



INVOICE

BILL TO:
GRAY FALCON UNITED LLC
677 N LARCH AVE
ELMHURST, IL 60126

INVOICE DATE: 01/10/2025
INVOICE #: R72238
TERMS: NET 30
DUE DATE: 02/10/2025

DATE	CUSTOMER REF#	ORIGIN - DESTINATION	QUANTITY	RATE	AMOUNT
01/09/2025		2500 Broening Hwy, Suite D, Baltimore, MD 21224 - 1873 Vermont Rt, 67 East, North Bennington, VT 05257			
		Freight Income	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

TRUCKLOAD RATE CONFIRMATION

Gray Falcon United
MC # 1040945

1431 Opus Pl Ste 110
DOWNERS GROVE, IL 60515



Carrier Name: ROYAL3 INC
Pickup Date: 1/9/2025
Delivery Date: 1/10/2025
Service Level: Normal
Shipper Information:
Name: B&E Storage & Transfer
Address: 2500 Broening Hwy; Suite D
BALTIMORE, MD 21224

Load #: 121424101
Customer PO:
Shipper Ref: 140399
Trailer Type/Size: Van / Full

Contact:
Phone:
Pickup Date & Time: 1/9/2025
8:00 AM - 3:00 PM

Consignee Information:
Name: Poulin Grain IN –North Bennington, VT
Address: 1873 Vermont Rt, 67 East
NORTH BENNINGTON, VT 05257

Contact:
Phone:
Delivery Date & Time: 1/10/2025
7:00 AM - 2:00 PM

Handling Units	Package Type	Pieces	HAZMAT	List of Items	Total Weight
0	Pallet	1		paper goods	40,000

PICKUP INSTRUCTIONS: DELIVERY INSTRUCTIONS:

Rate: USD \$1,500.00
TOTAL: USD \$1,500.00

RATE CONFIRMATION RULES AND CONDITIONS

1. COMMUNICATION: Carrier must provide GFU with correct cell number of a driver every day before 10am, with current location and shipment status. No communication will result in a \$150.00 deduction YOU MUST HAVE ALL PAPERWORK SIGNED AND PROVIDE IT TO US NO LATER THAN 1 HOUR AFTER DELIVERY. No communication will result in a \$150.00 deduction. Carrier is responsible to provide in and out times from shipper no later than 24 hours after the pickup and in and out times from the receiver no later than 24 hours after the delivery, failing to do so will result in \$75 deduction.

2. MACROPOINT TRACKING: Carrier and Carrier's driver must ensure MacroPoint tracking is accepted by driver for any shipment noted as requiring MacroPoint tracking on Load Confirmation. Tracking must always maintain active tracking status at all times from arrival at Shipper until departure from final Consignee. Failure to comply will result in a \$150.00 deduction.

3. CUSTOMER RELATED INFORMATIONS: Carrier is not allowed to contact Gray Falcon United LLC clients directly. This will result in terminating "Broker & Carrier" agreement and every rate con ever made with the carrier. Fine will be sent for \$20,000.00. BY SIGNING THIS RATE CON YOU AGREE ON THE FINE OF \$20,000.00 IF ANY CUSTOMER OR CUSTOMER RELATED PERSON IS CONTACTED BY CARRIER'S. Carrier must not call shipper, receiver nor approach any contact from BOL.

4. TONU: In the event of the shipment order being canceled, Truck Order Not Used (TONU) will be issued to the carrier only if the truck already arrived and checked in with a pickup number at the Shipper location at the time of cancellation.

5. ACCESSORIAL CHARGES: All detention and any other accessorial charges must be approved by GFU within 24 hours of accessorial event occurring. Please note that in the accordance with companyh policy, the first 3 hours are free at the shippers and receivers. Payment of any accessorial charges will only be issued if GFU issues a revised GFU Load Confirmation inclusive of additional charges.

