

**BEFORE THE STATE CORPORATION COMMISSION  
OF THE STATE OF KANSAS**

In the Matter of the Investigation of **Celo Transport** )  
**LLC, of Springdale, Arkansas**, Pursuant to the )  
Kansas Highway Patrol Issuance of a Notice of ) Docket No. 25-GIMM-184-KHP  
Violation(s) and Invoice for the Violations of the )  
Kansas Motor Carrier Safety Statutes, Rules and )  
Regulations. )

**NOTICE OF FILING OF REQUEST FOR HEARING**

The attached Request for Hearing was received on October 4, 2024 from Celo Transport LLC (Carrier). The attached documents include:

1. Driver/Vehicle Examination Report KSHP92452906, dated September 4, 2024.
2. Notice of Violations/Invoice #H000607347, dated September 11, 2024.
3. Carrier Contest of Violations, dated September 26, 2024 and KHP Denial, dated October 4, 2024.
4. Carrier Request for Hearing, dated October 4, 2024.
5. Amended Driver/Vehicle Examination Report KSHP92452906, amended October 10, 2024.

WHEREFORE, the attached Request for Hearing and corresponding documents are hereby filed for consideration by the Commission.

Respectfully submitted,

*/s/ Ahsan Latif*

---

Ahsan A. Latif, S. Ct. #24709  
Litigation Counsel  
Kansas Corporation Commission  
1500 S.W. Arrowhead Road  
Topeka, Kansas 66604-4027  
Phone: 785-271-3118  
Fax: 785-271-3167  
Email: a.latif@kcc.ks.gov

Attorney for Commission Staff

**DRIVER/VEHICLE EXAMINATION REPORT**

Kansas Highway Patrol  
Email: Khp.TruckInspection@KS.GOV  
700 SW Jackson, Ste 704  
Topeka, KS 66603  
Phone: (785)296-7189 Fax: (785)296-2858

Report Number: KSHP92452906  
Inspection Date: 09/04/2024  
Start: 9:25 AM CT End: 9:51 AM CT  
Inspection Level: I - Full  
HM Inspection Type: None

Carrier: CELO TRANSPORT LLC

DBA:  
1695 ELECTRIC AVE SUITE D  
SPRINGDALE, AR, 72764  
USDOT: 2191922 Phone#:  
MC/MX#: 00760725 Fax#:  
State#:

Location: LIBERAL M.C.I.S. #37A  
Highway: 54  
County:  
Email:

Driver: PARKS, JORDYN L

License#: [REDACTED] State: AR

Date of Birth: [REDACTED]

CoDriver:

License#: State:

Date of Birth:

Milepost: 13 Shipper: N/A

Origin: LIBERAL,KS

Destination: DODGE CITY,KS

Bill of Lading: N/A

Cargo: EQUIPMENT

**VEHICLE IDENTIFICATION**

Unit	Type	Make	Year	State	Plate	Equipment ID	VIN	GVWR	CVSA #	Issued #	OOS Sticker
1	TT	DODG	2022	AR	[REDACTED]	27	[REDACTED]	8542 12300			
2	ST	TRLR	2021	AR	[REDACTED]	T19	[REDACTED]	1418 12000			

**BRAKE ADJUSTMENTS**

Axle #	1	2	3	4
Right	N/A	N/A	N/A	N/A
Left	N/A	N/A	N/A	N/A
Chamber	DISC	DISC	ELEC	ELEC

**VIOLATIONS**

Section	Type	Unit	OOS	Citation #	VerifyCrash	Violations Discovered
393.48A	F	2	Y		A N	Inoperative/defective brakes: AXLE 3 RT AND LEFT
393.48A	F	2	Y		A N	Inoperative/defective brakes: AXLE 4 RT AND LEFT
396.3A1BOS	F	2	Y		A N	BRAKES OUT OF SERVICE: The number of defective brakes is equal to or greater than 20 percent of the service brakes on the vehicle or combination: 4 OF 8 BREAKS INOP

**BRAKE PERFORMANCE ASSESSED USING PERFORMANCE-BASED BRAKE TESTER (PBBT)**

Minimum value required to pass for Unknown 43

Braking Force as Percentage of GVW or GCW: 49 - PASS

Axle #

Right

Left

HazMat: No HM transported

Placard:

Cargo Tank:

**Special Checks:**

Alcohol/Controlled Substance Check  
Conducted by Local Jurisdiction  
Size and Weight Enforcement  
eScreen Inspection

Traffic Enforcement  
PASA Conducted Inspection  
Drug Interdiction Search

Post Crash Inspection  
X PBBT Inspection

The undersigned certifies that, for all wheel locations that for which the Brake Force as a percentage of Wheel Load was less than 43.5, that each of the actions indicated by the checked boxes has been carried out.

