

1500 SW Arrowhead Road  
Topeka, KS 66604-4027



Phone: 785-271-3100  
Fax: 785-271-3354  
<http://kcc.ks.gov/>

Shari Feist Albrecht, Chair  
Jay Scott Emler, Commissioner  
Pat Apple, Commissioner

Sam Brownback, Governor

## NOTICE OF PENALTY ASSESSMENT

March 10, 2015

15-TRAM-348-PEN

Tim Harrod, Owner  
d/b/a Redy2Party  
4901 Stoneback Dr  
Lawrence, Kansas 66047

This is a notice of a penalty assessment for violation of Kansas Motor Carrier Safety Statutes, Rules, and Regulations discovered during a compliance review conducted on December 23, 2014, by Kansas Corporation Commission Special Investigators B.K. Smith and Verna Jackson. For a full description of the penalty and process please refer to the Order that is attached to this notice.

### IF YOU ACCEPT THE PENALTY:

You have been assessed a \$5,800 penalty. You have thirty (30) days from service of this Penalty Order to pay the fine amount. Check or money order must be made payable to the Kansas Corporation Commission. Payment is to be mailed to the Transportation Division of the Kansas Corporation Commission at 1500 S.W. Arrowhead Road, Topeka, Kansas 66604, and must include a reference to the docket number of this proceeding. Credit card payment may be made by faxing your credit card information to the Transportation Office at 785-271-3124, using the KCC's credit card payment form found at <http://kcc.ks.gov/trans/creditcard.pdf>.

You must attend a Commission-sponsored safety seminar within the next ninety (90) days and provide Staff with written proof of attendance. A schedule of dates and locations for the safety seminar can be found at the Commission's website [http://www.kcc.state.ks.us/trans/safety\\_meetings.htm](http://www.kcc.state.ks.us/trans/safety_meetings.htm).

You must submit to one follow-up safety compliance review within the next 18 months. Staff will contact you at a later date to determine an appropriate time for this review.

### IF YOU CONTEST THE PENALTY:

You have the right to request a hearing. A request for hearing must be made in writing, setting forth the specific grounds upon which relief is sought. Respondent must submit an original and seven (7) copies of the request to the Commission's Acting Secretary at 1500 S.W. Arrowhead Road, Topeka, Kansas 66604 within fifteen (15) days from the date stamped on the last page of the Penalty Order. K.A.R. 82-1-215; K.S.A. 2013 Supp. 77-542.

### IF YOU FAIL TO ACT:

Failure to pay the fine amount within thirty (30) days of service of the Penalty Order, or in the alternative, provide a written request for a hearing within fifteen (15) days from service of the Penalty Order will result in the attached Order becoming a Final Order and may result in the additional sanction of suspension and/or revocation of your motor carrier operating authority.

Respectfully,

Michael J. Duenes  
Litigation Counsel  
(785) 271-3181

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

Before Commissioners:      Shari Feist Albrecht, Chair  
                                 Jay Scott Emler  
                                 Pat Apple

In the Matter of the Investigation of **Tim**      )  
**Harrod, d/b/a Redy2Party, of Lawrence,**      )  
**Kansas,** Regarding the Violation of the Motor      )  
Carrier Safety Statutes, Rules and Regulations      ) Docket No. 15-TRAM-348-PEN  
and the Commission's Authority to Impose      )  
Penalties, Sanctions and/or the Revocation of      )  
Motor Carrier Authority.      )

**PENALTY ORDER**

The above-captioned matter comes before the State Corporation Commission of the State of Kansas (Commission). The Commission, having been briefed on the issue by the Director of the Commission's Transportation Division, finds and concludes as follows:

**I.      JURISDICTION**

1.      Pursuant to K.S.A. 2013 Supp. 66-1,108b, 66-1,111, 66-1,112, 66-1,114, 66-1,114b and 66-1,115, the Commission is given full power, authority and jurisdiction to supervise and control motor carriers, as defined in K.S.A. 2013 Supp. 66-1,108, doing business or procuring business in Kansas, and is empowered to do all things necessary and convenient for the exercise of such power, authority and jurisdiction.

2.      Pursuant to K.S.A. 2013 Supp. 66-1,129a, 66-1,130 and 66-1,142b, the Commission may suspend operations, revoke or amend certificates, and initiate sanctions or fines against every motor carrier and every person who violates any provision of Kansas law in regard to the regulation of such motor carriers and persons, or who fails to obey any order, decision or regulation of the Commission.

3. The Commission has the authority, pursuant to K.A.R. 82-1-237, to investigate an entity under the Commission's jurisdiction and order a hearing on the Commission's own motion when the Commission believes the entity is in violation of the law or any order of the Commission.

## **II. BACKGROUND**

4. Tim Harrod, d/b/a Redy2Party (Redy2Party) operates under USDOT number 2077440.

5. Redy2Party is a party bus operation and transports passengers for hire to social functions, such as fraternity and sorority parties, birthday, weddings, and bachelor and bachelorette parties.

6. Redy2Party is a common motor carrier which primarily hauls passengers.

## **III. STATEMENT OF FACTS**

7. Pursuant to the jurisdiction and authority cited above, on December 23, 2014, Commission Staff (Staff) Special Investigators B.K. Smith and Verna Jackson conducted a compliance review of the operations of Redy2Party. A copy of the safety compliance review is included in this Penalty Order as Attachment "A" and is hereby incorporated by reference. As a result of this investigation, Mr. Smith and Ms. Jackson identified seven (7) violations of the Motor Carrier Safety Regulations.

- a. On August 3, 2014, Redy2Party required or permitted its driver, Tim Harrod, to operate a commercial motor vehicle, a 1988 GMC, VIN ending in 522028, in intrastate commerce from Topeka, Kansas to Lawrence, Kansas. This trip is evidenced by Driver/Vehicle Examination Report No. KS00WT004733, dated August 3, 2014, a copy of which is attached

hereto as Attachment “B” and is hereby incorporated by reference. At the time of this transportation, Redy2Party did not have implemented a random controlled substance and/or alcohol testing program for its drivers. Redy2Party’s failure to require its drivers to be enrolled in a random alcohol and controlled substance testing program is a violation of 49 C.F.R. § 382.305(a) and (i)(2), as adopted by K.A.R. 82-4-3c, and authorized by K.S.A. 2013 Supp. 66-1,129. Staff recommends a fine of \$750.

- b. During the transportation described in paragraph a., above, Redy2Party required or permitted its driver, Tim Harrod, to operate a commercial motor vehicle without having repaired the out-of-service (OOS) defects noted on a CVSA Level V Terminal Inspection dated July 15, 2014. The emergency exits were OOS as they were blocked and defective, therefore, the emergency exit space calculation was not adequate for the passenger capacity specification. *See* Driver/Vehicle Examination Report No. KSHP01000083, dated July 15, 2014, a copy of which is attached hereto as Attachment “C” and is hereby incorporated by reference. Redy2Party’s failure to repair OOS defects is documented on the Kansas Driver/Vehicle Examination Report No. KSHP04320218, dated December 9, 2014, attached hereto as Attachment “D” and incorporated herein by reference. Redy2Party’s failure to repair the OOS defects is a violation of 49 C.F.R. 396.9, as adopted by K.A.R. 82-4-3j, and as authorized by K.S.A. 2013 Supp. 66-1,129. Staff recommends a fine of \$3,000.

- c. During the transportation described in paragraph a., above, Redy2Party permitted this transportation without first obtaining and documenting a successful periodic (annual) inspection on the commercial motor vehicle during the preceding 12-month period. *See* Annual Vehicle Inspection Reports attached hereto as Attachment "E" and are hereby incorporated by reference. Redy2Party's failure to conduct periodic (annual) inspections on commercial motor vehicles is a violation of 49 C.F.R. 396.17(a), as adopted by K.A.R. 82-4-3j, and as authorized by K.S.A. 2013 Supp. 66-1,129. Staff recommends a fine of \$500.
- d. On April 18, 2014, Redy2Party required or permitted its driver, Tim Harrod, to operate a commercial motor vehicle, a 1988 GMC, VIN ending in 522028, in interstate commerce from Lawrence, Kansas to Kansas City, Missouri. This trip is evidenced by Driver Log, dated April 18, 2014, a copy of which is attached hereto as Attachment "F" and is hereby incorporated by reference. At the time of this transportation Redy2Party failed to pay Unified Carrier Registration Fees as required when operating in interstate commerce. The special investigators found three violations of this type. Redy2Party's failure to annually register its commercial motor vehicle(s) operating in interstate commerce over the highways of this state and to pay the appropriate Unified Carrier Registration (UCR) fees as set out in 49 C.F.R. 367.30, is a violation of K.A.R. 82-4-30a as authorized by K.S.A. 2013 Supp. 66-1,139a and K.S.A. 2013 Supp. 66-1,129. Staff recommends a fine of \$300.