6. PROOF OF DELIVERY: Each and every page of shipment paperwork is required for payment. Bill of Lading (BOL) must be signed or stamped by authorized Consignee personnel for it to be considered Proof of Delivery (POD). Carrier must submit *complete* paperwork within 24 hours of delivery. If paperwork is not received within 1 business day after delivery, it will result in a \$250.00 deduction.

7. DELAYS: Any delay must be reported immediately to GFU by Carrier or driver. Failure to notify delays will result in rate reductions. Any delays, missed pickup and delivery appointments may resulting in a deduction fine in unspecified amount which may vary from customer to customer. Arriving late for Walmart and Sams club appointment will result in \$300 late-fee.

8.WEIGHT: Any quoted weight is subject to change. GFU has the right to change weight up to the DOT legal weight limit. GFU is paying for sole use of a trailer. Carrier must report any overage, shortages, damaged products and any other irregularities immediately to GFU. Driver must scale the freight before getting in route for delivery, to make sure the weight is within DOT legal weight limits.

9. EQUIPMENT WEIGHT: Overall payload weight goal for OTR shipments is 46300 LBS. The combined gross vehicle (tractor included with trailer) empty weight should be 33500 LBS for non-refrigerated equipment and 35500 LBS for refrigerated equipment. If carrier exceeds the applicable maximum equipment weight stated above, the Shipper reserves the right to make a pro-rate adjustment to the pricing. The Shipper reserves the right to charge the carrier \$50 per shipment that violates the above stated weight policy by more than 1000 LBS.

10 .LUMPERS: Carrier is responsible to pay for any lumper charges and will be reimbursed with a copy of the receipt, which should be emailed, within 12 hours, to: accounting@grayfalconunited.com . Failure to comply will result in a rate deduction.

11. PAYMENT: Carrier will be paid only by GFU and will not contact the shipper, consignee or any customer of GFU for any payment of carrier's freight charges under this agreement. GFU is entitled to deduct any loss, shortage and/or damage, and claim the estimated amount, from any freight charges that may be owed to carrier. 45 to 60 Day Payment terms will apply for all invoices, (60 days direct payments, 45 via factoring)

12. DOUBLE BROKERING: Carrier is not allowed to double broker any shipment under any circumstances. Double brokering will result in all agreed charges to be fully revoked by GFU and reported to all load board platforms, carrier monitoring platforms, and FMCSA.

13. CARGO SEAL: Carrier is not to break the seal without getting a written confirmation from GFU. By booking a shipment with GFU, Carrier understands that the trailer is contracted to GFU for exclusive use and if these conditions are not met, deductions could apply.

14. TRAILER CONDITION: Carrier is responsible for ensuring trailer must be clean, dry, leak-proof, free of odor, in good condition free off infestations, blood, debris, other contaminants, and otherwise safe to transport the shipment's commodities. Door seals must be intact and drain plugs must be in place. GFU will not pay a TONU or any other fees for equipment being rejected due to poor conditions.

15. TEMPERATURE CONTROLLED SHIPMENTS: All refrigerated trailers must have refrigeration units in good operating condition, with intact trailer chutes running full-length of trailer, and downloadable refrigeration unit data reporting capability. All refrigerated trailers must run continuously, at the required temperature as indicated on the GFU Load Confirmation, from pre-cooling by arrival at Shipper through shipment delivery at Consignee. In the event the temperature indicated on the Bill of Lading (BOL) is contradictory or confusing to the temperature indicated on GFU Load Confirmation, Carrier must resolve the contradictory or confusing temperature instructions immediately by notifying GFU. Written instructions by GFU must be obtained to resolve any contradictory or confusing temperature instructions before accepting the shipment for transport. Written instructions only amends the individual shipment in question. Failure to resolve any issue with the instructions prior to transport shall bar Carrier from using the contradictory or confusing instructions as a defense. Carrier is responsible for ensuring that Reefer units have been pre-cooled to the correct temperatures for appropriate loads prior to arriving at shipping facility. If a carrier is found not complying with these regulations and/or leaves the shipping locations without previously informing dispatcher or broker, carrier will be subjected to a deduction fee.

