



Bill to:
PEPSI LOGISTICS COMPANY INC
,
,
,

Invoice Date: 02/08/2024
Invoice #: 2559763
Terms: NET 30
Due Date: 03/08/2024

Date	Customer Ref #	Origin - Destination	Quantity	Rate	Amount
02/07/2024		1738 West 20th Street, Erie, PA, USA - 3425 Myer Lee Drive, Winston-Salem, NC, USA			
			1	\$1,500.00	\$1,500.00

TOTAL
\$1,500.00

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

Pepsi Logistics Company, Inc.

PEPSI LOGISTICS COMPANY, INC.
INVOICE MUST BE PROCESSED AT
WWW.EPAYMANAGER.COM
PLANO TX 75024

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MATTHEW HARRIS
(888) 752-4669 x 9570 (p)
(469) 589-9570 (c) (469) 589-9570 (c)
matthew.harris1@pepsico.com

BRZ
(708) 303-5150 (p) Att: DISPATCH

MC # 86875 Truck # 832
DOT 3119062 Trailer # W97038
Driver GARRY Cell # (813) 507-6835

Size & Type: 53' PLATED VAN

Description: PRODUCTION

Miles: 519

Pieces:

Weight: 25000

CHARGES		DISPATCH NOTES
LINE HAUL RATE	1500.00	
TOTAL RATE	1500.00	

TYPE	REFERENCE #	TYPE	REFERENCE #	TYPE	REFERENCE #
Cust Ref	1009611	Pick 1	772385 SO	Stop 1	4500682865

PICK 1

RPC ERIE
1738 W 20TH ST
ERIE PA 16502
Hours : 0700-1500

Appointment 02/07/24 @ 08:08
Appt Notes: 0800-1500
Ref # 772385 SO

STOP 1

PBV : WINSTON SALEM
3425 MYER LEE DR
WINSTON SALEM NC 27101

Appointment 02/08/24 @ 08:00
Appt Notes: SET
Ref # 4500682865

REQUIREMENTS AND FEES!!!! (NO EXCEPTION):

1. DRIVER MUST BE TRACKED ON 4KITES FOR ALL DETENTION REQUEST
2. WE MUST BE NOTIFIED DURING THE OCCURENCE OF ANY ACCESSORIAL
3. DRIVER MUST HAVE 2 LOAD LOCKS AND/OR STRAPS FOR ALL LOADS, IF NOT \$55
ADDITIONAL REQUIREMENTS AND FEES!!!! (NO EXCEPTION):

1. \$250 LATE FEE EACH MISSED DAY FOR DELIVERIES. (APPLY IF NO VALID EXCUSES)
2. \$250 LATE FEE WILL APPLY IF DRIVER MISSES PU/DOESN'T PICK UP AT ALL
3. 4KITES \$75 apply if not tracked, TRACKING MEANS FROM PICKUP THROUGH DELIVER

! BEFORE LOADING:

1. Light Scale Ticket Required (IF STATED)

AFTER LOADED:

1. Heavy Scale Ticket Required (IF STATED)
2. Once trailer is loaded, a PHOTO OF LOADED TRAILER is required prior SEAL

*****Driver must be tracked on 4kites for ALL detention requests*****

** PLEASE CONFIRM YOU ARE RECIVEING THIS FROM A PEPSICO EMAIL ADDRESS**

Contact PLCI at 888-752-4669. Our track and
trace team can be reached at PBCTNT@pepsico.com. For after hours email please
contact SPAPepsiLogisticsAfterhours@pepsico.com. For escalations contact
PBCPLCIOpsDirector@pepsico.com.

** PLEASE CONFIRM YOU ARE RECIVEING THIS FROM A PEPSICO EMAIL ADDRESS**

This is a confirmation of a rate agreement

between Pepsi Logistics Company, Inc and the Carrier listed above. The Carrier
agrees to transport this shipment for the amount of the Total Rate (US \$)

described in this document. The Carrier may not trans-load, consolidate, broker

(Rate Confirmation Details on Next Page)

Carrier Signature _____

Date _____ / _____ / _____
M D

Pepsi Logistics Company, Inc.

PEPSI LOGISTICS COMPANY, INC.
INVOICE MUST BE PROCESSED AT
WWW.EPAYMANAGER.COM
PLANO TX 75024

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(708) 303-5150 (p) Att: DISPATCH

MC # 86875

Truck # 832

DOT 3119062

Trailer # W97038

Driver GARRY

Cell # (813) 507-6835

or change transport mode without written consent from PLCI under any circumstance. The shipment must stay sealed for the entire duration of transit. Upon final delivery of this shipment, Carrier agrees to provide PLCI, through our EPAY Manager payment system, a signed BOL along with any supporting accessorial receipts or signed documentation. PLCI must be notified within 24 hours of any accessorial occurrence and provided with signed documentation from the facility where occurrence took place in order for the carrier to receive compensation approval. If appropriate signed documentation is not uploaded to Epay manager, the amount of the accessorial will be deducted from the payment. Carrier must notify PLCI of any issues that would prevent on-time delivery immediately. Sending paper work to the broker will not result in payment. Paper work must be uploaded into Epay Manager.

