regulations govern food grade commodities. If the shipment container is damaged, breached, exposed to outside elements or the seal is broken during shipment; or if Carrier is not able to provide a downloadable temperature reporting indicating that the required temperatures were always maintained during transit, the customer may reject the entire shipment. If the customer denies the right of salvage or there is no right of salvage, the Carrier will remain fully liable for loss or damage to the shipment and no salvage will be allowed.

### **Shipments Traveling in/or Through California**

Your company must be compliant with the regulations promulgated by the California Air Resources Board (CARB) regarding refrigerated equipment (TRU regulations), the truck and bus equipment regulations (engine and particulate matter filter requirements) and greenhouse gas regulations effective on January 1, 2013.

If your company is not able to timely comply with these regulations, you must inform Loadsmith immediately that you are not able to comply with them. By accepting this load tender, you represent and warrant that your company is compliant with these regulations and requirements.

### **FMCSA Regulations**

Carriers and its drivers shall adhere to all applicable FMCSA regulations, including drivers' hours-of-service limits, the commercial driver's license (CDL) regulations and the prohibiting of coercion of commercial motor vehicle drivers (coercion rule). Carrier agrees that such regulations shall supersede any conflicting service instructions stated in this confirmation or any comments made by Loadsmith's employees. Loadsmith does not condone coercion of any driver to operate a commercial motor vehicle when the driver reports that they would not be able to drive safely due to illness, fatigue, equipment inspection, repair, and maintenance regulations or due to not having hours available under applicable regulations.

### **Carrier Assurances and Indemnifications**

Carrier is an independent contractor and not an agent or employee of Loadsmith. Carrier agrees to obey all federal, state, and local laws and regulations. Carrier acknowledges that Loadsmith does not exercise direction or control over the daily operations of the Carrier and that the Carrier can legally meet all the terms, conditions and times as enumerated herein. Carrier shall indemnify Loadsmith for any loss, damage, injury, liability, expense, costs, including reasonable attorney fees, fines, penalties, actions, and claims including but not limited to, claims for injuries to persons (including death), for damage to equipment, and for damage to third parties arising out of the Carrier's own negligence, wrongful act or omission, or failure to comply with the terms of this agreement.



## **Appendix A**

### **Standard Accessorials**

#### **Detention**

2 hours free time, \$45.00 per hour payable in 20-minute increments. Maximum charge of \$300.00 at which time detention converts to Layover. Applies to all loading and unloading stops as well as OS&D.

#### **Layover**

\$300.00 per 24-hour period including accrued detention time.

#### **Lumper Load/Unload**

Loadsmith must be notified of and authorize prior to load/unload work being performed. If a lumper is needed, carrier will pay the lumper vendor and request reimbursement by providing receipt of payment to accompany carrier's invoice to Loadsmith. If reimbursement via Comdata Check is requested a \$5.00 convenience fee for the check issuance will be applied.

#### **Early Termination**

On a multiple-stop order if the customer terminates the load prior to the next subsequent stop and the driver is free and clear from continuing on, the original rate will be renegotiated in good-faith by both Loadsmith and the Carrier.

#### **Reconsignment/Redelivery**

\$100.00 reconsignment/delivery fee plus \$2.15 a mile from point of destination to the newly designated delivery location.

#### **Truck Ordered Not Used**

\$150.00 per occurrence.

Loadsmith, LLC  
1875 Lawrence Street, Suite 600  
Denver, CO 80202  
888-975-5623 303-648-5967



