

#1

This is A challenge
to the charge.

2-13-2017

To Whom it may concern,

I Dean Mac Innis was pulled over
on I-35 north of Ottawa KS. by
officer D. Wills Badge # 0303 and a
Spring Hill P.D. officer, who did most
of the inspection. It was that officer
that said the fuel was leaking down
the stake pocket and down the side
of the truck. When I requested to
prove to me that it was, he told me
I couldn't get out of my truck.

#2

(SHPD)

Then when the officer and I went to prove his claim, he denied he said it was leaking into the stake pocket and spilling all over the side of the truck.

So in my defence I requested the body cam video I was told it was dead at the time of the stop.

Which was at 10:40 AM 2-6-2017, just a mere few hours into his patrol.

The equipment should have been operable at the time of the stop to be able to prove both claims.

#13

In the beginning of the stop the "SPRINGHILL" officer never asked for a log book, which I did have in my possession, and it was up to date and current. The SHPD officer made a claim that he asked for it in the beginning, which was false he did not, I've been doing this for 25 years and have never refused to present the officers with what they ask for. Or have I every been in a inspection that took so long.

#4

My truck and trailer were compliant with the federal motor carrier laws as far as the safe operation goes. They couldn't find anything wrong so they stuck me was this absurdity! In all of my motor carrier inspections over the years never once was I told I couldn't transport this fuel. You folks have all the info and I challenge you to look, and find somewhere I was told I was in violation, fuel in red cans.

#5

Officer D. Wills also went on to tell me that there would be no ticket or fine issued and that once I removed the fuel from the can I was compliant.

And could continue on my way.

On 2-7-2017 a ticket was issued invoice # H000566827 Violation 393.100B for "Leaking/spilling/blowing/falling cargo for \$150.00.

I believe that the only right and just thing to do is to dismiss these charges and claims and the Out of Service →

