



BILL TO: CIRCLE LOGISTICS INC 1950 W COOK RD STE 102 FT WAYNE , IN 46818 INVOICE DATE: 05/13/2025 INVOICE #: R90628 TERMS: NET 30 DUE DATE: 06/13/2025

DATE	CUSTOMER REF#	ORIGIN - DESTINATION	QUANTITY	RATE	AMOUNT
05/12/2025		500 Thomas Rd, Baton Rouge, LA 70807 - 2700 E Main St, Russellville, AR 72802			
		Freight Income	1	\$1,400.00	\$1,400.00

TOTAL	
\$1,400.00	

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



Dispatcher

Dispatcher: Phone: Shelby Brinkley 260-208-4500 x1265

Load and Rate Confirmation Agreement Load #2024771

Emergency Phone: 260-203-0136

To accept load please sign and email this sheet back to: shelby.brinkley@circledelivers.com

Carrier Information

Load Number: Carrier Number: MC Number: Carrier Name: Attention: Sent To:	2024771 15733 944686 ROYAL3 INC Bill bill@royal3inc.com	Driver Name: Truck Number: Trailer Number: Carrier Phone: Carrier Fax:	Byron 744 H03236 630-485-7370 630-485-6980	
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Load Information

dity: FAK dity Desc: BB2255 LC 34KGX36 E ons: L:53'; ze: Truckload 409.00	PO Number: PS STDR8 Ref Number Trailer Req: Weight:	
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#1 Shipper

Monday, 05/12/2025 at 14:00

Company:Baton Rouge LogisticsAddress:500 Thomas RdCity/St/Zip:Baton Rouge, LA 70807DRIVER MUST SEND ALL PAGES OF THE BOL BEFORE LEAVING THE SHIPPER *** MACROPOINT TRACKING IS NON-
NEOGTIABLE **

#2 Consignee/Final Destination

Tuesday, 05/13/2025 from 07:00 - 14:00

Company:	Bridgestone Americas Tube Business
Address:	2700 E Main St
Address 2:	USWW
City/St/Zip:	Russellville, AR 72802
MACROPOINT TR	ACKING IS NON-NEOGTIABLE ** MATERIAL# 5231815

Additional Information

IMPORTANT: DRIVER MUST SEND ALL PAGES OF THE BOL BEFORE LEAVING THE SHIPPER *** MACROPOINT TRACKING IS NON-NEOGTIABLE **

Amount to invoice Circle Logistics, Inc: \$1,400.00



Dispatcher

Dispatcher: Phone:

Shelby Brinkley 260-208-4500 x1265

Load and Rate Confirmation Agreement Load #2024771

Emergency Phone: 260-203-0136

To accept load please sign and email this sheet back to: shelby.brinkley@circledelivers.com