**Stroke Adjustment**

- ☐ Pushrod Stroke Checked  
☐ Brake Adjuster Adjusted

**Brake Lining**

- ☐ Brake Lining Checked  
☐ Brake Lining Replaced

**Brake Hose**

- ☐ Hose Checked for Air Leak/Kink  
☐ Hose Replaced

**Brake Chamber**

- ☐ Brake Chamber Checked  
☐ Brake Chamber Replaced

**Operative Brake Component**

- ☐ Brake Checked For Operability  
☐ Inoperative Brake Repaired

**Cam Bushings**

- ☐ Cam Bushings Checked  
☐ Cam Bushings Replaced



## DRIVER/VEHICLE EXAMINATION REPORT

**Kansas Highway Patrol**  
**Email: Khp.TruckInspection@KS.GOV**  
**700 SW Jackson, Ste 704**  
**Topeka, KS 66603**  
**Phone: (785)296-7189 Fax: (785)296-2858**

**Report Number: KSHP92452906**  
**Inspection Date: 09/04/2024**  
**Start: 9:25 AM CT End: 9:51 AM CT**  
**Inspection Level: I - Full**  
**HM Inspection Type: None**

Signature Of Mechanic/Repairer X: \_\_\_\_\_ Date: \_\_\_\_\_

**Protection from violating OOS** - If a vehicle is returned to service from a PBBT OOS violation without a re-test via the above mechanical certification, the driver cannot be cited for violating the OOS related to insufficient brake performance if, upon subsequent Level 1 or Level 5 inspection, Out-of-Service violations are noted during transit of the current load.

**Standard Inspection Items** - If a vehicle is placed Out-of-Service for a violation resulting exclusively from a PBBT, this does not exempt the vehicle from being placed Out-of-Service due to other violations discovered during an inspection. All other (non-PBBT) violations discovered during the inspection are subject to the requirements of 396.9(c)2.

**Notes:** TRAILER BRAKE RATE WAS SET AT 8. RAISED GAIN TO 10-----INTERNAL RDR:  
Carrier is contesting violations 393.48A - Inoperable / defective brakes. Carrier states that inspector verified and certified the brakes were operable at time of inspection based on the trailer brake rate was set at 8 and raised to 10 and that the inspector had the driver sign the inspection form that he had raised the gain to 10 and releasing him from the inspection. Reached out to inspector for further information TWare 10/01/2024

\* Pursuant to the authority contained in Title 49, CFR; K.S.A. 66-1,129; K.C.C. Reg. 82-4-3, I hereby declare the above marked unit(s) as "OUT OF SERVICE". No person and/or carrier shall permit and/or require the removal of the "OUT OF SERVICE" stickers or the operation of this motor vehicle until ALL out of service defects have been corrected. This Out of Service condition may result in the assessment of a Civil Penalty being issued against the Carrier indicated on this report. Driver Initials \_\_\_\_\_

\* NOTE TO MECHANIC: The undersigned certifies that all mechanical defects listed on this report HAVE BEEN CORRECTED at the time of signature.  
Signature Of Repairer X: \_\_\_\_\_ Facility: \_\_\_\_\_ Date: \_\_\_\_\_

\*\*\\\*\* DRIVER: THIS FORM IS REQUIRED TO BE RETURNED TO THE CARRIER BY REGULATION. \*\*//\*\* \*CARRIER CERTIFICATION: All defects on this sheet must be corrected or acknowledged PRIOR TO RE-DISPATCH and then certified by a responsible carrier official who must sign below. RETURN THIS FORM WITHIN 15 DAYS to the Motor Carrier Division of the KANSAS HIGHWAY PATROL at the address listed at the top of this form.  
Signature Of Motor Carrier X: \_\_\_\_\_ Title: \_\_\_\_\_ Date: \_\_\_\_\_

Report Prepared By: ID/Badge #:  
R.L. Jantz 9245

Copy Received By:  
JORDYN PARKS

X

X





Transportation Division  
1500 SW Arrowhead Road  
Topeka, KS 66604-4027

Andrew J. French, Chairperson  
Dwight D. Keen, Commissioner  
Annie Kuether, Commissioner