- e. During the transportation described in paragraph a., above, a., above, Redy2Party failed to maintain the responses of each state agency to the annual motor vehicle record (MVR) inquiry of its driver. The special investigators found two violations of this type. Redy2Party's failure to inquire into its driver's MVR at least once every 12 months and maintain a copy of the MVR in the driver qualification file is a violation of 49 C.F.R. Part 391.25(a) and (c), as adopted by K.A.R. 82-4-3g, as authorized by K.S.A. 2013 Supp. 66-1,112. Staff recommends a fine of \$250.
- f. On August 16, 2014, Redy2Party required or permitted its driver, Kevin Sharp, to operate a commercial motor vehicle, a 1988 GMC, VIN ending in 522028, in intrastate commerce from Lawrence, Kansas to Mayetta, Kansas. This trip is evidenced by Driver Log, dated August 16, 2014, a copy of which is attached hereto as Attachment "G" and is hereby incorporated by reference. At the time of this transportation, Redy2Party did not have motor carrier authority from the Kansas Corporation Commission. Redy2Party's commercial operation of motor vehicles prior to obtaining and maintaining proper Commission authority is a violation of K.S.A. 2013 Supp. 66-1,111 and 49 C.F.R. 392.2, as adopted by K.A.R. 82-4-3h and authorized by K.S.A. 2013 Supp. 66-1,129. Staff recommends a fine of \$500.
- g. On July 15, 2014, August 3, 2014, August 22, 2014, September 5, 2014, September 6, 2014, and October 21, 2014, Tim Harrod, was stopped and inspected while operating a commercial motor vehicle, a 1988 GMC, VIN

ending in 522028. The inspections showed repeated violations across multiple inspections during the previous 24 months by the FMCSA and Kansas Highway Patrol. The carrier was showing a failure to systematically inspect, repair and maintain or cause to be systematically inspected, repaired and maintained all motor vehicles and intermodal equipment subject to the carrier's control. Redy2Party's failure to systematically inspect, repair and maintain its commercial motor vehicle is a violation of 49 C.F.R. Part 396.3(a), as adopted by K.A.R. 82-4-3, and as implemented by K.S.A. 66-1,129. Staff recommends a fine of \$500.

#### **IV. STAFF'S RECOMMENDATIONS**

8. Based upon the available facts, Staff recommends the Commission find Redy2Party committed seven (7) violations of Kansas law that governs motor carriers, including various provisions of the Federal Motor Carrier Safety Regulations (FMCSRs), as adopted by the Kansas Administrative Regulations, and is therefore subject to sanctions or fines imposed by the Commission.

9. Additionally, Staff recommends a civil penalty of \$5,800 for seven (7) violations of the Motor Carrier Safety Statutes, Rules and Regulations.

10. Staff further recommends that Redy2Party be required to attend a Commission-sponsored safety seminar within the next ninety (90) days and provide Staff with written proof of attendance. A schedule of the dates and locations for the safety seminar can be found on the Commission's website at [http://kcc.ks.gov/trans/safety\\_meetings.htm](http://kcc.ks.gov/trans/safety_meetings.htm).

11. Finally, Staff recommends that Redy2Party submit to one follow-up safety compliance review within the next eighteen (18) months. Staff will contact the motor carrier at a later date to determine an appropriate time for this review.

## **V. CONCLUSIONS OF LAW**

12. The Commission finds it has jurisdiction over Redy2Party because it is a motor carrier as defined in K.S.A. 2013 Supp. 66-1,108.

13. The Commission finds Redy2Party committed seven (7) violations of Kansas law that governs motor carriers, including various provisions of the Federal Motor Carrier Safety Regulations (FMCSRs), as adopted by the Kansas Administrative Regulations, and is therefore subject to sanctions or fines imposed by the Commission.

### **THE COMMISSION THEREFORE ORDERS THAT:**

A. Tim Harrod, d/b/a Redy2Party, of Lawrence, Kansas is hereby assessed a \$5,800 civil penalty for seven (7) violations of Kansas law governing the regulation of motor carriers, the Kansas Administrative Regulations and provisions of the Federal Motor Carrier Safety Regulations, as adopted by the Kansas Administrative Regulations.

B. Redy2Party is hereby ordered to attend a Commission-sponsored safety seminar within the next ninety (90) days and is to provide Staff with written proof of attendance. Further, Redy2Party is ordered to submit to one follow-up safety compliance review within the next eighteen (18) months.

C. Pursuant to K.S.A. 2013 Supp. 77-537 and K.S.A. 77-542, any party may request a hearing on the above issues by submitting a written request, setting forth the specific grounds upon which relief is sought, to the Commission's Acting Secretary, at 1500 S.W. Arrowhead Road, Topeka, Kansas 66604 within fifteen (15) days from the date of



**service of this Order.** If service is by certified mail, service is complete upon the date delivered shown on the Domestic Return Receipt. Hearings will be scheduled only upon written request. Failure to timely request a hearing will result in a waiver of Redy2Party's right to a hearing, and this Penalty Order will become a Final Order assessing a \$5,800 civil penalty against Redy2Party, and ordering Redy2Party to attend a Commission-sponsored safety seminar within the next ninety (90) days and provide Staff with written proof of attendance, and to submit to a safety compliance review within eighteen (18) months from the date of service of this Order.

D. Attorneys for all parties shall enter their appearances in Commission proceedings by giving their names and addresses for the record. A corporation shall appear before the Commission by its attorney, unless waived by the Commission for good cause shown and a determination that such waiver is in the public interest. K.S.A. 77-515(c); K.A.R. 82-1-228(d)(2); K.A.R. 82-1-202(a).

E. If you do not request a hearing, the payment of the civil penalty is due in thirty (30) days from date of service of this Order. Checks and Money Orders shall be payable to the Kansas Corporation Commission. For credit card payments, include type of card (Visa, MasterCard, Discover, or American Express), account number and expiration date. Payments shall be mailed to the Transportation Division of the Kansas Corporation Commission, 1500 S.W. Arrowhead Road, Topeka, Kansas 66604. *The payment shall include a reference to the docket number of this proceeding.*

F. Failure to pay the \$5,800 civil penalty within thirty (30) days of the service of this Penalty Order, and/or failure to comply with the provisions of this Order, may result in revocation of Redy2Party's motor carrier operating authority without further notice. Additionally, the Commission may impose further sanctions to include, but not limited to, the


issuance and enforcement of out-of-service and/or cease and desist orders, and any other remedies available to the Commission by law, without further notice.

G. The Commission retains jurisdiction over the subject matter and the parties for the purpose of entering such further order or orders as it may deem necessary.

**BY THE COMMISSION IT IS SO ORDERED.**


Albrecht, Chair; Emler, Commissioner; Apple, Commissioner

Dated: MAR 10 2015

  
ORDER MAILED MAR 11 2015  
Neysa Thomas  
Acting Secretary

MJD

## **ATTACHMENT "A"**

	<b>US DOT #</b> 2077440	<b>Legal:</b> TIM HARROD <b>Operating (DBA):</b> REDY2PARTY	
<b>MC/MX #:</b>		<b>Federal Tax ID:</b> (EIN)	
<b>Review Type:</b> Compliance Review (CR)			
<b>Scope:</b> Principal Office		<b>Location of Review/Audit:</b> Company facility in the U. S.	
<b>Territory:</b>			
<b>Operation Types</b> Interstate Intrastate			
<b>Carrier:</b> Non-HM Non-HM		<b>Business:</b> Corporation	
<b>Shipper:</b> N/A N/A		<b>Gross Revenue:</b> \$ for year ending: 12/31/2014	
<b>Cargo Tank:</b> N/A			
<b>Company Physical Address:</b>			
Contact Name: Tim Harrod			
Phone numbers: (1)		Fax	
E-Mail Address:			
<b>Company Mailing Address:</b>			
4901 STONEBACK DRIVE LAWRENCE, KS 66047			
<b>Carrier Classification</b>			
Other: unauthoriz			
<b>Cargo Classification</b>			
Passengers			
<b>Equipment</b>			
	Owned	Term Leased	Trip Leased
School Bus, 16+	2	0	0
Power units used in the U.S.: 2			
Percentage of time used in the U.S.: 100			
<b>Does carrier transport placardable quantities of HM?</b> No			
<b>Is an HM Permit required?</b> N/A			
<b>Driver Information</b>			
	Inter	Intra	
< 100 Miles:		5	
>= 100 Miles:			
Average trip leased drivers/month: 0			
Total Drivers: 5			
CDL Drivers: 5			





REDY2PARTY (TIM HARROD dba)  
U.S. DOT #: 2077440

Review Date:  
12/23/2014

### Part A

QUESTIONS regarding this report or the Federal Motor Carrier Safety or  
Hazardous Materials rules may be addressed to the Kansas Corporation Commission at:

1500 SW Arrowhead Road  
Topeka, KS 66604  
Phone 913-755-1289

**This report will be used to assess your safety compliance.**

#### Person(s) Interviewed

**Name:** Tim Harrod

**Title:** Owner

**Name:** Tim Minor

**Title:** Manager





REDY2PARTY (TIM HARROD dba)  
U.S. DOT #: 2077440

Review Date:  
12/23/2014

### Part B Violations

1 FEDERAL ACUTE	Primary: 382.305	Discovered 1	Checked 1	Drivers/Vehicles In Violation Checked
<b>Description</b> Failing to implement a random controlled substance and/or an alcohol testing program. <b>Example</b> drove a CDL passenger carrying CMV without the carrier implementing a D/A testing program Trip 8-3-2014.				
2 STATE ACUTE	Primary: 396.9(c)(2) CFR Equivalent: 396.9(c)(2)	Discovered 1	Checked 1	Drivers/Vehicles In Violation Checked
<b>Description</b> Requiring or permitting the operation of a motor vehicle declared "out-of-service" before repairs were made. <b>Example</b> was placed OOS on 7-15-2014 for defective emergency exits all 4 emergency exits were blocked calculated emergency exit available none. On 12-9-2014 was placed OOS for the calculated amount of emergency exit space needed the amount of space needed did not meet the minimum requirement. On 10-21-2014 operated without correcting the out of service order to gain compliance with the FMCSR.				
3 FEDERAL CRITICAL	Primary: 382.301(a)	Discovered 2	Checked 5	Drivers/Vehicles In Violation Checked 2 5
<b>Description</b> Using a driver before the motor carrier has received a negative pre-employment controlled substance test result. <b>Example</b> drove a CDL passenger carrying CMV without the carrier implementing a D/A testing program Trip 9-6-2014.				
4 STATE CRITICAL	Primary: 391.51(b)(7) CFR Equivalent: 391.51(b)(7)	Discovered 3	Checked 5	Drivers/Vehicles In Violation Checked 3 5
<b>Description</b> Failing to maintain medical examiner's certificate in driver's qualification file. <b>Example</b> , August 3, 2014 drove on an Intrastate trip the carrier failed to maintain the previous medical examiners certificate in the Drivers qualification file. KHP Inspection KS00WT004733				
5 STATE CRITICAL	Primary: 396.17(a) CFR Equivalent: 396.17(a)	Discovered 2	Checked 2	Drivers/Vehicles In Violation Checked 2 2
<b>Description</b> Using a commercial motor vehicle not periodically inspected. <b>Example</b> was driven by on 10-21-2014 with the periodic annual inspection expired inspection was expired on 10-11-14, annual inspection was not completed until 12-1-2014				
6 FEDERAL	Primary: 367.3	Discovered 1	Checked 1	Drivers/Vehicles In Violation Checked
<b>Description</b> Failed to pay Unified Carrier Registration (UCR) fee when operating in Interstate Commerce. <b>Example</b> On April 18, 2014 Operated Interstate in a CDL required CMV a 1988 GMC Passenger Bus VIN: 522U28, KS Registration Gvwr 26,000,000 35 passenger capacity. Trip to Kansas City Missouri to the Royals game.				