16. SAFE TRANSPORTATION OF FOOD SHIPMENTS: Carrier is responsible for and agrees to comply with all applicable laws, including all statutes, rules, regulations, and governmental guidance documents, in the performance of its services under agreement of this GFU Load Confirmation, including without limitation, those related to the transportation of food, food related products, and pharmaceuticals, as well as all instructions provided by GFU or the Shipper Bill of Lading (BOL) regarding transportation of the commodities tendered to it. Carrier will defend, indemnify, and hold GFU and Shipper harmless, including all GFU, expenses, and attorney fees related in any way to Carrier's violation of the requirements of this section, or all applicable laws and regulations. Carrier shall be responsible for the safety and sufficiency of all items, which could render the shipment unsafe, used in the transportation of the commodities, including all vehicles and transportation equipment as defined herein and in applicable law. Carrier shall ensure that no transportation equipment has been used to transport poison, refuse, garbage, trash or solid or liquid waste of any kind whatsoever, whether hazardous or non-hazardous. Carrier is responsible for all sanitary conditions during transport, and shall conduct regular temperature checks at regular intervals and document readings. Carrier must provide temperature data in a manner acceptable to GFU for each shipment, upon request. If GFU or BOL instructions require a cargo seal, the lack of a seal shall be sufficient to consider the shipment unsafe and a total loss. Carrier agrees that when transporting food for human consumption, late delivery, i.e. delivery after the deadline indicated on the transportation documents, alone shall be sufficient to reject a shipment and consider the cargo a total loss. Failure to comply with the provisions set forth herein or any instructions may result in a determination by GFU or Shipper that the goods transported are no longer safe and if such a determination is made, Carrier shall not sell or otherwise distribute the goods and shall dispose of the same at its expense. Any goods disposed of shall be considered a total loss and valueless for determining cargo loss and damage liability of Carrier. Carrier shall develop and maintain written procedures related to the safe transport of food products transported for GFU, shall train its drivers and staff regarding safe transport of food products, shall keep records of its procedures and training, and shall make these records available to Carrier upon request for at least three years after shipment. Carrier shall maintain records of its cleaning, sanitizing, and inspecting of all vehicles and transportation equipment, and shall make these records available to Carrier upon request for at least three years after the record is created.

17. ACCEPTANCE OF RATE CONFIRMATION: For the GFU Load Sheet / Load Confirmation to be accepted, Carrier MUST sign and date the Load Confirmation and return to GFU by fax or by email. If for any reason GFU does not receive the signed Load Confirmation from the Carrier, this Load Confirmation will be considered not accepted and will be canceled.

18. BOL INFORMATION: If the address on BOL does not match the address on rate confirmation GFU needs to be notified prior to departure from shipper, failure to do so will result in any redelivery GFU to the correct Consignee at the expense of the carrier alone and GFU will not be held accountable for any further cost incurred during the transit. Any and all changes regarding this matter have to have email approval from the GFU Management team, no verbal approvals will be taken in considerations.

All rates are quotes based on line and fuel plus chassis. Additional moves and charges must be sent for prior approval (prior to dispatch drivers).

Per diem charges must be sent when received from SSL to allow enough time for dispute. All per diems are 30 days allowed to submit for disputes and payments.

Updates must be provided on all pick up, delivery upon each delivery, followed by all interchanges, signed PODs by shipper and driver to avoid delay in processing payments

Unethical business practice or changing the agreement mid transit will result in deductions with the amount of the change that took place. All scommunication regarding payments, delay with equipment must be communicated directly to Gray Falcon team, so delays can be properly resolved. Charges may be assessed to carrier for late pickup or delivery! Carrier must still commit to all Hours of Service regulations.

Carrier send invoice to: Gray Falcon United LLC 1431 Opus PI Ste 110 Downers Grove, IL 60515 or accounting@grayfalconunited.com. Original paperwork must accompany invoice! Carriers please be advised our payment terms are net 45 from the complete invoice delivery date for carriers working with factoring companies, otherwise you will be paid net 60. Absolutely no double-brokering. It is agreed that any re-brokering of this load will result in non-payment to carrier, in addition to any other penalties applicable by contract or by law.

