

**Bill to:**

BUCHANAN LOGISTICS INC  
4625 INDUSTRIAL DR ext 2255 ap 2204,  
Fort Wayne,  
IN,  
46825

Invoice Date: 07/12/2023

Invoice #: 2796278

Terms: NET 30

Due Date: 08/12/2023

| Date       | Customer Ref # | Origin - Destination  | Quantity | Rate | Amount |
|------------|----------------|---|----------|------|--------|
| 07/11/2023 |                | 3100 Van Slyke Road, Flint, MI, USA - 2400 Northeast 46th Avenue, Des Moines, IA, USA |          |      |        |
|            |                |   | 1        | 1250 | 1250   |

|              |
|--------------|
| <b>TOTAL</b> |
| 1250         |

**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**

BUCHANAN LOGISTICS, INC. MC# 431807  
4625 Industrial Rd  
Fort Wayne, IN 46825



www.buchananhauling.com

Phone: 260-471-1877 Ext:2165

24/7 & Afterhours 260-471-1877 Option 3

Page 1 of 2

FAX: 260-918-1722

Email: jfeichter@buchananhauling.com

Buchanan Order # 2796278

Carrier: BRZ  
BURBANK IL 60459  
Order Date: 07/11/2023 1502

Contact: Cole Kosnaovic  
Phone: 708-852-5655  
Fax: 708-303-5150

Driver Name: Remi  
Driver Cell: 806-316-9138  
Carrier Tractor: 829  
Carrier Trailer: W94934

Commodity: PALLETIZED FREIGHT  
Weight:  
Trailer: VAN  
Order Value: \$100,000.00  
Temperature range: -  
Reference: FLM020

PU 1 Name: GMVM FLINT LIGHT #1 MAIN Date: 07/11/2023 1930  
Address: 3100 VAN SLYKE ROAD  
FLINT MI 48502 Pickup #: FLM020  
Driver Load: N

SO 2 Name: DEE ZEE INC Date: 07/12/2023 0800  
Address: 2400 NE 46TH AVE  
DES MOINES IA 50317  
Driver Load: N

Payment Carrier Freight Pay: \$1,250.00  
Total Carrier Pay: \$1,250.00 USD

Instructions Drivers must abide by shippers/consignees PPE and/or COVID requirements.

GMVM FLINT LIGHT #1 MAIN - PALLETIZED AUTOMOTIVE PARTS - 45K LBS OR LESS

TRAILER MUST BE LESS THAN 10 YEARS OLD

DRIVER MUST TRACK USING TRUCKER TOOLS FOR WHOLE DURATION OF TRANSIT

Please Sign: *Bill Carson*

(X) Accept

( ) Decline



Carrier shall be subject to the Terms and Conditions set forth in the Transportation Brokerage Contract (the "Brokerage Contract"). By accepting the below terms and conditions, you are also agreeing to the terms of the Brokerage Contract, a copy of which is available at [www.buchananhauling.com](http://www.buchananhauling.com). If you have previously signed the Brokerage Contract with Buchanan, the most recent signed contract is still in effect. By signing below and committing to picking up this shipment and performing any work for Broker, you are accepting the terms below and the Brokerage Contract without modification.

