



## INVOICE

**BILL TO:**

COVAR TRANSPORTATION  
1785 NORTHPOINTE PKWY SUITE #240  
LUTZ, FL 33558

**INVOICE DATE:** 12/04/2024**INVOICE #:** R67489**TERMS:** NET 30**DUE DATE:** 01/04/2025

DATE	CUSTOMER REF#	ORIGIN - DESTINATION	QUANTITY	RATE	AMOUNT
11/29/2024		10525 Red Bluff Rd, Pasadena, TX 77507, USA - 27232 72nd Ave S, Kent, WA 98032, USA			
		Freight Income	1	\$3,900.00	\$3,900.00

**TOTAL**

\$3,900.00

**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**

COVAR TRANSPORTATION  
1785 NORTHPOINTE PARKWAY  
LUTZ, FL 33558  
727-240-3366



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**Date Sent:** 11/27/2024 1302 **Load Confirmation:** 23214577

**Carrier Name:** ROYAL3 INC  
CHICAGO IL 60638  
**Tractor:** 727 **Trailer:** H03246  
**Dispatch Name:** Milo  
**Dispatch Phone:** 630-566-1286  
**Driver Name:** Gregory  
**Driver Cell:** 817-891-7501

**Order**  
**Order:** 23214577  
**Miles:** 2279.0  
**PU #** 895540380  
**PO #** 4520775260  
**Commodity:** PLFEBabyPurHDPESdHndleBOX35 6X  
**Trailer:** Van (DAT)  
**Weight:** 44148.5  
**Temp:**

**PU 1** **Name:** WF36 US PL NW PASADENA FACTORY **Date:** 11/29/2024 1600  
**Address:** 10525 RED BLUFF RD  
PASADENA TX 77507 **Contact:**  
**Phone:** **Driver Load:** No driver loading or unload  
**Reference number:** IK T895540380

**SO 2** **Name:** WW1F US DC NW STRYDER WHSE #2 **Date:** 12/03/2024 0800  
**Address:** 27232 72ND AVE S  
KENT WA 98032 **Contact:**  
**Phone:** **Driver Load:** No driver loading or unload  
**Reference number:** IK T895540380

**Payment**  
**Carrier Freight Pay:** \$3,900.00  
**Total Carrier Pay:** \$3,900.00

**Load Specific Requirements**

Type	Applies to
VEST - Reflective Vest	Both Shipper and Consignee

**Load Specific Requirements**

Type	Applies to
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CTS - Closed toe shoes

Both Shipper and Consignee

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

WF36 US PL NW PASADENA FACTORY - APPOINTMENT ID - 42331701

WF36 US PL NW PASADENA FACTORY - Must Depart Time: 2024-12-01 17:59

WF36 US PL NW PASADENA FACTORY - Latest Arrival Time: 2024-12-01 16:44

WF36 US PL NW PASADENA FACTORY - TOTAL DISTANCE = 2456 MI

WF36 US PL NW PASADENA FACTORY - Auction ID: 5090537

WF36 US PL NW PASADENA FACTORY - LIVELOAD

WF36 US PL NW PASADENA FACTORY - It is required by BlueTriton Brands that all drivers entering any facility/yard

WF36 US PL NW PASADENA FACTORY - must wear a HI VIS VEST and closed toe shoes. It is also recommended they wear a

WF36 US PL NW PASADENA FACTORY - bump cap.

WF36 US PL NW PASADENA FACTORY - BlueTriton mandates that all drivers accessing any origin and destination must

WF36 US PL NW PASADENA FACTORY - wear a high-visibility vest along with closed-toe shoes.

WW1F US DC NW STRYDER WHSE #2 - APPOINTMENT ID - 42331697

WW1F US DC NW STRYDER WHSE #2 - LIVEUNLOAD

WW1F US DC NW STRYDER WHSE #2 - BlueTriton mandates that all drivers accessing any origin and destination must w

WW1F US DC NW STRYDER WHSE #2 - ear a high-visibility vest along with closed-toe shoes.

WW1F US DC NW STRYDER WHSE #2 - BlueTriton mandates that all drivers accessing any origin and destination must

WW1F US DC NW STRYDER WHSE #2 - wear a high-visibility vest along with closed-toe shoes.

