



Bill to:
BIG M II, Inc

Invoice Date: 06/25/2024
Invoice #: 30047971
Terms: NET 30
Due Date: 07/25/2024

Date	Customer Ref #	Origin - Destination	Quantity	Rate	Amount
06/24/2024		2743 Foreman Rd, Orange, TX 77630 - 1136 DUNLOP LANE, CLARKSVILLE, TN 37040			
			1	\$1,900.00	\$1,900.00

TOTAL
\$1,900.00

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



BIG M

Rate Confirmation Agreement for Big M II, Inc.

***** THE FOLLOWING MUST BE PRESENTED FOR PAYMENT *****

Carrier invoice - Proof of Delivery - Applicable receipts

Failure to provide any of the required documents will result in delay of payment.

ALL CARRIER PAPERWORK MUST be submitted by email to carrierpaperwork@bigm.com

1. Unless Big M II provides written notice herein that this term does not apply to this shipment, Carrier's motor vehicle equipment shall be dedicated to Big M II exclusive use while transporting the cargo subject to this booking. Carrier's violation of this exclusive use requirements shall result in Carrier's forfeiting its right to be paid for the transportation services contemplated by this Load Confirmation, not as penalty, but as liquidated damages.
2. This rate is contingent upon successful and on-time completion of all load requirements as orally stipulated or written on this rate confirmation. Rate may be reduced if the load picks up or delivers after originally scheduled time and date. Carrier acknowledges that failure to complete any terms and conditions of this shipment may jeopardize or result in loss of future business opportunities with Big M II.
3. Accessorial charges (including but not limited to labor, detention, and/or layover charges) must be authorized and approved prior to or at time of occurrence. Big M II will not provide any reimbursement of any not, prior-approved accessorial charges. Carrier shall ensure the bill of lading is notated either when handling is required or when detention occurs, that a lumber receipt is provided when a lumber is hired, and/or that both are included as supporting documents with the Carrier's invoice. All overage, shortage, and damage must be reported to Big M II immediately, at time of occurrence, and noted on the bill of lading.
4. Big M II Customer requires that Carrier provide, through Big M II, the following electronic shipment status updates via Trucker Tools driver app, EDI, or through another approved electronic method of providing shipment status updates (unless otherwise specified in this confirmation) at the following intervals: Arrival at and departure from Shipper(s) within thirty(30) minutes of occurrence; - A minimum of one check call per day, prior to 10:00am, each day that Carrier is in possession of this shipment; and - Arrival at and departure from Receiver(s) within thirty(30) minutes of occurrence. Any Carrier who does not Track will be subject to a \$500 fine. ***Note* Carrier is ineligible for detention if approved electronic tracking is not enabled and operational for the required tracking period. Carrier must be tracking before pickup, during transit and while at receiver(s).**
5. For this shipment, Carrier agrees it shall be in possession of relevant and applicable cargo insurance coverage in an amount sufficient to cover the loss or damage of the cargo being transported. Carrier's cargo insurance policy must not exclude from coverage any commodities or cargo carried on this booking. If Carrier's cargo insurance policy contains a schedule of coverage vehicles or equipment, Carrier will not transport any cargo on this booking using a vehicle and /or equipment that is not listed as scheduled on Carrier's cargo insurance policy.
6. Big M II Customer requires that the Carrier arrives at Shipper with the following specific equipment to properly transport this shipment: Pursuant to Big M II carrier contract, any seals applied to trailer are not to be broken or removed prior to delivery at destination without prior written consent from Big M II. Carrier shall notate the condition of the seal on the bill of lading upon delivery.
7. For questions regarding rate verifications or other load related questions please contact the logistics professional listed on the rate confirmation. For any problems or issues after regular business hours or over the weekends, please contact Big M II at 844-844-4639 or 662-815-5000.
8. For questions regarding payment processes please contact carrierinfo@bigm.com

Big M II, Inc.
6341 B Hwy 15
Blue Mountain, MS 38610
877-553-2446 662-815-5020

Page 1

Load Confirmation

30047971

Carrier:	ROYAL 3 INC Chicago IL 60638	Contact:	AI
Date:	06/24/2024	Phone:	630-566-2080
		Fax:	