1. This Shipment shall not be sub-contracted. ("Double Brokered"). All Shipments are to be considered exclusive unless otherwise stated. : Failure to comply may result in forfeiture or reduction of payment from Broker to Carrier.
2. Buchanan Logistics does not condone the coercion of any driver. Carrier and its drivers shall adhere to all FMCSA regulations. State and Local laws. Carrier agrees that these regulations shall supersede any conflicting service instructions stated in this load tender or stated comments made by a Buchanan employee. In that regard, if any shipment accepted by Carrier cannot be legally transported by a single driver under the FMCSA hours of service regulations in 49 CFR Part 395, Carrier must make arrangements to assign a team to the load, or to immediately notify Broker, via email, as to Carrier's inability to legally handle the shipment so that Broker can make other arrangements as may be necessary.
3. All services are to be provided by Carrier as an independent contractor, and not as an agent, partner, or employee of Broker. Carrier assumes sole responsibility for its drivers and equipment to be provided by Carrier to handle all shipments tendered to it by Broker.
4. Carrier agrees that Broker is not liable for any shortages, loss, or damage to cargo transported by Carrier or any damage to Carrier's equipment incurred during the loading, unloading or transportation process. Unless written waiver is obtained from Broker, Carrier shall look only to Broker, and not to the involved Shipper, Consignee or Customer of Broker, for payment of Carrier's freight charges. Broker shall be entitled to deduct any damages or claims against any/all of Carrier's (including any of Carrier's affiliated companies) outstanding receivables from Broker and shall not be limited to deducting the damage charges solely from the load resulting in the damage and/or claim. No Cargo liability limitations shall apply with respect to this shipment, and Carrier shall be responsible for the full actual cost of any damage or loss to the cargo being transported and related costs and damages incurred by Broker's customer regardless of the amount of cargo insurance required and regardless of whether Carrier's cargo insurer denies coverage for all or part of any claim.
5. By signing below, Carrier warrants that it is duly and legally qualified to provide transportation services and that it holds all insurance coverage as set forth in Section 7 of the Brokerage Contract, including:
  - Commercial Automobile Liability insurance with a combined single limit of not less than US \$1,000,000 per occurrence.
  - Commercial General Liability insurance, in a limit of not less than US \$1,000,000 per occurrence.
  - Worker's Compensation insurance in the amounts required by statute, and Employer's Liability insurance with limits not less than US \$500,000 per occurrence
  - All Risk Broad Form Motor Truck Cargo Legal Liability insurance in an amount not less than US \$100,000 per shipment, a deductible no greater than \$10,000USD per shipment and at least the same coverage limit and deductible per shipment while in storage or at a storage facility enroute to the consignee. Such insurance policy shall name CARRIER and BROKER as insureds and provide coverage to BROKER, the Customer or the owner and/or consignee for any loss, damage or delay related to any property coming into the possession of CARRIER under this Agreement. The coverage provided under the policy shall have no exclusions or restrictions of any type that would foreseeably preclude coverage relating to cargo claims. No cargo liability limitations shall apply with respect to any shipment handled by CARRIER under this Agreement, and CARRIER shall be responsible for the full actual cost of any damage or loss claim regardless of the amount of cargo insurance required herein.
6. Carrier represents and warrants that it does not have an unsatisfactory or unfit safety rating issued by any regulatory authority with jurisdiction over Carrier's operations, including, but not limited to, the Federal Motor Carrier Safety Administration ("FMCSA") of the U.S. Department of Transportation ("DOT"). Carrier further agrees to comply with all Applicable Law in the performance of its services under this Agreement. In the event that Carrier receives an unsatisfactory safety rating, is notified that it may receive an unsatisfactory safety, fails to maintain insurance required hereunder, is notified that such insurance may become ineffective or is otherwise prohibited by Applicable Law from performing services hereunder, Carrier shall immediately notify Broker of such fact and shall not carry any loads or goods tendered to Carrier by Broker until such prohibition on operations is removed.
7. Carrier must count and verify shipment. Any variance must be reported by Carrier to Broker immediately and Carrier must obtain a new rate confirmation sheet from Broker, prior to leaving Shipper. If this procedure is not followed and a discrepancy is found, Carrier will be responsible for any applicable delivery and/or restocking fees.
8. Carrier must tarp all flatbed loads unless authorized on the rate confirmation by Broker that the load does not require a tarp(s). Failure of Carrier to make assigned appointments may result in additional loading and/or unloading charges. This includes rigging/crane charges. A \$5 fee will be applied when a Comcheck is issued for lumps.
9. Carrier must immediately report any delays in pickup or delivery to Broker. Carrier must obtain a revised rate confirmation from Broker reflecting the revised pick up and/or delivery time(s). Carrier agrees that, in addition to cargo claims caused by a delay, delays in pick up and/or delivery may result in a 25% rate reduction or the amount broker forfeits on load, whichever is greater.
10. Broker will pay detention after 3 hrs. from an on-time arrival (based on times in rate confirmation) for FCFS locations or 2hrs from scheduled appt time at a rate of \$35 per hour unless a modified rate is approved in writing otherwise. To qualify for detention, driver must be on site prior to appt or within the time frame on the rate confirmation for FCFS locations and Carrier must (1) notify Buchanan in writing (via email or text) a minimum of 1 hour prior to first hour of detention time; (2) clearly document in/out times on the BOL; (3) obtain legible signatures (or printed name) by the shipper/receiver separate from the receipt of goods for the In and Out times; (4) use Truck Tool's tracking app or an alternative approved by Broker; and (5) send a legible copy of the signed BOL prior to departing the shipper/receiver. Broker will pay a maximum of 7 hours (\$245) detention per day.
11. Broker will remit payment to Carrier for the underlying freight charges within 30 days of receipt of invoice and all required documents. For unplanned accessorial charges, Broker will remit payment to Carrier within 30 days after Broker receives payment from its customers. TONU will be paid at a standard rate of \$150 on day of cancellations where driver has been confirmed in route.
12. Required documents to process a payment include Invoice; Legible Proof of Delivery with 3 signatures (Shipper, Consignee and Carrier's driver); Signed Rate Confirmation; Any, and all required documents that Broker requires to invoice its customer; Arrival and departure times signed by the Shipper and/or Consignee. Carrier is responsible for maintaining original required documents for a minimum of 180 days and provide to Broker upon request.
13. Carrier must upload required documents to <https://bhri.loadtracking.com/im> within 72 hours of delivery of freight. Failure to send in the proof of delivery within 72 hours may result in a \$35 rate reduction.
14. If a Carrier allows another Motor Carrier to pull its trailer (including across borders), It is the Carrier's responsibility to secure an interchange agreement with the other Carrier. Buchanan does not assume responsibility for the trailer and/or any equipment.
15. Failure to accept and utilize Trucker Tools at any time throughout shipment could result in \$250 rate deduction and forfeiture of detention/addition assessorial.