**Please Sign:** *Milo Morrison*

(X) Accept

( ) Decline

Attention: Ian Scarborough  
727-240-3366  
Operations@covartransport.com

Driver Name: Gregory  
Driver Cell: 817-891-7501  
Driver Email:  
Tractor #: 727  
Trailer #: H03246

**23200977**





# BLUETRITON™

## Yard Safety Rules



### Safety First – Safety Always – Safety is How We Work



#### 1. Wear reflective vest always while on premises.

- Reflective vest increases the visibility of pedestrians in the yard no matter time of day or weather conditions.
- Pedestrians are to follow designated walk paths when marked in the yard. These paths are designed to minimize interaction with equipment in the yard.
- Pedestrians need to verify they are seen by drivers and are to avoid entering drive path from between vehicles where driver cannot see them.



#### 2. Wear close-toed shoes always while on premises.

- Drivers and pedestrians at all BlueTriton facilities are required to always wear close-toed shoes, while in the yard or inside the facilities, i.e. boots, sneakers or tennis shoes.



#### 3. Follow speed limit – 10 mph (16 kph).

- If there is a conflicting speed limit sign in the yard, note that our yards have all adopted the 10-mph speed limit.
- This speed limit allows for timely movement of vehicles while being at a speed that provides for quick stopping when reacting to a situation that may be encountered or develop in the yard.
- The only exception to the 10-mph speed limit in the yard is when going through the snow remover. The snow remover speed limit will be posted on the device and outlined in the snow remover instructions posted on the device.
- Failure to follow the snow remover speed limit can cause damage to the snow remover and vehicle.



#### 4. Only bring serviceable equipment onto the property.

- Verify equipment has a current annual DOT inspection and is in good condition prior to bringing onto BlueTriton Brands site.
- Trailers are to be clean and ready for a food grade load when they arrive on site.
- If a trailer has been repaired, verify it was repaired properly and will be able to safely handle the weight of a water load.



#### 5. Maintenance to trucks and trailers is prohibited.

- Repairs to trucks or trailers while on site at a BlueTriton facility is strictly prohibited.
- Slide tandems to ICC bar prior to loading.



# BLUETRITON™



## 6. Slide tandems to ICC bar prior to loading.

- Other drivers are not to provide assistance with sliding of trailer tandems to prevent caught in between/pinch point injury.
- If trailer tandem slide or lock pins not working properly, red tag trailer and contact dock office for assistance.
- Trailer tandems are to be slid to the rear even if tractor will remain connected to the trailer during loading for the safety of the forklift operators as transition from the dock to the trailer with 2 pallets of water.
- Use the designated tandem sliding location in the yard, if so designated, and recommended to only slide tandems in a level area.

## 7. Use of wheel chock

- Trucks/Trailers should be equipped with wheel chocks.
- If dock locks are unavailable or inoperable at any BlueTriton loading/unloading facility, wheel chocks are to be in place prior to loading.

## 8. Load Stabilization equipment ready and in good working order.

- Have ready load stabilization bars, straps, etc. to secure freight prior to departing loading facility

## 9. Maintain 3 points of contact when entering/exiting cab.

- Drivers are to face the cab during entry and exit while maintaining 3 points of contact.
- Drivers should never jump off equipment.
- If snow or ice needs to be removed from equipment, then recommend that it is either done from the ground or while maintaining 3 points of contact.
- Drivers should not be climbing on ICC bar or into back of trailer.

## 10. Perform tug test/visual inspection to ensure trailer connection.

- Verify fifth wheel lock release handle is fully in with no tension on the spring.
- If so equipped, verify lock nut on front of fifth wheel plate is tight against the front of the fifth wheel and the safety pin moved towards the center of the fifth wheel.
- Verify there is no gap between the top of the fifth wheel and the trailer plate.
- If safe to do so, visually verify fifth wheel jaw locks fully around the king pin.
- Perform tug test to check trailer connection.
- If there are any issues with trailer height, notify the dock office or yard jockey for assistance so driver does not try to manually adjust landing gear height of a loaded trailer.