Agreement: This contract rate addendum is entered into on this date, 05/12/2025, by and between Circle Logistics, Inc (hereinafter referred to as "Broker") and ROYAL3 INC (hereinafter referred to as "Carrier"). All Flatbed open deck loads must tarp! Term and Conditions 1. Broker will remit payment to Carrier for the underlying freight charges within 30 days of receipt of invoice and all required documents. For all detention and truck ordered not used charges, Broker will remit payment to Carrier within 30 days after Broker receives payment from its customers. Broker may offset any cargo claims or other penalties/damages Carrier is responsible for from Carrier's freight charges. 2. Documents required to process payment: a. Invoice b. Original Proof of Delivery w/3 signatures (Shipper, Consignee, and Carrier's driver) c. Signed Rate Confirmation d. Any and all required receipts that Broker requires to invoice its customer e. Arrival and departure times signed by the Shipper and/or Consignee. 3. Carrier or Carrier's driver must fax (317-324-9919) or scan/email proof of delivery within 72 hours of delivery of freight. Failure to send in proof of delivery with 72 hours will result in a \$25 rate reduction. After 3 days, Carrier agrees to a \$5/day rate reduction for each day Carrier does not provide Broker with a proof of delivery. Carrier is responsible for maintaining proof, via fax or email receipt, or submission of POD. 4. Carrier must count and verify the shipment before loading. Carrier must contact Broker re: any discrepancies and must obtain a new confirmation in writing before Carrier's driver departs from Shipper. 5. Carrier agrees that Broker is not liable for any shortages, loss, or damage to cargo transported by Carrier. 6. Unless written waiver is obtained from Broker, Carrier shall look only to Broker, and not to the involved Shipper, Consignee, or customer of Broker, for payment of Carrier's freight charges. Broker shall be entitled to deduct any damages or claims against all of Carrier's outstanding receivables from Broker and shall not be limited to deducting the damage charges solely from the load resulting in the damage and/or claim. No Cargo liability limitations shall apply with respect to this shipment, and Carrier shall be responsible for the full actual cost of any damage or loss to the cargo being transported regardless of the amount of cargo insurance required. 7. Carrier must report any delays in pickup or delivery to Broker. Carrier must obtain a revised rate confirmation from Broker reflecting the revised pickup and/or delivery time(s). 8. Carrier agrees that unauthorized delays in pickup and delivery may result in a rate reduction of greater of 25% of the original agreed rate or the amount that the Broker forfeits on the load. 9. Carrier must tarp all flatbed loads unless authorized on the rate confirmation by Broker that the load does not require tarps. 10. By signing below, Carrier warrants that it is duly and legally qualified to provide transportation services and that it holds auto liability insurance of a minimum of \$1 million and cargo of at least \$100,000. Carrier agrees to notify Broker immediately re: any material changes in Carrier's safety record. 11. Carrier shall also be subject to the Terms and Conditions set forth in the Transportation Brokerage Contract executed with Broker. 12. FATIGUE - Drivers may not operate, nor shall a motor carrier require or permit a driver to operate, a CMV if they are too tired or sick to drive safely. Operation may be discontinued at the driver's discretion. 13. MOBILE PHONE AND TWO-WAY COMMUNICATION DEVICE - Drivers shall not use a hand-held nor a hands-free mobile telephone while driving a CMV. Use of a mobile telephone is permissible by drivers of a CMV when necessary to communicate with law enforcement officials or other emergency services. 14. LOAD SECUREMENT - A driver may not operate a CMV and a motor carrier may not require or permit a driver to operate a CMV unless the CMV's cargo is properly distributed and adequately secured. 15. SEATBELTS - No driver shall operate a commercial motor vehicle, and a motor carrier shall not require or permit a driver to operate a commercial motor vehicle, that has a seat belt assembly installed at the driver's seat unless the driver is properly restrained by the seat belt assembly. 16. RECOMMENDED TRAINING FOR DRIVERS: DEFENSIVE DRIVING TRAINING -Defensive driving training would teach drivers how to recognize potentially hazardous situations sufficiently in advance to allow time to safely maneuver past them. FATIGUE AWARENESS TRAINING - Fatigue awareness training for drivers would teach drivers about the factors contributing to fatigue and their impact on performance along with fatigue awareness and avoidance techniques. 17. When applicable, Carrier agrees to follow the C-TPAT 7/8 and 17/18 Point Container Inspection Process. Carrier also agrees to follow both the C-TPAT Agricultural Processes and the C-TPAT Seal Processes when required.

Quick Pay: Please initial the option of your choice. Email Invoice, B.O.L., Proof of Delivery, and Rate Confirmation to quickpay@circledelivers.com.

Option #1 Get paid in 48 hours 5% discount.

Option #2 _____ Get paid in 7 days 2% discount.

* Cash Advance Fee - \$ 2.75 + Mandatory 48 Hour Quick Pay 5%

Amount	to invoice Circle Logistics, Inc: \$1	,400.00
Carrier:	ROYAL3 INC	Invoicing Methods
		1. Email (preferred): freightpay@circledelivers.com
MC #:	944686	2. Fax: (317) 324-9919
		3. US Mail: Circle Logistics
By:		Attn: Billing Dept.
-		P.O. Box 8067
Title:		Fort Wayne, IN 46898-8067

BILL OF LADING SHOR	I-EXPERIM	NESS HOURS	14967914
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(SUB. TO CORR.)