Phone: 785-271-3145  
Fax: 785-271-3124  
<http://kcc.ks.gov/>

Laura Kelly, Governor

## NOTICE OF VIOLATION(S)

September 11, 2024

CELO TRANSPORT LLC  
1695 ELECTRIC AVE SUITE D  
SPRINGDALE, AR 72764

Re: Driver/Vehicle Examination Report # KSHP92452906

This is a Notice of Violation(s) of the Kansas Motor Carrier Safety Statutes and/or Rules and Regulations discovered during a roadside inspection conducted by the Kansas Highway Patrol.

The Kansas Highway Patrol inspected vehicle 3C63R3HL1NG188542, on September 4, 2024, and discovered violation(s) of the Federal Motor Carrier Safety Regulations, as adopted by K.S.A. 66-1,129 and K.A.R. 82-4-3 et sq. Pursuant to K.S.A. 66-1, 129a, 66-1,130 and 66-1, 142b, the commission may suspend operations, revoke, or amend certificated, and initiate sanctions or fines against every motor carrier and every person who violates any provision of Kansas law regarding the regulation of such motor carriers and persons, or who fails to obey an order, decision, or regulation of the Commission.

You have thirty (30) days from the date of this letter to pay the fine amount as indicated on the enclosed invoice or thirty (30) days from the date of this letter to submit a review as described below. Failure to address this matter may negatively impact your KCC operating authority or result in the issuance of an Out-of-Service Order in the State of Kansas. You have the following options:

1. Pay the fine amount shown on the enclosed invoice H000607347 to:

Kansas Corporation Commission  
1500 SW Arrowhead Rd  
Topeka, Kansas 66604  
Phone: (785) 271-3145  
Fax (785) 271-3124  
Email: [Transportation@KCC.KS.Gov](mailto:Transportation@KCC.KS.Gov)

2. To contest the violation(s) and/or fines, please specifically describe your contested issues. The KHP will review your issues and either grant, modify or dismiss your challenge. You may first submit a challenge to:

Kansas Highway Patrol  
Motor Carrier Safety Assistance Program (MCSAP)  
700 SW Jackson, Ste 704  
Topeka, KS 66603  
Phone: (785) 296-8157  
Fax: (785) 296-2858  
Email: [KHP.TruckInspection@KS.Gov](mailto:KHP.TruckInspection@KS.Gov)

###

# KANSAS CORPORATION COMMISSION



Kansas Corporation Commission  
Transportation Division  
1500 SW Arrowhead Road  
Topeka, Kansas 66604-4027  
(785) 271-3145  
FEIN: 48-1124839

## INVOICE

CELO TRANSPORT LLC  
1695 ELECTRIC AVE SUITE D  
SPRINGDALE, AR 72764

Invoice Date: September 11, 2024  
Invoice Number: H000607347  
Due Date: October 11, 2024

### Power Unit Identification at Time of Inspection:

Unit #	Unit Make	Unit License	VIN	License Number	Company ID
2	TRLR		8542		27

Unit	Violation	Violation Description	Penalty
2	393.48A	Inoperative/defective brakes	0.00
2	393.48A	Inoperative/defective brakes	0.00
2	396.3A1BOS	Brakes OOS (#defective = or > 20%)	150.00
Total Due:			\$150.00

Please return this invoice with your payment, payable to the  
Kansas Corporation Commission  
1500 SW Arrowhead Road  
Topeka, KS 66604-4027  
Email: [Transportation@KCC.KS.GOV](mailto:Transportation@KCC.KS.GOV)  
Fax: (785) 271-3124

Payment options: check, money order or credit card

Circle type of credit card: Visa, MasterCard, Discover or American Express

Card Holder Name \_\_\_\_\_

Credit card number: \_\_\_\_\_ Expires: Date \_\_\_\_/\_\_\_\_/\_\_\_\_

## Travis Ware [KHP]

---

**From:** Travis Ware [KHP]  
**Sent:** Friday, October 4, 2024 11:33 AM  
**To:** jgray@celotransport.com  
**Cc:** cmatlock@celotransport.com; jamesjr@celotransport.com  
**Subject:** RE: H000607347

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Mr. Gray.