REDY2PARTY (TIM HARROD dba)  
U.S. DOT #: 2077440

Review Date:  
12/23/2014

### Part B Violations

7 STATE	Primary: 380.509(b) CFR Equivalent: 380.509(b)	Discovered 1	Checked 1	Drivers/Vehicles In Violation 1	Checked 1
<b>Description</b> Failing to maintain a copy of the driver's training certificate in the driver's personnel or qualification file. <b>Example</b> No driver's training certificate in DQ file. received CDL on 10-21-2014, 1988 GMC Passenger BUS. driven on 10-21-2014					
8 FEDERAL	Primary: 382.601(a)	Discovered 4	Checked 5	Drivers/Vehicles In Violation 4	Checked 5
<b>Description</b> Failing to provide educational materials explaining requirements of part 382 and employer's drug and alcohol program policies. <b>Example</b> drove a CDL passenger carrying CMV without the carrier providing educational material D/A testing program policies Trip 8-3-2014.					
9 FEDERAL	Primary: 382.601(b)	Discovered 4	Checked 5	Drivers/Vehicles In Violation 4	Checked 5
<b>Description</b> Failing to provide to employees a written policy on misuse of alcohol and controlled substances that meets the requirements of 382.601(b) 1-11. <b>Example</b> drove a CDL passenger carrying CMV without the carrier providing a written policy on D/A Trip 8-3-2014.					
10 STATE	Primary: 391.51(b)(4) CFR Equivalent: 391.51(b)(4)	Discovered 3	Checked 4	Drivers/Vehicles In Violation 3	Checked 4
<b>Description</b> Failing to maintain the responses of each State agency to the annual driver record inquiry required by 391.25(a). <b>Example</b> August 3, 2014 drove without the carrier conducting the annual inquiry into the drivers record.					
11 STATE	Primary: 391.51(b)(5) CFR Equivalent: 391.51(b)(5)	Discovered 2	Checked 3	Drivers/Vehicles In Violation 2	Checked 3
<b>Description</b> Failing to maintain a note relating to the annual review of the driver's driving record as required by 391.25(c)(2). <b>Example</b> August 3 2014 Carrier failed to make a note relating to the annual review					
12 STATE	Primary: 391.51(b)(6) CFR Equivalent: 391.51(b)(6)	Discovered 2	Checked 3	Drivers/Vehicles In Violation 2	Checked 3
<b>Description</b> Failing to maintain a list or certificate relating to violations of motor vehicle laws and ordinances required by 391.27. <b>Example</b> August 3 2014 Carrier failed to maintain a list or certificate relating to violations to the annual review					





REDY2PARTY (TIM HARROD dba)  
U.S. DOT #: 2077440

Review Date:  
12/23/2014

### Part B Violations

13 STATE	Primary: 392.2 Secondary: KSA 66-1,111	Discovered 1	Checked 1	Drivers/Vehicles In Violation    Checked
<b>Description</b> Operating a commercial motor vehicle without KCC public carrier (KAN-C) operating authority. <b>Example</b> On August 16, 2014                      drove                      from PPOB to Prairie Band Casino, Mayetta KS. In intra state commerce for hire without KCC public carrier KAN-C operating authority.				
14 STATE	Primary: 396.3(a) CFR Equivalent: 396.3(a)	Discovered 1	Checked 1	Drivers/Vehicles In Violation    Checked
<b>Description</b> Failing to systematically inspect, repair, and maintain, or cause to be systematically inspected, repaired, and maintained, all motor vehicles and intermodal equipment subject to your control <b>Example</b> 12/14/14- The FMCSA and State partners have identified violations across multiple inspections at the roadside over the previous 24 months that are reflected in the Vehicle Maintenance BASIC of the Carrier Safety Measurement System, including: 7/15/14, inoperative lamps emergency exit violations, 8/3/14, horn inoperative, power steering leak, emergency exit violations, 8/22/14, Horn inoperative, power steering leak violations, 9/5/16 power steering leak, 9/6/14, power steering leak, 10/21/14, 12/9/14, 1998 GMC VIN: 522028, KS REG , GVWR 26,000				
15 STATE	Primary: 396.3(b)(4) CFR Equivalent: 396.3(b)(4)	Discovered 2	Checked 2	Drivers/Vehicles In Violation    Checked
<b>Description</b> Failing to keep a record of tests conducted on pushout windows, emergency doors, and emergency door marking lights on buses. <b>Example</b> no records of test for push out windows kept.                      was driven by                      on 10-21-14, no proof of testing pushout windows, emergency exits in file.				
16 STATE	Primary: 396.9(d)(2) CFR Equivalent: 396.9(d)(2)	Discovered 1	Checked 1	Drivers/Vehicles In Violation    Checked
<b>Description</b> Failure to correct violations or defects listed on a motor vehicle roadside inspection report. <b>Example</b> September 5, 2014 KS plate 1988 GMC stopped and inspected Inspection KS00IZ000270, defect discharged fire extinguisher, power steering leak, September 6, 2014 KS00IZ000272, no or discharged fire extinguisher, and power steering leak.				
17 STATE	Primary: 396.19(b) CFR Equivalent: 396.19(b)	Discovered 1	Checked 1	Drivers/Vehicles In Violation    Checked
<b>Description</b> Failing to maintain evidence of inspector's qualifications. <b>Example</b> Inspector, 12-01-2014                      drove with the inspectors qualifications on file				







REDY2PARTY (TIM HARROD dba)  
U.S. DOT #: 2077440

Review Date:  
12/23/2014

### Part B Violations

#### Safety Fitness Rating Information:

Total Miles Operated 19,000  
Recordable Accidents 0  
Recordable Accidents/Million Miles 0.00

OOS Vehicle (CR): 2

Number of Vehicle Inspected (CR): 2

OOS Vehicle (MCMIS): 0

Number of Vehicles Inspected (MCMIS): 1

Your proposed safety rating is :

**UNSATISFACTORY**

Rating Factors		Acute	Critical
Factor 1:	S	0	0
Factor 2:	U	1	2
Factor 3:	S	0	0
Factor 4:	U	1	1
Factor 5:	N	0	0
Factor 6:	S	-	-

Effective date: The unsatisfactory rating will take effect 45 days after the date of a forthcoming official notice from the Federal Motor Carrier Safety Administration headquarters office in Washington, D.C.

**PROHIBITION:** Under 49 USC sections 13905(f)(1)(B) and 31144, and 49 CFR section 385.13, a motor carrier that receives a final safety rating of unsatisfactory is prohibited from operating a commercial motor vehicle in interstate and intrastate commerce and, if applicable, shall have its registration revoked unless and until such time the FMCSA determines the motor carrier is fit and the motor carrier has reinstated its registration.

49 U.S.C. 31144 provides that the prohibition takes effect unless the motor carrier, within 45 days of the date of the forthcoming official notice, takes the necessary steps to improve the rating to conditional or satisfactory.

Unless the motor carrier receives an improved rating within 45 days from the date of the forthcoming official notice from Washington, D.C., the motor carrier will be subject to the prohibition in 49 CFR 385.13.

Corrective actions must be taken for the violations (deficiencies) listed on Part B of this review. Title 49 CFR Sections 385.15 and 385.17 provide for administrative review and a change to a safety rating based on corrective actions, respectively. A request for a change to a safety rating under section 385.17 may be made at any time. A motor carrier may request, in writing, a change in the rating by providing evidence of corrective actions to the Field Administrator for the FMCSA Service Center in which the carrier maintains its principal place of business. (See 49 CFR 385.17 for additional details). A request for administrative review under section 385.15 must be made within 90 days of the date of the proposed safety rating issued under section 385.11(c) or a final safety rating issued under section 385.11(b), or within 90 days after denial of a request for a change in rating under section 385.17.

**Administrative Review:** A motor carrier of hazardous materials or passengers may appeal its proposed safety rating in a petition filed pursuant to 49 CFR section 385.15 if it believes that the rating is in error and there are factual and procedural issues in dispute. Such appeals must be made within 90 days of the date of the proposed safety rating, but should be made within 15 days of the date of the safety rating notice to allow the FMCSA to issue a written decision before the prohibitions in 49 CFR 385.13 take effect. Appeals filed pursuant to section 385.15 should be addressed to: Chief Safety Officer, Federal Motor Carrier Safety Administration, 1200 New Jersey Ave., S.E., Washington, DC 20590. The motor carrier will receive a written decision on the petition within 30 days from receipt of the petition by the Chief Safety Officer. (See 49 CFR 385.15 for additional details.)

