



Rate Confirmation Load 31297128

Send invoices to:
CarrierInvoices@coyote.com
960 Northpoint Parkway
Suite 150
Alpharetta, GA 30005

877-6COYOTE
(877-626-9683)

Cust Requirements

Equipment	Van, 53'
Pre Cooled Temp	None
Load Temp	None
Tarps	Undefined
Value	\$100,000

Booked By

Chanz Harris
chanz.harris@coyote.com
Phone: +1 (773) 365 6136
x90654
Fax: None



Get CoyoteGO Today!

- Dispatch
- Send updates
- Check in
- Submit paperwork

*Available for An-
droid or iPhone,
at App Store or
Google Play*

Load Requirements

Tech Tracking Required Seal All Pages Of POD Required No Camera Phone Photos Of Paperwork

Equipment Requirements

Food Grade 2 Load Locks 2 Load Straps No Roll Door

Notes

All Van/Container loads MUST be sealed at origin either by shipper or driver with a seal number noted on bill of lading. The driver is responsible for re-sealing the trailer after each pickup/drop on a multi-stop shipment. In the event a shipment that was sealed at origin or after each additional pickup/drop arrives at the destination with a tampered seal or without the seal intact then (i) the Carrier shall be liable for any shortage or damage claims with respect to such shipment and (ii) the shipper shall have the right, in its sole discretion, to deem the entire shipment damaged, adulterated/contaminated and unsalvageable, without the need for any inspection and the Carrier shall be liable for the full value of the shipment. Carrier is required to weigh shipment within 50 miles of departing each shipper. If carrier fails to weigh shipment within 50 miles of departing each shipper, any citations/expenses incurred due to the equipment and/or shipment weight will be the carrier's sole responsibility. Carrier must meet and comply to shipper requirements at the facility. All drivers must wear masks or facial coverings to the extent required by laws or facilities. **Carrier must be in full compliance with the Food Safety Modernization Act (FSMA), if applicable. By accepting the shipment, Carrier agrees that the driver has consented to receiving text messages and/or phone calls from or on behalf of Coyote.**

Approval for payment of detention is contingent upon the following eligibility requirements:

- 1) Carrier must report facility departure time and total detention hours within 24 hours of shipment delivery at the final facility.
- 2) Carrier must provide proof of the on time arrival and departure times in the form of a BOL or other shipping document with arrival and departure times notated by facility within 24 hours of shipment delivery at final facility.

Route Directions

Carrier acknowledges that any routing instructions from the shipper herein are being provided for convenience only, and the Carrier may choose the route.

Signature Line

By signing below, Eye1 Global Services LLC agrees to the terms and conditions set forth below and provided herewith, if any.



Rate Confirmation

Load 31297128

Stop 1: Pick Up

Pick Up 7613913300; 69597472
Numbers

Confirmation None
Numbers

Facility GATORADE DALLAS

Address 2822 GLENFIELD AVE
Dallas, TX 75233

Contact Victor Perez
Phone +1 (214) 333 1248

Appointment Scheduled For
Mon 05/20/2024
at 12:00

Driver Work
No Touch

SLIC
C73QO

Facility Notes

Clean, dry, food grade trailer

OTHERS-Line Load -

-OTP CRITICAL

-DRIVER MUST ENSURE BOL IS
MARKED & SIGNED SHIPPER LOAD &
COUNT

-If told product isn't ready, please obtain
the name of who is giving that
information

-Temperature Checks to Physically
Enter Pepsi Facility

-Driver must inspect load and make sure
seal matches paperwork prior to leaving
facility. Notify Coyote ASAP if shipper
does not allow inspection or provides a
seal. Driver will be responsible for claim
if he/she leaves without a seal.

Stop 1 Requirements

Strict Appt Weight Is Approximate Check In As Coyote Must Confirm All POs Match Rate Con
Paperwork Required Within 48 Hours Appointment Required

Commodity

Exp Wt

Finished Product

44,670 Lbs

Directions are provided for convenience only. The Carrier may choose the route.

From Dallas, TX:

I-30W to I-35S
exit 424 for Illinois Ave
Right at W. Illinois Ave
Left at Pierce St
Right at Glenfield to Quaker Oats

Carriers may also call 877-6-COYOTE for directions if needed.



Rate Confirmation

Load 31297128

Stop 2: Delivery

Delivery None Numbers	Appointment Scheduled For Mon 05/20/2024 at 16:00	Facility Notes Do not check in early! Please have driver document both arrival time to facility and to guard shack.
Confirmation None Numbers	Driver Work No Touch	Submit signed POD with IN/OUT times and receipts within 48 hours for accessorial reimbursement.
Facility QUAKER DC 3944	SLIC N/A	OTHERS-Line Load - Carriers must allow up to 4-6 weeks for detention approval/reimbursement Customer will not accept camera-phone pictures. Must send scanned/faxed POD for payment -Do not break seal or restack off site without approval to prevent rejections --If the driver is rejected at the consignee, they must be resealed by a Pepsi employee before leaving the location. Under no circumstances shall a driver leave unsealed -Submit signed POD with IN/OUT times and receipts within 48 hours for accessorial reimbursement -Customer will not accept camera-phone pictures. All paperwork and receipts must be faxed/scanned for payment.
Address 2101 DANIELDALE RD Lancaster, TX 75134		
Contact Felicia Spurlock Phone +1 (469) 513 7365		

Stop 2 Requirements

Strict Appt Lumper Receipt Required Lumper Receipt Required Within 48 Hours Paperwork Required Within 48 Hours

Commodity	Exp Wt
Finished Product	44,670 Lbs

Directions are provided for convenience only. The Carrier may choose the route.

From Dallas, TX:

2101 W Danieldale Rd

Press 0 For Automated Dirx

Facility is located South of I-20 between I-35E and 45

Take 20 to Houston School Road Exit

Take Houston School Road South for about 1 mile until the Prologis 2035 Business Park, and make a left onto Danieldale Road.

Take Danieldale Road aprox 1.5 miles and facility will be on right hand side

Take Entrance into guard station

Carriers may also call 877-6-COYOTE for directions if needed.

Charges

Contact

Description	Units	Per	Amount	Send invoices to:	Please contact Coyote
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[Load Number - 31297128]

[Carrier Legal Name - Eye1 Global Services LLC]

[Carrier USDOT - 2423292]



Rate Confirmation

Load 31297128

Flat Rate	1.00	\$393.230	\$393.23	960 Northpoint Parkway Suite 150 Alpharetta, GA 30005
Fuel Surcharge	14.10	\$0.480	\$6.77	
Total			USD \$400.00	

at 877-626-9683 if the charges are incorrect.

Agreement

Carrier Eye1 Global Services LLC
USDOT 2423292
Phone None
Email eye1dispatch@gmail.com
Fax None

Broker Coyote Logistics, LLC
Rep Chanz Harris
Title Sales Rep I
Phone +1 (773) 365 6136 x90654
Fax None
Date 05/20/2024 10:16

By signing below, Eye1 Global Services LLC agrees to the terms and conditions set forth below and provided herewith, if any.

