



## INVOICE

**BILL TO:**

HARDINGER LOGISTICS LLC  
1314 WEST 18TH STREET SUITE 200  
ERIE, PA 16502

**INVOICE DATE:** 02/06/2025**INVOICE #:** R76162**TERMS:** NET 30**DUE DATE:** 03/06/2025

DATE	CUSTOMER REF#	ORIGIN - DESTINATION	QUANTITY	RATE	AMOUNT
02/05/2025		1738 West 20th Street, Erie, PA 16501 - 710 E South St, Plano, IL 60545			
		Freight Income	1	\$950.00	\$950.00

**TOTAL**

\$950.00

**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**



## Rate Confirmation Agreement for Hardinger Brokerage

- This document can be used as a substitute for an invoice. If there are objections to the terms stated they must be submitted within 24 hours after receipt.
- Rate shown includes any applicable fuel surcharges, pickup and delivery charges, loading and unloading, out of route, detention, storage, and/or all arbitrary charges etc. Deviation from these rates must be approved in writing and signed by both parties.
- Any authorized unloading will only be reimbursed with a valid unloading receipt.
- Check calls must be made daily by 9 am EST or carrier will be charged a penalty fee of \$100 per day.
- If pickup or delivery times are missed without prior notification to **Hardinger Brokerage**, carrier will be subject to penalty charges of \$100 per day. Additional late delivery charges assessed by the consignee may also apply.
- In order to collect detention carrier must notify **Hardinger Brokerage**, 1 hour before detention occurs. Late pick-ups or late deliveries are not eligible for detention charges. If facility is FCFS, detention will only be paid if carrier is loaded or unloaded outside of the regular pick-up or delivery hours. If applicable, the arrival and departure times must be stamped and/or written on the BOL and signed.
- All refrigerated loads must be run on continuous unless otherwise stated.
- Driver must pulp product before leaving shipper.
- Driver Must report any overages, shortages of damaged product immediately.
- Any directions given to the carrier are for informational purposes only.
- Carrier acknowledges that they are solely responsible for compliance with all applicable HOS regulations, as well as all other FMCSA regulations.
- All VAN loads must have a minimum of 3 straps and/or load bars for load securement. FLATBEDS and STEPDECKS must have proper securement and tarped unless otherwise noted. All PPE is required and will not get loaded unless all requirements are met
- No drivers are authorized to break seals under any circumstances. Seals must only be broken by the consignee's personnel. Loads delivered without the seals intact will result in fines and potential claims.
- Carrier agrees this shipment will not be re-brokered or said carrier forfeits the right to collect charges and agrees **Hardinger Brokerage**, may pay charges directly to the underlying carrier to collect charges and agrees.
- Carrier representative submission with acceptance and signature indicates approval of all rates and terms listed on rate confirmation.
- Please send invoice, Rate Con, and BOL to [HBbilling@hardinger.com](mailto:HBbilling@hardinger.com)
- ALL RATE CONS MUST BE SIGNED AND RETURNED TO [TLBrokerage@hardinger.com](mailto:TLBrokerage@hardinger.com) TO OBTAIN A PICKUP NUMBER.

**Hardinger Brokerage**  
**1314 W. 18th Street Suite 200**  
**Erie, PA 16502**  
**814-240-6205**

Hardinger Brokerage LLC  
1314 W. 18th Street, Suite 200  
Erie, PA 16502  
814-240-6205 814-240-6206



Page 1

**Load Confirmation**

**0058513**

<b>Carrier:</b>	ROYAL3 INC Chicago IL 60638	<b>Contact:</b>	Phil
<b>Date:</b>	02/04/2025	<b>Phone:</b>	
		<b>Fax:</b>	

<b>Order</b>	<b>Order:</b> 0058513	<b>Commodity:</b>	ROLL OUT CARTS & LIDS
	<b>Miles:</b> 490.0	<b>Weight:</b>	
	<b>Temp:</b>	<b>Trailer:</b>	53' Dry Van
	<b>BOL:</b> 1268383	<b>Reference:</b>	962444

<b>PU 1</b>	<b>Name:</b> RPC ERIE - BUILDING 2	<b>Date:</b> 02/05/2025 0700
	<b>Address:</b> 1738 WEST 20TH STREET	02/05/2025 1430
	ERIE PA 16501	<b>Contact:</b>
	<b>Phone:</b>	<b>Driver Load:</b> No driver loading or unload

<b>SO 2</b>	<b>Name:</b> GROOT INDUSTRIES INC	<b>Date:</b> 02/06/2025 0800
	<b>Address:</b> 710 E SOUTH ST.	
	PLANO IL 60545	<b>Contact:</b> BRIAN
	<b>Phone:</b> 224-407-1299	<b>Driver Load:</b> No driver loading or unload

