STRAIGHT BILL OF LADING

Short form – Original – Not Negotiable
See next page for further terms and conditions

Bill of Lading Number | Purchase Order Number | Shipper Number

Name
Address
City | State or Province
Country | Zip | Phone

Freight Charges (Note: Freight charges are to be PREPAID unless marked collect)

<table>
<thead>
<tr>
<th>Option</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Prepaid</td>
</tr>
<tr>
<td></td>
<td>Collect</td>
</tr>
</tbody>
</table>

Special Instructions:

Name: __________________________ Address: __________________________
P.O. Box: ______________________

City: __________________________ State: __________ Zip: __________

C.O.D.

1. THE LETTERS C.O.D. MUST APPEAR IN BOX BEFORE CONSIGNEE’S NAME ABOVE
2. SHIPPER SELECT:
   - CASHIERS CHECK ONLY
   - CONSIGNEE’S CHECK OK

<table>
<thead>
<tr>
<th>C.O.D. Fee</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>PREPAID</td>
<td></td>
</tr>
<tr>
<td>COLLECT</td>
<td></td>
</tr>
</tbody>
</table>

3. C.O.D. FEE:

4. REMIT C.O.D. TO (IF DIFFERENT THAN SHIPPER ABOVE):
   - NAME: __________________________
   - PHONE: ________________________
   - CITY: __________________________
   - STATE: __________
   - ZIP: __________

HANDLING UNITS

<table>
<thead>
<tr>
<th>Kind of Packaging, Description of Articles, Special Marks and Exceptions</th>
</tr>
</thead>
</table>

WEIGHT IN LBS.

<table>
<thead>
<tr>
<th>Item #</th>
<th>Class</th>
</tr>
</thead>
</table>

SUBJECT TO CORRECTION

$ per pound

REMIT TO

- SHIPPER
- OTHER

TOTAL ___________ CU. FT.

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

Driver | Date | Start | Stop | Tally

Yes | No

SHIPPER NAME | AUTHORIZED SIGNATURE

Yes | No

RECEIVED, subject to the classifications and tariffs in effect on the date of the issue of this Bill of Lading. Tariff means any classification, charge, price, rule, or rate, established by a carrier or carriers. The property described above in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated above 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 at 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 any or any said property, that every service to be performed hereunder shall be subject to all of the bills of lading terms and conditions in the governing classification on the date of shipment and shall be subject to all of the terms and conditions of the United States Carriage of Goods By Sea Act of 1936 if it is a water shipment.

Shipper hereby certifies that he is familiar with all the bills of lading terms and conditions in the governing classifications and the said terms and conditions are hereby agreed to be the shipper and accepted for himself and his assigns.

Freight received under this bill of lading will be transported pursuant to Central’s applicable tariffs on file with the applicable state or federal regulatory agencies or on file at the carriers principal place of business, except where otherwise provided in any valid and effective written contract signed by Central and its shipper. This notice supersedes any claimed oral contract, promise, representation, or understanding between the parties.
CONTRACT TERMS AND CONDITIONS

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 a common carrier for any loss or damage, or damage thereto, except as hereinafter provided.

Sec. 1 (b)

1. No Carrier or party in possession of all or any portion of the property described in this bill of lading shall be liable for any loss or damage to the said property or for any delay caused by an Act of God, the public enemy, the authority of law, or the act or default of the shipper or owner. Further, no Carrier or party in possession of all or any portion of the said property shall be liable for any natural shrinkage of the property.

2. Whenever freight is on-hand due to an unjustified refusal, is in a storage status, is being cross-docked only or is in Central Freight Lines possession for any reason other than to complete the immediate movement on a corresponding bill of lading, Central Freight Lines will have the liability of a warehouseman. The applicable laws surrounding the liability of a warehouseman will apply and, if proven negligent for any loss or damage during such time as a warehouseman, maximum liability for Central Freight Lines will be $1.00 per pound per package. Liability for being a warehouseman will begin immediately when the freight/shipment is handled in a manner as described above.

Sec. 2 (a)

1. 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. Except in the case of negligence of the Carrier, no Carrier or party in possession of all or any portion of the property described in this bill of lading shall be liable for delay caused by highway obstruction, by faulty or impassable highways, or by lack of capacity of any highway bridge or ferry. The burden to prove freedom from such negligence is on the Carrier or party in possession in such case.

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 shipment, regardless of actual NMFC (National Motor Freight Classification) Class. Excess Liability Coverage will not be provided. Used, “like new,” reburbished and/or renovated items will move with a maximum liability of $50 per pound per package and $10,000 maximum liability coverage per shipment. Excess Liability Coverage is not covered for these types of goods. Commodities or items used for demonstration purposes will be considered as used. Any shipment moving subsequent to purchase from any online clearinghouse such as “eBay,” “craigslist.com,” “ebid.com,” etc. will be handled “as is” unless expressly proven otherwise.

Articles of extraordinary value will not be accepted for transportation. If inadvertently accepted, the maximum liability coverage for these shipments will be $1.00 per pound per package, regardless of actual NMFC (National Motor Freight Classification) Class. Excess Liability Coverage will not be provided.

Used, “like new,” reburbished and/or renovated items will move with a maximum liability of $50 per pound per package and $10,000 maximum liability coverage per shipment. Excess Liability Coverage is not covered for these types of goods. Commodities or items used for demonstration purposes will be considered as used. Any shipment moving subsequent to purchase from any online clearinghouse such as “eBay,” “craigslist.com,” “ebid.com,” etc. will be handled “as is” unless expressly proven otherwise.

All spot quote or volume quotes at charges other than the published tariff or contract charges (price) will be subject to a maximum liability of $2.00 per pound per package and $25,000 per shipment, regardless of actual NMFC Class. In addition to any released values provided for in the NMFC (National Motor Freight Classification) or elsewhere defined within Central Freight Lines tariff, the following commodities will have specific, designated maximum liability limits applied.

** Please note if there is a discrepancy between the Terms/Conditions and rules tariff on the date of issuance, Central Freight Lines rules tariff will apply. **