-----END INSTRUCTIONS

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CALL CHERCENCY CALL	CHEMTREC @ 1-800-424-9300 or 1-703-52	7-3887 DAY OR NIGHT
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TARE 117 TARE 177 SL&C LEVC Shore Load NET 198	he burden of proof as in usingly to the origin was tendened to the center in poof na factor case by evidence (1) that the origin was tendened to the center in poof the CD and the news was related in demand on tendened contribution or otherwise fact, and (1)
SL&C LEVC Shore Load NET 50.	Block, (2) that the campo was received in Spannaged mendious or otherwave fact, and (3) ing forth the quantum of decorption of loss. In Campo Index to the stort of refering such the amment in possessment of the goods at the of these or campo are lastic to the altipological attraction of the goods at the otherway for campo and a stort to the altipological attraction of the goods at the ones for campo area stort to the altipological attraction on (3) months of the goods at the campo for the stort of the company's attraction on (3) months of the goods at the campo for the stort of the company's attraction on the stort of the goods of the good
SL&C LEVC Shore Load NET 50.	and these or carriage are leave to the abgoer
SUBC LEVC Stops Load NET 500 Control Unioned 500	very date or the date when the goods should have been derivered
Control United	entrations of liability shall only apply if the cargo value true takes where the whose of taken agreed upper in writing as the interveneed value. were uniform trueper bit of labeling classes 1 (a), 1 (b), 3 (b) and 5 (a) as revener.
	Sind, or analogous provisions in third-samp repeats provider's contract with the carrier height collect shortests, the bit of tacking is a recent of goods only and a carrier that
	In the instance is approximate considered the parameters of reading and other coverages for each get collect instances. Can be needy control the transfer with all constances and control the coverage of the sum that if lading, including these on the case thereof, set them in the coverage of the sum that all indicating the coverage of the sum that the coverage of the coverage of the sum that the coverage of the sum that the coverage of the coverage of the sum that the coverage of the sum that the coverage of the coverage of the sum that the coverage of the sum that the coverage of the coverage of the coverage of the coverage of the sum that the coverage of the coverage of the coverage of the sum that the coverage of the coverage o
e description and weight indicated on this bill of lading are correct. Subject to verification by the Western Weighing and description Burnau according to apreement. Shippers imprint in lieu of stamp, not part of bill of lading approved by the service Correction Surmaure Correction Surmation.	Sine, or anaxopose retrained to a second of the second of
Instate Commerce Commission. I the abgment moves between two ports by a camer by water, the law requires that the bill of lading shall state whether P Commerce or shipped's weight?	drog providence and not applicate and the opcontant and the second strain and a second
	ARRIER SIGNATURE
	FREIGHT WEIGHT
M DESCRIPTION OF ARTICLES, SPECIAL MARKS AND EXCEPTIONS	(SUB. TO CORR.)
MODE: Truck (ST) PRODUCT WT: 32,381.523 LB PACKAGED W1: 35, NO PKGS: 12 PRODUCT VOL: PACKAGED VOL: COEFF: WT/VOL STD TEMP: 0.000 COR. LOAD TEMP: COMPT NO: VEH NO:	SHELL CAP: WT/VOL LOAD TEMP: H
PO: 077378 VEH NO:	
PO LINE ITEM: SEALS: 5294531	
TOTAL PKGS: 15 TOTAL NET WT: 40,476.904 LB TOTAL PKG WT:	TOTAL FREIGHT WT: 44,888.887 LE
Delivery Instructions:	
CONSIGNEE PHONE IS 479-968-1443 DELIVERY HOURS ARE 7 A.M. TO 11 A.M.	
REPORT ANY DELIVERY DELAY TO YOUR DISPATCHER FOR NOTIFICATION TO	0 5233
	527-3887 DAY OR NIGHT
OR CHEMICAL EMERGENCY CALL CHEMTREC @ 1-800-424-9300 or 1-703-	
FOR CHEMICAL EMERGENCY CALL CHEMTREC @ 1-800-424-9300 or 1-703- ther certificates that the cargo tank supplied for this shipment is a proper container, as required in part 173, for the transportation of the certificates that the cargo tank supplied for this shipment is a proper container, as required in part 173, for the transportation of	
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BILL OF LADING - SHO	DRT FORM	BUSINESS HO	
RIGINAL NOT NEGOTIABLE	ORDER REFERENCE 6519242 / 881916851		CUSTOMER'S REFERENCE NO. 077378