****Intermodal****

If carrier picks up damaged equipment and does not notify PLCI in writing of the damage, it will be considered to have occurred while in the carriers possession and the carrier will be held liable for the cost of repairs. If out-gating equipment from the railroad, any damage must be notated on the J1. PLCI must be notified at the time of the occurrence of detention and provide signed documentation on the customer bill of lading where occurrence took place in order for the carrier to receive compensation. PLCI does not approve detention at the rail. All accessories and back-up documentation must be sent to PLCI within two business days after completion of the shipment or load will be released for payment and any cost corrections will be denied.

7701 Legacy Dr. Plano TX 75024.

**** PLEASE CONFIRM YOU ARE RECEIVING THIS FROM A PEPSICO EMAIL ADDRESS****

Carrier Signature _____

Date _____ / _____ / _____
M D

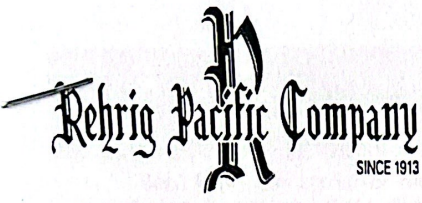


***** IMPORTANT PICKUP / DELIVERY INFORMATION *****

Contact PLCI at 888-752-4669 during business hours or after hours for any questions. Our afterhours email is SPApepsiLogisticsAfterhours@pepsico.com

For escalations contact PBCPLCIOpsDirector@pepsico.com and Justin.Potes@pepsico.com

E-Signed : 02/06/2024 03:40 PM CST
Conor Smith
conor@rtbrz.com
IP: 91.143.219.198
Sertifi Electronic Signature
DocID: 20240206153946853



STRAIGHT BILL OF LADING SHORT FORM Original Not Negotiable

RECEIVED, subject to the classifications and tariffs in effect on the date of issue of this Original Bill of Lading.

Carrier: PEPSI LOGISTICS

SCAC:

BOL: 1009611

Pickup Date: 2/7/2024

Printed: 2/7/2024

Page: 1 of 2



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 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 as 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 of 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 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 said bill of lading, including those on the attachment thereof, set forth in the 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.

SHIPPER(FROM)

RPC ERIE
1738 W 20TH ST
ERIE PA 16502-2116

CONSIGNEE

PBV : WINSTON SALEM
3425 MYER LEE DR
WINSTON SALEM NC 27101-6209

SHIP TO

HEATHER MARTIN
(336) 8131639

CUSTOMER ORDER #: 4500682865

Authorization #:

OUR ORDER #: 772385 SO

NOTES:

Third Party Billing Information

Freight Charges are:

- ☐ PREPAID
- ☐ COLLECT
- ☐ THIRD PARTY

Subject to Section 7 of conditions 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.

Signature of Consignor:

NO PKGS	UM	ITEM#	CUSTOMER SKU	DESCRIPTION OF ARTICLES, KIND OF PACKAGE, SPECIAL MARKS AND EXCEPTIONS	WEIGHT	CLASS	NMFC	SUB
576	EA	403387		37X43 RACKABLE P NAVY BLUE	21,312	175	156500	3071990

PART Serial Nos: Starting/Ending:

Total Weight: 21,312
Total Quantity: 576

MARK "X" IN THE HM COLUMN TO DESIGNATE HAZARDOUS MATERIALS AS DEFINED IN DOT REGULATIONS

*If the shipment moves between two ports by a carrier by water, the law requires that the bill of lading shall state whether it is "carrier's or shipper's weight."

NOTE: Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property.

The agreed or declared value of the property is hereby stated by the shipper to be not exceeding.

+ "The fiber boxes used for this shipment conform to the specifications set forth in the box maker's certificate thereon, and all other requirements of Uniform Freight Classifications."

+ Shipper's imprint in lieu of stamp; not a part of bill of lading approved by the Interstate Commerce Commission.

This is to certify that the above named materials are properly classified, described, packaged, marked and labeled and is in proper condition for transportation according to the applicable regulations of the Department of Transportation.

