Case 24-11054-BLS Doc 224 Filed 07/12/24 Page 1 of A Docket #0224 Date Filed: 07/12/2024

IN THE UNITED STATES BANKRUPTCY COURT FOR THE DISTRICT OF DELAWARE

In re:	Chapter 11
Supply Source Enterprises, Inc, et al., 1	Case No. 24-11054 (BLS)
Debtors.	(Jointly Administered)

AFFIDAVIT OF PUBLICATION OF NOTICE OF SALE, BIDDING PROCEDURES, AUCTION, SALE HEARING, AND OTHER DEADLINES RELATED THERETO IN THE NEW YORK TIMES

This Affidavit of Publication includes sworn statements verifying that the *Notice of Sale, Bidding Procedures, Auction, Sale Hearing, and Other Deadlines Related Thereto* was published and incorporated by reference herein as follows:

1. In The New York Times on June 26, 2024, attached hereto as Exhibit A.

The Debtors in these chapter 11 proceedings, together with the last four digits of each Debtor's federal tax identification number, are: Supply Source Enterprises, Inc. (0842); SSE Intermediate, Inc. (1772); SSE Buyer, Inc. (5901); Impact Products, LLC (7450); and The Safety Zone, LLC (4597). The Debtors' headquarters are located at 385 Long Hill Road, Guilford, Connecticut 06437.

Exhibit A



620 8th Avenue New York, NY 10018 nytimes.com

PROOF OF PUBLICATION

June 26, 2024

I, Larnyce Tabron, in my capacity as a Principal Clerk of the Publisher of The New York Times, a daily newspaper of general circulation printed and published in the City, County, and State of New York, hereby certify that the advertisement annexed hereto was published in the editions of The New York Times on the following date or dates, to wit on.

6/26/2024, NY & NATL, pg B3

JOHN MCGILL
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Commonwealth of Virginia
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ommission Expires Dec 31, 2027

Digitally signed by John McGill Date: 2024.06.26 16:34:15 -04'00'

Larnyce Tabron

В3

Judges Block Parts of Biden's Student Loan Plan | Volkswagen Will Invest

By TARA SIEGEL BERNARD and ZACH MONTAGUE

Two federal judges in Kansas and Missouri temporarily blocked pieces of the Biden administration's new student loan repayment plan on Monday in rulings that will have implications for millions of federal borrowers.

Borrowers enrolled in the income-driven repayment plan, known as SAVE, are expected to continue to make payments. But those with undergraduate debt will no longer see their payments cut in half starting on July 1, a huge disappointment for borrowers who may have been counting

The separate preliminary injunctions on Monday are tied to lawsuits filed this year by two groups of Republican-led states seeking to upend the SAVE program, a centerpiece of President Biden's agenda to provide relief to student borrowers. Many of the program's challengers are the same ones that filed suit against Mr. Biden's \$400 billion debt-cancellation plan, which the Supreme Court struck down last June.

"All of this is an absolute mess for borrowers, and it's pretty shocking that state public officials asked the courts to prevent the Biden administration from offering more affordable loan payments to their residents at time when so many Americans are struggling with high prices," said Abby Shafroth, co-director of advocacy at the National Consumer Law Center. "It's a pretty cynical ploy in an election year to stop the current president from being able to lower prices for working and middle-class Americans.

The preliminary injunctions freeze parts of the SAVE plan until the cases are decided.

In a statement, White House Press Secretary Karine Jean-Pierre said the Biden administration strongly disagreed with the court decisions. "Today's rulings won't stop our administration from using every tool available to give students and borrowers the relief they need," she said.

Eleven states led by Kansas filed a lawsuit challenging the SAVE program in late March in U.S. District Court for the District of Kansas. The next month, Missouri and six other states sued in U.S. District Court for the Eastern District of Missouri.

Both suits argued that the administration had again exceeded its authority, and that the repayment plan was a backhanded at-

Kirsten Noyes contributed research.



Rulings by federal judges in Kansas and Missouri were tied to Republican-led challenges to President Biden's plan.

tempt to wipe debts clean.