# LOADSMITH

Page 1

## Load Confirmation

0119441

**Carrier:** Royal3 Inc  
CHICAGO IL 60638  
**Date:** 05/31/2023

**Contact:** Dispatch Dispatch  
**Phone:** 630-485-7370  
**Fax:** 630-485-6980

**Order:** 0119441  
**Miles:** 715.0  
**Temp:**  
**BOL:** 1039403

**Commodity:** Tires  
**Weight:** 15060.0  
**Trailer:** Van (DAT)  
**Reference:**

**PU 1** Name: Yokohama tire dc  
Address: 110 Sunridge Blvd  
WILMER TX 75172  
Phone:

**Date:** 05/30/2023 1100  
**Contact:**  
Driver Load: No driver loading or unload

**SO 2** Name: Pomp's Tire Service  
Address: 6046 NE Industry Dr  
DES MOINES IA 50313  
Phone: 515-265-6200

**Date:** 06/02/2023 1200  
**Contact:** Main  
Driver Load: No driver loading or unload

**Payment** **Carrier Freight Pay:** \$2,000.00  
**Total Carrier Pay:** 2000.00

Carrier Instructions and Requirements: This form must be completed and returned before driver can be loaded.  
Special instructions:

Please send your invoice and POD to: [carrierinvoice@loadsmith.com](mailto:carrierinvoice@loadsmith.com)

Please Sign: **ASTA MIJAC**

(X) Accept

( ) Decline

**Driver Name:** KARL  
**Driver Cell:** 620-779-9197  
**Driver Email:**  
**Tractor #:** 911  
**Trailer #:** 173508

**Attention:** Cesar Delgado



All appointment times must be met. If driver is late, they may be refused or worked in without detention and any missed appointment fees or chargebacks from the Shipper or Consignee will be passed along to the carrier via reduction from the carrier invoice. If Shipper and Consignee addresses of the Bill of Lading do not match this tender, a Loadsmith representative must be contacted prior to departure from the shipper.

### Information for Carrier's Driver

1. Loadsmith will not reimburse carrier for any Load or Unload payments without prior Loadsmith approval.
2. Scale load at nearest scale to shipper prior to departure; weight in this order confirmation is an **ESTIMATION ONLY**, actual weight may vary up to 80,000 combined Tractor/Trailer GVWR.
3. For any safety, accident, or cargo claim (OS&D) refusal please call 888-975-5623, 24 hours a day.
4. All loads must remain sealed with all old and new seal numbers recorded on the Bill of Lading / Delivery Receipt.
5. Driver must request accessorial approval at time of occurrence or payment will be denied.

### Tracking

Driver must be **ACTIVELY TRACKING on MACROPOINT, TRUCKER TOOLS or PROJECT 44 two hours prior to arrival at the shipper, throughout the duration of the load and through delivery to the consignee.** If the driver does not track prior to arrival at the shipper and **CONTINUOUSLY** throughout the duration of the load through delivery to the final destination, a **\$100.00** fee for will be imposed via reduction from the carrier invoice.

### Detention

To qualify for detention all appointment times must be met; you must be **ACTIVELY TRACKING on MACROPOINT, TRUCKER TOOLS or PROJECT 44 prior to arrival at the shipper, throughout the duration of the load and through delivery to the consignee.** To report detention please follow the process outlined below for all stops to receive payment:

1. Report the detention event immediately to your Loadsmith Carrier Sales Representative via telephone or email.
2. Submit a signed Bill of Lading, Proof of Delivery and/or Lumper receipt to verify arrival and departure dates and times to your Loadsmith Carrier Sales Representative and [detention@loadsmith.com](mailto:detention@loadsmith.com) within 24 hours of delivery.

Your Loadsmith Carrier Sales Representative will then verify the times on the documentation provided against the tracking data. If the times indicate detention has been earned, an updated Loadsmith rate confirmation will be sent including detention charges as outlined in Appendix A of this agreement. You may then submit your invoice with updated rate confirmation for payment. Detention must be billed with original invoice and will only be paid if detention is reflected on the rate confirmation

### High Value Load Protocols

If the cargo value is in excess of \$100,000.00 USD, you will be notified on the rate confirmation of the cargo liability and by accepting the carrier will be liable for the full released value of the load up to \$250,000.00 USD, regardless of your cargo liability insurance exclusions and/or limits. Additionally, the driver must follow the High Value Load Protocols listed below:

1. The pickup number will not be provided to the driver until they are tracking at the shipper.
2. A local driver will not be used to pick up the load and relay with another OTR driver.
3. The truck must be fully fueled at the time of arrival at shipper.
4. The driver must have a physical copy of a United States commercial driver's license.
5. The driver must drive a minimum of 200 miles away from shipper before stopping for any reason.