<b>Payment</b>	<b>Carrier Freight Pay:</b>	\$950.00
	<b>Total Carrier Pay:</b>	\$950.00

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

**Please Sign:** *Phil Vukovic*

**Driver Name:** Nathan  
**Driver Cell:** 8183141485  
**Driver Email:**  
**Tractor #:** 742  
**Trailer #:** PTLZ244738

(X) Accept

( ) Decline

**Attention:** Nick Cipalla  
814-240-6205







STRAIGHT BILL OF LADING SHORT FORM Original Not Negotiable

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

Carrier: HARDINGER LOGSITICS

SCAC:



BOL: 1268383

Pickup Date: 2/5/2025

Printed: 2/5/2025

Page: 1 of 2

The property described below, in apparent good order, except as noted (contents and condition of contents 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 as said destination, if on its route, otherwise to deliver 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 any time interested in effect on the date hereof, if this is a rail, or a 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 said bill of lading, including those on the attachment thereof, 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 for himself and his assigns.

SHIPPER(FROM)

RPC ERIE  
1738 W 20TH ST  
ERIE PA 16502-2116

CONSIGNEE

GROOT INDUSTRIES INC  
710 E SOUTH ST  
PLANO IL 60545-1604

SHIP TO

BRIAN FLAMAND  
(800) 2441977

CUSTOMER ORDER #: 3102-25-0002

Authorization #:

OUR ORDER #: 962444 SO

NOTES: ROYAL 3INC

Third Party Billing Information  
HARDINGER LOGSITICS

Freight Charges are:

- ☐ PREPAID  
☐ COLLECT  
☒ THIRD PARTY

Subject to Section 7 of conditions applicable bill of lading, if this shipment is to be delivered 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.

Signature of Consignor:

NO PKGS	U/M	ITEM #	CUSTOMER SKU	DESCRIPTION OF ARTICLES, KIND OF PACKAGE, SPECIAL MARKS AND EXCEPTIONS	*WEIGHT (subject to correction)	CLASS	NMFC	SUB
702	EA	519902		95G EG GARBAGE ROC FOREST GREE	21,159	125	156600	
PART Serial Nos: Starting/Ending:				RPC 7208556 - RPC 7209257	Total Weight: 21,159			
					Total Quantity: 702			

MARK "X" IN THE HM COLUMN TO DESIGNATE HAZARDOUS MATERIALS AS DEFINED IN DOT REGULATIONS

\*If the shipment moves between two ports by a 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.

The agreed or declared value of the property is hereby stated by the shipper to be not exceeding.

+ "The fiber boxes used for this shipment conform to the specifications set forth in the box maker's certificate thereon, and all other requirements of Uniform Freight Classifications."

+ Shipper's imprint in lieu of stamp; not a part of bill of lading approved by the Interstate Commerce Commission.

This is to certify that the above named materials are properly classified, described, packaged, marked and labeled and is in proper condition for transportation according to the applicable regulations of the Department of Transportation.

Per \_\_\_\_\_

SHIPPER: RPC ERIE

PER: \_\_\_\_\_

Fax: (814) 455-8023

Phone: \_\_\_\_\_

[www.RehrigPacific.com](http://www.RehrigPacific.com)

Trailer Number: PLZ244738

Seal Number: 8843870

U.S. DOT Hazmat Req. Number:

EMERGENCY RESPONSE NUMBER:

CONTACT:

PLACARDS REQUIRED SUPPLIED BY  
DRIVER

Received by: \_\_\_\_\_

Carrier/Driver: HARDINGER LOGSITICS

Date



# UNIFORM STRAIGHT BILL OF LADING

## Terms & Conditions

Page

2 of 2

Sec. 1. (a) 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 thereof or damage thereto, except as hereinafter provided.

(b) No carrier shall be liable for any loss or damage to a shipment or for any delay caused by an Act of God, the public enemy, the authority of law, or the act or default of shipper. Except in the case of negligence of the carrier or 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 requests; or from faulty or impassible highway, or by lack of capacity of a highway bridge or ferry; or from a defect or vice in the property; or from riots or strikes. The burden to prove freedom from negligence is on the carrier or the party in possession.

Sec. 2. Unless arranged or agreed upon, in writing, prior to shipment, carrier is not bound to transport a shipment by a particular schedule or in time for a particular market, but is responsible to transport with reasonable dispatch. In case of physical necessity, carrier may forward a shipment via another carrier.