The SAVE program, which has enrolled eight million borrowers since it opened in August, isn't a new idea. It's based on a roughly 30-year-old design that ties monthly payments to a borrower's income and household size. But SAVE has more generous terms than previous plans and a heftier price tag. More than four million borrowers qualify for a \$0 monthly payment.

The federal judge in Kansas, Daniel D. Crabtree, said this month that only three of the states in the suit there — South Carolina, Texas and Alaska — had the legal standing to move ahead with their challenge, "but just barely." He said the three had shown that the SAVE program, "more likely than not," would injure public entities in those states that hold student loans.

Judge Crabtree declined to unwind the pieces of the plan already in effect — after all, he wrote, the plaintiffs brought their suit long after the program was in place, "so the court doesn't see how plaintiffs can complain of irreparable harm from them."

Likewise, Judge John A. Ross in St. Louis wrote that since tens of thousands of borrowers in Missouri had already applied for forgiveness through the SAVE plan, the court could not readily unwind the process.

"These borrowers and the public have an interest in ensuring

consistency in loan repayment programs, and any preliminary injunction would harm their expectations of such consistency," he wrote.

But Judge Ross sought to strike a balance by ordering a partial injunction, allowing borrowers to continue taking advantage of benefits such as lower monthly payments and limited interest accrual under SAVE, while temporarily blocking the provisions of the plan that would allow borrowers to see their debts forgiven in coming months.

In a written order, he agreed with the Republican states' attorneys general that the Education Department may have overstepped in allowing a quicker path to loan forgiveness, which critics of SAVE have said would come at significant cost to taxpayers. But, he wrote, the other generous elements of SAVE, such as vastly reduced monthly payments, "still appear to function adequately" even with the loan forgiveness element halted while litigation continues.

The Education Department did not have an immediate comment.

Scott Buchanan, the executive director of the Student Loan Servicing Alliance, an industry group, said the entities that administered federal loans would work under the department's guidance to carry out the court or-

"These legal headlines can cre-

ate a lot of borrower confusion about what it means for them, and once we get timely guidance and resources from the department," he said, "we'll be working as best we can to be prepared to answer borrower questions.

Returning millions of borrowers to repayment last fall, after a pandemic-related 42-month pause, has been challenging. Just as the student loan machinery was coming back online, the Biden administration continued to make a series of changes to overhaul the system, while installing fixes to various loan forgiveness programs. So far, the administration has wiped out \$167 billion in debt for nearly five million bor-

Blocking parts of the SAVE plan, which replaced a plan known as REPAYE, will add stress to a system that already has plenty, borrower advocates said.

"Having two injunctions that are different is chaotic from a legal perspective," said Persis Yu, deputv executive director of the Student Borrower Protection Center, an advocacy group. "How do you administer a system under all of this chaos?

Some Republican lawmakers welcomed the temporary rulings. Senator Bill Cassidy of Louisiana said in a statement that the income-driven repayment plan "does not 'forgive' debt" but simply transfers the burden onto tax-

Up to \$5 Billion in Rivian

FROM FIRST BUSINESS PAGE it just behind Toyota Motor in the global auto industry.

Volkswagen said it would initially invest \$1 billion in Rivian, and over time increase that to as much as \$5 billion. If regulators approve the transaction, Volkswagen could become a significant shareholder. The infusion is a vote of confidence in Rivian, which loses tens of thousands of dollars on each vehicle it sells.

Rivian's pickups and sport utility vehicles have received glowing reviews in the automotive press, but the company has struggled to ramp up manufacturing at its factory in Normal, Ill. In recent months, many investors have grown worried that the company may not survive long enough to become profitable.

R.J. Scaringe, Rivian's founder and chief executive, said the cash from Volkswagen would help Rivian launch a midsize S.U.V. called the R2 that will sell for about \$45,000, and to complete a factory in Georgia. Rivian halted construction of the Georgia plant in March in an effort to save more than \$2 billion

"This is important for us financially," Mr. Scaringe said of the Volkswagen partnership on a conference call with reporters on Tuesday.