This is to inform you that your contested issues regarding the civil assessment penalty have been **Denied**. All violations and civil penalties assessed are valid. The violations will remain on your carrier profile and Invoice # **H000607347** remains valid. Please see the invoice for information regarding the fines due and where to remit payment.

During the inspection, our inspector utilized the performance-based brake tester (PBBT). This machine assesses the braking performance of a vehicle. This is done through direct measurements of the brake forces at each wheel end, axle or for the entire vehicle. PBBT test results identify the locations of poorly performing brakes. Any poorly performing brake that measured below the minimum brake force 43.5% requires our agency to perform the standard roadside brake test to ensure efficient braking capacity and stopping distance. Reference 49 CFR 393.52 <https://www.ecfr.gov/current/title-49/section-393.52>. When testing the brakes on the trailer, it must be done in the identical condition presently stopped in. Each inspection is a snapshot of the vehicle(s) and driver at the time of the inspection.

At the time of inspection, the driver had the gain of the trailer set to 8 resulting in the out of service violations. Once the driver turned the gain up to 10 and the inspector retested the trailer and passed, the trailer was no longer in the out of service condition. However, our inspectors are required to document all violations discovered during an inspection. Inspectors must also follow strict guidelines set forth by the Commercial Vehicle Safety Alliance (CVSA) policy regarding how violations are documented.

If you are not satisfied with the outcome of your Internal Review by the Kansas Highway Patrol, you have the right to an administrative hearing with the Kansas Corporation Commission regarding the civil penalty assessed by our state. The hearing request and all further documentation must be received within 15 days from the date of this correspondence.

If you would like to appeal the violation received roadside, please avail yourself to the DataQ process at <http://dataqs.fmcsa.dot.gov>.

Thank you,

**Travis Ware**  
Administrative Specialist  
Troop I/MCSAP  
Kansas Highway Patrol  
Ph: 785-296-8157  
Fax: 785-296-2858



---

**From:** James Gray Sr. <jgray@celotransport.com>  
**Sent:** Thursday, September 26, 2024 1:02 PM  
**To:** KHP Truck Inspection <KHP.TruckInspection@KS.GOV>  
**Cc:** Corenda Matlock <cmatlock@celotransport.com>; James Gray II <jamesjr@celotransport.com>  
**Subject:** H000607347

**EXTERNAL:** This email originated from outside of the organization. Do not click any links or open any attachments unless you trust the sender and know the content is safe.

To whom it may concern:

I have attached a copy of the violation we received on 09/04/24. I am asking this violation to be rescinded based on the following facts.

1. Regulation clearly states the following: § 393.48(a) requires that all brakes with which the vehicle is equipped **must be operable** at all times. The officer verified and certified the brakes were **operable** at the time of the inspection and after the inspection based off the following facts.
  - A. In the notes section on the inspection report, Officer Jantz stated the trailer brake rate was set at 8. Raised gain to 10. This would be verification that they were **operable**.
  - B. By asking the driver to sign the inspection form that he had raised the gain to 10 and releasing him from the inspection, this would confirm that the officer knew and verified that the brakes were **operable**.
  - C. Officer Jantz signed the inspection form as to be true and factual. This would confirm that the officer knew and verified that the brakes were **operable** at the time of the inspection and including when he released the driver from the inspection area to be back in service.

If you have any questions, please reach out to me directly.

Note: I have also attached the signed inspection form as the carrier official. I would also like to note that there were no repairs made to the equipment as all brakes were operable prior and after the inspection.

Regards,



James Gray Sr.  
CEO  
**Phone** 479-750-8603 Ext 101  
Mobile 479-806-5500  
**Web** [www.celotransport.com](http://www.celotransport.com)  
**Email** [jgray@celotransport.com](mailto:jgray@celotransport.com)

Find Solution...That's what we do!



## Travis Ware [KHP]

---

**From:** Joe Greene [KHP]  
**Sent:** Tuesday, October 1, 2024 1:25 PM  
**To:** Travis Ware [KHP]; Ralph Jantz [KHP]  
**Subject:** RE: CELO Transport LLC - KSHP92452906

Travis,

In the attachment that you provided the PBBT measurements are missing for the wheel ends, but Lee was able to provide them to me and all four wheel ends on axle 3 and 4 were well below the required 43.5. The only violation for OOS on the PBBT is if the overall score is below 43.5. If not then we are required to inspect the wheel ends that are low and find the reason for this if possible.

