

**Bill to:**

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

Invoice Date: 03/15/2024

Invoice #: 1000033184

Terms: NET 30

Due Date: 04/15/2024

Date	Customer Ref #	Origin - Destination	Quantity	Rate	Amount
03/14/2024		18594 State Hwy KK, Boss, MO 65440, USA - 10300 Industrial Rd, Holland, OH 43528, USA			
			1	\$1,100.00	\$1,100.00

TOTAL
\$1,100.00

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



Loadsmith

1875 Lawrence St, Suite 600

Denver, CO 80202

Sent at: 3/13/2024 13:45 CST

To update tracking info:

Please make sure you are tracking in MacroPoint, Trucker Tools, or Project 44. For any further questions, or if any issues arise, please call 888-975-5623.

Contact your Loadsmith Rep, Hamilton Valenzuela

Email: hamilton.valenzuela@loadsmith.com

Phone: +18889755623 Ext. 205

Questions? Call Loadsmith at: 888-975-5623

Rate Confirmation

Route # 1000033184

Mode: Truck

Size: FTL

Route Type: OTR

Distance: 592 Miles

of Stops: 2

Cargo Value: \$100,000

Origin

Boss, MO 65440

Destination

HOLLAND, OH 43528

Date: 03/14/2024

Equipment: Van 53

Expected Min Temp: N/A

Expected Max Temp:

Temp Setting:

Carrier: ZIGI FREIGHT INC

MC#: 944686

DOT#: 2828543

Contact: BILL CARSON

Phone: +16304857370

Email: BILL@ROYAL3INC.COM

Notes: NO REEFER TRAILERS ON ANY CLARIOS
LOAD

****SHIPPER WILL ONLY LOAD DRY VAN TRAILERS****

Total Rate: \$1,100.00 USD

Route Refs:

Vendor Refs:

EDI #: T6055837

PU #: 1141786495

Cust Ref #: 1141786495

Ord #: TMC37004330

EDI #: USD

Load Ref #: JOHNSON CONTROLS

Trailer #: ZZZZ

Ship ID #: 467648530

If this is a Temperature Controlled Shipment Please Follow These Guidelines:

Run all reefers on continuous unless specific written instructions are given to do otherwise. Run reefer at the temperature on BOL.



If no temperature on BOL, please call 888-975-5623 for instruction.

Stop 1 – Pick Up

Doe Run- Boss
18954 hwy kk,
Boss, MO 65440

Date/Time: 03/14/2024 08:00 - 17:00
Scheduling: Appointment
Loading Type: Live
Pallet Count: 0
Work: No Touch

PO #: 1141786495
BOL #: 467648530

Special Reqs:

Pick Up Instructions:

Facility Notes:

Commodity Details

Handling Unit		Pieces		Hazmat	Description	Dimensions	OD	Temp Control	Temp Setting	Pre-Cool To	Min° Temp	Max° Temp	Weight
Qty	Type	Qty	Type										
		20		No	2.0% SN (320) 60# PIGS - 1		No	No					44,000 lbs

Additional Details | Load On: Pallet

Total HU: 0

Total Pcs: 20

Total Cmdty: 1

Total Wgt: 44000.0 lbs

Stop 2 – Delivery

TOL 921
10300 Industrial Road,
HOLLAND, OH 43528

Date/Time: 03/15/2024 10:00
Scheduling: Appointment
Loading Type: Live
Pallet Count: 0
Work: No Touch

Del #: 1141786495

Special Reqs:

Delivery Instructions:

Facility Notes:



LOADSMITH

BOL #: 467648530

Commodity Details

Handling Unit		Pieces		Hazmat	Description	Dimensions	OD	Temp Control	Temp Setting	Pre-Cool To	Min° Temp	Max° Temp	Weight
Qty	Type	Qty	Type										
		20		No	2.0% SN (320) 60# PIGS - 1		No	No					44,000 lbs

Additional Details | Load On: Pallet

Total HU: 0	Total Pcs: 20	Total Cmdty: 1	Total Wgt: 44000.0 lbs
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Carrier Cost

Date: 3/13/2024 13:45 CST

Cost Type	Currency	Cost Per	Units	Total Cost
Flat Rate	USD	\$1,100.00	1.0	\$1,100.00
Total Cost				\$1,100.00

Freight and Payments Terms

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 from 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

- Loadsmith will not reimburse carrier for any Load or Unload payments without prior Loadsmith approval.
- 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.
- For any safety, accident, or cargo claim (OS&D) refusal please call 888-975-5623, 24 hours a day.
- All loads must remain sealed with all old and new seal numbers recorded on the Bill of Lading / Delivery Receipt.
- 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:

- Report the detention event immediately to your Loadsmith Carrier Sales Representative via telephone or email.
- 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 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:

- The pickup number will not be provided to the driver until they are tracking at the shipper.
- A local driver will not be used to pick up the load and relay with another OTR driver.
- The truck must be fully fueled at the time of arrival at shipper.
- The driver must have a physical copy of a United States commercial driver's license.
- The driver must drive a minimum of 200 miles away from shipper before stopping for any reason.
- 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.
- 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 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 for inspection of cargo and cargo securement before signing the bill of lading and departing the shipper. Carrier shall be solely responsible for verifying that cargo is properly secured for transport. Carrier shall be solely responsible for any cargo disturbance of shift that occurs during transit and any cost associated with re-working, re-stacking, or re-delivering cargo in its original condition. 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.

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.

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

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 accessorial 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.



LOADSMITH

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.

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 accessorials must be submitted with Loadsmith Order number on each page by emailing pod@loadsmith.com with the Loadsmith Order number in the subject line.

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

Bill Carson

Please sign and return to Loadsmith

This Shipping Order

MUST BE LEGIBLY FILLED IN, IN INK, IN INDELEBIL PENCIL, OR IN CARBON, AND RETAINED BY THE AGENT.

Agent's NO. _____

RECEIVED, subject to the classifications and tariffs in effect on the date of the issue of this bill of lading.

The property described below, in apparent good order, except as noted (contents and condition 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 its own route, otherwise deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any 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 Official, Southern, Western and Illinois Freight Classifications in effect on the date hereof, if this is a rail or 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 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 from himself and his assigns.

FROM The **DOE RUN** Company
Buick Resource Recycling Facility

Bill of Lading No.: BL-0220971
BOL Print Date: 14-MAR-2024

Ship From:
BRRD
Resource Recycling Division
Warehouse #21
18594 HWY KK
Boss MO 65440
United States

Consign To:
Clarios
10300 Industrial Road
Holland OH 43528
United States

Carrier:
5060
BUYERS TRUCK
0
United States

Includes Order(s): MSR0167329
Delivery: UPG0388321

Driver ID:
Vehicle ID: 94932
Seal Number: 40990

Instructions: 20 BUNDLES / ROYAL 3 INC

Order Line	Sched	Item Descr	Customer PO	Commodity Cd Descr	Lot Id	Qty	UOM	Ship Date
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MSR0167329

Instructions: PO# 21158827, 1141786495
5 1 4445803
2.0% SN (320) 60# PIGS

33.13450
Lead Base Alloy
P7038

14-MAR-2024

45,880.000 LB

Total BOL Weight 45,880.000
Tare 0.000
Gross Weight 45,880.000

B Driver certifies & acknowledges that driver is solely responsible for securing and inspecting the load prior to departing from the facility

DELIVERY HOURS: 7:00 AM - 2:00 PM
DRIVER MAY CALL 419/865-1900 FOR DELIVERY INFORMATION

PS-ITL-MS-08009-E REV 02 08020052 PBSN3.20.1

P WHITE & GREEN STRIPES ON EACH BUNDLE

Subject to Section 7 of Conditions of applicable bill of lading, if this shipment is to be diverted 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.

THE DOE RUN CO.
(Signature of Consignor)

If charges are to be prepaid, write or stamp here, "To Be Prepaid."

TO BE PREPAID
XXXXXXXXXXXXXXXXXXXX
XXXXXXXXXXXXXXXXXXXX
XXXXXXXXXXXXXXXXXXXX

COLLECT

"If the shipment moves between two ports by 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.

This shipment is correctly described. Correct weight is as shown, subject to verification by the Western Weighing & Inspection Bureau. If Shipper's imprint in lieu of stamp, not a part of bill of lading approved by the Interstate Commerce Commission. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding per

The **DOE RUN** Company Shipper
Buick Resource Recycling Facility

Per: *[Signature]*

Office address of shipper 18594 Highway KK, BOSS, MO 65440

Agent

Per: *[Signature]*

This Shipping Order

MUST BE LEGIBLY FILLED IN, IN INK, IN INDELEBIL PENCIL, OR IN CARBON, AND RETAINED BY THE AGENT.

Agent's NO. _____

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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 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 from himself and his agents.