The cheapest vehicle Rivian currently sells, the RIT pickup, starts around \$70,000, a price that has limited its sales to affluent early adopters. Its R1S S.U.V. starts at \$75,000. Even at those prices, Rivian lost \$39,000 for every vehicle it sold in the first three months of the year.

Rivian's stock jumped more than 50 percent in extended trading on Tuesday after the deal was announced.

The electric vehicle market has been divided between relatively young companies like Tesla and Rivian, which make only batterypowered cars, and established carmakers like Volkswagen, General Motors and Toyota, which have often struggled to master the new technology.

Except for Tesla, none of newer U.S. carmakers specializing in

electric vehicles have won significant market share. Some, like Fisker and Lordstown Motors, have ceased production and filed for bankruptcy protection.

Auto analysts have long considered Rivian among the electric vehicle start-ups most likely to survive, in part because it has raised billions of dollars in investment. Amazon is one of its largest shareholders and the main customer for the company's delivery vans.

But Volkswagen and Rivian operate very differently, and it could be a challenge for them to work together. Volkswagen, which is based in Wolfsburg, Germany, is known for rigid, top-down management and is owned in part by the state of Lower Saxony. Rivian, based in Irvine, Calif., has the more freewheeling culture of a technology start-up. Rivian said in April that it expected to sell 57,000 vehicles this year, far fewer than Volkswagen sells in a week.

Mr. Scaringe and Oliver Blume, the chief executive of Volkswagen, said the deal blossomed after the two met at a Porsche customer center and bonded over their love of cars.

"We have a very similar mindset," Mr. Blume said during the conference call.

Ford Motor was for a time a big shareholder in Rivian, and the two companies once said they would build S.U.V.s together. But that plan never came to fruition, and Ford sold most of its Rivian shares. Ford and Volkswagen have a separate partnership that includes joint development and production of electric vehicles.

Vehicles using the software developed by the new joint venture will go on sale during the second half of the decade, Volkswagen said. Any of Volkswagen's brands, which include Audi and Porsche, could use the technology, Mr. Blume said. Scout, the American off-road brand that Volkswagen is reviving at a factory under construction in South Carolina, could also use the software.

But Volkswagen and Rivian will continue to market their vehicles separately.



Rivian has struggled to ramp up manufacturing of its electric vehicles.

Agency Faults Norfolk Southern for 'Vent and Burn'

This article is by Peter Eavis, Mark Walker and Daniel McGraw.

The National Transportation Safety Board issued a series of recommendations on Tuesday aimed at preventing the type of freight train derailment that occurred last year in East Palestine, Ohio, when 38 rail cars operated by Norfolk Southern came off the tracks.

The safety agency also faulted Norfolk Southern for concluding that the hazardous material being transported on 11 of the rail cars was at risk of exploding. That conclusion led to a "vent and burn," in which toxic chemicals were released and incinerated, resulting in plumes of dark smoke rising above the town.

The controlled burn forced many evacuations. The decision has since come under intense scrutiny, and residents still worry about the potential long-term health effects of the smoke that covered the town.

The N.T.S.B. had raised doubts about the need for a vent and burn and at a meeting in East Palestine on Tuesday, the agency said the railway had "misinterpreted and disregarded evidence" in reaching that conclusion.

"Norfolk Southern and its contractors continued to assert the necessity of a vent and burn even though available evidence should have led them to re-evaluate their initial conclusions," said Paul Stancil, a senior investigator of hazardous materials accidents at

The safety agency's meeting took place ahead of a final report on the accident, which involved a Norfolk Southern train derailing after a wheel bearing overheated. The board of the agency unanimously voted to adopt the findings on Tuesday and plans to release the final report soon.

Railways use track-side detectors to identify when bearings get so hot that they can fail and cause derailments. The Norfolk Southern train traveled for nearly 20 miles before passing such a detector, but while that detector sounded a critical alarm, it was

Peter Eavis reported from New York, Mark Walker from Washing-Palestine, Ohio.