(Note: Neither a petition to contest the rating nor a request for a change in the rating will delay the effective date of the rating, if unchanged.)





REDY2PARTY (TIM HARROD dba)

U.S. DOT #: 2077440

Review Date:

12/23/2014

## Part B Requirements and/or Recommendations

### 1. For all Investigations:

- **Understand Why Compliance Saves Time and Money:** Compliance with FMCSRs will not only save lives, but also saves your business time and money. Tracking how much your business spends on non-compliance activities can help you understand the many benefits of compliance to your business and why safety is good business.
- **Apply Adequate Resources:** Apply adequate resources to properly implement safety management practices. Consider reallocating responsibilities, additional staffing, contracting, or investing in technology to aid in this responsibility.
- **Document and Follow Through on Action Plans:** Document and follow through on action plans to ensure the actions you are taking are creating improvement in safety management and compliance.
- **NOTICE:** A pattern and/or repeated violations of the same or related acute or critical regulations (violations of the same Part in Title 49, Code of Federal Regulations) will cause the maximum penalties allowed by law to be assessed under Section 222 of the Motor Carrier Safety Improvement Act of 1999 (MCSIA). A pattern of violations means two or more violations of acute and/or critical regulations in three or more Parts of Title 49, Code of Federal Regulations discovered during any eligible investigation. Repeated violations means violation(s) of an acute regulation of the same Part of Title 49, Code of Federal Regulations discovered in an investigation after one or more closed enforcement actions within a six year period and/or violation(s) of a critical regulation in the same Part of Title 49, Code of Federal Regulations discovered in an investigation after two or more closed enforcement actions within a six year period.
- **All motor carriers and truck drivers are needed to fight against terrorism and hijacking. You could be a target. Protect yourself, your trucks, your cargo, and your facilities.**

For all Investigations resulting in a Penalty Order:

- **PLEASE NOTE:** The violations discovered during this compliance review may affect the civil penalty proposed in any subsequent Penalty Order. In addition, your history of prior violations of the Federal Motor Carrier Safety Regulations, Federal Hazardous Material Regulations or the Federal Motor Carrier Commercial Regulations may also affect the civil penalty proposed in any subsequent Penalty Order. Your signature for receipt of this report acknowledges your understanding that the violations discovered by the FMCSA during this review may be used to calculate any civil penalty proposed as a result of this review. Your signature is not an admission of the violations identified.

For all Investigations resulting in a proposed conditional or unsatisfactory rating:

#### 385.15

If you believe the proposed rating is in error and there are factual and procedural issues in dispute, Part 385.15 (copy provided) outlines procedures for petitioning the Federal Motor Carrier Safety Administration for an administrative review of these findings. Your petition should be addressed to:

Chief Safety Officer  
Federal Motor Carrier Safety Administration  
1200 New Jersey Avenue SE,  
Washington, DC 20590

#### 385.17

In addition, a request for a revised rating based on corrective actions may be made at any time. Part 385.17 (copy provided) outlines the procedures for such a request. The request must be made in writing, must describe the corrective action taken and must include other documentation that may be relied upon as a basis for the requested change. Address your written request to:

Ensure that a CC copy of the letter is mailed to:  
Division Administrator/Max Stratham  
Federal Motor Carrier Safety Administration





REDY2PARTY (TIM HARROD dba)  
U.S. DOT #: 2077440

Review Date:  
12/23/2014

## Part B Requirements and/or Recommendations

1303 First American Place, Suite 200  
Topeka, KS 66604

Information on your compliance status, roadside inspections, regulatory changes, accident counter measures and hazardous material counter measures is available on the Internet at the Federal Motor Carrier Safety Administration's web site at <http://www.fmcsa.dot.gov/> and <http://www.safer.fmcsa.dot.gov/>.

For all Investigations that did not result in a Cooperative Safety Plan:

The Kansas Corporation Commission requires you to prepare a corrective action letter, addressing the measures taken to correct the violations identified within this report. Submit this letter within 15 days, and any additional evidence necessary to prove the corrective action has been taken to:

Kansas Corporation Commission  
Attn: Gary Davenport  
1500 SW Arrowhead Road  
Topeka, KS 66604

2. FMCSA recently announced planned improvements to the Carrier Safety Measurement System (SMS) which was implemented in December 2010 as part of the Agency's broader Compliance, Safety, Accountability (CSA) initiative. A preview of these improvements is currently available to motor carriers. The system changes are scheduled to be available to the public in July 2012. There will be additional opportunity for public comment on the changes after the preview period ends in July 2012.

The improvements to SMS are based on ongoing analysis and feedback from enforcement personnel, the motor carrier industry, and other stakeholders. The changes more effectively identify and prioritize high-risk and other unsafe motor carriers for enforcement interventions designed to reduce commercial motor vehicle crashes and hazardous materials incidents.

Motor carrier's currently have the ability to preview how the improvements impact their individual safety data in SMS. These improvements include: (1) Changes to the SMS methodology that identify higher risk carriers while addressing industry biases; (2) better applications of SMS results for Agency interventions by more accurately identifying safety sensitive carriers (i.e., carriers transporting people and carriers hauling hazardous materials (HM)), so that such firms can be selected for CSA interventions at more stringent levels; and, (3) more specific fact-based displays of SMS results on the SMS Web site.

The data preview may be found at <http://csa.fmcsa.dot.gov/>. During the data preview period, the Agency requests comments on the impacts of the changes.

3. Per Kansas Regulation KAR 82-4-3f(a)(7)(G), the MCS-150 (USDOT number) is required to be updated every year. Kansas is a Performance Registration Information Systems Management (PRISM) state and all Kansas based carriers are required to update their carrier profile annually. To file an updated MCS-150, you can sign on to the Federal website at [www.fmcsa.dot.gov](http://www.fmcsa.dot.gov). Hover over the words Registration & Licensing. When the drop down menu appears, click on On Line Registration. In the first box on the right side "Register Now without Help", click on the link available for Online Registration without Help at the bottom of the box. This will open a new window for the FMCSA Registration process. Scroll down and answer the questions accordingly. Once again, filing on line is the faster process. However, the form can be printed, filled out and mailed. The completed form can be mailed to Kansas Corporation Commission, Attn Transportation Division, 1500 SW Arrowhead Rd, Topeka, KS 66604-4027. If you do not have access to the internet, you may call 785-271-3145 and request a form be mailed to you.
4. VEHICLE MAINTENANCE BASIC - CARGO RELATED PROCESS BREAKDOWN: Policies and Procedures

DESCRIPTION OF PROCESS BREAKDOWN: Company needs to establish a set policy and procedure that specifically address's the maintenance of the entire fleet, to include annual inspections, and daily systematic inspection and repair of noted vehicle defects.





REDY2PARTY (TIM HARROD dba)

U.S. DOT #: 2077440

Review Date:

12/23/2014

## Part B Requirements and/or Recommendations

### BASIC SPECIFIC RECOMMENDED REMEDIES

Implement Safety Improvement Practices: The following are recommended practices related to Policies and Procedures.

- Establish a policy requiring all drivers to submit copies of all roadside inspections to carrier management within 24 hours.
- Establish a policy for employee completion of annual training on cargo-handling, loading, and securement.
- Develop a policy that details driver procedures for load-limit verification, loading/unloading, securement, and en-route inspections. The policy should address steps to be taken when the shipper will not allow the driver to check out the load-for example, if the driver is not allowed on the shipper's property and containers are sealed.
- Develop policies and procedures ensuring that purchasing agents supply, verify, and communicate requirements for adequate securement devices, equipment, and spare parts.
- Develop a policy for appropriate personnel to set accurate expectations with customers about the time needed to ensure the integrity of the cargo, and establish procedures for handling unmet expectations.
- Develop a written and progressive disciplinary policy focused on taking corrective action to ensure drivers comply with regulations and policies. A progressive disciplinary policy could include, among other things, written warnings, suspensions, or work restrictions, monetary penalties, and termination. This policy should also specify consequences for any carrier official who knowingly and willfully allows cargo-securement violations.

Passenger Carriers:

- Establish a policy to ensure that emergency exits and aisles are accessible and free from blockages at all times while passengers are being transported.
- Establish procedures for handling, loading, and securing oxygen canisters in accordance with Federal Motor Carrier Safety Regulations (FMCSRs) and Pipeline and Hazardous Materials Safety Administration (PHMSA) regulations.

Seek Out Resources:

- You are encouraged to review your company's record at the following website:  
<http://ai.fmcsa.dot.gov/SMS>. You will need to use your PIN Number that has been provided by the FMCSA.
- Contact industry associations to get resources and ideas on safety improvement practices from other carriers in the industry.

5. Carrier is required to pay Unified Carrier Registration (UCR) fee when operating in Interstate commerce.
6. Ensure that you have on file a mechanics certification from mechanics that conduct your annual inspections.
7. Ensure that all commercial motor vehicles, which would include trailers as well as power units, have a current Annual Inspection as required by 396.17.
8. DRIVER FITNESS BASIC PROCESS BREAKDOWN: Policies and Procedures

DESCRIPTION OF PROCESS BREAKDOWN: Carrier needs to establish a policy and procedure to follow for all drivers, to include DQ files, making sure all that are hired are qualified.

### BASIC SPECIFIC RECOMMENDED REMEDIES

Implement Safety Improvement Practices: The following are recommended practices related to Policies and Procedures.