Name and Title (Print)

Signature

Date

PLEASE SIGN THIS AGREEMENT AND EMAIL TO chanz.harris@coyote.com

Coyote Logistics, LLC is an Equal Opportunity Employer



Terms and Conditions

The Broker-Carrier Agreement or Carrier Agreement (in each case, the "Agreement") between Coyote Logistics, LLC, a Licensed Property Broker - USDOT # 2236410, and Eye1 Global Services LLC is amended by the verbal agreement between Chanz Harris of Coyote Logistics, LLC hereafter referred to as BROKER, and Rollin Stevenson of Eye1 Global Services LLC hereafter referred to as CARRIER, dated 05/20/2024.

This confirmation is subject to the terms of the Agreement and this document constitutes an amendment thereto. If the CARRIER has not signed the Agreement, then the rate shown above is the agreed individually negotiated rate and no other rate shall apply including any carrier tariff rate or terms.

THIS LOAD SHALL NOT BE DOUBLE BROKERED. No additional charges not listed above may be added by the CARRIER. Any additional charges must appear on a revised confirmation sheet signed by the BROKER. CARRIER must include signed copy of the shipper's bill of lading and any other proof of delivery with invoice to BROKER. Rates, except as specifically designated above, are inclusive of any fuel surcharge. CARRIER certifies that it is in compliance with all requirements of the California Air Resources Board (CARB) that are applicable to the scope of CARRIER's operations, including, but not limited to: Statewide Truck and Bus Regulations, Transport Refrigeration Unit (TRU) Regulations, Tractor-Trailer Greenhouse (GHG) Gas Regulations, and Drayage Truck Regulations. CARRIER also warrants that it is in compliance with any comparable requirements of the Environmental Protection Agency (EPA) and other states, where applicable. CARRIER shall be responsible for any fines imposed on BROKER and/or shipper resulting from noncompliance.

CARRIER hereby confirms that it maintains applicable and valid insurance without exclusions that would prevent coverage for the items listed above. CARRIER has at least \$100,000.00 in cargo insurance and \$1,000,000.00 in automobile liability coverage. CARRIER further confirms that in transporting the shipment described hereinabove, it will comply with all U.S. DOT and FDA regulations applicable to its operations while transporting said shipment, including, but not limited to drivers' hours of service, and the Food Safety Modernization Act (FSMA), if applicable. CARRIER agrees to the attached requirements from the shipper, if any.

ALL LOADS ARE SUBJECT TO ELECTRONIC TRACKING

By accepting this shipment, CARRIER agrees that it has obtained a written agreement from each driver transporting a shipment tendered by BROKER to CARRIER pursuant to the Agreement in which each driver provides all necessary consents to (i) receiving text messages and/or phone calls from or on behalf of BROKER and (ii) allowing BROKER or its vendor to track such driver's location while transporting such shipment. CARRIER shall comply with all applicable laws relating to the collection, use, storage, retention, disclosure, and disposal of any information CARRIER provides to BROKER, including information regarding the drivers transporting shipments. CARRIER shall indemnify, defend, and hold BROKER and its affiliates harmless from and against any and all claims, damages, liabilities, losses, actions and expenses (including attorneys' fees) arising out of or in connection with CARRIER's breach of this Section. This Section shall survive the expiration or termination of the Agreement between BROKER and CARRIER.

PROCESSING OF PERSONAL INFORMATION

With regard to personal information (information that describes, is capable of being associated with, or could reasonably be linked, directly or indirectly, with a particular consumer, household, or device) and data and/or information submitted by or on behalf of BROKER in connection with the shipment, CARRIER will only use and process such data and/or information for the purpose of performing the services hereunder and in compliance with applicable law. With regard to personal information collected, received, or otherwise used or processed by CARRIER hereunder, CARRIER shall not:

- (i) Sell, rent, release, disclose, disseminate, make available, transfer, or otherwise communicate orally, in writing, or by electronic or other means, personal information to another business or a third party for monetary or other valuable consideration; or
- (ii) Retain, disclose, collect, sell, use, or otherwise process personal information for any purpose other than for the specific purpose of, and as necessary for, performing the services hereunder. For clarity, CARRIER may not retain, use, or disclose the personal information for any other commercial purposes or outside of the direct business relationship between CARRIER and BROKER.

CARRIER will notify BROKER promptly via email at privacy@coyote.com within 2 business days of any breach of the requirements under this heading (PROCESSING OF PERSONAL INFORMATION) of if it receives any inquiry, complaint, request or claim from an individual relating to personal information. CARRIER will notify BROKER by emailing privacy@coyote.com within 24 hours of any security incident of which CARRIER becomes aware which affects, or could reasonably be expected to affect, the confidentiality, integrity, or availability of BROKER's information systems or any personal information, data, and/or information submitted by or on behalf of Broker in connection with the shipment.

Operating Parameters

PepsiCo

Carrier shall adhere to the following customer requirements:

Carrier shall waive its right to undertake to sell or dispose of Shipper's Goods in satisfaction or partial satisfaction of any claim, cause of action, or other dispute arising out of the performance or failure to perform by Shipper.

Damaged Goods:

Carrier shall bear all reasonable expenses relating to such damage, including, but not limited to, the destruction of the Shipped Goods, transportation of the Shipped Goods to the point where destruction shall take place, as well as any other reasonable expenses and costs incurred by Shipper in connection herewith.

If goods arrive at delivery in a condition where pallet integrity has been compromised and cases have separated from the pallets and are no longer properly stacked as a result of driving activity, including but not limited to driver negligence, the Shipper may refuse delivery or require the driver to restack the product in a fashion that conforms to specifications of the Shipper.

Equal Employment Opportunity.

The parties agree that, as applicable, they will abide by the requirements of 41 CFR 60-1.4(a), 41 CFR 60-300.5(a) and 41 CFR 60-741.5(a) and that these laws are incorporated herein by reference. These regulations prohibit discrimination against qualified individuals based on their status as protected veterans or individuals with disabilities and prohibit discrimination against all individuals based on their race, color, religion, sex, sexual orientation, gender identity or national origin. These regulations require that covered prime contractors and subcontractors take affirmative action to employ and advance in employment individuals without regard to race, color, religion, sex, sexual orientation, gender identity, national origin, protected veteran status or disability. The parties also agree that, as applicable, they will abide by the requirements of Executive Order 13496 (29 CFR Part 471, Appendix A to Subpart A), relating to the notice of employee rights under federal labor laws.

Transport Vessel Security Seal Procedures

Objective:

Revision Date: 1/12/21

PepsiCo Beverages North America (PBNA)

This procedure ("Procedure") addresses the requirements for the application and removal of vessel seals for both PepsiCo ("Shipper") and third-party shippers and carriers. It is designed to provide the necessary procedures for raw materials and finished product shipments in all modes of transportation. World events have dictated the necessity to ensure all raw materials and finished products shipped to PepsiCo and from PepsiCo to its customers are provided with the means necessary to indicate tamper evidence or deliberate acts of contamination of the materials while in transit.