In this case, as with all hot shot type vehicles, we test them on the PBBT and if wheel ends on the trailer fall below 43.5 we conduct the standard roadside test. We have the driver place the truck in drive, start to roll forward and then stop using only the hand brake. If the vehicles stop then no violation is recorded. If not, then we check to see if we can find a reason for the failure of the brakes. If no violation is discovered then we have them turn up the gain and do the roadside test again. If the vehicle stops then the OOS violation has been taken care of and if not then they are still OOS until they get the brakes fixed.

Just because the violation was taken care of by turning up the gain the violation is not negated. It is still required to be documented. In this case Lee did these steps and found that after turning the gain up the brakes did work properly.

I also did speak to this gentleman while I was in MT and told him the same thing.

None of these violations should be removed. He can file a DataQ if he chooses, but they are valid.

-Joe

---

**From:** Travis Ware [KHP] <Travis.Ware@KS.GOV>  
**Sent:** Tuesday, October 1, 2024 1:09 PM  
**To:** Ralph Jantz [KHP] <Ralph.Jantz@KS.GOV>  
**Cc:** Joe Greene [KHP] <Joe.Greene@KS.GOV>  
**Subject:** CELO Transport LLC - KSHP92452906

Sir,

The carrier is contesting all the brake violations, and I had a few questions. I noticed that the PBBT machine was used during this inspection and shows that the brakes passed. However, you notated 4/8 brakes were inoperable and, in your notes, stated it was due to the gain.

From my understanding if they pass overall for the PBBT test then does the gain setting affect if its an OOS?

Thank you,

**Travis Ware**  
Administrative Specialist  
Troop I/MCSAP  
Kansas Highway Patrol

Ph: 785-296-8157  
Fax: 785-296-2858



## Travis Ware [KHP]

---

**From:** James Gray Sr. <jgray@celotransport.com>  
**Sent:** Friday, October 4, 2024 1:03 PM  
**To:** Travis Ware [KHP]  
**Cc:** Corenda Matlock; James Gray II  
**Subject:** RE: H000607347

**EXTERNAL:** This email originated from outside of the organization. Do not click any links or open any attachments unless you trust the sender and know the content is safe.

Mr. Ware,

At this time, I am requesting an Administrative hearing in this matter.

Thanks,



James Gray Sr.  
CEO  
**Phone** 479-750-8603 Ext 101  
Mobile 479-806-5500  
**Web** [www.celotransport.com](http://www.celotransport.com)  
**Email** [jgray@celotransport.com](mailto:jgray@celotransport.com)

Find Solution...That's what we do!

---

**From:** Travis Ware [KHP] <Travis.Ware@KS.GOV>  
**Sent:** Friday, October 4, 2024 11:33 AM  
**To:** James Gray Sr. <jgray@celotransport.com>  
**Cc:** Corenda Matlock <cmatlock@celotransport.com>; James Gray II <jamesjr@celotransport.com>  
**Subject:** RE: H000607347

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During the inspection, our inspector utilized the performance-based brake tester (PBBT). This machine assesses the braking performance of a vehicle. This is done through direct measurements of the brake forces at each wheel end, axle or for the entire vehicle. PBBT test results identify the locations of poorly performing brakes. Any poorly performing brake that measured below the minimum brake force 43.5% requires our agency to

perform the standard roadside brake test to ensure efficient braking capacity and stopping distance. Reference 49 CFR 393.52 <https://www.ecfr.gov/current/title-49/section-393.52>. When testing the brakes on the trailer, it must be done in the identical condition presently stopped in. Each inspection is a snapshot of the vehicle(s) and driver at the time of the inspection.

At the time of inspection, the driver had the gain of the trailer set to 8 resulting in the out of service violations. Once the driver turned the gain up to 10 and the inspector retested the trailer and passed, the trailer was no longer in the out of service condition. However, our inspectors are required to document all violations discovered during an inspection. Inspectors must also follow strict guidelines set forth by the Commercial Vehicle Safety Alliance (CVSA) policy regarding how violations are documented.

If you are not satisfied with the outcome of your Internal Review by the Kansas Highway Patrol, you have the right to an administrative hearing with the Kansas Corporation Commission regarding the civil penalty assessed by our state. The hearing request and all further documentation must be received within 15 days from the date of this correspondence.

If you would like to appeal the violation received roadside, please avail yourself to the DataQ process at <http://dataqs.fmcsa.dot.gov>.

