

MALAGA IMPORTS × G2MINT

The Shipper Who Stopped Letting His TMS **Pick His Carriers**

How Malaga Imports replaced TMS limitations with AI-native automation and took back control of every freight decision.

AT A GLANCE



CUSTOMER

Malaga Imports, parent of Probase Nutrition.



CHALLENGE

Best-rate carriers weren't in the TMS. Setup took weeks.



SOLUTION

G2Mint's Command TMS: All modes, every rate side by side. Easy carrier onboarding.

**Rate Everything.
Connect Everything.
Automate Everything.**

• g2mint.com

Your TMS shouldn't be choosing your carriers

Most shippers don't overpay because they negotiated badly. They overpay because adding additional carriers to the TMS takes too long, and the shipment has to move today. So they book whoever's already connected. That was Francisco Martin on MyCarrierTMS.



If I wanted to use a carrier that I knew had better rates, but wasn't on MyCarrier, I had to use a different carrier in the system or book outside the TMS with a broker.

Francisco Martin, Malaga Imports

The cost of “not set up yet”

Malaga ships West Coast almost exclusively with Best Yet Express, but getting those rates live in MyCarrier was, in Francisco's words, “like molasses.”

WHAT SLOW ONBOARDING REALLY COSTS

Malaga offers free shipping, so freight lands on Malaga's P&L. The ability to choose the best rate carrier can save Malaga up to 50% or more per shipment. When carriers aren't set up in their system, Malaga's bottom line takes a direct hit.

What changed with G2Mint

When his own carrier, **Best Yet Express**, recommended G2Mint, Francisco didn't wait. He called that same week.

 Carrier setup stopped being a project	Over 95% of LTL carriers already connected. All mode rates appear side by side. Additional carriers set up quickly. <i>"The G2Mint team did it in less than a day. The next day I actually booked and tendered a shipment."</i>
 The owner onboarded himself	Not his ops team. Francisco, alone, on the very first tender. <i>"It was easy. I don't think anybody should have an issue using it."</i>
 Every document lives with the shipment	BOL, tender and receipt sit with every shipment. <i>"Centralized documentation means retailer chargebacks can be easily settled."</i>

He didn't save money by renegotiating his rates. He saved it because he could finally **see every option and act on it.**

THE MOMENT THAT MADE THE POINT

Francisco saw every live rate side by side, and booked at significant savings.

The growing shipper's playbook



Connect

the carriers you want rapidly.



See

real landed cost when you decide.



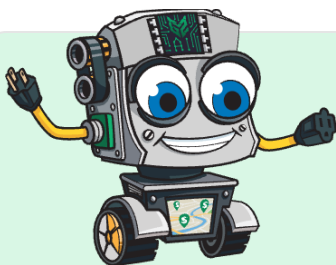
Automate

the workflow, so growth isn't a hire.



Unify

direct carriers and 3PL capacity.



FREE TECHNOLOGY ASSESSMENT

Is your TMS working for you, or choosing for you?

See where your tech is holding your team back. A few minutes, full report by email.

[Take the free Assessment →](#)

g2mint.com/assessment