6. The trailer will not be disconnected from the tractor at any time and the tractor / trailer will not be left unattended for any reason without prior written consent from Loadsmith.
7. If carrier has a secured, guarded, well lit and surveillance camera equipped drop yard; use of such drop yard must be obtained prior to utilization through written consent from Loadsmith.

### **OS&D or Full / Partial Load Refusal**

In the event a tendered load/shipment is not accepted for delivery by the consignee at the original destination, the tendered load/shipment may, at Loadsmith's direction be re-consigned to a new destination. In the event of such refusal, Carrier shall promptly notify Loadsmith at [OSD@loadsmith.com](mailto:OSD@loadsmith.com) of such refusal and await Loadsmith's instructions on any re-consignment, return to shipper, or other handling of such load/shipment. Carrier shall be solely responsible, and shall promptly pay to Loadsmith, the full value of any cargo that is disposed of, abandoned, damaged, or lost due to Carrier's actions not in accordance with Loadsmith's written instructions. Carrier understands that its intentional or willful misconduct may not be covered by Carrier's insurance policies and that a lack of coverage shall not limit its obligations to Loadsmith. Carrier shall provide transportation services from the original destination to such new destination and Loadsmith shall pay Carrier a \$100 reconsignment accessorial fee, plus the mileage from the original destination to the new destination at a rate of \$2.15 per mile.

### **Setoff**

Notwithstanding anything to the contrary in this Agreement, and without prejudice to any other right or remedy it has or may have, Loadsmith may, without notice, set off or recoup any liability it owes to Carrier against any liability for which Loadsmith determines Carrier is liable to Loadsmith.

### **Required Documents at Empty Call**

Upon completion of unloading, all signed Bill of Lading pages, other Proof of Delivery documentation and any receipts (Lumper and/or Pallet Exchange) for pre-approved accessories must be submitted with Loadsmith Order number on each page by emailing [pod@loadsmith.com](mailto:pod@loadsmith.com) with the Loadsmith Order number in the subject line.

### **Carrier Payment**

For Carrier to be paid, an invoice and all paperwork must be submitted with the Loadsmith Order # present on each page:

1. Customer Signed Bill of Lading with arrival and departure times for applicable detention.
2. Lumper and/or Pallet Exchange Receipts
3. All other load specific documentation
4. Loadsmith Carrier Confirmation
5. Invoices must be emailed to: [carrierinvoice@loadsmith.com](mailto:carrierinvoice@loadsmith.com)

### **Rate Agreement**

This agreement is entered into by Carrier and Loadsmith, Inc. The rates and charges contained in this agreement shall supersede all conflicting rate and charges in the tariff on file by Carrier and all prior letter agreements. This is confirmation of a rate contract between Carrier and Loadsmith. Carrier must notify of any accessories at time of occurrence or payment will be denied.

### **QuickPay**

QuickPay processing time will be 2 business days from receipt of Carrier Invoice and subsequent required paperwork with a fixed 1% processing fee deducted from each settlement.

### **Carrier Acceptance**

Carrier's acceptance of this agreement or by taking possession of the shipment the Carrier agrees to all the terms and conditions outlined in this confirmation and the Loadsmith Broker Carrier transportation agreement. No changes or amendments to this confirmation will be binding unless Loadsmith approves such changes in writing.



prior to the Carrier taking possession of the shipment. In accordance with 49 CFR §392.9 and 49 CFR § 393.100 et al the Carrier and its drivers are solely responsible for verifying the contents, counts, conditions, loading, weight, proper weight distribution per axle, blocking, bracing and securement of each load for transportation. Carrier and its drivers are solely responsible for attaching a seal either provided by the Shipper or by the Carrier to each shipment and ensuring the seal is not tampered or broken during transit. Bills of Lading (BOL) must indicate the seal number and "Seal Intact" at the time shipment is delivered. Carrier acknowledges and agrees that Carrier is liable for the full value of the shipment or any part thereof due to loss or damage. Carrier shall notify Loadsmith immediately in the event any exception is listed on the BOL, the seal is broken due to regulatory inspection, delay in the transportation of the shipment or there is an incident or accident during transit.