The carrier is responsible for ensuring that the drivers behave ethically and reasonably, including the use of personal protective equipment (PPE). Any complaints from shippers, receivers or customers may lead to fines of up to \$1000.

Carrier must provide an update on location every day. The Carrier must provide an update upon checking in and out on both pickup/s and delivery/s. Failing to do so can result in rate deduction of \$50-\$100. Providing false information on load status, location, etc. can result in rate deduction. Holding load over 1 day after delivery date can result in rate deduction. Carriers can not change appointments on their own without prior notice to Gray Falcon United LLC representatives failing to do so will result in rate deduction. Carrier must provide BOL/POD within 48hours upon delivery. PODS: NOT RECEIVED WITHIN 24 HOURS WILL BE A \$150 LATE CHARGE PER DAY TO YOU AS THE CARRIER.

Phone: | Fax:

Please sign and return via fax or email to

Carrier Signature:
MC#:

Samm Stanojevic

Driver Name:
Driver Phone#:

Please call immediately with any questions, concerns, or problems!

Send Invoicing to: Gray Falcon United | 1431 Opus PI Ste 110 | DOWNERS GROVE, IL 60515

Bill Of Lading

Page 1



B&E Storage & Transfer Company
2500 Broening Hwy
Suite D
Baltimore MD 21224

Transaction # : S24-40983
 Transaction Dt: 12/19/24
 Recv/Ship Dt : 1/9/2025
 Shipper BOL : 140399
 P.O. Number : PM-1519-3,1519-4,1519-1
 MODE : S
 CARRIER : B&E/GRAY FALCON
 TRAILER : 97031

From/Shipper:

DARBY TRADING INCORPORATED
 3000 WESTCHESTER AVE.
 SUITE 200 A

PURCHASE, NY 10577

Appointment Information

Appt # : 1959.00
 Appt Date :
 Carrier Ref :
 SKU # : 120711178
 P.O. # : PM-1519-3,1519-4

Deliver To:

POULIN BENNINGTON
 1873 VERMONT ROUTE
 67 W
 NORTH BENNINGTON VT
 05257

Comment:

SEAL # 13848106

10	10	DT80 TOTES	PM-1519-1	14,330.00
		TOTES	TOTES	
		650 kg	650 kg	
10	10	DT80 TOTES	PM-1519-3	14,330.00
		TOTES	TOTES	
		650 kg	650 kg	
10	10	DT80 TOTES	PM-1519-4	14,330.00
		TOTES	TOTES	
		650 kg	650 kg	

[Handwritten Signature] *1/10/25*

Total Pits 30
 Total Ctns 30.00

Total Weight
 42,990.00

ALL FLATBED LOADS UNLESS SPECIFICALLY IDENTIFIED MUST BE TARPED AND KEPT TARPED AND DRY UNTIL RECEIVER UNLOADS.

RECEIVED subject to the classifications and tariffs in effect on the date of issue of this Bill of Lading, the property described above, in apparent good order, except as noted (contents and conditions of contents in package is unknown), marked, consigned and destined as indicated above which said carrier (the word carrier being understood through this contract as meaning any person or corporation in possession of the property under contract) agrees to carry it to its usual place of delivery, if on its route, otherwise to deliver it 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 anytime interest 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 Bill of Lading set forth (1) in the Uniform Freight classification in effect on the date hereof if this is a rail or rail-water shipment, or (2) in the applicable motor carrier classification tariff if this is a motor carrier shipment. Shipper hereby certifies that he is familiar with all the terms and conditions of this bill of lading which also includes those standard conditions listed on the back of the standard pre-printed Straight Bill of Lading - Short form for which this document is hereby agreed as being substituted, and the said terms and conditions are hereby agreed by the shipper and accepted by himself and his assigns.

Driver Print Name : _____

Driver Signature : _____

Date : _____