Order	Order: 30047971	Commodity:	RAW RUBBER MATERIALS
	Miles: 673.0	Weight:	43000.0
	Temp:	Trailer:	Van (DAT)
	BOL: 6100169213	Reference:	80401430

PU 1	Name: Arlanxeo	Date: 06/24/2024 0800
	Address: 2743 Foreman Rd	06/24/2024 1400
	ORANGE TX 77630	
	Phone:	Contact:
		Driver Load: Live load

SO 2	Name: HANKOOK TIRE MANUFACTURING	Date: 06/25/2024 0800
	Address: 1136 DUNLOP LANE	06/25/2024 1200
	CLARKSVILLE TN 37040	
	Phone:	Contact:
		Driver Load: No driver loading or unload

Payment	Carrier Freight Pay:	\$1,900.00
	Total Carrier Pay:	\$1,900.00

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

Please Sign: *Al Milanovic*

Driver Name:Yamir
Driver Cell: 7865032029
Driver Email:
Tractor #: 757
Trailer #: PTLZ244745

(X) Accept

() Decline

Attention: Lynette Easterling
leasterling@bigm.com





ARLANXEO USA LLC
1550 Coraopolis Heights Road Suite 420
MOON TOWNSHIP PA 15108
USA

DATE PRINTED: 24.Jun.2024
ORIGINAL - NOT NEGOTIABLE
BILL OF LADING
SHIPPING CONTRACT-TO BE SIGNED BY SHIPPER AND CARRIER

SUBJECT TO ALL THE TERMS AND CONDITIONS INCORPORATED BY REFERENCE AND THE LIABILITY PROVISIONS SHOWN ON THE BACK HEREOF.

Shipper ARL Orange Distribution Center
2743 Foreman Road
ORANGE TX 77630
USA

Truck No.:
Trailer No.: 244745
Phone No.:
Fax No.:

SHIP-TO:
Hankook Tire Manufacturing
Tennessee, LP
1136 Dunlop Lane
CLARKSVILLE TN 37040-9319
USA

Bill of Lading No : 6100169213

Carrier : Big M Transportation Inc. /38610-9678 Blue Mountai
Carrier Account# :
Means of Transport: FTL - Full Truck Load/Closed Truck
PREPAID

No. of Packages	Type of Container	Shipper's Weight	DG	Description
14	returnable metal box Goodpack MB5	NET: 38920.440 LB NET: 17654.000 KG	GROSS: 42994.585 LB GROSS: 19502.000 KG	Material 56383739 Material Description: BUNA® CB 24 ECCN Number: EAR99 Freight Class: 60 NMFC Code: 157320-11 Customer Material Number: AAQ213A Delivery No: 80401430 / 10 HSN Code: 4002200000 Loading date: 19.Jun.2024 Delivery Date: 21.Jun.2024 Sales Order: 228792 Customer Reference: 3000056648-130 Train Number Railcar Number
Seal No : 13187179				
SPECIAL INSTRUCTIONS				
Not dangerous cargo Keep separated from foodstuffs				
Total: 14		42994.585 LB 19502.000 KG		US PORT OF ENTRY: SCN 80401430
Loading Hours : ARLANXEO Orange Distribution Center 2743 Foreman Road Orange, TX 77630 8:00 AM - 4:00 PM M-F; closed weekends Appointment are required 24 hours in advance. Drivers must check in with ARLANXEO provided pick up number.				
Inst. to f/Forwarder				

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Inst. to f/Forwarder				

USCKV02

cargo-partner
CARGO PARTNER NETWORK, INC.
1136 Dunlop Lane
37043 Clarksville, TN, United States
P: +1 630 451 4888

JUN 25 2024

ARLANXEO USA LLC
1550 Coraopolis Heights Road Suite 420
MOON TOWNSHIP PA 15108
USA

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Carrier Account# :
Means of Transport: FTL - Full Truck Load/Closed Truck
PREPAID

Receiving Hours: Monday - Friday from 7AM - 3:30PM
Appointments Required:
630-451-4062
Thomas Henry
Thomas.henry@cargo-partner.com

EMERGENCY CONTACT:CHEMTREC1-800-424-9300 / International+1-703-527-3887/ CCN 864574.