Note: the reference to "driver" in this document denotes both PepsiCo drivers and third-party drivers unless noted otherwise.

General Requirements:

Seals are required on all trucks, tankers, rail cars and bulk transport vehicles when transporting raw materials to production facilities or finished product to distribution centers, other plants or directly to our customers. These procedures apply to all PepsiCo OTR and transport vehicles as well as third-party carriers contracted to ship raw materials and finished product for PepsiCo. (See section II for approved LTL shipment seal exceptions).

Each location must have an individual identified as the person responsible to ensure compliance with these procedures as indicated in the Food Security Program Manual section 2.0. This person must be familiar with the procedures, have trained personnel who execute the seal procedures and have the written procedures available for reference.

Only trained PepsiCo personnel or trained 3rd party security can remove the seals upon arrival to the site unless required by in-transit inspections (DOT or other regulatory agencies) or special requirements known to PepsiCo.

C-TPAT Requirements:

C-TPAT (Customs – Trade Partnership Against Terrorism) is a voluntary program developed and managed by Customs and Border Protection (CBP) that enhances the security of cross-border shipments coming into the US. Under this voluntary program, CBP requires that the compliant Shipper implement a comprehensive supply chain security program in accordance with C-TPAT guidelines that includes using high strength bolt or cable seals on all incoming shipments into the US. In turn, Customs will assure that its containers cross our nation's borders more quickly than those that aren't C-TPAT compliant.

PepsiCo is now a C-TPAT certified partner and therefore requires all Shipper and third party carriers to comply with the requirement that a C-TPAT certified bolt seal be placed on the shipment containers (trucks, tankers, rail cars and bulk transport vehicles) at its out-of-country point of loading and remains in place until removed at its final US destination. (See attached seal summary for a C-TPAT compliant bolt seal example).

Compliance Requirements:

By requiring its drivers and third-party carriers to adhere to the provision of this Procedure, PepsiCo is not demanding or encouraging any driver to violate any law or regulations including the Hours of Service provision of the Federal Motor Carrier Safety Regulations. Nonetheless, both the Shipper's drivers and third- party carriers should keep in mind the effect that the requirement that they do not leave a load unattended until it is accepted by a PepsiCo employee may have on their Hours of Service and plan accordingly.

All third-party shippers and carriers shall certify to PepsiCo that all of its personnel involved in handling or transporting raw materials for finished product to or from PepsiCo are trained in the steps contained in this procedure. The requirements set out in this Procedure are superior to, and are to be considered controlling over, any conflicting provision of any bills of lading, tariffs, contracts, or other shipping documents.

Finished Product Shipments:

A. Product Loading

All trailers shall be inspected before loading to ensure compliance with food safety requirements and ensure any seals from the previous trip are removed. For C-TPAT certified loads, inspections need to include both tractors & trailers and cover the following areas for potential contraband stowage: Tractor - Bumpers/Rims/Tires, Doors/Tool Compartments, Battery Box, Air Breather, Fuel Tanks, Interior Storage Compartments/Sleeper and Roof Fairing, Trailer-Fifth Wheel Area, Walls, Floors, Ceiling, Interior/Exterior Trailer, Doors and Outside Undercarriage.

All products whether dead stacked, palletized or slip sheeted shall be appropriately blocked and braced to eliminate potential damage. The carrier will be financially responsible for the cost of all Full Goods as a result of not properly securing their load properly prior to departing the facility since it is under their custody.

Once loaded, the driver should be given the opportunity to inspect the load to ensure that it is secure. The carrier will have the opportunity to place any additional equipment (ie: air bags or load bars to secure the load during transit). The gate checker/shipping location supervisor should seal the trailer doors (including side doors) shall be sealed with the Shipper's uniquely numbered plastic bands and recorded on the transport documents. Each seal number must be recorded along with the vehicle trailer number, date, carrier name (if other than PepsiCo) and name of person applying the seals.

If a driver does a load inspection after the seals have been applied requiring them to be broken, new seals must be affixed and recorded accordingly in the drivers transport documents before shipment.

If a trailer is partially loaded then pulled away from the dock for backload items at a later time, a seal or locking clasp must be applied to all trailer doors. It is not necessary to record these seal numbers since the final manifest has not been completed. When the backload items are available and the trailer loading is complete, all seals must be applied

and recorded as noted above.

The use of key or combination locks in lieu of seals for transported materials does not constitute a sealed load. Although the locks provide a greater level of security, the key protocol required to maintain lock access integrity adds another level of risk to finished product shipments. All loads must have a seal(s) securing the vehicle during transport.

B. Product Transport:

For multi-stop shipments, each Shipper unload location must affix new seals to the trailer doors after the unloading is complete and the receiving location trained personnel records the new seal numbers on the transport documents (BOL).

A PepsiCo warehouse trained employee or trained 3rd party security gate authority must record the new seal numbers on the transport documents.

Shipper's drivers shall also be provided with additional seals in the event of an in-transit regulatory inspection (DOT, Ag Dept., etc.). The driver must reseal the doors after the inspection is completed and record the new seal numbers on the transport documents. The driver must also record the date, time and circumstances surrounding the in-transit regulatory inspection on the transport documents.

Drivers shall not leave an open, unlocked or unsealed trailer unattended at any time during transport.

Where a shipment is being relayed by two or more drivers, whether employed by the same or different carriers, the subsequent driver(s) must visually verify the trailer seal integrity and that the transport documents accurately record the correct seal numbers and indicate such inspection on the shipping documents.

C. Product Delivery:

For drop trailer shipments, a receiving location employee must receive the trailer when it's dropped, note the seal conditions to ensure they are intact, and match the seal numbers on the transportation documents.

In the absence of a receiving location employee for off-shift deliveries or otherwise unattended locations, the driver assumes responsibility for the load until final inspection and subsequent receipt at the location.

For plant and warehouse deliveries, a receiving location employee must verify seal integrity and ensure the seal numbers match those on the driver's transport documents. Only the receiving location's trained designated individual may remove the seals once verified to match the driver's transport documents.

When a driver drops off an empty trailer at any PepsiCo site, all seals must be removed, and the trailer doors closed. Empty trailers do not require door seals.

D. Product Delivery

- A trailer inspection must be performed on all inbound and outbound standard and refrigerated trailers when it arrives.
- The Driver is responsible for applying seal (supplier will provide seal along w/BOL), only PEP personnel are allowed to remove the seal.
- There are 3 reasons that will cause an automatic rejection of a load received at a PepsiCo facility
 - o Trailer has a Seal integrity issue (missing seal, broken seal or if seal doesn't match BOL)
 - o Chilled/frozen products do not meet food safety temperature range requirements
 - o Trailer/LTL delivery vehicle does not meet food grade quality specifications. Trailer has cross contamination issues (ie: foul smell, foreign matter etc.)
- All chilled products must meet temperature (33 degrees – 38 Degrees) upon receipt or shipment in the refrigerated or chilled container with readings documented on PepsiCo GMPF-005 inspection form by the trained receiving location personnel.
- A receiving location employee must receive the trailer when it arrives, note the seal conditions on the Bill of Lading (BOL) to ensure they are intact and match the seal numbers on the transportation documents. In the absence of a receiving location employee for off shift deliveries or otherwise attended locations, the driver assumes

responsibility for the load until final inspection and subsequent receipt at the location by receiving personnel.