Per

Trailer Number: 97038
Seal Number: 583348

U.S. DOT Hazmat Req. Number:

EMERGENCY RESPONSE NUMBER:

CONTACT:

PLACARDS REQUIRED

SUPPLIED BY DRIVER

SHIPPER: RPC ERIE

PER:

Fax: (814) 455-8023

Phone:

www.RehrigPacific.com

Received by:

BRZ

Carrier/Driver: PEPSI LOGISTICS

2/07/24
Date

UNIFORM STRAIGHT BILL OF LADING

Terms & Conditions

Page

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Sec. 1. (a) The carrier or the party in possession of any of the property described in this bill of lading shall be liable as at common law for any loss thereof or damage thereto, except as hereinafter provided.

(b) No carrier shall be liable for any loss or damage to a shipment or for any delay caused by an Act of God, the public enemy, the authority of law, or the act or default of shipper. Except in the case of negligence of the carrier or party in possession, the carrier or party in possession shall not be liable for loss, damage or delay which results: when the property is stopped and held in transit upon request of the shipper, owner or party entitled to make such requests; or from faulty or impassible highway, or by lack of capacity of a highway bridge or ferry; or from a defect or vice in the property; or from riots or strikes. The burden to prove freedom from negligence is on the carrier or the party in possession.

Sec. 2. Unless arranged or agreed upon, in writing, prior to shipment, carrier is not bound to transport a shipment by a particular schedule or in time for a particular market, but is responsible to transport with reasonable dispatch. In case of physical necessity, carrier may forward a shipment via another carrier.

Sec. 3. (a) As a condition precedent to recovery, claims must be filed in writing with: any participating carrier having sufficient information to identify the shipment.

(b) Claims for loss or damage must be filed within nine months after the delivery of the property (or, in the case of export traffic, within nine months after delivery at the port of export), except that claims for failure to make delivery must be filed within nine months after a reasonable time for delivery has elapsed.

(c) Suits for loss, damage, injury or delay shall be instituted against any carrier no later than two years and one day from the day when written notice is given by the carrier to the claimant that the carrier has disallowed the claim or any part or parts of the claim specified in the notice. Where claims are not filed or suits are not instituted thereon in accordance with the foregoing provisions, no carrier shall be liable, and such claims will not be paid.

(d) Any carrier or party liable for loss of or damage to any of said property shall have the full benefit of any insurance that may have been effected, upon or on account of said property, so far as this shall not avoid the policies or contracts of insurance, provided, that the carrier receiving the benefit of such insurance will reimburse the claimant for the premium paid on the insurance policy or contract.

Sec. 4. (a) If the consignee refuses the shipment tendered for delivery by carrier or if carrier is unable to deliver the shipment, because of fault or mistake of the consignor or consignee, the carrier's liability shall then become that of a warehouseman. Carrier shall promptly attempt to provide notice, by telephonic or electronic communication as provided on the face of the bill of lading, if so indicated, to the shipper or the party, if any, designated to receive notice on this bill of lading. Storage charges, based on carrier's tariff, shall start no sooner than the next business day following the attempted notification. Storage may be, at the carrier's option, in any location that provides reasonable protection against loss or damage. The carrier may place the shipment in public storage at the owner's expense and without liability to the carrier.

(b) If the carrier does not receive disposition instructions within 48 hours of the time of carrier's attempted first notification, carrier will attempt to issue a second and final confirmed notification. Such notice shall advise that if carrier does not receive disposition instructions within 10 days of that notification, carrier may offer the shipment for sale at a public auction and the carrier has the right to offer the shipment for sale. The amount of sale will be applied to the carrier's invoice for transportation, storage and other lawful charges. The owner will be responsible for the balance of charges not covered by the sale of the goods. If there is a balance remaining after all charges and expenses are paid, such balance will be paid to the owner of the property sold hereunder, upon claim and proof of ownership.

(c) Where carrier has attempted to follow the procedure set forth in subsections 4(a) and (b) above and the procedure provided in this section is not possible, nothing in this section shall be construed to abridge the right of the carrier at its option to sell the property under such circumstances and in such manner as may be authorized by law. When perishable goods cannot be delivered and disposition is not given within a reasonable time, the carrier may dispose of property to the best advantage.

(d) Where a carrier is directed by consignee or consignor to unload or deliver property at a particular location where consignor, consignee, or the agent of either, is not regularly located, the risk after unloading or delivery shall not be that of the carrier.

Sec. 5. (a) In all cases not prohibited by law, where a lower value than the actual value of the said property has been stated in writing by the shipper or has been agreed upon in writing as the released value of the property as determined by the classification or tariffs upon which the rate is based, such lower value plus freight charges if paid shall be the maximum recoverable amount for loss or damage, whether or not such loss or damage occurs from negligence.

(b) No carrier hereunder will carry or be liable in any way for any documents, coin money, or for any articles of extraordinary value not specifically rated in the published classification or tariffs unless a special agreement to do so and a stipulated value of the articles are endorsed on this bill of lading.