**SHIPPER'S INTERMODAL
CERTIFICATION**

I hereby declare that the contents of this consignment are fully and accurately described above the proper shipping name and are classified, packaged, marked and labeled/ placard and are in all respects in proper condition for transport according to applicable international and national governmental regulations. This Certification includes IMDG 5.4.

Date: 10/24 Shipper per: EH

**DRIVER'S CERTIFICATION
AND RECEIPT**

Driver hereby certifies that the above Special Instructions have been read and understood that:

1. Emergency response information in accordance with 49 CFR, part 172. Subpart G is present on board the vehicle.
2. The required placards have been offered and the required placards are properly affixed to the vehicle.

Received 14 pallets pieces
Carrier 20YA2
Trailer 244745

Driver's Signature [Signature]

SECTION 7

If this shipment is to be delivered to the Consignee without recourse on the Shipper/ Consignor for any charges that are not prepaid or agreed to be prepaid, the Shipper/Consignor shall sign the following statement:

Carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.

ARLANXEO USA LLC

FREIGHT CHARGE TERMS

DAP USA (Clarksville)

CONTRACT TERMS AND CONDITIONS

Except as otherwise agreed by Carrier and Shipper in a separate written agreement, the following terms and conditions of carriage apply.

1. 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, damage or delay thereto, except as hereinafter provided. Carriers shall be liable for special, incidental and consequential damages for which they have actual or constructive notice.
2. No Carrier or party in possession of all or any portion of the property described in this bill of lading shall be liable for any loss of or damage to the said property or for any delay caused solely by an Act of God, the public enemy, the authority of law, or the act of default of the Shipper or owner. Further, no Carrier or party in possession of all or any portion of the said property shall be liable for any natural shrinkage of the property or loss caused solely by the inherent vice of the property. The Carrier or the party in possession shall have the burden of proving freedom from negligence and that one of the foregoing exceptions was the sole and proximate cause of the loss, damage or delay. The Carrier's liability shall not be subject to the rule of contributory or comparative negligence.
3. The Carrier shall be liable solely as a warehouseman for loss, damage or delay occurring after actual or attempted tender of the property for delivery at destination. When tender of delivery of the property to the party entitled to receive it has been made, but delivery has been refused, or if Carrier is unable to make delivery, Carrier's liability as a warehouseman will begin when Carrier has placed the property in a warehouse or storage facility under reasonable security. Except in the case of negligence of the Carrier or the 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 request.
4. Except in the case of negligence of the Carrier, no Carrier or party in possession of all or any of the property described in the bill of lading shall be liable for delay caused by highway obstruction, by fault or impassable highway, or by lack of capacity of any highway, bridge or ferry. The burden to prove freedom from such negligence is on the Carrier or party in possession.
5. Unless otherwise agreed, no Carrier is bound to transport said property by any particular schedule or vehicle or in time for any particular market, or in any manner other than with reasonable dispatch. Every Carrier shall have the right, in case of physical necessity, to forward the property by any Carrier or route between the point of shipment and the point of destination, without additional cost to Shipper or Consignee.
6. Claims for loss, damage or delay must be mailed within nine months of delivery or, in the case of failure to make delivery, within nine months after a reasonable time for delivery has elapsed. In no case shall said reasonable time be deemed to be less than 30 days from the scheduled or anticipated delivery date. Suits for loss, damage or delay shall be instituted against any Carrier no later than two years and one day from the day when written notice is received by the claimant from the Carrier that the Carrier has disallowed the claim or any part thereof. An offer of compromise shall not constitute a disallowance of any part of the claim unless the Carrier, in writing, informs the claimant that such part of the claim is disallowed and provides reasons for such disallowance; and communications received from a Carrier's insurer shall not constitute a disallowance of any part of the claim unless the insurer, in writing, informs the claimant that such part of the claim is disallowed, provides a lawful reason for such disallowance and informs the claimant that the insurer is acting on behalf of the Carrier. Except as otherwise provided herein, where a lower value than the actual value of the said property has been stated in writing on the bill of lading by the Shipper or has been agreed upon in writing as the released value of the property, such lower value, plus freight charges if paid, shall be the maximum recoverable amount for loss, damage, or delay, whether or not such loss, damage, or delay occurs from negligence. When such loss, damage or delay is the result of Carrier's willful misconduct, gross negligence, material or fundamental breach, or conversion, said limitation of liability shall not apply, and Shipper shall be reimbursed for the actual value of the property, plus freight charges, if paid.