\*\*\*ALL DOCUMENTS MUST BE UPLOADED WITHIN 72 HOURS TO: [HTTPS://BHRI.LOADTRACKING.COM/IM](https://bhri.loadtracking.com/im) .

\*\*\*To verify account credentials e-mail [carrierportal@buchananhauling.com](mailto:carrierportal@buchananhauling.com)

Buchanan Logistics, Inc.  
4625 Industrial Road  
Fort Wayne, IN 46825  
(888) 544-4285



## Final Manifest 07112344637

Print Date/Time: 07/11/23 05:28 PM

Pick-Up SCAC: SAEC SA EXPRESS

Delivery SCAC:

Mode Type: T

Trans Method Code:

Rail Car Prefix:

Rail Car Type:

Train #:

Shipped By: TZ2RCR

Trailer/Car #: 94939

Trailer/Car #:

Bag Seal:

Airbill #:

Gross weight (lbs): 700

PRO #:

PRO #:

End Seal:

Sea Container:

Actual Shipped Date/Time: 07/11/23 05:27 PM

Scheduled Shipment Date/Time: 07/11/23 08:30 PM

Route: FLM020

Shipped From:  
VAN SLYKE @ ATHERTON RDS  
G-3100 VAN SLYKE ROAD  
FLINT, MI 48551, US

ODC/Consigned To:

NOT AVAILABLE

Comments:

Tariff Message:

Special Message:

4396608  
AB

Received, subject to classification and tariffs in effect on the date of the issue of this Bill of Lading.  
Sous reserve du tous les termes et restrictions incorpores sous forme de renvois.

**For U.S. Originated Shipments:**

The property described below, in apparent good order except as noted (contents and conditions of contents of packages unknown), marked consigned, and destined as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier to all or any of said property over all 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 of the Uniform domestic Straight Bill of Lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or a rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment.

Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, set forth in this classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns.

**Attention U.S. Customs:**

Kindly release this shipment under section 10.41a and/or T.D. 56243 as instruments of international traffic on GMC Bond No.9909X5311.

**For U.S. Originated Shipments:**

Combination short form of the Straight Bill of Lading - express shipping contract adopted by rail freight express carriers subject to the jurisdiction of the National Transportation Agency. Formule combinee et abreguee simple et de contrat d'expedition de messageries adoptee par les chemins de fer qui assurent le transport de marchandises et des messageries et qui sont sous la dundiction de office National Des Transport Du Canada.

Clause(s):

**Attention Canadian Customs:**

Racks, crates, trays, shipping spacers (shipper owned) being returned under provisions of tariffs governing the return empty containers or devices to the point of origin via a route which is the reverse of the route used in the inbound loaded movement. Release this shipment under Ottawa File 8014-11-3 as instruments of international trade - General Motors owned containers.

These items are controlled by the U.S. Government and authorized for export only to the country of ultimate destination for use by the ultimate consignee or end-user(s) herein identified. They may not be resold, transferred, or otherwise disposed of, to any other country or to any person other than the authorized ultimate consignee or end-user(s), either in their original form or after being incorporated into other items, without first obtaining approval from the U.S. Government or as otherwise authorized by U.S. law and regulations.

Subject of Section 7 of conditions of applicable bill of lading, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement.  
The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.