- Develop a policy for the periodic review (at least twice per year) of driver qualification files. The motor carrier should not rely on third-party sources, such as insurance agencies. The procedure should include controls to ensure that documents requiring renewals are in place, to remind drivers of expiration dates on medical certificates, so they can schedule another physical examination in advance, and to prevent falsification of documents related to driver qualification.
- Establish a policy requiring drivers to submit copies of all vehicle and roadside inspections and moving violations





REDY2PARTY (TIM HARROD dba)

U.S. DOT #: 2077440

Review Date:

12/23/2014

## Part B Requirements and/or Recommendations

to carrier management within 24 hours, and to notify management of suspended or revoked Commercial Driver's Licenses (CDLs) immediately following notification of suspension/revocation.

- Establish a policy requiring all new (since 2003) Commercial Driver's License (CDL) drivers to submit documentation of entry-level driver training in - for example, driver qualification requirements, Hours of Service (HOS), driver wellness, and whistleblower protection - or to take entry-level training provided by the carrier.
- Develop a policy for document retention and recordkeeping, including documents that are to be in the possession of the driver as proof of credentials.
- Develop a process to ensure that operations will always have the proper amount of fit drivers. This process would address how to deal with issues such as sick leave, vacation, training, suspension, and termination.
- Develop a written and progressive disciplinary policy focused on taking corrective action to ensure drivers comply with regulations and policies. A progressive disciplinary policy could include, among other things, written warnings, suspensions, or work restrictions, monetary penalties, and termination. This policy should also specify consequences for any carrier official who knowingly and willfully allows Driver Fitness Violations.

### Seek Out Resources:

- You are encouraged to review your company's record at the following website: <http://ai.fmcsa.dot.gov/SMS>. You will need to use your PIN Number that has been provided by the FMCSA.
- Contact industry associations to get resources and ideas on safety improvement practices from other carriers in the industry

9. As required by 391.25(a), motor carriers shall, at least once every 12 months, make an inquiry to obtain the motor vehicle record of each driver it employs, covering at least the preceding 12 months, to the appropriate agency of every State in which the driver held a commercial motor vehicle operator's license or permit during the time period.
10. Intrastate operation beyond exempt radius in Kansas requires carrier to obtain KAN-C operating authority from Kansas Corporation Commission prior to operating in commerce. Records indicate the carrier failed to renew and the authority was cancelled.
11. CONTROLLED SUBSTANCES AND ALCOHOL BASIC PROCESS BREAKDOWN: Policies and Procedures

DESCRIPTION OF PROCESS BREAKDOWN: Company needs to establish that the company has a comprehensive drug and alcohol testing program

### BASIC SPECIFIC RECOMMENDED REMEDIES

Implement Safety Improvement Practices: The following are recommended practices related to Policies and Procedures.

- Develop a written company policy incorporating by reference all regulations regarding controlled substances and alcohol use, testing, training, and records retention for all employees.
- Develop a policy requiring drivers to submit copies of all citations for moving violations to carrier management within 24 hours.
- Establish a process to ensure that drivers who are randomly tested can be immediately removed if they are found to be positive and that they do not return to safety-sensitive duties until they have complied with the "return-to-duty" process.
- Establish written policies and procedures that promote, verify, and enforce adherence to all controlled-substance and alcohol rules and regulations. Procedures should be tailored to company operations and should provide specific checks and guidelines for interacting with a consortium, if applicable.
- Establish a process to ensure that test results are properly safeguarded from unauthorized disclosure to prospective employers without specific written consent and from disclosure under any circumstances to insurance companies and other nonqualified parties, in accordance with regulations.
- Develop a policy to ensure that all alcohol testing is conducted immediately before or after the period that employees are performing a safety-sensitive function. Drivers can be tested on their day off only for controlled substances. Once notified of their selection, drivers must proceed immediately to the testing facility. If a driver refuses to go, this should be considered as equivalent to a positive result.
- Consider developing a driver selection protocol that uses valid random-number-generator software on a monthly basis to select, by driver identification number, 5 to 8 percent of drivers for controlled-substance testing and 2 to 5





REDY2PARTY (TIM HARROD dba)  
U.S. DOT #: 2077440

Review Date:  
12/23/2014

### Part B Requirements and/or Recommendations

percent for alcohol testing. This will ensure selection of 50 percent of drivers for controlled-substances testing and 10 percent for alcohol testing per year, given fluctuations in the driver workforce over the course of the year.

- Develop a written and progressive disciplinary policy focused on taking corrective action to ensure drivers comply with regulations and policies. A progressive disciplinary policy could include, among other things, written warnings, suspensions, or work restrictions, monetary penalties, and termination. This policy should also specify consequences for any carrier official who knowingly and willfully allows controlled substance and alcohol violations.

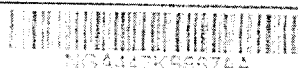
#### Seek Out Resources:

- You are encouraged to review your company's record at the following website: <http://al.fmcsa.dot.gov/SMS>. You will need to use your PIN Number that has been provided by the FMCSA.
- Contact industry associations to get resources and ideas on safety improvement practices from other carriers in the industry.

12. Ensure that all drivers subject to pre-employment, random, reasonable cause, post accident, return to duty, and/or follow-up controlled substance testing are tested as required by 49 CFR Parts 40 and 382 of the FMCSA.
13. Provide employees with a written controlled substance and alcohol testing policy that complies with all the requirements noted in Part 382.601(b). Also, ensure you maintain a certificate signed by the employee certifying they have received your company drug and alcohol testing policy.
14. Ensure that you give drivers a written drug policy and educational materials.
15. I acknowledge that these requirements and/or recommendations have been discussed with me and my questions have been answered. I understand that failure to satisfactorily remedy the above-listed requirements, and/or failure to comply with Kansas Motor Carrier Safety Statutes and Regulations could result in the suspension of Tim Harrod DBA: REDY2PARTY LLC operating authority and/or the impoundment of Tim Harrod DBA: REDY2PARTY LLC vehicles.

  
Carrier Representative

12/23/14  
Date



## **ATTACHMENT “B”**

# DRIVER/VEHICLE EXAMINATION REPORT

Aspen 2.14.1.1



**Kansas Highway Patrol**  
**MOTOR CARRIER SAFETY ASSISTANCE**  
 700 SW Jackson, Ste 704  
 Topeka, KS 66603  
 Phone: (785)296-7189 Fax: (785)296-2858

**Report Number:** KS00WT004733  
**Inspection Date:** 08/03/2014  
**Start:** 2:21:00 AM CT **End:** 3:43:59 AM CT  
**Inspection Level:** II - Walk-Around  
**HM Inspection Type:** None

TIM HARRON

**Driver:** HARROD, TIMOTHY M  
**License#:**   
**Date of Birth:**   
**CoDriver:**   
**License#:**   
**Date of Birth:**   
**State:** KS  
**State:**

**USDOT#:** 02077440  
**MC/MX#:**   
**State#:**   
**Location:** DOUGLAS COUNTY - 045  
**Highway:** 9TH @ MASSACHUSETTS  
**County:** DOUGLAS, KS

**MilePost:** EB  
**Origin:** TOPEKA, KS  
**Destination:** LAWRENCE, KS  
**Shipper:** CARRIER  
**Bill of Lading:**   
**Cargo:** EMPTY

## VEHICLE IDENTIFICATION

Unit	Type	Make	Year	State	Plate #	Equipment ID	VIN	GVWR	CVSA #	CVSA Issued #	OOS Sticker
1	BU	GMC	1988	KS		2	522028	26,000			

**BRAKE ADJUSTMENTS:** No Brake Measurements Required For Level 2

## VIOLATIONS

Vio Code	Section	Unit	OOS	Citation #	Verify	Crash	Violations Discovered
383.23C1	383.23(c)(1)	D	Y	A108085	N	N	Operating on learner permit without accompanying CDL holder
393.62B	393.62(b)	1	N		N	N	No or defective bus emergency exits, manufactured on or after 9/1/1973 but before 9/1/1994 - Driver side rear - handle broken
396.5B	396.5(b)	1	N		N	N	Oil and/or grease leak - cap on power steering fluid container loose, blowing onto engine, dripping onto ground
393.209E	393.209(e)	1	Y		U	N	Power steering violations - power steering fluid empty
393.81	393.81	1	N		N	N	Horn inoperative
374.317	374.317	1	N		N	N	Failure to provide Bus ID or Driver ID to passengers
396.9D2	396.9(d)(2)	1	N		N	N	Failure to correct defects noted on previous inspection report - REF EMERGENCY EXITS - KSHP01000083 dtd 7/15/14
392.16	392.16	D	N		N	N	Failing to use seat belt while operating CMV - buckle underneath seat - and buried

**HazMat:** No HM Transported.

**Placard:** No **Cargo Tank:**

**Special Checks:** No Data for Special Checks.

\* 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 TIMOTHY HARROD "OUT OF SERVICE". No person and/or carrier shall permit and/or require this driver to operate any commercial vehicle until: CDL W/PASSENGER ENDORSEMENT OBTAINED. 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: *TH*

\* 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: *TH*

\* 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: *[Signature]* Facility: *[Signature]* Date: *8/9/14*

"\*\*" 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: *[Signature]* Title: *owner* Date: *8/8/14*

Report Prepared By:  
 M.D. MARNACH SR SGT

Badge #:  
 9222

Copy Received By:  
 TIMOTHY HARROD

Page 1 of 1



02077440 KS KS00WT004733



## **ATTACHMENT "C"**

# DRIVER/VEHICLE EXAMINATION REPORT

Query Central 3.3.2

Kansas Highway Patrol  
MOTOR CARRIER SAFETY ASSISTANCE  
700 SW Jackson, Ste 704  
Topeka, KS 66603  
Phone: (785)296-7189 Fax: (785)296-2858

Report Number: KSHP01000083  
Inspection Date: 07/15/2014  
Start: 10:00 AM CT End: 11:00 AM CT  
Inspection Level: V - Terminal  
HM Inspection Type: None

TIM HARROD

Driver:  
License#: State:  
Date of Birth:  
CoDriver:  
License#: State:  
Date of Birth:

USDOT#: 02077440 Phone#: MC/MX#: Fax#: State#:

Location: DOUGLAS COUNTY - 045  
Highway: 2005 E. 19TH ST  
County:

MilePost: Shipper: CARRIER  
Origin: LAWRENCE, KS Bill of Lading: NONE  
Destination: LAWRENCE, KS Cargo: EMPTY - TERMINAL INSP.