- If there is a Seal integrity issues with the trailer, the entire load needs to be rejected and dispositioned accordingly.

Note: The trailer should not be moved from the facility until the above steps are complete. The financial responsibility of the total value of the load falls on the 3rd party carrier.

- o Plant must close the trailer doors and reapply a new seal
- o Plant must mark the BOL with the reason for rejection and the new seal number
- o Plant should take a picture with the new seal fastened for the Claim that will be filed with the carrier
- o Plant should notify the appropriate party that the load will be rejected explaining the reason for the rejection.
- o Plant team must notify the carrier of the rejection

The financial responsibility of the total value of the load falls on the 3rd party carrier. For LTL loads, the inventory that is received must have tampered proof packaging. If there is evidence that the LTL shipment has been tampered with, the LTL shipment must be rejected and dispositioned accordingly (see above steps for rejecting a load).

Raw Material Shipments:

A. Requirements

For LTL shipments of seasoning with other co-mingled food materials, a trailer seal is not required. For LTL shipments of roll stock and minor ingredients, security seals are not required since the normal shipment protection used by the supplier is considered sufficient.

Other than as noted above, third-party shippers and carriers shall comply with the following procedures:

B. Product Loading

All trailers shall be inspected before loading to ensure compliance with food safety requirements and ensure any seals from the previous trip are removed. For C-TPAT certified loads, inspections need to include both tractors & trailers and cover the following areas for potential contraband stowage: Tractor - Bumpers/Rims/Tires, Doors/Tool Compartments, Battery Box, Air Breather, Fuel Tanks, Interior Storage Compartments/Sleeper and Roof Fairing. Trailer - Fifth Wheel Area, Walls, Floors, Ceiling, Interior/Exterior Trailer Front, Doors and Outside Undercarriage.

All products whether dead stacked, palletized or slip sheeted shall be appropriately blocked and braced to eliminate potential damage. The carrier will be financially responsible for the cost of all damaged Raw Materials as a result of not properly securing their load properly prior to departing the facility since it is under their custody.

Once loaded, the supplier should be given the opportunity to inspect and secure that the load is secure the trailer doors (including side doors) shall be sealed with the supplier's uniquely numbered plastic bands and recorded on the transport documents. Each seal number must be recorded along with the vehicle trailer number, date, carrier name (if other than PepsiCo) and name of the person applying the seals.

If a driver does a load inspection after the seals have been applied requiring them to be broken, new seals must be affixed and recorded accordingly in the driver's transport documents before shipment.

If a trailer is partially loaded then pulled away from the dock for backload items at a later time, a seal or locking clasp must be applied to all trailer doors. It is not necessary to record these seal numbers since the final manifest has not been completed. When the backload items are available and the trailer loading is complete, all seals must be applied and recorded as noted above.

The use of key or combination locks in lieu of seals for transported materials does not constitute a sealed load. Although the locks provide a greater level of security, the key protocol required to maintain lock access integrity adds another level of risk to raw material. All loads must have a seal(s) securing the vehicle during transport.

C. Product Transport

For multi-stop shipments, each Shipper unload location must affix new seals to the trailer doors after the unload is complete and the receiving location's trained personnel driver records the new seal numbers on the transport

documents. Third-party carrier drivers are also required to have additional seals in the event of an in-transit regulatory inspection (DOT, Ag Dept., etc.). A trained PepsiCo employee or trained 3rd party gate security must reseal the doors after the inspection is completed and record the new seal numbers on the transport documents. The driver must also record the date, time and circumstances surrounding the in-transit regulatory inspection on the transport documents.

Drivers shall not leave an open, unlocked, or unsealed trailer unattended at any time during transport.

Where a shipment is being relayed by two or more drivers, whether employed by the same or different carriers, the subsequent driver(s) must visually verify the trailer seal integrity and that the transport documents accurately record the correct seal numbers and indicate such inspection on the shipping documents.

D. Product Delivery

- A trailer inspection must be performed on all inbound and outbound standard and refrigerated trailers when it arrives.
- There are 3 reasons that will cause an automatic rejection of a load received at a PepsiCo facility
 - o Trailer has a Seal integrity issue (missing seal or broken seal)
 - o Chilled/frozen products do not meet food safety temperature range requirements
 - o Trailer/LTL delivery vehicle does not meet food grade quality specifications. Trailer has cross contamination issues (ie: foul smell, foreign matter etc.)
- All chilled products must meet temperature (33 degrees – 38 Degrees) upon receipt or shipment in the refrigerated or chilled container, with readings documented on PepsiCo GMPF-005 inspection form by the trained receiving location personnel.
- A receiving location employee must receive the trailer when it arrives, note the seal conditions on the Bill of Lading (BOL) to ensure they are intact and match the seal numbers on the transportation documents. In the absence of a receiving location employee for off shift deliveries or otherwise attended locations, the driver assumes responsibility for the load until final inspection and subsequent receipt at the location by receiving personnel.
- If there is a Seal integrity issues with the trailer, the entire load needs to be rejected and dispositioned accordingly.

The following steps must occur:

- o Plant must close the trailer doors and reapply a new seal
- o Plant must mark the BOL with the reason for rejection and the new seal number
- o Plant should take a picture with the new seal fastened for the Claim that will be filed with the carrier
- o Plant should notify the appropriate party that the load will be rejected explaining the reason for the rejection
- o If the Raw Materials are managed by Pepsi Logistics Inc (PLCI), the Plant team must notify PLCI at spapeplogisticspbcc@pepsico.com
- o Plant team will be responsible for directing the rejected trailer to the appropriate recycler

Note: The trailer should not be moved from the facility until the above steps are complete.

The financial responsibility of the total value of the load falls on the 3rd party carrier. For LTL loads, the inventory that is received must have tampered proof packaging. If there is evidence that the LTL shipment has been tampered with, the LTL shipment must be rejected and dispositioned accordingly (see above steps for rejecting a load).

Rail Transport Exception Procedure:

For rail shipments of oil, corn, cornmeal, potato flake, flour, etc. where the seal integrity is in question, contact a Shipper Manager so a collective decision can be made. In no case should the site leadership accept a rail car shipment with questionable seal integrity without the knowledge or input from a Shipper Manager.

C-T PAT Transport Exception Procedure:

If the shipment is coming from outside the US and the seal is not the correct type, not intact, missing or otherwise inconsistent with the driver's transport documents, you must contact Shipper personnel so the correct disposition decision can be made.

For all C-TPAT exceptions, a summary write-up outlining the facts and final decision should be emailed to a Shipper Manager within 24 hours of the exception event.