### **Food Grade Notice**

Federal, State and Local regulations govern food grade commodities. If the shipment container is damaged, breached, exposed to outside elements or the seal is broken during shipment; or if Carrier is not able to provide a downloadable temperature reporting indicating that the required temperatures were always maintained during transit, the customer may reject the entire shipment. If the customer denies the right of salvage or there is no right of salvage, the Carrier will remain fully liable for loss or damage to the shipment and no salvage will be allowed.

### **Shipments Traveling in/or Through California**

Your company must be compliant with the regulations promulgated by the California Air Resources Board (CARB) regarding refrigerated equipment (TRU regulations), the truck and bus equipment regulations (engine and particulate matter filter requirements) and greenhouse gas regulations effective on January 1, 2013.

If your company is not able to timely comply with these regulations, you must inform Loadsmith immediately that you are not able to comply with them. By accepting this load tender, you represent and warrant that your company is compliant with these regulations and requirements.

### **FMCSA Regulations**

Carriers and its drivers shall adhere to all applicable FMCSA regulations, including drivers' hours-of-service limits, the commercial driver's license (CDL) regulations and the prohibiting of coercion of commercial motor vehicle drivers (coercion rule). Carrier agrees that such regulations shall supersede any conflicting service instructions stated in this confirmation or any comments made by Loadsmith's employees. Loadsmith does not condone coercion of any driver to operate a commercial motor vehicle when the driver reports that they would not be able to drive safely due to illness, fatigue, equipment inspection, repair, and maintenance regulations or due to not having hours available under applicable regulations.

### **Carrier Assurances and Indemnifications**

Carrier is an independent contractor and not an agent or employee of Loadsmith. Carrier agrees to obey all federal, state, and local laws and regulations. Carrier acknowledges that Loadsmith does not exercise direction or control over the daily operations of the Carrier and that the Carrier can legally meet all the terms, conditions and times as enumerated herein. Carrier shall indemnify Loadsmith for any loss, damage, injury, liability, expense, costs, including reasonable attorney fees, fines, penalties, actions, and claims including but not limited to, claims for injuries to persons (including death), for damage to equipment, and for damage to third parties arising out of the Carrier's own negligence, wrongful act or omission, or failure to comply with the terms of this agreement.



## **Appendix A**

### **Standard Accessorials**

#### **Detention**

2 hours free time, \$45.00 per hour payable in 20-minute increments. Maximum charge of \$300.00 at which time detention converts to Layover. Applies to all loading and unloading stops as well as OS&D.

#### **Layover**

\$300.00 per 24-hour period including accrued detention time.

#### **Lumper Load/Unload**

Loadsmith must be notified of and authorize prior to load/unload work being performed. If a lumper is needed, carrier will pay the lumper vendor and request reimbursement by providing receipt of payment to accompany carrier's invoice to Loadsmith. If reimbursement via Comdata Check is requested a \$5.00 convenience fee for the check issuance will be applied.

#### **Early Termination**

On a multiple-stop order if the customer terminates the load prior to the next subsequent stop and the driver is free and clear from continuing on, the original rate will be renegotiated in good-faith by both Loadsmith and the Carrier.

#### **Reconsignment/Redelivery**

\$100.00 reconsignment/delivery fee plus \$2.15 a mile from point of destination to the newly designated delivery location.

#### **Truck Ordered Not Used**

\$150.00 per occurrence.