## 11. Spotting or assisted backing is not permitted

- No one should be spotting or guiding a vehicle while backing or any maneuver to avoid being struck by moving equipment.
- Driver is advised to position vehicle for a sight side back whenever possible so has best visibility of backing area.
- Second preferred backing maneuver is a straight back with least preferred being a blind side back.
- Never go behind a backing vehicle whether on foot or driving.
- If driver is unsure of vehicle position/clearance, they are to score a GOAL for safety – Get Out And Look!



**BLUETRITON™**



**12. Secure trailer doors prior to any movement**

- a. Trailer doors should be opened as close to the loading dock to back to as possible.
- b. Verify trailer door is properly secured before moving and take weather conditions into consideration when handling trailer doors.
- c. If trailer door becomes unhooked, immediately stop to assess situation, and contact dock office if trailer door restraint not functioning properly.
- d. Never drive excessive distances with trailer doors open and always verify trailer doors closed before leave yard.

**13. Wait for dock light to be green before pulling from dock.**

- a. Verify dock light green and been given paperwork before pulling from loading dock.
- b. If unsure safe to pull away from loading dock, check with dock office.

**14. Follow your training. Ask dock office if you need assistance.**

- a. If a situation arises where a driver needs assistance, they are to request assistance from the dock office.
- b. If there are any issues with trailer height, notify the dock office or yard jockey for assistance so driver does not try to manually adjust landing gear height of a loaded trailer.

**15. Report all accidents, fuel spills and safety hazards to the shipping office immediately.**

- a. We need to be informed of all incidents in the yard so they can be investigated to identify learnings to prevent future recurrence.

**16. No idling while on property.**

- a. Vehicles are not to be idling while being loaded, waiting for a load or unattended.
- b. Unattended vehicles are not to be left running.
- c. Driver to verify parking brake set before exiting cab.
- d. Idling to build air pressure and perform pre-trip inspection is acceptable but should not exceed 3-5 minutes.

**17. Cell Phone usage prohibited while walking and driving.**

- a. Drivers and passengers are prohibited from being utilized while walking or driver in all BlueTriton Brands yard.

**18. Follow State and Local policies regarding facial protection.**

- a. It is recommended at each BlueTriton facility that drivers wear facial protection when inside.

## RATE CONFIRMATION AGREEMENT FOR COVAR TRANSPORTATION

### **\*\*ALL LOADS REQUIRE MACRO-POINT TO BE TRACKED BY DRIVER CELL OR TRACTOR NUMBER\*\***

All communication should include your booking rep and [Operations@covartransport.com](mailto:Operations@covartransport.com)

Afterhours is available till 22:00 nightly and resumes at 0600:00am following day. If you have a late-night lumper that you will need a comcheck or relay code payment issued by CoVar; please requests prior to 22:00

Assistance for Lumper payments please send your CoVar order number and amount for lumper payment to:

[Operations@covartransport.com](mailto:Operations@covartransport.com)

- If you need a comcheck for any lumpers, late fees, or accessorial it will be a \$10 fee per transaction. Lumper receipts must be submitted within 48 hours of delivery to be reimbursed/or paid out or payment will not be processed.
- If you can pay for the lumper yourself, please submit your lumper receipt and load number. CoVar will send you an updated rate confirmation for reimbursement.

Maximum layover is \$200/day. Maximum Truck Order Not Used is \$150 unless otherwise specified. Any detention requests must be notified at time of occurrence, times for in and out must be signed, your time will need to show you arrived before your appointment time. CoVar will cross reference your times with Macro-Point tracking. Note that detention pay is not guaranteed at all facilities. Detention is paid at \$30/hr and starts two hours after appointment time. Additional stop off pay is \$50.

If shipper and receiver address do not match on the Bill of Lading, you must notify your booking rep to confirm the correct address.

In Accordance with 49 CFR Part 392.9, Drivers must inspect their cargo and securement devices prior to leaving the shipper.

All loads that are rejected due to shifting or damaged pallets must have pictures taken at receiver. Investigations will take place internally to determine the proper disposition of the load-return to origin or destruction. Damages could result in a claim. All restacked loads will be at the expense of the Driver.