Sec. 6. Every party, whether principal or agent, who ships explosives or dangerous goods, without previous full written disclosure to the carrier of their nature, shall be liable for and indemnify the carrier against all loss or damage caused by such goods. Such goods may be warehoused at owner's risk and expense or destroyed without compensation.

Sec. 7. (a) The consignor or consignee shall be liable for the freight and other lawful charges accruing on the shipment, as billed or corrected, except that collect shipments may move without recourse to the consignor when the consignor so stipulates by signature or endorsement in the space provided on the face of the bill of lading. Nevertheless, the consignor shall remain liable for transportation charges where there has been an erroneous determination of the freight charges assessed, based upon incomplete or incorrect information provided by the consignor.

(b) Notwithstanding the provisions of subsection (a) above, the consignee's liability for payment of additional charges that may be found to be due after delivery shall be as specified by 49 U.S.C. §13706, except that the consignee need not provide the specified written notice to the delivering carrier if the consignee is a for-hire carrier.

(c) Nothing in this bill of lading shall limit the right of the carrier to require the prepayment or guarantee of the charges at the time of shipment or prior to delivery. If the description of articles or other information on this bill of lading is found to be incorrect or incomplete, the freight charges must be paid based upon the articles actually shipped.

Sec. 8. If this bill of lading is issued on the order of the shipper, or his agent, in exchange or in substitution for another bill of lading, the shipper's signature on the prior bill of lading or in connection with the prior bill of lading as to the statement of value or otherwise, or as to the election of common law or bill of lading liability shall be considered a part of this bill of lading as fully as if the same were written on or made in connection with this bill of lading.

Sec. 9. If all or any part of said property is carried by water over any part of said route, such water carriage shall be performed subject to the terms and provisions and limitations of liability specified by the "Carriage of Goods By Sea Act" and any other pertinent laws applicable to water carriers.



STRAIGHT BILL OF LADING SHORT FORM Original Not Negotiable

RECEIVED, subject to the classifications and tariffs in effect on the date of issue of this Original Bill of Lading.

Carrier: PEPSI LOGISTICS

SCAC:

BOL: 1009611

Pickup Date: 2/7/2024

Printed: 2/7/2024

Page: 1 of 2



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SHIPPER(FROM)

RPC ERIE
1738 W 20TH ST
ERIE PA 16502-2116

CONSIGNEE

PBV : WINSTON SALEM
3425 MYER LEE DR
WINSTON SALEM NC 27101-6209

SHIP TO

HEATHER MARTIN
(336) 8131639

CUSTOMER ORDER #: 4500682865

Authorization #:

OUR ORDER #: 772385 SO

NOTES:

Third Party Billing Information		Freight Charges are: <input type="checkbox"/> PREPAID <input type="checkbox"/> COLLECT <input type="checkbox"/> THIRD PARTY		Subject to Section 7 of conditions 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.	
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NO PKGS	UM	ITEM #	CUSTOMER SKU	DESCRIPTION OF ARTICLES, KIND OF PACKAGE, SPECIAL MARKS AND EXCEPTIONS	WEIGHT (subject to correction)
576	EA	403387		37X43 RACKABLE P NAVY BLUE	21,312
PART Serial Nos: Starting/Ending:					
Total Weight:					21,312
Total Quantity:					576

Mr. Re Ball
2-8-24

MARK "X" IN THE HM COLUMN TO DESIGNATE HAZARDOUS MATERIALS AS DEFINED IN DOT REGULATIONS	
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Trailer Number: 97038 Seal Number: 583348 U.S. DOT Hazmat Req. Number:	
EMERGENCY RESPONSE NUMBER: CONTACT: PLACARDS REQUIRED SUPPLIED BY DRIVER	
SHIPPER: RPC ERIE PER: _____ Fax: (814) 455-8023 Phone: _____ www.RehrigPacific.com	Received by: <u>BRZ</u> Carrier/Driver: PEPSI LOGISTICS <u>[Signature]</u> Date: 2/07/24

UNIFORM STRAIGHT BILL OF LADING

Terms & Conditions

Page
2 of 2

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(d) Any carrier or party liable for loss of or damage to any of said property shall have the full benefit of any insurance that may have been effected, upon or on account of said property, so far as this shall not avoid the policies or contracts of insurance, provided, that the carrier receiving the benefit of such insurance will reimburse the claimant for the premium paid on the insurance policy or contract.

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Sec. 9. If all or any part of said property is carried by water over any part of said route, such water carriage shall be performed subject to the terms and provisions and limitations of liability specified by the "Carriage of Goods By Sea Act" and any other pertinent laws applicable to water carriers.