Thank you,

**Travis Ware**

Administrative Specialist  
Troop I/MCSAP  
Kansas Highway Patrol  
Ph: 785-296-8157  
Fax: 785-296-2858



---

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**Sent:** Thursday, September 26, 2024 1:02 PM  
**To:** KHP Truck Inspection <[KHP.TruckInspection@KS.GOV](mailto:KHP.TruckInspection@KS.GOV)>  
**Cc:** Corenda Matlock <[cmatlock@celotransport.com](mailto:cmatlock@celotransport.com)>; James Gray II <[jamesjr@celotransport.com](mailto:jamesjr@celotransport.com)>  
**Subject:** H000607347

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To whom it may concern:

I have attached a copy of the violation we received on 09/04/24. I am asking this violation to be rescinded based on the following facts.

1. Regulation clearly states the following: § 393.48(a) requires that all brakes with which the vehicle is equipped **must be operable** at all times. The officer verified and certified the brakes were **operable** at the time of the inspection and after the inspection based on the following facts.
  - A. In the notes section on the inspection report, Officer Jantz stated the trailer brake rate was set at 8. Raised gain to 10. This would be verification that they were **operable**.
  - B. By asking the driver to sign the inspection form that he had raised the gain to 10 and releasing him from the inspection, this would confirm that the officer knew and verified that the brakes were **operable**.
  - C. Officer Jantz signed the inspection form as to be true and factual. This would confirm that the officer knew and verified that the brakes were **operable** at the time of the inspection and including when he released the driver from the inspection area to be back in service.

If you have any questions, please reach out to me directly.

Note: I have also attached the signed inspection form as the carrier official. I would also like to note that there were no repairs made to the equipment as all brakes were operable prior and after the inspection.

Regards,



James Gray Sr.  
CEO

Phone 479-750-8603 Ext 101

Mobile 479-806-5500

Web [www.celotransport.com](http://www.celotransport.com)

Email [jgray@celotransport.com](mailto:jgray@celotransport.com)

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# DRIVER/VEHICLE EXAMINATION REPORT

Kansas Highway Patrol  
Khp.TruckInspection@KS.GOV  
700 SW Jackson, Ste 704  
Topeka, KS 66603  
Phone #: (785)296-7189 Fax #: (785)296-2858

Report Number: KSHP92452906  
Inspection Date: 9/4/2024 Certification Date:  
Time Started: 09:25 Time Ended: 09:51  
Inspection Level: II - Walk-Around  
HM Inspection Type: No HM Inspection

CELO TRANSPORT LLC  
1695 ELECTRIC AVE SUITE D  
SPRINGDALE, AR 72764

Driver: PARKS, JORDYN L  
License #: [REDACTED] State: AR  
Date of Birth: [REDACTED]

USDOT #: 02191922 Phone #:  
MC/MX #: 00760725 Fax #:  
State #:

Location: LIBERAL M.C.I.S. #37A MilePost: 13  
Highway: 54 Origin: LIBERAL,KS Bill of Lading:  
County: SEWARD Destination: DODGE CITY,KS Cargo: EQUIPMENT  
Shipper:

## VEHICLE IDENTIFICATION:

Unit	Type	Make	Year	State	License#	Equipment ID	Unit VIN	GVWR	CVSA #	CVSA Issued #	OOS Stkr.#
1	TT	DODG	2022	AR	[REDACTED]	27	[REDACTED] 8542	12,300			
2	ST	TRLR	2021	AR	[REDACTED]	T19	[REDACTED] 1418	12,000			

**BRAKE ADJUSTMENTS:** No brake measurements recorded.

## VIOLATIONS :

Vio Code	Section	Unit	OOS	State Citation Number	Verify*	Crash	Violation Description
393.48A	393.48(a)	2	N		N	N	Inoperative/defective brakes: Axle 4 Left.
393.48A	393.48(a)	2	N		N	N	Inoperative/defective brakes: Axle 4 Right.
<b>396.3A1BOS</b>	<b>396.3(a)(1)</b>	<b>2</b>	<b>Y</b>		<b>A</b>	<b>N</b>	<b>BRAKES OUT OF SERVICE: The number of defective brakes is equal to or greater than 20 percent of the service brakes on the vehicle or combination: 4 OF 8 BRAKES INOP</b>
393.48A	393.48(a)	2	N		N	N	Inoperative/defective brakes: Axle 3 Right.
393.48A	393.48(a)	2	N		N	N	Inoperative/defective brakes: Axle 3 Left.