PepsiCo Foods North America (PFNA)

Revision Date: 9/15/21

Objective

This procedure ("the Procedure") addresses the requirements for the application and removal of vessel seals for both Frito-Lay ("Company") and third-party shippers and carriers. It is designed to provide the necessary procedures for raw materials and finished product shipments in all modes of transportation. World events have dictated the necessity to ensure all raw materials and finished product shipped to Frito-Lay and from Frito-Lay to its customers, are provided with the means necessary to indicate tamper evidence or deliberate acts of contamination of the materials while in transit.

Note: the reference to "driver" in this document denotes both Frito-Lay drivers and third-party drivers unless noted otherwise.

General Requirements

Seals are required on all trucks, tankers, rail cars and bulk transport vehicles when transporting raw materials to production facilities or finished product to distribution centers, other plants or directly to our customers. These procedures apply to all Frito-Lay OTR and transport vehicles as well as third-party carriers contracted to ship raw materials and finished product for Frito-Lay. (See section II for approved LTL shipment seal exceptions).

Each location must have an individual identified as the person responsible to ensure compliance with these procedures as indicated in the Food Security Program Manual section 2.0. This person must be familiar with the procedures, have trained personnel who execute the seal procedures and have the written procedures available for reference.

Only Frito-Lay personnel can remove the seals upon arrival to the site unless required by in-transit inspections (DOT or other regulatory agencies) or special requirements known to Frito-Lay. Exceptions must be investigated and documented in accordance with the specific procedures identified and communicated to your Region Quality and Food Safety Manager the FLNA Food Security Manager (Clark Ziegler or other Frito-Lay designee) for all shipments including raw materials, rollstock, minor ingredients and LTL shipments of the same.

C-TPAT Requirements

C-TPAT (Customs – Trade Partnership Against Terrorism) is a voluntary program developed and managed by Customs and Border Protection (CBP) that enhances the security of cross-border shipments coming into the US. Under this voluntary program, CBP requires that the compliant company implement a comprehensive supply chain security program in accordance with C-TPAT guidelines that includes using high strength bolt or cable seals, which are ISO 17712 compliant, on all incoming shipments into the US. In turn, Customs will assure that its containers cross our nation's borders more quickly than those that aren't C-TPAT compliant.

Frito-Lay is now a C-TPAT certified partner and therefore requires all company and third-party carriers to comply with the requirement that a C-TPAT certified bolt seal be placed on the shipment containers (trucks, tankers, rail cars and bulk transport vehicles) at its out-of-country point of loading and remains in place until removed at its final US destination. (See attached seal summary for a C-TPAT compliant bolt seal example).

When receiving an international shipment, the receiver must:

Prior to cutting the seal on inbound shipments, Customs and Border Protection's (CBP's) View, Verify, Twist, and Tug (VVTT) method must be used, with a witness, to ensure the seal is:

- 1) the correct seal number as identified on the Bill-of-Lading

2) uncompromised, and

3) properly affixed to the loaded container/trailer.

Cut seals will be disposed of in a separate container, the contents of which are inaccessible, and must be delivered to or picked up by a recycling company on a regular basis to ensure proper destruction. Cut seals will be destroyed on-site, if possible.

Compliance Requirements

By requiring its drivers and third-party carriers to adhere to the provision of this Procedure, Frito-Lay is not demanding or encouraging any driver to violate any law or regulations including the Hours-of-Service provision of the Federal Motor Carrier Safety Regulations. Nonetheless, both Company drivers and third-party carriers should keep in mind the effect that the requirement that they do not leave a load unattended until it is accepted by a Frito-Lay employee may have on their Hours of Service and plan accordingly.

All third-party shippers and carriers shall certify to Frito-Lay that all of its personnel involved in handling or transporting raw materials for finished product to or from Frito-Lay are trained in the steps contained in this Procedure. The requirements set out in this Procedure are superior to, and are to be considered controlling over, any conflicting provision of any bills of lading, tariffs, contracts, or other shipping documents.

I. Finished Product Shipments

A. Product Loading

1. All trailers shall be inspected before loading to ensure compliance with AIB food safety requirements and ensure any seals from the previous trip are removed. For C-TPAT certified loads, inspections need to include both tractors & trailers and cover the following areas for potential contraband stowage: Tractor - Bumpers/Rims/Tires, Doors/Tool Compartments, Battery Box, Air Breather, Fuel Tanks, Interior Storage Compartments/Sleeper and Roof Fairing. Trailer - Fifth Wheel Area, Walls, Floors, Ceiling, Interior/Exterior Trailer Front, Doors and Outside Undercarriage.

2. All product whether deadstacked, palletized or slipsheeted shall be appropriately blocked and braced to eliminate potential damage.

3. Once loaded, the trailer doors (including side doors) shall be sealed with the Company's uniquely numbered plastic bands and recorded on the transport documents. Each seal number must be recorded along with the vehicle trailer number, date, carrier name (if other than Frito-Lay) and name of person applying the seals.

4. If a driver does a load inspection after the seals have been applied requiring them to be broken, new seals must be affixed and recorded accordingly in the drivers transport documents before shipment.

5. If a trailer is partially loaded then pulled away from the dock for backload items at a later time, a seal or locking clasp must be applied to all trailer doors. It is not necessary to record these seal numbers since the final manifest has not been completed. When the backload items are available and the trailer loading is complete, all seals must be applied and recorded as noted above.

6. The use of key or combination locks in lieu of seals for transported materials does not constitute a sealed load. Although the locks provide a greater level of security, the key protocol required to maintain lock access integrity adds another level of risk to raw material and finished product shipments. All loads must have a seal(s) securing the vehicle during transport.

B. Product Transport

1. For multi-stop shipments, each Frito-Lay unload location must affix new seals to the trailer doors after the unload is completed and the driver record the new seal numbers on the transport documents.

2. Frito-Lay drivers shall be provided additional seals to reseal the transport vehicle or sealed contents in the event either is broken through handling issues or load movement. The driver must record the new seal numbers on the transport documents.

3. Frito-Lay drivers shall also be provided with additional seals in the event of an in-transit regulatory inspection (DOT, Ag Dept., etc.). The driver must reseal the doors after the inspection is completed and record the new seal numbers on the transport documents. The driver must also record the date, time and circumstances surrounding the in-transit regulatory inspection on the transport documents.

4. Drivers shall not leave an open, unlocked or unsealed trailer unattended at any time during transport.

5. Where a shipment is being relayed by two or more drivers, whether employed by the same or different carriers, the subsequent driver(s) must visually verify the trailer seal integrity and that the transport documents accurately record the correct seal numbers and indicate such inspection on the shipping documents.

C. Product Delivery

1. For drop trailer shipments, a receiving location employee must receive the trailer when it's dropped, note the seal conditions to ensure they are intact, and match the seal numbers on the transportation documents. In the absence of a receiving location employee for off-shift deliveries or otherwise unattended locations, the driver assumes responsibility for the load until final inspection and subsequent receipt at the location.

2. For plant and DC deliveries, a receiving location employee must verify seal integrity and ensure the seal numbers match those on the driver's transport documents. Only the receiving location's designated individual may remove the seals once verified to match the driver's transport documents.