A safety board said the decision to release and incinerate toxic chemicals after last year's train derailment in East Palestine, Ohio, was misguided.

too late to prevent the derailment. That has prompted calls for shorter distances between detectors.

In its recommendations, the N.T.S.B. said that the Federal Railroad Administration should research the detector system and establish requirements for the equipment, including maximum distances between detectors. The N.T.S.B. also raised doubts about the accuracy of the hot-bearing detectors, noting that the one before East Palestine "did not reflect the true temperature and failing

condition" of the wheel bearing. And the agency took aim at the freight rail companies, calling on the Association of American Railroads, the main industry group, to maintain a database on wheel bearings to assess their risks.

"Following today's hearing," the association said in a statement, "railroads are reviewing the complete findings and recommendations to identify the potential need for additional research surrounding bearing performance." Eleven of the 38 rail cars that

derailed contained hazard materials, including vinyl chloride, a chemical used to make plastics. Days after the accident, emergency responders operating under guidance from Norfolk Southern and its contractors decided to release and burn vinyl chloride from derailed cars. Norfolk Southern believed the vinyl chloride's temperature was rising, which could have set off a chemical reaction leading to an explosion.

The safety board said among the factors complicating the emergency response was Norfolk Southern, and its contractors, creating unnecessary alarm after the derailment by providing emergency responders with inaccurate information and misrepresenting the risk of a chemical explosion.

Thomas Crosson, a spokesman for Norfolk Southern, said the decision to vent and burn was not based solely on the belief that the dangerous chemical reaction might be occurring, noting that the tank cars were damaged and that gauges on the cars seemed to show that pressure was increas-

"The vent and burn effectively avoided a potential uncontrolled explosion," Mr. Crosson said in an email. "There was no loss of life, injuries, or damage to property, and contractors took steps to manage environmental impact."

The safety board recommended on Tuesday that the Federal Railroad Administration update its guidance on when to vent and burn chemicals and ensure it is distributed to emergency re-

Freight rail has become safer in recent decades, but last year the four largest U.S. freight railway companies reported an overall rise in accidents. Derailments on mainline tracks increased, and there was a sharp rise in incidents in which a wheel bearing overheated, according to federal rail accident data.

In response to the accident, federal lawmakers introduced legislation aimed at improving rail safety. But despite bipartisan support, the bill has not advanced. The rail industry has been critical of several of its provisions, including those that mandate crew size and potentially establish maximum distances between hot-bearing detectors, contending that they would make it harder to operate their networks effectively. Norfolk Southern and other railways said they were taking steps to improve their use of detectors.

In the derailment's aftermath, East Palestine residents said they distrusted the federal government over its slow response and what they perceived as a lack of transparency about what safety measures should be taken. The town's residents expressed frustration with officials over how quickly trains have resumed barreling through town and feared Norfolk Southern would escape accountability.

"Many of us from the beginning saw their decision to do the vent and burn was mostly about finding the cheapest and fastest way to get Norfolk Southern back up and running," said Misti Allison, 36, of East Palestine. "The

N.T.S.B. has seen that too." Since then, Norfolk Southern settled with the Justice Department and the Environmental Protection Agency for more than \$310 million, most of which went to cover past and future environmental cleanup costs. About \$15 million is a civil penalty related to claims that the railroad violated the Clean Water Act.

Norfolk Southern did not admit liability in the settlement.

The company said it had already set aside money to cover the costs of the settlement. Overall, it expects to pay out \$1.7 billion, including a \$600 million settlement of a class-action suit brought by residents and businesses from East Palestine and the surrounding area.

derailment.

The report on East Palestine is not the end of the N.T.S.B.'s investigations into Norfolk Southern. The agency continues to scrutinize the safety culture of the company in an investigation it opened shortly after the East Palestine

IN THE UNITED STATES BANKRUPTCY COURT FOR THE DISTRICT OF DELAWARE

Supply Source Enterprises, Inc., et al.,

Debtors.

