

## Important Information (July-2025)

1. Changes to entries and manifests. Once an entry and manifest are sent to us, and we have processed it, there is no way for us to amend it other than voiding it and doing it over again. Details are electronically transmitted to Customs and DOT based on the paperwork you send to us, so there should be no adding, deleting, or substituting vehicles. We find that your truckers very often switch and substitute vehicles, and often we are not even told until after the load crosses. Customs has recently been escalating this situation and issuing penalties to Importers and carriers for Customs entries not matching manifests or providing inaccurate information. This would include license plates, Drivers, date of birth, etc. Your paperwork **MUST** be accurate.
2. Values. The value of the vehicles being imported must be accurate and reflected In US dollars based on transaction value. Values cannot be randomly rounded up, or down. It should be to the exact dollar of the vehicle value. If the vehicle is subject to duty, and the value was not correct, resulting in an underpayment or overpayment of duties, this is obviously a serious problem and non-Customs compliance, and a DOT noncompliance as it effects the value of the DOT bond posted.
3. Canadian ownerships required. Customs in Michigan, as well as Customs in other ports are requiring copies of Canadian ownerships to accompany the drivers. For Ontario ownerships, they must say "FIT" meaning they have passed safety inspection. If they are "UNF" or unfit, meaning they have not had a safety inspection, your vehicles may be refused or denied entry, or you could have problems with Customs and DOT after the vehicles have crossed.
4. Prior accidents. Vehicles that have been involved in previous accidents will be scrutinized closely by Customs and DOT, and may be recalled later, or lead to other problems later. Customs at the border often review car faxes, car proofs, and other electronic reporting they have access to.
5. Salvage. Per DOT, you may NOT import any Salvage vehicle, Branded title, or rebuilt/reconstructed vehicle, even if the ownership says "Brand - None".
6. Other merchandise. Additional items being imported, such as spare sets of tires, rims, snowplows, salt dispensers, etc., must be declared on the proforma. You must tell us the complete description of exactly what the item is, what the actual value is separately from the value of the vehicle, and the original Country of Origin, (what country it was originally made in) so we may enter these items for you, and possibly pay duties owed on them.
7. US Made vehicles. For vehicles manufactured in the United States, the foreign shipper declarations and the owner's declarations are required for each VIN. Customs will spot check entries and if these are not provided, they could issue penalties and charge duties.
8. Canadian and Mexican Made vehicles. Regarding vehicles made in Canada and Mexico, as you know the NAFTA agreement was repealed and replaced by the new USMCA agreement. The new agreement did not make a mention if used vehicles that would have qualified for NAFTA are duty free under USMCA. We are anxiously awaiting a decision on this matter and will notify you the minute we have a definitive one. Reminder, a passenger vehicle is 3.5 % duty, and a cargo vehicle including a pick-up truck, is 26 % duty. These percentages are changing often as negotiations are on-going. If 26 % does not work, do not import, so please be careful!

9. Damage to vehicles. We take extreme care to make sure that vehicles are not damaged at all while in our care. We don't have any control over the damage that was done to the car prior to arrival.

10. Transportation/Shipping. All transportation from Canada to our facility is orchestrated through a third-party company. This transportation company will be bonded and insured. We will, of course, do everything in our power to keep this cost as low as possible, however, what we can't control are things like weather, customs traffic, worldly events, fuel charges, etc. Something else to keep in mind is the cost of transport is typically divided by the number of vehicles that are on that load. (Cost is cheaper per car if there are more units on that transport) Also, there is an added cost if a single vehicle needs to be regrouped as to arrange a common pick-up point.

11. U.S. Title Service. Our Title service will provide dealers a U.S. Title with multiple reassignments to transfer ownership of a vehicle through wholesale and retail transactions. This service can be provided with titles from many different states. If a dealer requires a title from a certain state or with conditions, please contact our title department (title@usspeedo.com). Different states have different requirements and can be processed in faster time frames. Our intent is to provide this service as efficiently as possible.

12. Bonds/Release dates. The release date of each vehicle according to D.O.T., is 30 days from the government receiving, and acknowledgement, of a completed compliance file on each vehicle. It is our goal to move the units through the process as fast, and efficiently, as possible. Things such as recalls, holidays and weekends could prolong the release date.

By signing this document, you are acknowledging that you have read and understand the above information.

If you should have any questions, with any of the above information, please call

Chris (Importing Sales) 810-244-0909 ex 387 [chrisk@usspeedo.com](mailto:chrisk@usspeedo.com)

Jacqueline (Importing Manager) 810-244-0909 ex 362 [jacqueline@mapleleafimporting.com](mailto:jacqueline@mapleleafimporting.com)

Signature: \_\_\_\_\_ Date: \_\_\_\_\_