3. When a driver drops off an empty trailer at any Frito-Lay site, all seals must be removed, and the trailer doors closed. Empty trailers do not require door seals.

II. Raw Material Shipments

A. Requirements

1. For LTL shipments of seasoning with other co-mingled food materials, a trailer seal is not required. However, a Frito-Lay seasoning shroud must cover the pallet(s) to provide tamper evidence capability. For full load shipments of seasoning, the seal procedures for finished product shall apply.

2. For LTL shipments of rollstock and minor ingredients, security seals are not required since the normal shipment protection used by the supplier is considered sufficient.

3. Other than as noted above, third-party shippers and carriers shall comply with the following procedures:

B. Product Loading

1. All trailers shall be inspected before loading to ensure compliance with AIB food safety requirements and ensure any seals from the previous trip are removed. For C-TPAT certified loads, inspections need to include both tractors & trailers and cover the following areas for potential contraband stowage: Tractor - Bumpers/Rims/Tires, Doors/Tool Compartments, Battery Box, Air Breather, Fuel Tanks, Interior Storage Compartments/Sleeper and Roof Fairing. Trailer - Fifth Wheel Area, Walls, Floors, Ceiling, Interior/Exterior Trailer Front, Doors and Outside Undercarriage.

2. All product whether deadstacked, palletized or slipsheeted shall be appropriately blocked and braced to eliminate potential damage.

3. Once loaded, the trailer doors (including side doors) shall be sealed with the supplier's uniquely numbered plastic bands and recorded on the transport documents. Each seal number must be recorded along with the vehicle trailer number, date, carrier name (if other than Frito-Lay) and name of the person applying the seals.

4. If a driver does a load inspection after the seals have been applied requiring them to be broken, new seals must be affixed and recorded accordingly in the driver's transport documents before shipment.

5. If a trailer is partially loaded then pulled away from the dock for backload items at a later time, a seal or locking clasp must be applied to all trailer doors. It is not necessary to record these seal numbers since the final manifest has not been completed. When the backload items are available and the trailer loading is complete, all seals must be applied and recorded as noted above.

6. The use of key or combination locks in lieu of seals for transported materials does not constitute a sealed load. Although the locks provide a greater level of security, the key protocol required to maintain lock access integrity adds another level of risk to raw material and finished product shipments. All loads must have a seal(s) securing the vehicle during transport.

C. Product Transport

1. For multi-stop shipments, each Frito-Lay unload location must affix new seals to the trailer doors after the unload is completed and the driver record the new seal numbers on the transport documents.
2. Third-party carrier drivers are required to have additional seals to reseal the transport vehicle or sealed contents in the event either is broken through handling issues or load movement. The driver must record the new seal numbers on the transport documents.
3. Third-party carrier drivers are also required to have additional seals in the event of an in-transit regulatory inspection (DOT, Ag Dept., etc.). The driver must reseal the doors after the inspection is completed and record the new seal numbers on the transport documents. The driver must also record the date, time and circumstances surrounding the in-transit regulatory inspection on the transport documents.
4. Drivers shall not leave an open, unlocked, or unsealed trailer unattended at any time during transport.
5. Where a shipment is being relayed by two or more drivers, whether employed by the same or different carriers, the subsequent driver(s) must visually verify the trailer seal integrity and that the transport documents accurately record the correct seal numbers and indicate such inspection on the shipping documents.

D. Product Delivery

1. A receiving location employee must receive the trailer when it arrives, note the seal conditions to ensure they are intact, and match the seal numbers on the transportation documents. In the absence of a receiving location employee for off-shift deliveries or otherwise unattended locations, the driver assumes responsibility for the load until final inspection and subsequent receipt at the location by a Frito-Lay employee.
2. In addition, a receiving location employee must verify seal integrity and ensure the seal numbers match those on the driver's transport documents. Only the receiving location's designated individual may remove the seals once verified to match the driver's transport documents.

III. Seal Exception Process

A. General Requirements

1. A broken seal does not necessarily indicate in-transit tampering occurred and therefore does not require an automatic rejection. Several steps should be taken to determine if a product or raw material food security risk exists before its disposition can be determined. The receiving location is responsible for following the procedures and making the determination to offload the materials, seek further input from the FLNA Food Security Manager or reject the load. The exception process does not apply to the small percentage of material shipped by LTL that are not required to have trailer seals in place. However, it would apply to LTL shipments of seasoning for shroud integrity questions.

B. Truck Transport Exception Procedure

1. You must first identify the precise cause for the correct numbered seal not being intact, missing or otherwise inconsistent with the driver's transport documents.
 - Was the seal initially in place?
 - If it was removed, who removed it (interview the driver)?
 - Why was it removed?
 - When was it removed?
 - Was the load unsecured while the seal was not intact?
 - What's the relationship with Frito-Lay and the driver (employee or third-party carrier)?

- Is there evidence to suggest the load was tampered with?

2. Document all findings and have the site leadership review the information to determine a clear assignable cause for the missing, broken or undocumented seal. Determine if there exists a realistic risk the load was tampered with or given unauthorized access.

3. If a no-risk assignable cause can be reasonably determined, the site leadership has the authority to conditionally accept the load, document the circumstances, and forward the information to the FLNA Food Security Manager. If the load is conditionally accepted and some of the vehicle contents appear to have been touched by unauthorized personnel, send a sample of the material to HQ to the attention of the FLNA Food Security Manager for follow-up inspection but proceed with the unload. The driver should be given the opportunity to be present for the inspection of a conditionally accepted load. By conditionally accepting the load for further investigation, Frito-Lay does not waive its ability to ultimately reject any portion of the load.

4. If no assignable cause can be determined and/or the site leadership is unsure of the integrity of the load, contact your Region Quality and Harsha Ravindran - harsha.ravindran@pepsico.com so a collective decision can be made.

5. For all exceptions, a summary write-up outlining the facts and final decision should be emailed to your Region Quality and Food Safety Manager and Harsha Ravindran harsha.ravindran@pepsico.com within 48 hours of the exception event.

6. In the limited situations where no seals are required (LTL shipment of rollstock & minor ingredients), there still must be an assignable cause for the suspected tampering of the shipped materials before it can be received. Where no assignable cause can be determined, contact Harsha Ravindran harsha.ravindran@pepsico.com for a collective decision on the load disposition.

C. Rail Transport Exception Procedure

1. For rail shipments of oil, corn, cornmeal, potato flake, flour, etc. where the seal integrity is in question, contact your Region Quality and Food Safety Manager or Harsha Ravindran - harsha.ravindran@pepsico.com so a collective decision can be made. In no case should the site leadership accept a rail car shipment with questionable seal integrity without the knowledge or input from the FLNA Food Security Manager.

D. C-TPAT Transport Exception Procedure

1. If the shipment is coming from outside the US and the seal is not the correct type, not intact, missing or otherwise inconsistent with the driver's transport documents, you must contact Liliana Terry immediately at 972-334-3430 so the correct disposition decision can be made.