NOTICE OF SALE, BIDDING PROCEDURES, AUCTION, SAL
HEARING, AND OTHER DEADLINES RELATED THERETO

PLEASE TAKE NOTICE OF THE FOLLOWING:

On May 22, 2024, the debtors and debtors in possession (the "<u>Debtors</u>") in the above-captioned chapter 11 cases (the "<u>Chapter 11 Cases</u>") filed with the United States Bankruptcy Court for the District of Delaware (the "<u>Court</u>") a motion [Docker No. 16] (the "<u>Motion</u>") seeking entry of (A) an order (the "Bidding Procedures Order") (i) approving bidding procedures the "Bidding Procedures" to be used in congretion with a sale (the "Bidding Procedures"). (the "<u>Bidding Procedures</u>")² to be used in connection with a sale (the "<u>Sale</u>") of all, substantially all, or a portion of the Debtors' assets (the sets"); (ii) designation of TZ SSE Buyer LLC as the Stalking Horse Bidder "Assets") (ii) designation of TZ SSE Buyer LLC as the Stalking Horse Bidder; iii) scheduling (a) an auction of the Assets (the "Auction") and (b) a final hearing to consider approval of the proposed Sale (the "Sale Hearing"); (iv) approving the form and manner of notice of the Bidding Procedures, the Auction and the Sale Hearing; (v) approving procedures for the assumption and assignment of executory contracts and unexpired leases (collectively, the "Contracts") in connection with the Sale; (vi) approving the form and manner of notice to each relevant non-debtor counterparty to a Contract of the Debtors' calculation of the amount necessary to cure any defaults under an anplicable Contract and certain other information any defaults under an applicable Contract and certain other informatior regarding the potential assumption and assignment of Contracts in connection with a Sale; and (vii) granting related relief; and (B) an order (the "Sale Order") (i) authorizing the sale of the Assets free and dear of ture 'pale urger') (i) authorizing the sale of the Assets free and dear of all liens, claims, interests and encumbrances, except certain permitted encumbrances as determined by the Debtors and any Successful Bidder (as defined in Section VII.C.1 of the Bidding Procedures), with liens to attach to the proceeds of the Sale; (ii) authorizing the assumption and assignment of certain Contracts in connection with approved Sale; and (iii) granting related relief.

On June 20, 2024, the Court entered the Didding Deadure 20.

On June 20, 2024, the Court entered the Bidding Procedures Order
[Docket No. 173].

ASSETS FOR SALE The Debtors intend to sell all, substantially all, or a portion of their

A Prospective Bidder (as defined in Section **III** of the Biddin

herein.

The ability to undertake and consummate a sale of the Assets shall be subject to competitive bidding, as set forth herein, and approval by the Court. In addition to the Stalking Horse Bid (as defined in the Motion). and as set forth herein, the Debtors will consider bids for the Assets from

Any party interested in submitting a bid for any of the Debtors' Asset should contact the following individuals at Triple P RTS, LLC ("Portage Point"): Portage Point, Attn: Jason Cohen and Lisa Lansio, jcohen@ pppllc.com,llansio@pppllc.com.

KEYDATES AND DEADLINES

A. Bid Deadline. Any Prospective Bidder that intends to participate in the Auction must submit in writing to the Bid Notice Parties a Qualified Bid (as defined in Section VI.A of the Bidding Procedures) on or before

June 24, 2024, at 4:00 p.m. (prevailing Eastern Time) (the "Bid <u>Deadline</u>").

The Qualified Bid requirements are set forth in Section VI.A of the

designated by the Debtors.

Professionals and principals for the Debtors, each Qualified Bidder (including), its representative(s), if any), each of the Consultation Parties, and any creditor of the Debtors that has provided notice in writing of its intent to observe the Auction via electronic mail to counsel for the Debtors Potter Anderson & Goronon LIP (Attr. Katelin A. Morales, Kmorales)@ potteranderson.com) at least one (1) day prior to the start of the Auction shall be able to attend and observe the Auction, along with any other parties the Debtors deem anomorate.

parties the Debtors deem appropriate.

