

Terms and Conditions

The basis on which we provide operations and dispatch support, and what we need from the carrier in order to provide it.

DOCUMENT	Terms and Conditions (terms)
VERSION	1.0
CREATED	13 September 2026
LAST UPDATED	13 September 2026
PUBLISHED AT	https://adityaenterprises-us.vercel.app/terms

1. WHO THESE TERMS ARE BETWEEN

These terms apply between Aditya Enterprises, referred to as "we" or "us", and the motor carrier or owner-operator engaging us, referred to as "the carrier" or "you". Registered entity name and registered address: **to be confirmed**.

They govern use of this website and, where we are engaged, the provision of our services. Where we have signed a separate written agreement with you, that agreement takes precedence over anything inconsistent in these terms.

2. WHAT WE DO

We provide back office, dispatch and operations support to motor carriers. Depending on what is agreed, that covers loads, lanes and rates, breakdowns and maintenance support, broker management, dispatch and driver support, paperwork and billing, and weekly reporting.

We are not a freight broker, a motor carrier or a freight forwarder. We do not hold operating authority, we do not take possession of freight, and we do not contract with shippers in our own name. The carrier holds its own authority and insurance and remains legally responsible for the operation of its trucks, for safety and hours of service compliance, and for the freight it accepts.

3. EVERYTHING IS INCLUDED, AND EVERYTHING IS CONDITIONAL

Everything described on this website and in any proposal, quote or schedule of work is included in the service. Those commitments are given on one condition, and it is a condition that goes to the heart of the arrangement: the carrier has to give us what we need, when we ask for it.

Operations work is sequential. A rate confirmation cannot be checked before it is sent to us. An invoice cannot go out without the signed proof of delivery. A detention claim cannot be filed inside the broker's window if the timestamps reach us after that window has closed. A truck cannot be dispatched against hours of service we have not been told about. When the information arrives late, the work does not simply happen later, it is frequently no longer possible at all.

The same applies to payment. Our fees are what allow the desk to stay staffed and the work to keep running without interruption.

4. WHAT THE CARRIER MUST PROVIDE

So that our work is not disturbed, delayed or broken, the carrier agrees to provide the following promptly, completely, accurately, and within any timeframe we specify when we ask:

- Operating authority, insurance certificates, W-9, carrier packet documents and any broker onboarding paperwork, supplied complete and current
- Driver details, equipment details, available hours of service, and prompt notice of any change to them
- Signed rate confirmations, bills of lading, proofs of delivery, scale tickets, lumper receipts and detention timestamps, sent as soon as they exist
- Prompt written answers where we ask for a decision or an approval, since we do not commit the truck without one
- Notice of a breakdown, delay, accident, cargo issue or refusal as it happens, not after the fact
- Payment of our fees in full and on the agreed date

5. WHAT HAPPENS IF IT IS NOT PROVIDED

If required documents, information, decisions or payment do not reach us in the timeframe requested, then for so long as that continues:

- Any timescale, service level or target we have described no longer applies to the affected work
- We are not responsible for any consequence of the delay, including a missed detention window, a late or short paid invoice, a lost load, a missed appointment, a service failure recorded against you by a broker, or a rate we could not negotiate in time
- We may pause the affected work, and where fees remain unpaid after the agreed date we may suspend services altogether until the account is brought current
- Any cost or third party charge we incur because of the delay is payable by the carrier

6. FEES

Our fee is a percentage of the gross revenue of each truck under management, invoiced weekly, with no lock-in period. The percentage applicable to your account is the one set out in your proposal or written agreement. Any figure shown on the public website is illustrative. Payment terms, accepted payment methods and any late payment charge: **to be confirmed**.

Fees are payable whether or not the carrier chooses to use every part of the service in a given week.

7. NO GUARANTEED OUTCOME

We do not guarantee any revenue, rate, cost saving, utilisation level or profitability outcome. We agree to apply reasonable skill and care and to work the process described in your agreement. Results depend on freight markets, your costs, your equipment, your drivers, the brokers you are approved with, and on the carrier meeting its obligations under sections 4 and 5.

8. AUTHORITY TO ACT

Where the carrier asks us to communicate with brokers, shippers, factoring companies or repair vendors on its behalf, the carrier authorises us to do so for that purpose. We negotiate and present options. We do not commit the truck to a load without the carrier's approval, except where the carrier has given us standing written instructions to do so.

9. CONFIDENTIALITY

Each side agrees to keep the other's non-public business information confidential and to use it only for the purpose of the engagement. This does not apply to information that is already public, that is received legitimately from someone else, or that must be disclosed by law.

10. USE OF THIS WEBSITE

You may read this website and use its tools for your own business purposes. You may not copy its content for republication, scrape it at scale, attempt to disrupt it, or misuse the Ask an operator page, including by submitting automated volumes of questions or attempting to evade its limits.

The content, design, illustrations and code of this website belong to us.

11. ENDING THE ARRANGEMENT

There is no lock-in period. Either side may end the arrangement by giving written notice. Fees for work already performed, and for the notice period where one applies, remain payable. Notice period:

to be confirmed.

On termination we will hand back the carrier's documents and records in our possession in a reasonable format, once the account is settled.

12. LIABILITY

Nothing in these terms excludes liability that cannot be excluded by law, including for death or personal injury caused by negligence, or for fraud. Subject to that, the limit of our liability and the categories of loss excluded: **to be confirmed**. This clause must be settled with a qualified lawyer before these terms are relied upon.

We are not liable for the acts or omissions of brokers, shippers, receivers, repair vendors, factoring companies or insurers, none of whom we control.

13. CHANGES TO THESE TERMS

We may update these terms. The version number and last updated date at the top of this document change when we do, and the previous version is retained in our version history. Where a change materially affects an existing client, we will tell them.

14. GOVERNING LAW

The law governing these terms and the courts that have jurisdiction over any dispute: **to be confirmed**. This is a genuine decision, not a formality: the business operates from India and serves carriers in the United States, so it should be settled with a lawyer rather than assumed.

This document is published for information and is not legal advice. Any clause shown as “to be confirmed” has not been settled and must not be relied upon. Version 1.0, last updated 13 September 2026.