2. For all C-TPAT exceptions, a summary write-up outlining the facts and final decision should be emailed to your Region Quality and Food Safety Manager, Harsha Ravindran - harsha.ravindran@pepsico.com and Liliana Terry - liliana.terry@pepsico.com within 24 hours of the exception event.

PepsiCo, Inc.'s Supplier Code of Conduct

Updated: 3/8/16

Purpose and Scope

At PepsiCo, we believe acting ethically and responsibly is not only the right thing to do, but also the right thing to do for our business. PepsiCo has developed a Global Supplier Code of Conduct (“**Supplier Code**”) to clarify our global expectations in the areas of business integrity, labor practices, associate health and safety, and environmental management. PepsiCo’s Supplier Code is intended to complement PepsiCo’s Global Code of Conduct and the company’s other policies and standards referenced therein.

Suppliers, vendors, contractors, consultants, agents and other providers of goods and services who do business with PepsiCo entities worldwide are expected to follow this Code.

Business Conduct Principles

PepsiCo expects its suppliers to conduct business responsibly, with integrity, honesty, and transparency, and to adhere to the following principles:

1. Maintain awareness and comply with all applicable laws and regulations of the countries of their operation.

2. Compete fairly for PepsiCo’s business, without paying bribes, kickbacks or giving anything of value to secure an improper advantage.

PepsiCo is committed to conducting business legally and ethically within the framework of a free enterprise system. Corrupt arrangements with customers, suppliers, government officials, or other third parties are strictly prohibited. “Corruption” generally refers to obtaining, or attempting to obtain, a personal benefit or business advantage through improper or illegal means.

3. Encourage a diverse workforce and provide a workplace free from discrimination, harassment or any other form of abuse.

PepsiCo suppliers shall create a work environment in which employees and business partners feel valued and respected for their contributions. Harassment, including unwelcome verbal, visual, physical, or other conduct of any kind that creates an intimidating, offensive or hostile work environment will not be tolerated. Employment decisions must be based on qualifications, skills, performance, and experience.

4. Treat employees fairly, including with respect to wages, working hours and benefits.

PepsiCo suppliers shall comply with all applicable legal and regulatory requirements and will generally apply sound employee relations practices. Working hours, wages, benefits will be consistent with laws and industry standards, including those pertaining to minimum wages, overtime, other elements of compensation, and legally mandated benefits.

5. Prohibit all forms of forced or compulsory labor.

PepsiCo suppliers shall maintain and promote fundamental human rights. Employment decisions will be based on free choice and there may be no coerced or prison labor, and no use of physical punishment or threats of violence or other forms of physical, sexual, psychological or verbal abuse as a method of discipline or control.

6. Prohibit use of child labor.

Suppliers shall adhere to the minimum employment age limit defined by national law or regulation and comply with relevant International Labor Organization (ILO) standards. In no instance shall a supplier permit children to perform work that exposes them to undue physical risks that can harm physical, mental or emotional development or improperly interfere with their schooling needs.

7. Respect employees’ right to freedom of association and collective bargaining, consistent with local laws.

Consistent with applicable law, PepsiCo suppliers shall respect employees’ rights to join or refrain from joining associations and worker organizations.

8. Provide safe and healthy working conditions.

PepsiCo suppliers shall proactively manage health and safety risks to provide an incident-free environment where occupational injuries and illnesses are prevented. Suppliers must implement management systems and controls that identify hazards and assess and control risk related to their specific industry. Also, suppliers shall provide potable drinking water and adequate restrooms; fire exits and essential fire safety equipment; emergency aid kits and access to emergency response including environmental, fire and medical.

9. Carry out operations with care for the environment and comply with all applicable environmental laws and regulations.

The potential environmental impacts of daily business decision-making processes should be considered along with opportunities for conservation of natural resources, recycling, source reduction and pollution control to ensure cleaner air and water and to reduce landfill wastes.

10. Maintain accurate financial books and business records in accordance with all applicable legal and regulatory requirements and accepted accounting practices.

11. Deliver products and services meeting applicable quality and food safety standards.

PepsiCo is committed to producing high quality and safe products across all of our brands. Suppliers involved in any aspect of developing, handling, packaging or storing our products are expected to:

- Know and comply with the product quality standards, policies, specifications, and procedures that apply to the products produced at your location
- Follow and adhere to good manufacturing practices and testing protocols
- Comply with all applicable federal, state, and local food safety laws and regulations
- Report issues immediately to PepsiCo that could negatively affect the quality or public perception of a PepsiCo product

12. Support compliance with the Supplier Code by establishing appropriate management processes and cooperating with reasonable assessment processes requested by PepsiCo.

To conduct business with PepsiCo, suppliers must enter into contracts and execute purchase orders that mandate compliance with the Supplier Code. With prior notice, PepsiCo may conduct reasonable audits to verify Supplier's compliance with the Supplier Code.

13. Observe PepsiCo's policies regarding gifts and entertainment and conflicts of interest when dealing with PepsiCo employees.

PepsiCo suppliers are prohibited from providing or offering gifts to PepsiCo employees that could inappropriately influence PepsiCo's business decisions or gain an unfair advantage.

14. Report suspected violations of the Code.

Supplier's employees or contractors may report suspected violations of this Code to the PepsiCo "Speak Up" hotline at 1-866-729-4888 in the United States or to dedicated phone lines in other countries throughout the world. A list of international hotline telephone numbers is attached to this Supplier Code and may be updated from time to time as reflected at <http://www.pepsico.com/Company/Speak-Up.html>.

The "Speak Up" hotline is available worldwide on a 24/7 basis. Reports may also be made electronically by using the "Speak Up" web-line at <http://www.pepsico.com/Company/Speak-Up.html>. All such reports are treated as confidential, whether provided through our "Speak Up" telephone or web-line, and you may remain anonymous where permitted by law.

I affirm that our company maintains responsibility for verifying Truck and Bus Regulation compliance for our subhaulers operating in California, including maintaining records documenting their CARB certifications or self-certifications and truck information documenting the same.

Carriers must adhere to the below guidelines and may be required to complete documents/questionnaires when arriving at shipping/receiving locations.

If drivers fail to pass requirements, they will be turned away from the facility. A driver's failure to pass the customer's requirements and/or the carrier's failure to make drivers aware of this requirement at the time of dispatch could result in Coyote denying any TONU charges or requests for additional costs stemming from rejected drivers.

Dear Valued Partner,

PepsiCo is monitoring the spread of the coronavirus closely and working with key leaders across our business as well as local and state authorities to take all necessary measures to ensure the health and safety of our employees, consumers, customers and communities.

We continue to enforce preventive safety and sanitation measures in all of our locations. Out of an abundance of caution, PepsiCo began instituting **mandatory temperature screenings at some of our locations the week of April 13** to reduce the risk of individuals coming into the facility that may have a fever. Fever is a common symptom and leading indicator for the COVID-19 virus. Our intention is to roll temperature screenings out at all PepsiCo locations in a phased approach over the coming weeks. Frequently asked questions can be found in this letter.