## VEHICLE IDENTIFICATION

Unit	Type	Make	Year	State	Plate #	Equipment ID	VIN	GWWR	CVSA #	New CVSA #	OOS#
1	BU	GMC	1988	KS			522028	26000			131742

## BRAKE ADJUSTMENTS

Axle #	1	2
Right	N/A	N/A
Left	N/A	N/A
Chamber	HYDR	HYDR

## VIOLATIONS

Vio Code	Section	Unit	OOS	Citation #	Verify	Crash	Violations Discovered
393.9	393.9	1	N		N	N	Inoperable required lamp; License plate, reverse, all rear ID and rear clearance lamps
393.9H	393.9H	1	N		N	N	Inoperable head lamps; Both high beam lamps inoperable
393.9T	393.9T	1	N		N	N	Inoperable tail lamp; Both tail lamps inoperable
393.11	393.11	1	N		N	N	No or defective lighting devices or reflective material as required; Front center ID lamp cover missing (showing white)
396.5B	396.5B	1	N		N	N	Oil and/or grease leak; Oil leak with fresh oil dripping on ground, visible dripping from oil filter running down, undercarriage saturated with oil
393.84	393.84	1	N		N	N	Inadequate floor condition; Hole on passenger side of floor, 12" from passenger side, 41" from rear, allowing view into area below seating
393.83C	393.83C	1	Y		U	N	Improper exhaust-bus (gasoline); Approximately 2 1/2" round hole in exhaust pipe, discharging approximately 87" from rear of gasoline powered bus
393.62B	393.62B	1	Y		U	N	No or defective bus emergency exits, manufactured on or after 9/1/1973 but before 9/1/1994; Driver side front emergency exit window, obstructed by seat
393.62B	393.62B	1	Y		U	N	No or defective bus emergency exits, manufactured on or after 9/1/1973 but before 9/1/1994; Driver side rear emergency exit obstructed by seat and inoperable

Report Prepared By:  
N.B. Wright

Badge #:  
0100

Copy Received By:

Page 1 of 3



02077440 KS KSHP01000083

X \_\_\_\_\_

X \_\_\_\_\_

# DRIVER/VEHICLE EXAMINATION REPORT

Query Central 3.3.2

**Kansas Highway Patrol**  
**MOTOR CARRIER SAFETY ASSISTANCE**  
 700 SW Jackson, Ste 704  
 Topeka, KS 66603  
 Phone: (785)296-7189 Fax: (785)296-2858

**Report Number:** KSHP01000083  
**Inspection Date:** 07/15/2014  
**Start:** 10:00 AM CT **End:** 11:00 AM CT  
**Inspection Level:** V - Terminal  
**HM Inspection Type:** None

**TIM HARROD**

**Driver:**  
**License#:** \_\_\_\_\_ **State:** \_\_\_\_\_  
**Date of Birth:** \_\_\_\_\_  
**CoDriver:**  
**License#:** \_\_\_\_\_ **State:** \_\_\_\_\_  
**Date of Birth:** \_\_\_\_\_

**USDOT#:** 02077440 **Phone#:** \_\_\_\_\_  
**MC/MX#:** \_\_\_\_\_ **Fax#:** \_\_\_\_\_  
**State#:** \_\_\_\_\_

<u>Vio Code</u>	<u>Section</u>	<u>Unit</u>	<u>OOS</u>	<u>Citation #</u>	<u>Verify</u>	<u>Crash</u>	<u>Violations Discovered</u>
393.62B	393.62B	1	Y		U	N	No or defective bus emergency exits, manufactured on or after 9/1/1973 but before 9/1/1994; Passenger side front emergency exit obstructed by bar/table/countertop
393.62B	393.62B	1	Y		U	N	No or defective bus emergency exits, manufactured on or after 9/1/1973 but before 9/1/1994; Passenger side rear emergency exit obstructed by seat
393.62E	393.62E	1	N		N	N	No or inadequate bus emergency exit marking; Driver side front emergency exit window, no operating instructions
393.62E	393.62E	1	N		N	N	No or inadequate bus emergency exit marking; Driver side rear emergency exit window, no operating instructions
393.62E	393.62E	1	N		N	N	No or inadequate bus emergency exit marking; Passenger side front emergency exit window, no operating instructions
393.62E	393.62E	1	N		N	N	No or inadequate bus emergency exit marking; Passenger side rear emergency exit window marking painted over "RGENCY EXIT"
393.90	393.90	1	N		N	N	Bus - No standee line, Must be 2" wide in a contrasting color
393.41	393.41	1	N		N	N	No or defective parking brake system on CMV; Vehicle not equipped with parking brake, per owner
390.19A1	390.19A1	1	N		N	N	Motor carrier failed to file required biennial update of MCS-150 as required; Last update was 09/15/2011; www.truckingks.com or www.fmcsa.dot.gov

**HazMat:** No HM Transported.

**Placard:** No **Cargo Tank:**

**Special Checks:**

\* 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:**  
 N.B. Wright

**Badge #:**  
 0100

**Copy Received By:**

Page 2 of 3



02077440 KS KSHP01000083

X \_\_\_\_\_

X \_\_\_\_\_

# DRIVER/VEHICLE EXAMINATION REPORT

Query Central 3.3.2

Kansas Highway Patrol  
MOTOR CARRIER SAFETY ASSISTANCE  
700 SW Jackson, Ste 704  
Topeka, KS 66603  
Phone: (785)296-7189 Fax: (785)296-2858

Report Number: KSHP01000083  
Inspection Date: 07/15/2014  
Start: 10:00 AM CT End: 11:00 AM CT  
Inspection Level: V - Terminal  
HM Inspection Type: None

TIM HARROD

Driver:  
License#: State:  
Date of Birth:  
CoDriver:  
License#: State:  
Date of Birth:

USDOT#: 02077440 Phone#:  
MC/MX#: Fax#:  
State#:

## Inspection Notes

Factory GVWR located of 26,000 lbs. The bus was originally designed for 60 passengers but has been reconfigured to hold 30 as a party bus. This was a terminal inspection at the carrier's storage facility at the request of FMCSA M. Long and M. Christopher in conjunction with a compliance review. The emergency exits were all blocked by the seating that backed up against the exterior walls. The allowable emergency exit space was as follows: Driver side front - 23" x 17 1/2" Driver side rear - 23" x 15" Passenger side front - 23" x 17 1/2" Passenger side rear - 23" x 14 1/2" All of the exit handles were obstructed by the seat. The passenger side front was the least obstructed, but it was still blocked by the bar countertop and difficult to access. The rear passenger side handle nearly broke off when I pulled it up to push the window out after the owner opened it. It was difficult to open and barely swung open with substantial friction along the sides. The hole in the floor appeared to be a non-manufactured hole, about an inch in diameter. I could see into the hole with my flashlight and was plywood, which was the back of the seats in the back. I looked down from the interior of the bus to see if I could see the hole, but couldn't pull the seat back far enough to tell without damaging it. NDormer - 9/5/2014 Spoke with K100. Even though this was a terminal inspection, the carrier had ample time to make any necessary repairs. The civil assessment was for an exhaust leak. Same vehicle was inspected in 2011, see KS0000389951, and the exhaust leak was noted then. The violation will stand, and the civil penalty is valid. Tim Harrods cell phone is , all other phone numbers are a waste of time.

## Special Studies No Special Study Data Recorded

Report Prepared By:  
N.B. Wright

Badge #:  
0100

Copy Received By:

Page 3 of 3



02077440 KS KSHP01000083

X \_\_\_\_\_

X \_\_\_\_\_

## **ATTACHMENT “D”**

# DRIVER/VEHICLE EXAMINATION REPORT

Query Central 3.3.2

Kansas Highway Patrol  
MOTOR CARRIER SAFETY ASSISTANCE  
700 SW Jackson, Ste 704  
Topeka, KS 66603  
Phone: (785)296-7189 Fax: (785)296-2858

Report Number: KSHP04320218  
Inspection Date: 12/09/2014  
Start: 9:00 AM CT End: 11:45 AM CT  
Inspection Level: V - Terminal  
HM Inspection Type: None

TIM HARROD  
4901 STONEBACK DRIVE  
LAWRENCE, KS 66047  
USDOT#: 02077440  
MC/MX#:  
State#:

Phone#:  
Fax#:

Driver:  
License#:  
Date of Birth:  
CoDriver:  
License#:  
Date of Birth:  
State:  
State:

Location: DOUGLAS COUNTY - 045  
Highway: 9TH & IOWA  
County:

MilePost:  
Origin: LAWRENCE, KS  
Destination: LAWRENCE, KS  
Shipper:  
Bill of Lading:  
Cargo: EMPTY

## VEHICLE IDENTIFICATION

Unit	Type	Make	Year	State	Plate #	Equipment ID	VIN	GVWR	CVSA #	New CVSA #	OOS#
1	BU	GMC	1988	KS	618763	LITTLE	[REDACTED] 522028	26000			127669

## BRAKE ADJUSTMENTS

Axle #	1	2
Right	N/A	N/A
Left	N/A	N/A
Chamber	HYDR	HYDR

## VIOLATIONS

Vio Code	Section	Unit	OOS	Citation #	Verify	Crash	Violations Discovered
396.5B	396.5B	1	N		N	N	Oil and/or grease leak; Leaking oil from under engine onto ground during inspection.
393.62B	393.62B	1	Y		U	N	No or defective bus emergency exits, manufactured on or after 9/1/1973 but before 9/1/1994; Must=2345 sq. inches, and = 2284 sq. inches total exit space.
393.83C	393.83C	1	N		N	N	Improper exhaust-bus (gasoline); Discharges 8" forward of the rearmost portion of the bus (Can't be more than 6" forward.)
393.78	393.78	1	N		N	N	Windshield wipers inoperative/defective; No washer system for wipers/windshield. Unable to locate a system.
393.93B	393.93B	1	N		N	N	Failure to equip truck with seatbelts; Shoulder strap only for driver seat of bus.
393.203D	393.203D	1	N		N	N	Cab seats not securely mounted; Driver's seat missing right/front bolt, and other three nuts are loose.