Rework Guidelines:

- 1 Nothing is shifted or leaning.
- 2 All pallets are full and normal height. (No extra cases or missing cases)
- 3 Cases must be stacked with the same cases they originated with. (No batch mixing)
- 4 Pallet tags are included, and clear wrap is used.
- 5 Chep pallets.
- 6 No damaged cases

CoVar is a licensed freight broker (**MC895138**), who does not condone any driver to operate a commercial motor vehicle, when the driver reports that he/she would not be able to drive due to hours of service, vehicle maintenance, fatigue, or equipment regulations. Carrier's motor vehicle equipment shall be dedicated to CoVar's exclusive use while transportation freight tendered by CoVar. **Double Brokering is strictly prohibited.** This load confirmation is subject to the terms of the agreement for motor contract carrier services previously executed between our companies. If there is a violation, carrier shall forfeit its right to be paid for transportation services.

Carrier's cargo insurance policy must not exclude from coverage any commodities or cargo carried on this order. If carrier's cargo insurance policy contains a schedule of covered vehicles, carrier will not transport any cargo on this shipment using a vehicle that is not listed as a scheduled vehicle on carrier's cargo insurance policy.

### **Invoice Instructions:**

Please send all invoices to: [Accounting@covartransport.com](mailto:Accounting@covartransport.com)

- CoVar Load # 232\*\*\*\*\* must be in the subject line of your invoice email to accounting in order to avoid processing delays
- Submit your invoice with invoice number, amount, lumper/accessorial and remit address.
- BOL must be legible with clear signatures and/or stamps proving order was delivered to destination.
- All lumper receipts must have the lumper service FEIN number listed along with the correct PO number that matches your BOL.
- CoVar offers Quickpay at 3%. First time carriers are not eligible for Quickpay through CoVar.



# BILL OF LADING

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BlueTriton Brands INC



<b>SHIP FROM:</b> US PL Pasadena Factory 10525 Red Bluff Rd Pasadena TX 77507-1073	<b>SHIP TO:</b> US DC Stryder - Kent 27232 72ND AVE S KENT WA 98032-7304  253-458-7705	BOL/Delivery No: 82191201	SO/STO No: 4520775260
		Load No: T895540380	Freight Terms: DDP
		Ship Date: 11/29/2024	Seal #1: 5897871
		Cust. P.O. No:	Seal #2:
<b>CARRIER:</b> (CVBG) COVAR TRANSPORTATION 1785 NORTHPOINTE PKWY LUTZ FL 33558-5742		Req.Arr.Date/Time: 00:00:00	Seal #3:
		Vehicle No: 251924	Seal #4:
		Appt Confirmation No: T895540380	Yard Spot:

MATERIAL	DESCRIPTION	QTY	UoM
12533945 068274360282	PLFEBabyPurHDPESdHndleBOX35(6X1GAL)LCPUS	805	ICS
SUMMARY TOTAL		805	ICS

COMBINED PRODUCT WEIGHT	42,584.5	LB
COMBINED PALLET WEIGHT	1,540.965	LB
GROSS CARGO WEIGHT	44,125.465	LB

PALLET COUNT: 23 CHEP  
 PROTECT PRODUCT FROM FREEZING  
 CARRIER MUST CALL FOR DELIVERY APPT



T895540380

STORE  
STAMP

Appointment Pickup Time:  
 Date 11/29/2024 Time 16:00:00

Carrier Check In Time:  
 Date 11/29/2024 Time 14:01:19

Carrier Check Out Time:  
 Date 11/29/2024 Time 15:37:18

Driver's Name

Printed: Gregory

Signature: Gregory

Truck Number: 727

Carrier's Name: CVBG

RECEIVED, subject to the written transportation contract between the Shipper and the Carrier if applicable otherwise to the terms and conditions of the shipper's standard transportation contract in effect on the date of shipment which is available to the Carrier on request, the property described herein, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned and destined as shown herein. This Bill of Lading is not subject to any classifications or tariffs except as specifically assigned to in writing by the shipper and the Carrier.

Non-recourse: If the shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statements:

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

Consignor Signature BlueTriton Brands INC

D23 ✓ 16:15  
 12/3/24  
 JLV