In addition, **we are changing our gate procedures** at all PepsiCo locations across the U.S. to further limit close contact and keep drivers, visitors and employees safe. Here's what's changing:

- Elimination of in-cab visual inspection by our gate check facilities
- Drivers are no longer allowed to physically enter the warehouse and dock
- If a driver needs to access the restroom or break room, he/she must enter the building through the main entrance
 - Drivers must undergo a temperature screening before entering a PepsiCo building, assuming temperature screenings have been implemented at that location. If temperature screening has not been implemented, the Driver will need to complete the employee / visitor screening form
- Appropriate six (6) foot social distancing must be maintained while at a PepsiCo facility

Temperature screening FAQs:

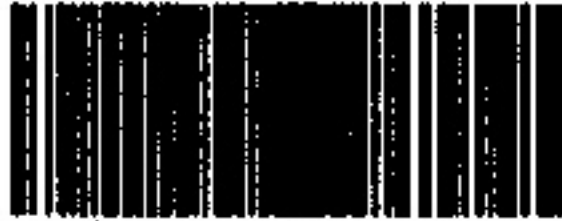
- **Who will have their temperature screened?**
 - All employees, contractors, third parties and visitors who enter a PepsiCo facility will have their temperature screened. If someone does not enter a PepsiCo facility (meaning they stay outside of the physical building), they will not need to have their temperature screened. If someone from your organization enters a PepsiCo facility that's conducting temperature screenings, he/she will be required to have his/her temperature screened.
- **How will temperature screenings be conducted?**
 - We have set up a process for the temperature screenings to ensure all social distancing guidelines are being followed. The person conducting the screening will be wearing PPE and the screening will be conducted with a no-touch infrared digital thermometer, which is the device recommended by the CDC / WHO for doing temperature screenings.
- **What happens if someone has a temperature?**
 - If someone has a temperature higher than 100.4 °F, they will be asked to wait for 10 minutes and will be screened again. If the person's temperature is still higher than 100.4 °F, he/she will not be permitted to enter the building.
- **What if a visitor or contractor refuses to go through the screening process?**
 - No visitor, contractor, or third party will be allowed admittance to a PepsiCo facility that has instituted temperature screening without going through the temperature screening process.

As the situation remains fluid, we will continue to take every precaution to avoid the spread of coronavirus. Thank you for your continued partnership during these unprecedented times.

Date: 5/20/2024 15:38:46

BILL OF LADING

Page 1

Name: 1013-G-DALLAS PLANT Address: 3030 GLENFIELD AVE City/State/Zip: DALLAS, TX 75233-1402 SID/BOL#: 69597472 FOB:		Document Number: 10136659304  (402) 10136659304 Appt: Mon May 20 12:00: Checkin: Mon May 20 12:09: Loaded: Mon May 20 15:38: Dispatch: Mon May 20 15:38:				
SHIP TO Name: QUAKER DC LANCASTER TX Address: 2101 DANIELDALE RD City/State/Zip: LANCASTER, TX 75134-1550 ID: C3944 FOB:		Carrier Name: COYOTE LOGISTICS LLC MOS: T Trailer Number: LIVE65606 Seal number(s): 00105915 ✓ SCAC: CLLQ CAR MOVE: 69597472 Pro Number: LOAD SEQ:				
THIRD PARTY FREIGHT CHARGES BILL TO: Name: PEPSICO C/O CASS INFO. SERVICES Address: PO BOX 17608 City/State/Zip: ST LOUIS, MO 63178-7608		Freight Charge (freight charges are prepaid unless marked otherwise) Prepaid <input type="checkbox"/> Collect <input type="checkbox"/> 3rd Party <input type="checkbox"/> <input type="checkbox"/> Master Bill of Lading: with attached underlying Bills of Lading				
SPECIAL INSTRUCTIONS: 7613913300 OTHERS-Line Load - IN 16:28 ant 848PM D. Barrow						
CUSTOMER ORDER INFORMATION						
CUSTOMER ORDER NUMBER	# PKGS	WEIGHT (LB)	Pallet/Slip (Circle One)	ADDITIONAL SHIPPER INFO		
8370468368	30	41364	Y N	RAD-05/10/24 O-8370468368 S-7613913300		
			Y N			
			Y N			
			Y N			
			Y N			
GRAND TOTAL	30	41364				
CARRIER INFORMATION						
HANDLING UNIT	PACKAGE	WEIGHT (LB)	H.M. (X)	COMMODITY DESCRIPTION	LTL ONLY	
QTY	TYPE	QTY	TYPE	Commodities requiring special or additional attention in handling or stowing must be so marked and packaged as to ensure safe transportation with ordinary care.	NMFC #	CLASS
30	CHEP Pallets	2618	CS - Case	41364	BEV PREP DRY OR LO	72160 60
30		2618		41364	43374	GROSS WGT GRAND TOTAL
Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property as follows: "The agreed or declared value of the property is specifically stated by the shipper to be not exceeding _____ per _____"				COD Amount: \$ Fee Terms: Collect: <input type="checkbox"/> Prepaid: <input type="checkbox"/> Customer check acceptable: <input type="checkbox"/>		
NOTE Liability Limitation for loss or damage in this shipment may be applicable. See 49 U.S.C. - 14706(c)(1)(A) and (B).						
RECEIVED, subject to individually determined rates or contracts that have been agreed upon in writing between the carrier and shipper. If applicable, otherwise to the rates, classifications and rules that have been established by the carrier and are available to the shipper, on request, and to all applicable state and federal regulations.				The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges. Signature Shipper		
		Trailer Loaded: <input checked="" type="checkbox"/> By Shipper <input type="checkbox"/> By Driver		Freight Counted: <input type="checkbox"/> By Shipper <input type="checkbox"/> By Driver/pallets sold to <input type="checkbox"/> By Driver/Pieces		CARRIER SIGNATURE/PICKUP DATE Carrier acknowledges receipt of packages and required placards. Carrier certifies emergency response information was made available and/or carrier has the DOT emergency response guidebook or equivalent documentation in the vehicle. Roller 5/20/24

Packing List

Ship From:

1013-QG-DALLAS PLANT
3030 GLENFIELD AVE
DALLAS, TX 75233-1402

Order Number: 8370468368**Warehouse ID****Order Type:** ZPS

1013

Customer PO Number:**Customer PO Date:** 05/09/2024**Carrier Move ID:** 69597472**Carrier Name:** COYOTE LOGISTICS LLC**Trailer Number:** LIVE65606**Ship To:**

QUAKER DC LANCASTER TX
2101 DANIELDALE RD
LANCASTER, TX 75134-1550

Third Party Freight Charges Bill To :

PEPSICO C/O CASS INFO. SERVICES
PO BOX 17608
ST LOUIS, MO 63178-7608

Notes:

HANDLING UNITS : CHEP 30

Item Number	Description	Platform	Lot Number	Inv Status	Gross Weight	Quantity
52000043488000	GA LQ 12OZ 1/18PK G ZERO GC COMP	CHEP	041924DL	SHIP	41364.40	2618

Total Quantity: 2,618**Gross Weight:** 41364