If the Debtors conduct the Auction virtually, the Debtors will provide If the Debtors conduct the Auction virtually, the Debtors will provide instructions setting forth how to attend the Auction to the participants and other attendees via electronic mail. The Debtors will provide notice (via electronic mail or otherwise) of any change in the date, time or location of the Auction to Qualified Bidders, and will cause publication of such change to occur on the website maintained by Verita Global, the Debtors' daims and noticing agent in these Chapter 11 Cases, located at https://veritaglobal.net/supplysource (the "Verita Website") as soon as reasonably practicable and in any event no later than 24 hours before the Auction

On June 27, 2024 by 4:00 p.m. (prevailing Eastern Time), the Debtors will file with the Court, serve on the Sale Notice Parties (as defined in Section X.B of the Bidding Procedures) and cause to be published on the Verita Website, a notice of the results of the Auction, which will, among other things, (i) identify the Successful Bidder and Backup Bidder(s); (ii) either include a copy of the Successful Bidd and the Backup Bid or a summary of the material terms of such bids, including any assumption and assignment of Contracts contemplated thereby, or provide instructions for accessing the Successful Bid and the Backup Bid free of charge from the Verita Website; and (iii) self-orth the date; time, and focation of the Sale Hearing and any other relevant dates or other information necessary to

easonably apprise the Sale Notice Parties of the outcome of the Auction. If the Debtors determine not to hold an Auction for some or all of If the Debtors determine not to hold an Auction for some or all of the Assets, the Debtors shall file with the Court, serve on the Sale Notice Parties, and cause to be published on the Verita Website, a notice containing the following information (as applicable): (i) a statement that the Auction for the relevant Assets has been canceled; (ii) the identity of the Successful Bidder; (iii) either include a copy of the Successful Bid or a summary of the material terms of such bid, including any assumption and assignment of Contracts contemplated thereby, or provide instructions for accessing the Successful Bid free of Arnage from the Verita Website; and (iv) the date time and location of the Sale Hearing.

he date, time, and location of the Sale Hearing.

C. Objection Deadlines Sale Objection Deadline. All objections to a sale of the Assets ncluding (a) any objection to a sale of the Assets free and clear of all induding (a) any objection to a sale of the Assets free and clear of all liens, claims, interests and encumbrances pursuant to section 363(f) of the Bankruptcy Code; (b) any objection to the conduct of the Auction, the Successful Bidder, or the Backup Bidder; and (c) entry of any Sale Order must be (i) in writing and state, with specificity, the legal and factual bases thereof and include any appropriate documentation in support thereof; and (ii) filed with the Court by no later than July 5, 2024 at 4:00 p.m. (prevailing Eastern Time) and served on the Objection Notice Parties (as defined in Section X.D of the Bidding Procedures).

D. Sale Hearing. The Sale Hearing shall take place on July 9, 2024, at 11:00 a.m. (prevailing Eastern Time) before The Honorable

2024, at 11:00 a.m. (prevailing Eastern Time) before The Honorable Brendan L. Shannon, United States Bankruptcy Judge, in the United States Bankruptcy Court for the District of Delaware, located at 824 N. Market

RESERVATION OF RIGHTS TO MODIFY BIDDING PROCEDURES

The Debtors reserve the right to, in their reasonable business judgment and after consultation with the Consultation Parties (subject to Section XL C of, as defined in, the Bidding Procedures) in a manner consistent with their fiduciary duties and applicable law, modify the Bidding Procedures, including to, among other things, extend or waive deadlines or other terms and conditions set forth therein; adopt new rules and procedures for conduction the bidding and Aurein process. So loops as any such for conducting the bidding and Auction process so long as any such modifications are disclosed to all Prospective Bidders and Qualified Bidders, as applicable; or otherwise modify these Bidding Procedures to further promote competitive bidding for and maximizing the of value of the Assets, in each case, to the extent not materially inconsistent with the

or the Bidding Procedures Oruce.