FROM EM Prod Solutions Co-US	e date of the issue of the Bill of Lading		SHIPPING DATE 09-May-2025
PLANT CODE USCI) AT 500 THOMAS ROAD SID-B/L NO. CONSIGNED TO	NOTE: Where the rate is dependent on value.	contects of cackages unknown	in apparent good order, except as noted (contents and conditions of), marked, consigned and destined as indicated below, which seld carrier (a), the self of the Andreas e maning any person or corporation in
4967914 BRIDGESTONE AMERICAS TIRE OPERATIONS LC 2700 EAST MAIN ST 200NSIGNMENT SALES	shippers are required to state specifically in	contents of packages unknown (the word carrier being undersite possession of the property under destination. It is mutually agree used route to destination, and a every service to be performed 1 aniopser or ExconMoDir shrd p with the Uniform Straight Bill of the the acted that the Uniform Straight Bill	(1) the moving the contract as meaning any person or corporation in the two person of the appress to carry to its unail picce of delivery at said and as to, sech center of all or any said property over all or any portion of its location period any time identication of any of asid property. That here under shall be subject to the contract in effect obteven center and any logistics provider (and study contract in effect obteven center and any logistics provider (and study contract growth) in the availability of contract if Laking), as well as the bill of lading, in the absence of study is contract or Research Bill of Lading applies to the following mode of Lanargorization, every the study contract growth or the following mode of Lanargorization, every study.
CONSIGNMENT SALES RUSSELLVILLE AR 72802-9633 JSA	PER GROSS	to the extent that the Uniform 3 service to be performed hereur Uniform Freight Classification (applicable motor carrier classif where the Uniform Straight Bill	straty in an or batter to be Unitern Stratight Bill of Lading well forth (1) in in effect on the date hareof if this is a rait or an under shipment (or (2) in the fraction or tariff this is a reflect carrier uhipment. However, in any situation is of Lading applies, the following exceptions shall apply:
	TADE	1. The burden of proof as to da case by evidence(1) that the ca raceived in damaged condition 2. The Cardier listed on the bill	amage or loss ramains with the carrier. Shipper establishes a prima lace arrage was tendered to the carrier in glood condition, (2) that the cargo was in or otherwise lost, and (3) setting forth the quantum of damage or loss. of lacing and the carrier in possession of the goods at the time of loss or
	TARE	damage are liable to the shopp 3. Claims for damage or loss m date when the goods should h 4. Limitations of liability shall or agreed upon in writing as the s	per, must be presented within nine (9) months of the original delivery date or the nave been delivered. Inity apply if the corpo value has been stated by the shipper or has been released value.
SL&C LFVC Shprs Load Consig_Unload	NET	5 Delete Uniform Straight Bill analogous provisions in third-r	of Lacing Clauses 1.(a), 1.(b), 3.(b) and 5.(a) as revised 8/13/16, or party logistics provider's contract with the carrier.
		Carrier hereby certifies that he	his bill of lading is a receipt of goods only and a carter shall have no or payment of freight and other charges for such freight oblied shipments. Is a familier with the terms and conditions of the said bill of lading, harvol, set forth in the dassification of tarff which governs the transportation receives and or big the carter and above are hereby agreed to by the cartier and the big the carter and above are hereby agreed to by the carter and the said bill bill bill bill bill bill bill bi
e description and weight indicated on this bill of lading are corre- estern Weighing and Inspection Bureau according to agreement. It preside the state of the st	. Shippers imprint in lieu of stamp. mission.	including those on the back the	hereo, set out the solution as modified above are hereby agreed to by the carrier of his assigns. If delivery is made by seller's truck or into vehicle of buyer, Sill applicable and this document will serve as a delivery receipt.
I the shipment moves between two pons by a cartier by water, or hall state whether it is "carrier's or shipper's weight"			
M DESCRIPTION OF ARTICLES, SP		CARRIER SIGNA	FREIGHT WEIGHT (SUB. TO CORR.)
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