7. The Shipper or Consignee shall pay the freight and all other lawful charges accruing on said property according to the agreement of the parties. The Shipper shall be liable for the freight and all other applicable charges, except that if the Shipper stipulates, by signature, in the space provided for that purpose on the face of the bill of lading that the Carrier shall not make delivery without requiring payment of such charges, and the Carrier, contrary to such stipulation, makes delivery without requiring such payment, the Shipper shall not be liable for such charges. The Carrier may extend credit to the party responsible for payment of the freight charges, and Carriers may charge a commercially reasonable interest rate on freight bills which remain unpaid for more than 30 days from the date of presentment. There shall be no other penalty or loss of discount allowed for late payment. Shipper may offset unpaid freight charges against unpaid freight claims when said claims are outstanding for more than 90 days. Nothing herein shall limit the right of the Carrier to require at the time of shipment the prepayment or guaranty of the charges. If upon inspection it is ascertained that the articles shipped are not those described in the bill of lading, the freight charges must be paid upon the articles actually shipped.
8. Claims for loss, damage and delay shall be administered in accordance with Ex Parte No. 263, 340 I.C.C. 515, Feb. 24, 1972, including the I. C.C.'s interpretation thereof expressed in its Order served April 18, 1972, and 49 C.F.R. §1005, unless otherwise provided herein. In addition, claimant may recover its administrative expenses incurred in connection with said claims.
9. Claims for overcharges and undercharges shall be governed by the statute of limitations stated in 49 U.S.C. §14705, and administered in accordance with 49 C.F.R. §378, unless otherwise provided herein. Carrier shall pay the same rate of interest on overcharge claims as it applies on unpaid freight charges, if any. If a Shipper elects to submit a dispute over the original billing involving the applicability or reasonableness of the rate or charges to the Surface Transportation Board for resolution, the Shipper must contest the billing by mailing or faxing a protest to the Carrier within 180 days of the date it or its agent receives the original billing from the Carrier. Overcharges and undercharges resulting from typographical, mathematical, weight or clerical errors, or duplicate payments may be filed at any time within 180 months of delivery, and pursuant to 49 U.S.C. §14101(b), the parties hereby expressly waive any notification requirements that may be applicable under 49 U.S.C. §13710(a)(3) for such overcharges and undercharges. If a Carrier seeks to assess additional charges, it must mail or fax its billing within 180 days of the date on its original billing. Once protested, disputes may be submitted to the Surface Transportation Board for resolution. If not resolved by the STB within 18 months of the delivery date, an action at law must be instituted to preserve the right to collect the amounts sought. Nothing in this agreement or the law shall prohibit a Carrier from making a voluntary refund of an overcharge, or a shipper's voluntary payment of an undercharge, whether or not the original billing was contested within 180 days.
10. In the event that property has been refused by the Consignee, or Carrier is unable to deliver the property for any reason, Carrier shall immediately notify Shipper by telephone or other electronic communication system in accordance with the instructions for notification given on the face of the bill of lading. Said notice shall be confirmed in writing by Carrier, stating the time and date that free time shall expire and the storage charges to be applicable upon expiration of free time. Storage charges shall begin after 48 hours of Carrier's notification, exclusive of Saturdays, Sundays and business holidays declared by any of the parties hereto. Shipper shall give disposition instructions to Carrier within 48 hours of its receipt of notice of Carrier's inability to deliver. If disposition instructions are not received within said 48 hours, Carrier shall send a Second and final notice of on-hand freight, via facsimile transmission or EDI (Electric Data Interchange). If disposition instructions are not received within 48 hours of the second and final notice, Carrier may advertise in two newspapers of general circulation for two consecutive weeks that the goods on hand will be offered for sale at a general auction, stating the time and place of said sale. No later than 10 days prior to the auction sale, Carrier shall send a copy of the published auction notice to Shipper via facsimile transmission or EDI.