ADDITIONAL INFORMATION

OF Life a Procedures Order and the Bidding

ADDITIONAL INFORMATION

Copies of the Motion, the Bidding Procedures Order and the Bidding Procedures may be obtained free of charge by visiting the Verita Website located at https://veritaglobal.net/supplysource.
FAILURE TO ABIDE BY THE BIDDING PROCEDURES, THE BIDDING PROCEDURES ORDER OR ANY OTHER APPLICABLE ORDER OF THE COURT ENTERED IN THE CHAPTER 11 CASES MAY RESULT IN THE PROCEDURES OF THE COURT ENTERED IN THE CHAPTER 11 CASES MAY RESULT IN THE PRICE TION OF SURE BID AND VINED INSCRIBED HEADTH FOR THE PROCEDURES OF THE PROCEDURES OF THE PROCEDURES OF THE PROCEDURE OF THE PROCEDURES OF THE PROCE

The Qualified Bid requirements
Bidding Procedures.

B. Auction. If the Debtors receive more than one Qualified Bid (including a combination of bids that, when considered together, constitute a Qualified Bid for the Assets. the Debtors will conduct an Auction for the Assets. If the Stalking Horse Bid is the only Qualified Bid received in respect of the Assets subject to such Stalking Horse Bid is the only Qualified Bid received in respect of the Assets subject to such Stalking Horse Bid is the only Qualified Bid received in respect of the Assets subject to such Stalking Horse Bid is the only Qualified Bid received in respect of the Assets subject to such Stalking Horse Bid at the Sale Hearing.

The Auction, if required, will be conducted on June 26, 2024, at 10:00 a.m. (prevailing Eastern Time), either (i) at the offices of Potter Anderson & Corroon LLP, 1313 N. Market Street, 6th Horo, Wilmington, Anderson & Corroon LLP, 1313 N. Market Street, 6th Horo, Wilmington, Anderson & Corroon LLP, 1313 N. Market Street, 6th Horo, Wilmington, Anderson & Corroon LLP, 1313 N. Market Street, 6th Horo, Wilmington, Anderson & Corroon LLP, 1313 N. Market Street, 6th Horo, Wilmington, Anderson & Corroon LLP, 1313 N. Market Street, 6th Horo, Wilmington, Anderson & Corroon LLP, 1313 N. Market Street, 6th Horo, Wilmington, Anderson & Corroon LLP, 1313 N. Market Street, 6th Horo, Wilmington, Anderson & Corroon LLP, 1313 N. Market Street, 6th Horo, Wilmington, Anderson & Corroon LLP, 1313 N. Market Street, 6th Horo, Wilmington, Anderson & Corroon LLP, 1313 N. Market Street, 6th Horo, Wilmington, Anderson & Corroon LLP, 1313 N. Market Street, 6th Horo, Wilmington, Anderson & Corroon LLP, 1314 N. Market Street, 6th Horo, Wilmington, Anderson & Corroon LLP, 1314 N. Market Street, 6th Horo, Wilmington, Anderson & Corroon LLP, 1314 N. Market Street, 6th Horo, Wilmington, Anderson & Corroon LLP, 1314 N. Market Street, 6th Horo, Wilmington, Anderson & Corroon LLP, 1314 N. Market Street, 6th Horo, Wilmingto

The Debtors in these chapter 11 proceedings, together with the last four digits of each Debtor's federal tax identification number, are: Supply Source Enterprises, Inc. (1942). SSE Intermediate, Inc. (1772); SSE Buyer, Inc. (5901): Impact Products, LLC (7450); and The Safety Zone, LLC (4597). he Debtors' headquarters are located at 385 Long Hill Road, Guilford Connecticut 06437.

Capitalized terms used but not defined herein shall have the respective neanings acrothed to such terms in the Motion or the Bidding Procedure is applicable. Any summary of the Bidding Procedures or the Bidding Forcedures Order (or any provision thereof) contained herein is qualific in its entirety by the actual terms and conditions thereof. To the extent th there is any inconsistency between any summary in this Sale Notice and the terms and conditions of either of the Bidding Procedures or the Bidding Procedures Order, the actual terms and conditions in those document shall control.

The Stalking Horse Bidder is also acting as the DIP Lender in the

ton and Daniel McGraw from East