HazMat: No HM Transported.

Placard: No Cargo Tank:

Special Checks:

Report Prepared By:  
T.W. Jones

Badge #:  
0432

Copy Received By:

Page 1 of 3



02077440 KS KSHP04320218

X \_\_\_\_\_

X \_\_\_\_\_

# DRIVER/VEHICLE EXAMINATION REPORT

Query Central 3.3.2

Kansas Highway Patrol  
MOTOR CARRIER SAFETY ASSISTANCE  
700 SW Jackson, Ste 704  
Topeka, KS 66603  
Phone: (785)296-7189 Fax: (785)296-2858

Report Number: KSHP04320218  
Inspection Date: 12/09/2014  
Start: 9:00 AM CT End: 11:45 AM CT  
Inspection Level: V - Terminal  
HM Inspection Type: None

TIM HARROD  
4901 STONEBACK DRIVE  
LAWRENCE, KS 66047  
USDOT#: 02077440  
MC/MX#: \_\_\_\_\_  
State#: \_\_\_\_\_

Phone#: [REDACTED]  
Fax#: [REDACTED]

Driver: \_\_\_\_\_  
License#: \_\_\_\_\_ State: \_\_\_\_\_  
Date of Birth: \_\_\_\_\_  
CoDriver: \_\_\_\_\_  
License#: \_\_\_\_\_ State: \_\_\_\_\_  
Date of Birth: \_\_\_\_\_

\* 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. \*\*\*  
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.

\*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:  
T.W. Jones

Badge #:  
0432

Copy Received By:

Page 2 of 3

X \_\_\_\_\_

X \_\_\_\_\_



02077440 KS KSHP04320218

# DRIVER/VEHICLE EXAMINATION REPORT

Query Central 3.3.2

Kansas Highway Patrol  
MOTOR CARRIER SAFETY ASSISTANCE  
700 SW Jackson, Ste 704  
Topeka, KS 66603  
Phone: (785)296-7189 Fax: (785)296-2858

Report Number: KSHPO4320218  
Inspection Date: 12/09/2014  
Start: 9:00 AM CT End: 11:45 AM CT  
Inspection Level: V - Terminal  
HM Inspection Type: None

TIM HARROD  
4901 STONEBACK DRIVE  
LAWRENCE, KS 66047  
USDOT#: 02077440  
MC/MX#: \_\_\_\_\_  
State#: \_\_\_\_\_

Phone#: \_\_\_\_\_  
Fax#: \_\_\_\_\_

Driver: \_\_\_\_\_  
License#: \_\_\_\_\_ State: \_\_\_\_\_  
Date of Birth: \_\_\_\_\_  
CoDriver: \_\_\_\_\_  
License#: \_\_\_\_\_ State: \_\_\_\_\_  
Date of Birth: \_\_\_\_\_

## Inspection Notes

Requested by KCC to come and do Level V on site inspections during a compliance reveiw. Party Bus. Owner states this bus has a seating capacity of 35 persons total and this is what is advertised and the max allowed on bus. No Plate showing max capacity and CMV id doesn't show rated capacity of persons. It was decided to list them as 35 person capacity for emergency exit calculations to error on the side of the company (Most likely these buses were actually originally manufactured/designed for around 60.)Found the exhaust tube had a patch to repair a hole noted in a previous inspection report. This is not allowed. Also, the exhaust tube discharges 8 inches from the rearmost portion of the bus, and is only allowed to discharge 6 inches at most from the rearmost portion.Driver's seat was loose, and only fastened with 3 of 4 bolts, and all 3 of those were loose. The driver's seat was only equipped with a shoulder strap, and no lap belt. These buses were inspected by TECHTRP Jones and also with TECHTRP's Wilson and Beabout for PVI Certification purposes... Based off the measurements of the windows and the PVI Emergency exit calculation formulas, this bus comes up short on emergency exit space in Sq. Inches. Windows measured 23" x 19" (x4 windows, 2 on each side, and the front door) Total square inches of this bus equals 2284, and needed at least 2345 to comply. This bus also does not conform on the left side based off minimum requirements of emergency exits (Minimum of 938 square inches required, and only has 874 sq. inches...Photos have been taken by TECHTRP Wilson with his KHP Blackberry, and will be saved.A copy of the Passenger Vehicle Emergency Exit Calculation Sheet will be provided to both the owner and KCC...

## Special Studies No Special Study Data Recorded

Report Prepared By:  
T.W. Jones

Badge #:  
0432

Copy Received By:

Page 3 of 3



02077440 KS KSHPO4320218

X \_\_\_\_\_

X \_\_\_\_\_



## **ATTACHMENT "E"**

# ANNUAL VEHICLE INSPECTION REPORT

VEHICLE IDENTIFICATION NUMBER	PLATE NUMBER
1	1
DATE OF INSPECTION	INSPECTOR'S NAME
12-11-13	John J. Kelly

VEHICLE OWNER'S NAME: [Redacted]  
 ADDRESS: [Redacted]  
 CITY: [Redacted] STATE: [Redacted] ZIP: [Redacted]  
 TELEPHONE: [Redacted]

ITEM	DESCRIPTION	STATUS	REMARKS
1	ENGINE COMPARTMENT	Pass	
2	STEERING SYSTEM	Pass	
3	SAFETY SYSTEM	Pass	
4	EXHAUST SYSTEM	Pass	
5	WHEELS & TIRES	Pass	
6	LIGHTS & SIGNALS	Pass	
7	NOISE LEVEL	Pass	
8	VEHICLE IDENTIFICATION	Pass	
9	VEHICLE CONDITION	Pass	
10	VEHICLE SAFETY	Pass	
11	VEHICLE MAINTENANCE	Pass	
12	VEHICLE RECORDS	Pass	
13	VEHICLE INSURANCE	Pass	
14	VEHICLE REGISTRATION	Pass	
15	VEHICLE TAXES	Pass	
16	VEHICLE EMISSIONS	Pass	
17	VEHICLE SAFETY EQUIPMENT	Pass	
18	VEHICLE SAFETY EQUIPMENT	Pass	
19	VEHICLE SAFETY EQUIPMENT	Pass	
20	VEHICLE SAFETY EQUIPMENT	Pass	
21	VEHICLE SAFETY EQUIPMENT	Pass	
22	VEHICLE SAFETY EQUIPMENT	Pass	
23	VEHICLE SAFETY EQUIPMENT	Pass	
24	VEHICLE SAFETY EQUIPMENT	Pass	
25	VEHICLE SAFETY EQUIPMENT	Pass	
26	VEHICLE SAFETY EQUIPMENT	Pass	
27	VEHICLE SAFETY EQUIPMENT	Pass	
28	VEHICLE SAFETY EQUIPMENT	Pass	
29	VEHICLE SAFETY EQUIPMENT	Pass	
30	VEHICLE SAFETY EQUIPMENT	Pass	

CERTIFICATION: THIS VEHICLE HAS PASSED ALL THE INSPECTION ITEMS FOR THE ANNUAL VEHICLE INSPECTION IN ACCORDANCE WITH RC 301.01.