\* N - Non-OOS or Driver OOS Violation; A - Repaired at Scene

## BRAKE PERFORMANCE ASSESSED USING PERFORMANCE-BASED BRAKE TESTER (PBPT)

Minimum value required to pass for All other property-carrying vehicle : **43.5**

Braking force as Percentage of GVW or GCW : **49.9 - Pass**

### BRAKING FORCE AS % OF WHEEL-END LOAD - Advisory Purposes Only

Axle #	1	2	3	4
Right	77.6	59.8	31.1	31.8
Left	76.1	61.8	36.4	25.4

**HazMat:** No HM Transported. **Placard:** NA **Cargo Tank:**

## Special Checks:

<input type="checkbox"/> Alcohol/Controlled Substance Check	<input type="checkbox"/> Traffic Enforcement	<input type="checkbox"/> Post Crash Inspection
<input type="checkbox"/> Conducted by Local Jurisdiction	<input type="checkbox"/> PASA Conducted Inspection	<input checked="" type="checkbox"/> PBPT Inspection
<input type="checkbox"/> Size and Weight Enforcement	<input type="checkbox"/> Drug Interdiction Search	Arrests:
<input type="checkbox"/> EScreening		

\* Pursuant to the authority contained in Title 49, CFR; K.S.A. 66-1,129; K.C.C. Reg. 82-4-3, I hereby declare the above marked unit(s) as "OUT OF SERVICE". No person and/or carrier shall permit and/or require the removal of the "OUT OF SERVICE" stickers or the operation of this motor vehicle until ALL out of service defects have been corrected. This Out of Service condition may result in the assessment of a Civil Penalty being issued against the Carrier indicated on this report. Driver Initials \_\_\_\_\_

\*\*\\\*\* DRIVER: THIS FORM IS REQUIRED TO BE RETURNED TO THE CARRIER BY REGULATION. \*\*//\*\* \*CARRIER CERTIFICATION: All defects on this sheet must be corrected or acknowledged PRIOR TO RE-DISPATCH and then certified by a responsible carrier official who must sign below. RETURN THIS FORM WITHIN 15 DAYS to the Motor Carrier Division of the KANSAS HIGHWAY PATROL at the address listed at the top of this form.

Report Prepared By:

R.L. Jantz

Badge #:

9245

Copy Received By:

PARKS, JORDYN L

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KSHIP92452906

X

X

# DRIVER/VEHICLE EXAMINATION REPORT

Kansas Highway Patrol  
Khp.TruckInspection@KS.GOV  
700 SW Jackson, Ste 704  
Topeka, KS 66603  
Phone #: (785)296-7189 Fax #: (785)296-2858

Report Number: KSHP92452906  
Inspection Date: 9/4/2024 Certification Date:  
Time Started: 09:25 Time Ended: 09:51  
Inspection Level: II - Walk-Around  
HM Inspection Type: No HM Inspection

CELO TRANSPORT LLC  
1695 ELECTRIC AVE SUITE D  
SPRINGDALE, AR 72764

USDOT #: 02191922  
MC/MX #: 00760725  
State #:

Phone #:  
Fax #:

Driver: PARKS, JORDYN L  
License #: [REDACTED] State: AR  
Date of Birth: [REDACTED]

Signature of Carrier Official: X Date:

\* NOTE TO MECHANIC: The undersigned certifies that all mechanical defects listed on this report HAVE BEEN CORRECTED at the time of signature.

Signature of Repairer X Facility Date

Report Prepared By:  
R.L. Jantz

Badge #:  
9245

Copy Received By:  
PARKS, JORDYN L

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KSHP92452906

X

X

## **CERTIFICATE OF SERVICE**

25-GIMM-184-KHP

I, the undersigned, certify that a true copy of the attached Filing has been served to the following by means of electronic service on October 22, 2024.

James Gray, SR., PRESIDENT  
Celo Transport LLC  
1695 Electric Ave  
Suite D  
Springdale, AR 72764  
jgray@celotransport.com

AHSAN LATIF, LITIGATION COUNSEL  
KANSAS CORPORATION COMMISSION  
1500 SW ARROWHEAD RD  
TOPEKA, KS 66604  
ahsan.latif@ks.gov

/S/ Kiley McManaman  
\_\_\_\_\_  
Kiley McManaman