Sec. 3. (a) As a condition precedent to recovery, claims must be filed in writing with: any participating carrier having sufficient information to identify the shipment.

(b) Claims for loss or damage must be filed within nine months after the delivery of the property (or, in the case of export traffic, within nine months after delivery at the port of export), except that claims for failure to make delivery must be filed within nine months after a reasonable time for delivery has elapsed.

(c) Suits for loss, damage, injury or delay shall be instituted against any carrier no later than two years and one day from the day when written notice is given by the carrier to the claimant that the carrier has disallowed the claim or any part or parts of the claim specified in the notice. Where claims are not filed or suits are not instituted thereon in accordance with the foregoing provisions, no carrier shall be liable, and such claims will not be paid.

(d) Any carrier or party liable for loss of or damage to any of said property shall have the full benefit of any insurance that may have been effected, upon or on account of said property, so far as this shall not avoid the policies or contracts of insurance, provided, that the carrier receiving the benefit of such insurance will reimburse the claimant for the premium paid on the insurance policy or contract.

Sec. 4. (a) If the consignee refuses the shipment tendered for delivery by carrier or if carrier is unable to deliver the shipment, because of fault or mistake of the consignor or consignee, the carrier's liability shall then become that of a warehouseman. Carrier shall promptly attempt to provide notice, by telephonic or electronic communication as provided on the face of the bill of lading, if so indicated, to the shipper or the party, if any, designated to receive notice on this bill of lading. Storage charges, based on carrier's tariff, shall start no sooner than the next business day following the attempted notification. Storage may be, at the carrier's option, in any location that provides reasonable protection against loss or damage. The carrier may place the shipment in public storage at the owner's expense and without liability to the carrier.

(b) If the carrier does not receive disposition instructions within 48 hours of the time of carrier's attempted first notification, carrier will attempt to issue a second and final confirmed notification. Such notice shall advise that if carrier does not receive disposition instructions within 10 days of that notification, carrier may offer the shipment for sale at a public auction and the carrier has the right to offer the shipment for sale. The amount of sale will be applied to the carrier's invoice for transportation, storage and other lawful charges. The owner will be responsible for the balance of charges not covered by the sale of the goods. If there is a balance remaining after all charges and expenses are paid, such balance will be paid to the owner of the property sold hereunder, upon claim and proof of ownership.

(c) Where carrier has attempted to follow the procedure set forth in subsections 4(a) and (b) above and the procedure provided in this section is not possible, nothing in this section shall be construed to abridge the right of the carrier at its option to sell the property under such circumstances and in such manner as may be authorized by law. When perishable goods cannot be delivered and disposition is not given within a reasonable time, the carrier may dispose of property to the best advantage.

(d) Where a carrier is directed by consignee or consignor to unload or deliver property at a particular location where consignor, consignee, or the agent of either, is not regularly located, the risk after unloading or delivery shall not be that of the carrier.

Sec. 5. (a) In all cases not prohibited by law, where a lower value than the actual value of the said property has been stated 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 recoverable amount for loss or damage, whether or not such loss or damage occurs from negligence.

(b) No carrier hereunder will carry or be liable in any way for any documents, coin money, or for any articles of extraordinary value not specifically rated in the published classification or tariffs unless a special agreement to do so and a stipulated value of the articles are endorsed on this bill of lading.

Sec. 6. Every party, whether principal or agent, who ships 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. Such goods may be warehoused at owner's risk and expense or destroyed without compensation.

Sec. 7. (a) The consignor or consignee shall be liable for the freight and other lawful charges accruing on the shipment, as billed or corrected, except that collect shipments may move without recourse to the consignor when the consignor so stipulates by signature or endorsement in the space provided on the face of the bill of lading. Nevertheless, the consignor shall remain liable for transportation charges where there has been an erroneous determination of the freight charges assessed, based upon incomplete or incorrect information provided by the consignor.

(b) Notwithstanding the provisions of subsection (a) above, the consignee's liability for payment of additional charges that may be found to be due after delivery shall be as specified by 49 U.S.C. §13706, except that the consignee need not provide the specified written notice to the delivering carrier if the consignee is a for-hire carrier.

(c) Nothing in this bill of lading shall limit the right of the carrier to require the prepayment or guarantee of the charges at the time of shipment or prior to delivery. If the description of articles or other information on this bill of lading is found to be incorrect or incomplete, the freight charges must be paid based upon the articles actually shipped.

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

Sec. 9. If all or any part of said property is carried by water over any part of said route, such water carriage shall be performed subject to the terms and provisions and limitations of liability specified by the "Carriage of Goods By Sea Act" and any other pertinent laws applicable to water carriers.