VEHICLE COPY

# ANNUAL VEHICLE INSPECTION REPORT

VEHICLE HISTORY RECORD	
REPORT NUMBER	FLEET UNIT NUMBER
	#1
DATE <span style="font-size: 1.5em;">12/1/14</span>	

MOTOR CARRIER OPERATOR <span style="font-size: 1.5em;">REDY PARTV LLC</span> ADDRESS <span style="background-color: black; color: black;">[REDACTED]</span> CITY, STATE, ZIP <span style="background-color: black; color: black;">[REDACTED]</span> VEHICLE TYPE <input type="checkbox"/> TRACTOR <input type="checkbox"/> TRAILER <input type="checkbox"/> TRUCK <input checked="" type="checkbox"/> BUS <input type="checkbox"/> (OTHER)	INSPECTOR'S NAME (PRINT OR TYPE) <span style="font-size: 1.5em;">[REDACTED]</span> THIS INSPECTOR MEETS THE QUALIFICATION REQUIREMENTS IN SECTION 396.19. <input type="checkbox"/> YES <span style="font-size: 1.5em;">[REDACTED]</span> VEHICLE IDENTIFICATION (✓ AND COMPLETE) <input type="checkbox"/> LIC. PLATE NO. <input checked="" type="checkbox"/> VIN <input type="checkbox"/> OTHER <span style="background-color: black; color: black;">[REDACTED]</span> INSPECTION AGENCY/LOCATION (OPTIONAL) <span style="background-color: black; color: black;">[REDACTED]</span>
--	--

VEHICLE COMPONENTS INSPECTED											
OK	NEEDS REPAIR	REPAIRED DATE	ITEM	OK	NEEDS REPAIR	REPAIRED DATE	ITEM	OK	NEEDS REPAIR	REPAIRED DATE	ITEM
<b>1. BRAKE SYSTEM</b>											
			a. Service Brakes				a. Part(s) of vehicle or condition of loading such that the spare tire or any part of the load or dunnage can fall onto the roadway.				a. Tires on any steering axle of a power unit.
			b. Parking Brake System				b. Protection against shifting cargo.				b. All other tires.
			c. Brake Drums or Rotors				c. Container securement devices on intermodal equipment.				
			d. Brake Hose								<b>11. WHEELS AND RIMS</b>
			e. Brake Tubing								a. Lock or Side Ring
			f. Low Pressure Warning Device								b. Wheels and Rims
			g. Tractor Protection Valve								c. Fasteners
			h. Air Compressor								d. Welds
			i. Electric Brakes								<b>12. WINDSHIELD GLAZING</b>
			j. Hydraulic Brakes								Requirements and exceptions as stated pertaining to any crack, discoloration or vision reducing matter (reference 393.60 for exceptions).
			k. Vacuum Systems								<b>13. WINDSHIELD WIPERS</b>
<b>2. COUPLING DEVICES</b>											
			a. Fifth Wheels				a. Steering Wheel Free Play				Any power unit that has an inoperative wiper, or missing or damaged parts that render it ineffective.
			b. Pintle Hooks				b. Steering Column				
			c. Drawbar/Towbar Eye				c. Front Axle Beam and All Steering Components Other Than Steering Column				
			d. Drawbar/Towbar Tongue				d. Steering Gear Box				<b>14. OTHER</b>
			e. Safety Devices				e. Pitman Arm				List any other condition(s) which may prevent safe operation of this vehicle.
			f. Saddle-Mounts				f. Power Steering				
<b>3. EXHAUST SYSTEM</b>											
			a. Exhaust system leaking forward of or directly below the driver/sleeper compartment.				g. Ball and Socket Joints				
			b. Bus exhaust system leaking or discharging in violation of standard.				h. Tie Rods and Drag Links				
			c. Exhaust system likely to burn, char, or damage the electrical wiring, fuel supply, or any combustible part of the motor vehicle.				i. Nuts				
							j. Steering System				
<b>4. FUEL SYSTEM</b>											
			a. Visible leak.								
			b. Fuel tank filler cap missing.								
			c. Fuel tank securely attached.								
<b>5. LIGHTING DEVICES</b>											
			All lighting devices and reflectors required by Part 393 shall be operable.								
<b>6. SAFE LOADING</b>											
<b>7. STEERING MECHANISM</b>											
<b>8. SUSPENSION</b>											
<b>9. FRAME</b>											

INSTRUCTIONS: MARK COLUMN ENTRIES TO VERIFY INSPECTION: ☒ OK, ☒ NEEDS REPAIR, ☐ NA IF ITEMS DO NOT APPLY, \_\_\_\_\_ REPAIRED DATE

**CERTIFICATION:** THIS VEHICLE HAS PASSED ALL THE INSPECTION ITEMS FOR THE ANNUAL VEHICLE INSPECTION IN ACCORDANCE WITH 49 CFR PART 396.

## **ATTACHMENT “F”**

DRIVER Tim HargoodDATE 4/18/2014Bus # 2PICK UP 4:45PTIME IN 4:30TIME OUT 11:30DROP OFF 11:30

COLLECT THIS AMOUNT

50.00

PICK UP ADDRESS

CONTACT NAME

PH#

DESTINATION

ROYALS GAME

BEGINNING MILEAGE

102 miles total

END MILEAGE

MISC. COST

FUEL COST

TOLLS

tire needs fixed

## DRIVER'S VEHICLE INSPECTION REPORT REPORT

<input checked="" type="checkbox"/>	AIR COMPRESSOR	<input checked="" type="checkbox"/>	MIRRORS
<input checked="" type="checkbox"/>	AIR LINES	<input checked="" type="checkbox"/>	MUFFLERS
<input checked="" type="checkbox"/>	BATTERY BODY BRAKE ACCESSORIES	<input checked="" type="checkbox"/>	OIL PRESSURE
<input checked="" type="checkbox"/>	BRAKES, PARKING	<input checked="" type="checkbox"/>	RADIATOR
<input checked="" type="checkbox"/>	BRAKES, SERVICE	<input checked="" type="checkbox"/>	REAR END
<input checked="" type="checkbox"/>	CLUTCH	<input checked="" type="checkbox"/>	REFLECTORS
<input checked="" type="checkbox"/>	COUPLING DEVICES	<input checked="" type="checkbox"/>	SAFETY EQUIPMENT
<input checked="" type="checkbox"/>	DEFROSTER/HEATER		FIRE EXTINGUISHER
<input checked="" type="checkbox"/>	DRIVE LINE		REFLECTIVE TRIANGLES
<input checked="" type="checkbox"/>	ENGINE		FLAGS-FLARES-FUSES
<input checked="" type="checkbox"/>	EXHAUST		SPARE BLUBS AND FUSES
<input checked="" type="checkbox"/>	FIFTH WHEEL		SPARE SEAL BEAM
<input checked="" type="checkbox"/>	FRAME AND ASSEMBLY		SUSPENSION SYSTEM
<input checked="" type="checkbox"/>	FRONT AXLE		STARTER
<input checked="" type="checkbox"/>	FUEL TANKS		STEERING
<input checked="" type="checkbox"/>	GENERATOR		TACHOGRAPH
<input checked="" type="checkbox"/>	HORN		TIRES
<input checked="" type="checkbox"/>	LIGHTS		TIRE CHAINS
<input checked="" type="checkbox"/>	HEAD-STOP		TRANSMISSION
<input checked="" type="checkbox"/>	TAIL-DASH		WHEELS AND RIMS
<input checked="" type="checkbox"/>	TURN INDICATORS		TACHOGRAPH
			WINDOWS
			WINDSHIELD WIPERS

<input checked="" type="checkbox"/>	CONDITION OF VEHICLE IS SATISFACTORY	REMARKS
<input checked="" type="checkbox"/>	DRIVERS SIGNATURE <u>Tim Hargood</u>	
<input type="checkbox"/>	ABOVE DEFECTS CORRECTED	
<input type="checkbox"/>	ABOVE DEFECTS NEED NOT BE CORRECTED FOR SAFE OPERATION OF VEHICLE	

DRIVERS SIGNATURE

MECHANICS SIGNATURE

## **ATTACHMENT "G"**

## DRIVER LOG

#69

DRIVER 

BUS # 1

TIME IN 8:30pm TIME OUT 6:30amTOTAL HOURS 10DATE 8/16/2014PICK UP 10:00PDROP OFF 3:00A5:00A

PICK UP ADDRESS

CONTACT NAME

DESTINATION

BEGINNING MILEAGE

END MILEAGE

FUEL COST

TOLLS

LAWRENCE BARS

PH#

35248.75 + 1.25 = 10.00.85 x 4 = 3.40

MISC. COST

Went 2 hrs later 100/hr

DRIVER'S VEHICLE

## REPORT REPORT

AS REQUIRED BY THE D.O.T. FEDERAL

AIR COMPRESSOR

AIR LINES

BATTERY BODY BRAKE ACCESSORIES

BRAKES, PARKING

BRAKES, SERVICE

CLUTCH

COUPLING DEVICES

DEFROSTER/HEATER

DRIVE LINE

ENGINE

EXHAUST

FIFTH WHEEL

FRAME AND ASSEMBLY

FRONT AXLE

FUEL TANKS

GENERATOR

HORN

LIGHTS

HEAD-STOP

TAIL-DASH

TURN INDICATORS

MIRRORS

MUFFLERS

OIL PRESSURE

RADIATOR

REAR END

REFLECTORS

SAFETY EQUIPMENT

FIRE EXTINGUISHER

REFLECTIVE TRIANGLES

FLAGS-FLARES-FUSES

SPARE BLUBS AND FUSES

SPARE SEAL BEAM

SUSPENSION SYSTEM

STARTER

STEERING

TACHOGRAPH

TIRES

TIRE CHAINS

TRANSMISSION

WHEELS AND RIMS

TACHOGRAPH

WINDOWS

WINDSHIELD WIPERS

☒ CONDITION OF VEHICLE IS SATISFACTORY☐ DRIVERS SIGNATURE☐ ABOVE DEFECTS CORRECTED☐ ABOVE DEFECTS NEED NOT BE CORRECTED FOR SAFE OPERATION OF VEHICLE

## REMARKS

10 hrs @ \$20/hr = \$200I owe ya \$5 next trip

DRIVER SIGNATURE

MECHANIC SIGNATURE



PLEASE FORWARD THE ATTACHED DOCUMENT (S) ISSUED IN THE ABOVE-REFERENCED DOCKET  
TO THE FOLLOWING:

NAME AND ADDRESS	NO. CERT. COPIES	NO. PLAIN COPIES
MICHAEL DUENES, LITIGATION COUNSEL KANSAS CORPORATION COMMISSION 1500 SW ARROWHEAD RD TOPEKA, KS 66604-4027 ***Hand Delivered***		
TIM HARROD, OWNER D/B/A REDY2PARTY 4901 STONEBACK DR LAWRENCE, KS 66047		

ORDER MAILED MAR 11 2015

The Docket Room hereby certified that on this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_\_, it caused a true and correct copy of the attached ORDER to be deposited in the United States Mail, postage prepaid, and addressed to the above persons.