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Buick Resource Recycling Facility

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Warehouse #21
18594 HWY KK
Boss MO 65440
United States

Consign To:
Clarior
10300 Industrial Road
Holland OH 43528
United States

Carrier:
5060
BUYERS TRUCK
0
United States

Includes Order(s): MSR0167329
Delivery: UPG0388321

Driver ID:
Vehicle ID: 94932
Seal Number: 40990

Instructions: 20 BUNDLES / ROYAL 3 INC

Order Line	Sched	Item Descr	Customer PO	Commodity Cd Descr	Lot Id	Qty	UOM	Ship Date
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MSR0167329

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2.0% SN (320) 60# PIGS

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Lead Base Alloy
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14-MAR-2024

45,880.000 LB

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Gross Weight 45,880.000

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DRIVER MAY CALL 419/865-1900 FOR DELIVERY INFORMATION

PS-ITL-MS-08009-E REV 02 08020052 PBSN3.20.1

P WHITE & GREEN STRIPES ON EACH BUNDLE

RECEIVED
MAR 15 2024
9:25 AM IN

This shipment is correctly described. Correct weight is as shown, subject to verification by the Western Weighing & Inspection Bureau. If Shipper's imprint in lieu of stamp, not a part of bill of lading approved by the Interstate Commerce Commission. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding per

The **DOE RUN** Company Shipper
Buick Resource Recycling Facility
Per: *[Signature]* Agent
Per: *[Signature]*

Permanent post-office address of shipper 18594 Highway KK, BOSS, MO 65440

2:00 PM OUT

This Shipping Order

MUST BE LEGIBLY FILLED IN, IN INK, IN INDELEBIL PENCIL, OR IN CARBON, AND RETAINED BY THE AGENT.

Agent's NO. _____

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

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(Signature of Consignor)

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Carrier:
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BUYERS TRUCK
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Delivery: UPG0388321

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Seal Number: 40990

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The DOE RUN Company Shipper Buick Resource Recycling Facility	Agent
Per: <i>[Signature]</i>	Per: <i>[Signature]</i>

Permanent post-office address of shipper 18594 Highway KK, BOSS, MO 65440

THIS MEMORANDUM

SHIPPING NOTICE

Agent's NO. _____

IF AN ACKNOWLEDGMENT THAT A BILL OF LADING HAS BEEN ISSUED AND IS NOT THE ORIGINAL BILL OF LADING, NOR A COPY OR DUPLICATE COVERING THE PROPERTY NAME D HEREIN, AND ITS INTENDED SOLELY FOR FILLING OR RECORD RECEIVING, subject to the classifications and tariffs in effect on the date of this Bill of Lading.

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FROM The **DOE RUN** Company
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Warehouse #21
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United States

Carrier:
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BUYERS TRUCK
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United States

Includes Order(s): MSR0167329
Delivery: UPG0388321

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Vehicle ID: 94932
Seal Number: 40990

Instructions: 20 BUNDLES / ROYAL 3 INC

Order Line	Sched	Item Descr	Customer PO	Commodity Cd Descr	Lot Id	Qty	UOM	Ship Date
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MSR0167329

Instructions: PO# 21158827 , 1141786495
5 1 4445803
2.0% SN (320) 60# PIGS 33.13450
Lead Base Alloy P7038 45,880.000 LB

14-MAR-2024

Total BOL Weight 45,880.000
Tare 0.000
Gross Weight 45,880.000

B Driver certifies & acknowledges that driver is solely responsible for securing and inspecting the load prior to departing from the facility

DELIVERY HOURS: 7:00 AM - 2:00 PM
DRIVER MAY CALL 419/865-1900 FOR DELIVERY INFORMATION
PS-ITL-MS-08009-E REV 02 08020052 PBSN3.20.1

P WHITE & GREEN STRIPES ON EACH BUNDLE

Subject to Section 7 of Conditions of applicable bill of lading. If this shipment is to be diverted 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.

THE DOE RUN CO.
(Inc. in the State of Missouri)

If charges are to be prepaid, write or stamp here, "To be Prepaid."

TO BE PREPAID
XXXXXXXXXXXXXXXXXX
XXXXXXXXXXXXXXXXXX
XXXXXXXXXXXXXXXXXX

COLLECT

*If the shipment moves between two ports by 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.

This shipment is correctly described. Correct weight is as shown, subject to verification by the Western Weighing & Inspection Bureau. (1) Shipper's imprint in lieu of stamp, not a part of bill of lading approved by the Interstate Commerce Commission. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding _____ per _____

The **DOE RUN** Company Shipper
Buick Resource Recycling Facility

Per: _____ Agent

Per: _____

Permanent post-office address of shipper 18594 Highway KK, BOSS, MO 65440