

Bill to: OLD DOMINION FREIGHT LINE 500 OLD DOMINION WAY , Thomasville, NC, 27360 Invoice Date: 06/17/2024 Invoice #: 60002252827 Terms: NET 30 Due Date: 07/17/2024

Date	Customer Ref #	Origin - Destination	Quantity	Rate	Amount
06/14/2024		520-A Eagleton Downs Dr, Pineville, NC 28134, USA - 3200 SIRIUS AVE UNIT P, LAS VEGAS, NV 89102			
			1	\$3,400.00	\$3,400.00

TOTAL \$3,400.00

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



Equipment Required: 53 FT D	DRY VAN	
PO: PU: Ref #: VFF-022897 Delivery #:		
Special Instructions:		
1 - PICK UP: 06/14/2024 08:30 to 15:0	00 2 - DELIVER: 06/17/2024 09:0	00 to 15:00
LOCATION 24,2 AMERICAN FLAMECOAT 520 EAGLETON DOWNS RD STE 520 EAGLETON DOWNS RD STE PINEVILLE, NC 28134 704 405 2550 CONTACT: DONOVAN MARTIN FREIGHT OF ALL KINDS		24,273 LB
Cargo Coverage Required: \$10	00,000.00	
The rate shown is the agreed in schedule of rates apply.	ndividually determined rate. ODFL	agrees to pay the rate above and no different tariff or
Rate Type BASE TOTAL \$ USD	Amount \$3,400.00 \$3,400.00	Remit all invoicing to: Attn: Truckload Brokerage Old Dominion Freight Line, Inc. 500 Old Dominion Way Thomasville, NC 27360
	*** PLEASE READ - MACROPOIN	T TRACKING REQUIRED**** FOR FREIGHT TRACKING PURPOSES ONLY. If the driver cell
phone number is not provided and rate reduction if there are any tracking. Please note, MacroPoint	l MacroPoint is not accepted BEFORE tracking issues. Detention at shipper	the driver reaches the shipper, carrier will be subject to \$100.00 and/or receiver will only be paid if verified by MacroPoint to scheduled pickup window - regardless of when the driver accepts
Carrier Name: BRZ		
Carrier Phone: 708303515	50	Sent By:
Carrier Signature:	John Djordjevic	Nate Hnoun Truckload Associate 877-562-3875
SCAC Code:		
Driver Cell:		
Tractor/Trailer #:		
		NOT RECEIVE PAGE 2 OF THIS CARRIER CONFIRMATION, IT IS TH BE RE-SENT - OTHERWISE IT IS ASSUMED THAT YOU (THE CARRI

HAVE READ AND ACCEPTED ALL TERMS AND CONDITIONS **** PLEASE SIGN AND FAX OR EMAIL BACK TO: 336-822-5677 - TRUCKLOAD.SERVICES@ODFL.COM



Old Dominion Freight Line, Inc. ODFL PRO #: 60002252827 Carrier: BRZ

Standard Terms and Conditions

By accepting this shipment (regardless of whether signed or not), carrier agrees to the following standard terms and conditions. Please note, any terms and conditions not referenced below will fall under the carrier agreement signed and sent to Old Dominion Freight Line (ODFL) upon set up.

- Carrier is responsible for compliance with all FMCSA and CARB rules and regulations, as currently codified and as may be amended in the future, including but not limited to hours of service compliance. Carrier warrants the driver assigned to this shipment has sufficient hours to complete delivery and remain in compliance with hours of service rules.
- For transportation services in California, CARRIER must comply with all applicable California Air Resources Board rules including but not limited to the equipment obligations and recordkeeping rules in Title 13, California Code of Regulations, Section 2025.
- Detention, loading or unloading (or any other accessorial charge) must have written approval **prior to occurrence**.
- This freight is not to be consolidated with any other freight without written permission from ODFL Truckload Brokerage. The rate listed on the load confirmation is for **EXCLUSIVE USE** of equipment only.
- **Directions** Any directions given by ODFL Truckload Brokerage, its customers, whether orally or electronically are for information purposes only. It is the carrier's sole responsibility to confirm that it may lawfully and safely operate its vehicle and contents over any road, highway, bridge and/or route. Carrier shall be solely responsible for any fines, penalties, or citations that may be levied as a result of operating its vehicle and contents in a way that may be in violation of any regulation, law or ordinance.
- In the event ODFL is listed as the "carrier" on the Bill of Lading, Carrier is, for all purposes, the "carrier".
- ODFL, as a broker, will not be responsible for any delays, shortages, loss or damage to the shipment transported by carrier.
- ODFL, in its sole discretion, shall be entitled to deduct for any loss, delay, shortage or damage from any freight charges that may be owed to the carrier. LATE PICKUPS OR DELIVERIES WILL BE SUBJECT TO A MINIMUM OF A \$50 FINE (EACH).
- ADDITIONAL COMPENSATION WILL NOT BE PAID on loads that are over the tendered weight (within legal limits not requiring overweight permits).
- "Double-Brokering" is prohibited and carrier shall remain primarily liable for any personal injury, including death, and/or delay claim arising from double brokering to the extent that Carrier would be liable if it performed the transportation directly. In addition, Carrier will be the sole party responsible for compensating the substitute service provider who transported the shipment and shall defend, indemnify and hold ODFL harmless from any demands of unpaid charges, including attorney fees.
- Carrier is to notify ODFL before leaving consignee, of any overage, shortage or damages upon delivery.
- To ensure prompt payment for transportation service provided, all billing must be accompanied by an invoice with the carrier name, signed delivery receipt, shippers Bill of Lading and ODFL reference number (listed above).
- If there is a LUMPER at the Shipper or Consignee The Carrier/Driver is Responsible for Paying the LUMPER FEE and will be reimbursed via Rate Confirmation with Copy of the LUMPER RECEIPT ODFL DOES NOT ISSUE COMP-CHEC