JUL 11 2023 17:47

Per \_\_\_\_\_  
(signature of Consignor)

THIS IS TO CERTIFY THAT THE ABOVE NAMED MATERIALS ARE PROPERLY CLASSIFIED, DESCRIBED, PACKAGED, MARKED, AND LABELED ARE IN PROPER CONDITION FOR TRANSPORTATION ACCORDING TO THE APPLICABLE REGULATIONS OF THE DEPARTMENT OF TRANSPORTATION

Carrier Signature: \_\_\_\_\_

Consignee Signature: \_\_\_\_\_

THIS SHIPMENT CONSIST OF EMPTY USED CONTAINERS AND/OR SHIPPING AIDS ONLY  
CET ENVOI COMPRENO DES CONTENANTS VIDES USAGES OU DU MATERIAL D APOINT SEULEMENT



## Final Manifest 07112344637

|                                    |                      |                         |
|------------------------------------|----------------------|-------------------------|
| Print Date/Time: 07/11/23 05:28 PM | Shipped By: TZ2RCR   | Gross weight (lbs): 700 |
| Pick-Up SCAC: SAEC SA EXPRESS      | Trailer/Car #: 94939 | PRO #:                  |
| Delivery SCAC:                     | Trailer/Car #:       | PRO #:                  |
| Mode Type: T                       | Trans Method Code:   | Beg Seal:               |
| Rail Car Prefix:                   | Rail Car Type:       | Train #:                |
|                                    | Airbill #:           | Sea Container:          |

Actual Shipped Date/Time: 07/11/23 05:27 PM  
Scheduled Shipment Date/Time: 07/11/23 08:30 PM  
Route: FLM020

Shipped From:  
VAN SLYKE @ ATHERTON RDS  
G-3100 VAN SLYKE ROAD  
FLINT, MI 48551, US

ODC/Consigned To:  
NOT AVAILABLE

Comments:  
Tariff Message:  
Special Message:

4396668  
AB

Received, subject to classification and tariffs in effect on the date of the issue of this Bill of Lading.  
Sous reserve du tous les termes et restrictions incorpores sous forme de renvois.

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Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, set forth in this classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns.

**Attention U.S. Customs:**

Kindly release this shipment under section 10 41a and/or T.D. 56243 as instruments of international traffic on GMC Bond No 9909X5311.

**For U.S. Originated Shipments:**

Combination short form of the Straight Bill of Lading - express shipping contract adopted by rail freight express carriers subject to the jurisdiction of the National Transportation Agency.  
Formule combinee et abregee simple et de contrat d'expédition de marchandises adoptee par les chemins de fer qui assurent le transport de marchandises et des messageries et qui sont sous la juridiction de l'office National Des Transport Du Canada.  
Clause(s)

**Attention Canadian Customs:**

Racks, crates, trays, shipping spacers (shipper owned) being returned under provisions of tariffs governing the return empty containers or devices to the point of origin via a route which is the reverse of the route used in the inbound loaded movement. Release this shipment under Ottawa File 8014-11-3 as instruments of international trade - General Motors owned containers.

These items are controlled by the U.S. Government and authorized for export only to the country of ultimate destination for use by the ultimate consignee or end-user(s) herein identified. They may not be resold, transferred, or otherwise disposed of, to any other country or to any person other than the authorized ultimate consignee or end-user(s), either in their original form or after being incorporated into other items, without first obtaining approval from the U.S. Government or as otherwise authorized by U.S. law and regulations.

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Carrier Signature: \_\_\_\_\_

Consignee Signature: \_\_\_\_\_

THIS SHIPMENT CONSIST OF EMPTY USED CONTAINERS AND/OR SHIPPING AIDS ONLY  
CET ENVOI COMPRENO DES CONTENANTS VIDES USAGES OU DU MATERIAL D'APPOINT SEULEMENT

## Final Manifest 07112344637

MGO Shipper #: 978276

Supplier DUNS: 026956407  
Dock/Spot: A /DEE ZEE INC  
2400 NE 46TH AVE  
DES MOINES, IA US, 503174822Ship From Plant: FL  
Origin Code: FL

| Container Number                      | Container Type | Qty Shipped | Qty Received | Total Weight (lbs) |  |
|---------------------------------------|----------------|-------------|--------------|--------------------|--|
| MAC36810                              | RACK           | 2           |              | 700.00             |  |
| Master Manifest Comment:              |                |             |              |                    |  |
| Temp Manifest Comment:                |                |             |              |                    |  |
| Truck # Received / No. Caja Recibida: |                |             |              |                    |  |
| Seal # / No. De Sello de Caja:        |                |             |              |                    |  |
| Date / Fecha:                         |                |             |              |                    |  |
| Time / Hora:                          |                |             |              |                    |  |
| Differences / Diferencias Y/N:        |                |             |              |                    |  |
| Driver / Operador                     |                |             |              |                    |  |
| Name / Nombre:                        |                |             |              |                    |  |
| Signature / Firma:                    |                |             |              |                    |  |
| Receiver / Recibo                     |                |             |              |                    |  |
| Name / Nombre:                        |                |             |              |                    |  |
| Signature / Firma:                    |                |             |              |                    |  |

Page 2