11. Where perishable property transported to the destination stated in this bill of lading is refused by Consignee or party entitled to receive it, or said Consignee or party entitled to receive the property fails to receive it promptly, the Carrier may, in its discretion, to prevent deterioration or further deterioration, sell the property to the best advantage at private or public sale; provided, that if there is sufficient time to notify the Consignor or owner of the refusal of the property or the failure to receive it and to request for disposition of the property, such notification shall be given, in such manner as the exercise of due diligence requires, before the property is sold, including telephone or facsimile transmission.
12. The proceeds of any sale made under this Agreement shall be applied by the Carrier to the payment of freight, demurrage, storage, and any other lawful charges; to the expense of notice, advertisement, sale, and other necessary expense and to the expense of caring for and maintaining the property, if proper care of the property requires special expense. Should there be a balance remaining after all charges and expenses are paid, such balance shall be paid to the owner of the property sold hereunder.
13. Notice of loss or damage, when feasible, shall be given to Carrier on the delivery receipt by the Consignee. Concealed loss or damage shall be reported to the delivering Carrier within 15 working days unless the claimant explains why the loss or damage could not reasonably have been reported within 15 days. When notice has first been given to Carrier after 15 days, claimant shall offer proof that the loss or damage did not occur after delivery to Consignee, and Carrier shall resolve the claim in light of the said proof.
14. Carrier shall be liable for the number of shipping units or packages noted on the bill of lading, and shall deliver them in the same condition or unitized package as tendered at origin. If Carrier's driver is not able or is not given an opportunity to inspect the shipment and count the shipping units or packages prior to acceptance by the Carrier, the bill of lading must be noted SL & C (Shippers Load & Count). When less-than-truckload shipments are loaded and counted by the Shipper, such shipments will be inspected and counted by Carrier at its first breakbulk point and all discrepancies shall be reported immediately to Shipper.
15. No Carrier hereunder will carry or be liable in any way for any documents, coin money, or for any articles of extraordinary value unless a special written agreement is entered into by the parties and a stipulated value of the articles is endorsed on the bill of lading.
16. If transportation is arranged through a broker, Carrier designates broker as its agent for the collection of freight charges. When charges are paid to broker, Carrier agrees not to hold Shipper or Consignee liable for said charges.
17. It is agreed and understood that the "Shipper's Weight" set forth on this Bill of Lading is the weight upon which freight charges shall be calculated, if applicable, and this weight does not include the weight of any pallet, skid or packaging materials which is not an integral part of the product as usually shipped by Shipper. Carrier agrees that there shall not be a separate charge for the weight of any pallet, skid or other packaging materials, as well as any temporary blocking, flooring or lining, racks, standards, strips, stakes or similar bracing, dunnage or supports.
18. Carrier agrees not to rely upon the Shipper's Weight set forth on this Bill of Lading as being the actual gross weight of the shipment because the listed weight may not include the weight of any pallets, skids or other packaging or bracing materials. Carrier agrees to be responsible for determining the actual weight of a shipment for all purposes, including for purposes of fulfilling Carrier's responsibility with regard to complying with any applicable federal, state or local overweight laws, rules, regulations and/or restrictions.
19. For freight charge purposes, Carrier agrees that all prepaid shipments shall be billed at a rate no higher than the rate that applies to Freight All Kinds (FAK) Class 60 of the National Motor Freight Classification (NMFC).
20. It is understood and agreed that this Bill of Lading incorporates by reference any terms or conditions set forth in the shipping order(s) issued by Shipper to Carrier in connection with this shipment.
21. If this Bill of Lading is prepared by Shipper, the National Motor Freight Classification (NMFC) designation set forth on this Bill of Lading, if applicable, is based upon Shippers custom and practice. Shipper makes no representation that the NMFC designation is consistent with any or all codes contained in the current edition of the NMFC or supplements thereto. If there is any discrepancy in this Bill of Lading between the freight description and the NMFC designation, the freight description will control.