STANDARD TRUCKLOAD BILL OF LADING CONTRACT TERMS AND CONDITIONS

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

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(b) No carrier or party in possession of all or any of the property herein described shall be liable for any loss thereof or damage thereto or delay caused by the act of God, the public enemy, the authority of law, or the act or default of the shipper or owner, or for natural shrinkage. Except in case of negligence of the carrier or party in possession (and the burden to prove freedom from such negligence shall be on the carrier or party in possession), the carrier shall not be liable for loss, damage, or delay occurring while the property is stopped and held in transit upon the request of the shipper, or resulting from a defect or vice in the property.

§ 2. (a) No carrier is bound to transport said property in time for any particular market or otherwise than with reasonable dispatch. Every carrier shall have the right in case of physical necessity to forward said property by any carrier or route between the point of shipment and the point of destination.

(b) In all cases not prohibited by law, where a lower value than actual value has been represented 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 amount to be recovered, whether or not such loss or damage occurs from negligence.

§ 3. (a) As a condition precedent to recovery, claims must be filed in writing with a participating carrier within nine months after delivery of the property or in the case of failure to make delivery within 9 months after a reasonable time for delivery has elapsed.

(b) Suits shall be instituted against any carrier only within two years and one day from the day when notice in writing is given by the carrier to the claimant that the carrier has disallowed the claim or any part or parts thereol specified in the notice. Where claims are not filed or suits are not instituted thereon in accordance with the foregoing provisions, no carrier hereindor shall be liable, and such claims will not

(c) Any carrier or party liable on account of loss of or tamage to any of said property shall have the full benefit of any insurance that may have been affected upon or on account of said property, so far as this shall not avoid the policies or contracts of insurance: Provided, That the carrier reimburse the claimant for the premium paid thereon.

§4. (a) Property not accepted by the consignee, after-notice of the arrival of the property at destination has been duly sent or joien, may be kept subject to the lariff charge for storage and to carrier's responsibility as warehouseman, only, or at the option of the carrier, may be stored in a public or licensed warehouse at the cost of the owner, and there held without liability on the part of the carrier, and subject to a lien for all freight and other liswful charges, including a reasonable charge for storage.

(b) Where nonperishable property is refused at destination by the consignee or where the consignee fails to receive it within 15 days after notice of arrival shall have been duly sent or given, the carrier may sell same at public auction to the highest bidder, at such place as may be designated by the carrier.

(c) Where perishable property which has been transported to destination and the consignee or party entitled to receive it has failed to receive it promptly, the carrier may, in its discretion, to prevent deterioration, sell the same to the best advantage at private or public sale.

(d) Where the procedure provided for in the two paragraphs last preceding is not possible, it is agreed that nothing contained in said paragraphs shall be construed to abridge the right of the camere at its option to self the property under such circumstances and in such manner as may be authorized by law.

(e) The proceeds of any sale made under this section shall be applied by the carrier to the payment of freight, demurrage, storage, and any other lawful charges and the expense of notice, advertisement, sale, and other necessary expense and of caring for and maintaining the property. If proper care of the same requires special expense, and should there be a balance it shall be paid to the owner of the property sold hereunder.

§ 5. No carrier hereunder will carry or be liable in any way for any documents, specie, or for any articles of extraordinary value not specifically rated in the published classifications or tariffs unless a special agreement to do so and a stipulated value of the articles are indersed hereon.

§ 6. Every party, whether principal or agent, shipping 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, and such goods may be warehoused at owner's risk and expense or destroyed without compensation.

§7. (a) The consignor or consignee shall pay the freight and all other lawful charges accruing on said property. The consignor shall be liable for the freight and all other lawful charges unless the consignor stipulates, by signature, in the place provided for that purpose on the face of the bill of lading the carrier shall not make delivery without requiring payment of such charges and the carrier, contrary to such signation, shall make delivery without requiring such payment. (b) Consignee becomes liable for freight charges upon receipt unless the consignee is an agent only and has no beneficial tile in said property, and prior to delivery has notified the delivering carrier of these facts.

(c) Nothing herein shall limit the right of the carrier to require at time of shipment the propayment or guarantee of the charges. If upon inspection it is ascertained that the articles shipped are not those described in this bill of lading, the freight charges must be paid upon the articles actually shipped.

§ 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 to the prior bill of lading as to the statement of value or otherwise, or election of common law or bill of lading liability, in or in connection with such prior bill of lading, shall be considered a part of this bill of lading as fully as if the same were written or made in or in connection with this bill of lading.

§ 9. (a) All surface transportation provided under this bill shall be subject to federal statute and common law otherwise applicable to regulate interstate shipments. U.S. statutes and regulations shall apply unless otherwise waived by signed written agreement.

(b) If all or any part of said property is carried by water, and the loss is carried by water and loss, damage, or injury to said property occurs while it is in the custody of the carrier by water, the liability of such carrier shall be datermined by the sphelable bill of lading and under laws and regulations applicable to transportation by water.

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