<b>YOKOHAMA.</b> <b>YOKOHAMA TIRE CORPORATION</b>		<b>MOTOR CARRIAGE BILL OF LADING</b> - Original - Not Negotiable (Including Terms and Conditions on Back)			Page: 1  Date:  BOL#: WM011039403  Shipment: 1039403  SCAC: LOAM																									
RECEIVED, subject to the terms and conditions in the front and back hereof, and to the "Motor Carriage Transportation Contract" between Shipper and Carrier in effect on the date of shipment, the property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned and destined as indicated below, which said Carrier (the word "Carrier" being understood through out the Bill of Lading as meaning any person or corporation in possession of the property under this Bill of Lading) agree to carry its usual place of delivery at its destination if on its own route, otherwise to deliver to another carrier, on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property overall or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions in this Bill of Lading and "Motor Carriage Transportation Contract". This Bill of Lading is not subject to any rates, rules or classifications in any tariffs unless specifically																														
<b>Shipper: WILMER DC</b> Address: 110 Sunridge Blvd Wilmer, 75172			<b>Consignee: POMP'S TIRE SERVICE</b> Address: 6046 Ne Industry Dr Des Moines, IA, 50313-7602																											
<b>TRAILER NO.</b> 173508		<b>PRO NO.</b>		<b>SEAL NO.</b> 3196582																										
<b>FREIGHT</b> Freight Prepaid	<b>SHIP VIA.</b> LOADSMITH INC	<b>CUSTOMER PURCHASE ORDER NO.</b> SEE BELOW		<b>ORDER DATE</b> 05/26/2023	<b>SHIP DATE:</b>																									
<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th style="width:15%;">UNITS SHIPPED</th> <th style="width:45%;">DESCRIPTION</th> <th style="width:20%;">WEIGHT</th> </tr> </thead> <tbody> <tr> <td></td> <td>***** Attention Carrier *****</td> <td></td> </tr> <tr> <td></td> <td>*****</td> <td></td> </tr> <tr> <td></td> <td>* Stop:0001      Color:NO MARKS</td> <td></td> </tr> <tr> <td></td> <td>Shipping Type:TL</td> <td></td> </tr> <tr> <td></td> <td>Orders: 0080409377</td> <td></td> </tr> <tr> <td></td> <td>Customer PO: 1140001754</td> <td></td> </tr> <tr> <td></td> <td>#Loose tires, pneumatic NOI Packing Slip#</td> <td></td> </tr> </tbody> </table>			UNITS SHIPPED	DESCRIPTION	WEIGHT		***** Attention Carrier *****			*****			* Stop:0001      Color:NO MARKS			Shipping Type:TL			Orders: 0080409377			Customer PO: 1140001754			#Loose tires, pneumatic NOI Packing Slip#		<b>IF PREPAID: Mail Freight Bill with copy of Bill of Lading to:</b> YOKOHAMA TIRE CORPORATION c/o Trax Technologies PO Box 42903 Indianapolis, IN 46242  <b>CARRIER:</b> 1. Bill of Lading No. must appear on all bills. 2. To ensure payment, attach Copy#3 of Bill of Lading  Subject to section 7 of conditions of this Bill of Lading, if this shipment to be delivered to the consignee without recourse on the Consignor, the Consignor shall sign the following statement. "Carrier shall not make delivery of this shipment without payment of freight and all other lawful Yokohama Tire Corp.  (Signature of Consignor) If charges are to prepaid, write or stamp "To be prepaid here":  Received \$ _____ to apply in prepayment of charges on the property described hereon.  <b>AGENT OR CASHIER</b> Per _____ (The signature here acknowledges only the amount prepaid) Charges Advanced:\$ _____			
UNITS SHIPPED	DESCRIPTION	WEIGHT																												
	***** Attention Carrier *****																													
	*****																													
	* Stop:0001      Color:NO MARKS																													
	Shipping Type:TL																													
	Orders: 0080409377																													
	Customer PO: 1140001754																													
	#Loose tires, pneumatic NOI Packing Slip#																													
Total Packages: 128			Total Weight: 15060.00		For Shipper: Yokohama Tire Corporation By (Signature of Shipper's Representative)																									
FOR CARRIER: Accepted in good order and condition, unless otherwise stated herein. By _____ (Signature of Carrier's Representative)																														

PERMANENT MAILING ADDRESS OF SHIPPER:  
**YOKOHAMA TIRE CORPORATION**  
 1 MACARTHUR PLACE, SUITE 800, SANTA ANA, CA 92707

**YOKOHAMA.**  
**YOKOHAMA TIRE CORPORATION**

**WAREHOUSE COPY**