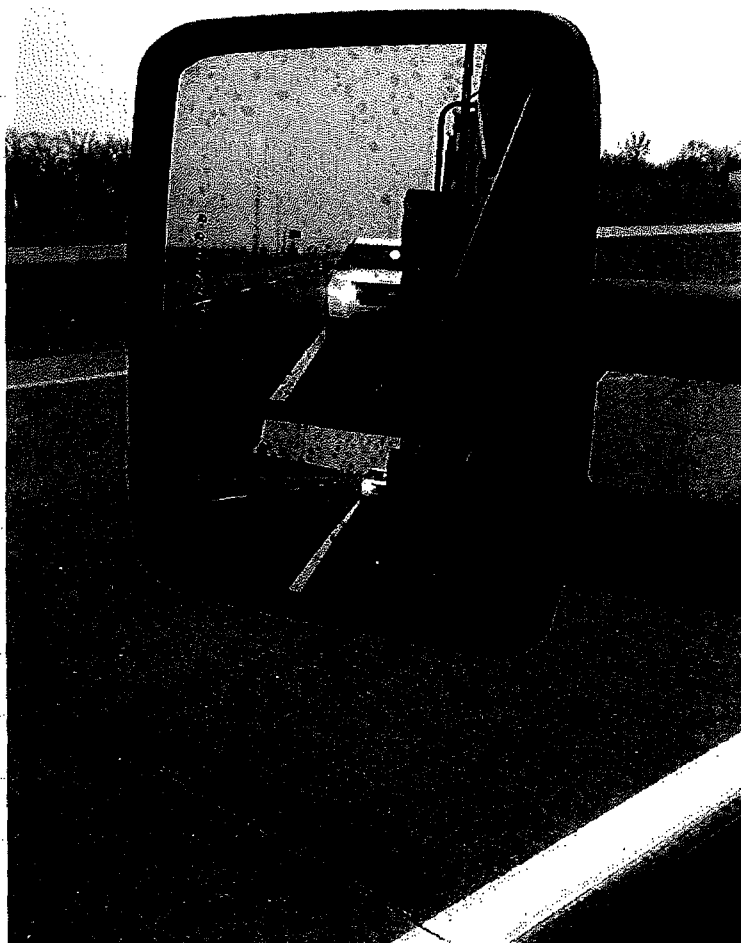
#6

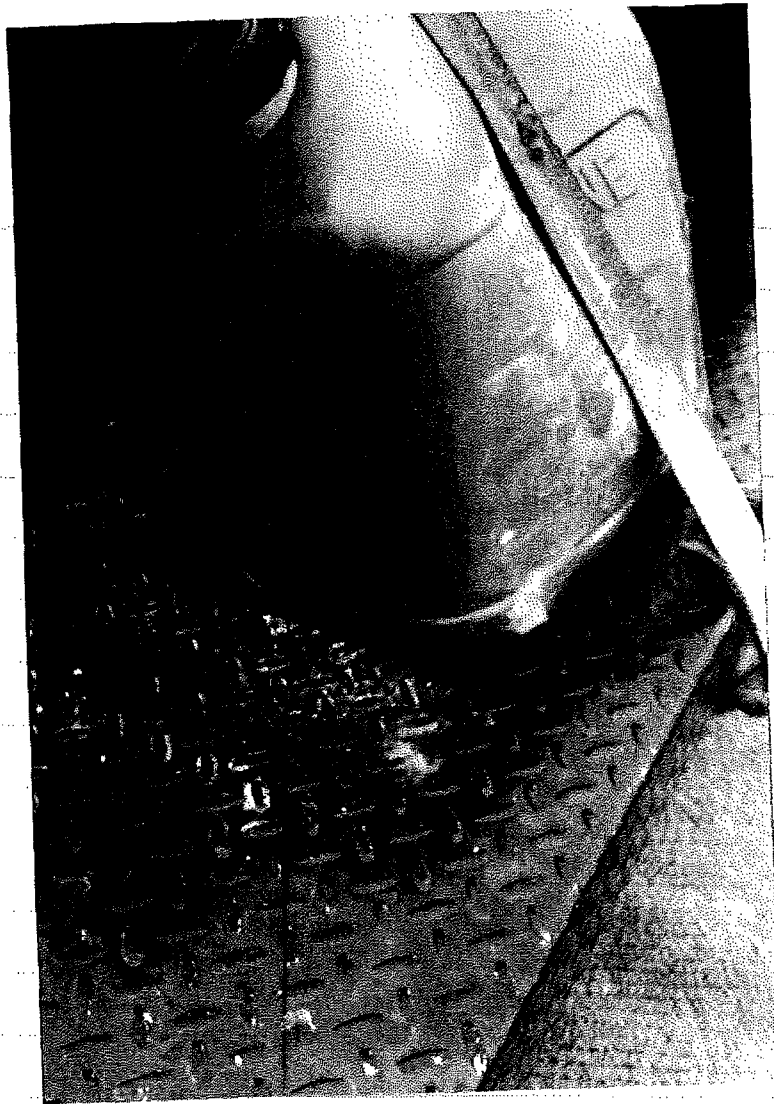
Off of my USDOT# 1615749
and my MC# 597231. The
following pictures and explanations
should prove that my claim is
the ~~right~~ claim and that the
officers were acting outside the
boundaries of the federal motor
carrier laws. A warning would
have been sufficient!

Yours Truly

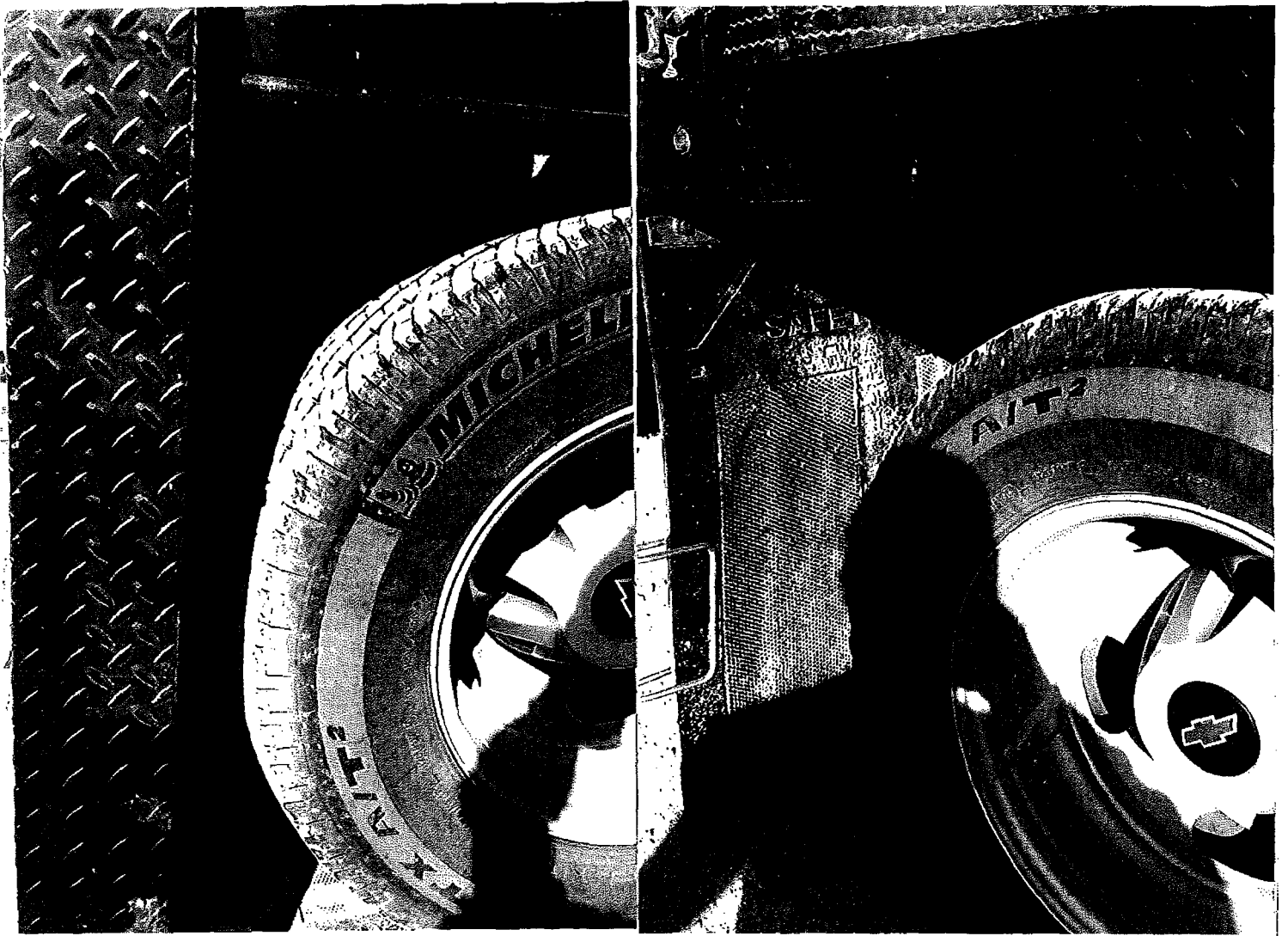
Leon MacLure.

2-13-17.





This is the fuel can after it was empty, the cover did have a plastic seal, when it was full. As you can see there is a stain when I spilled fuel when filling the can.



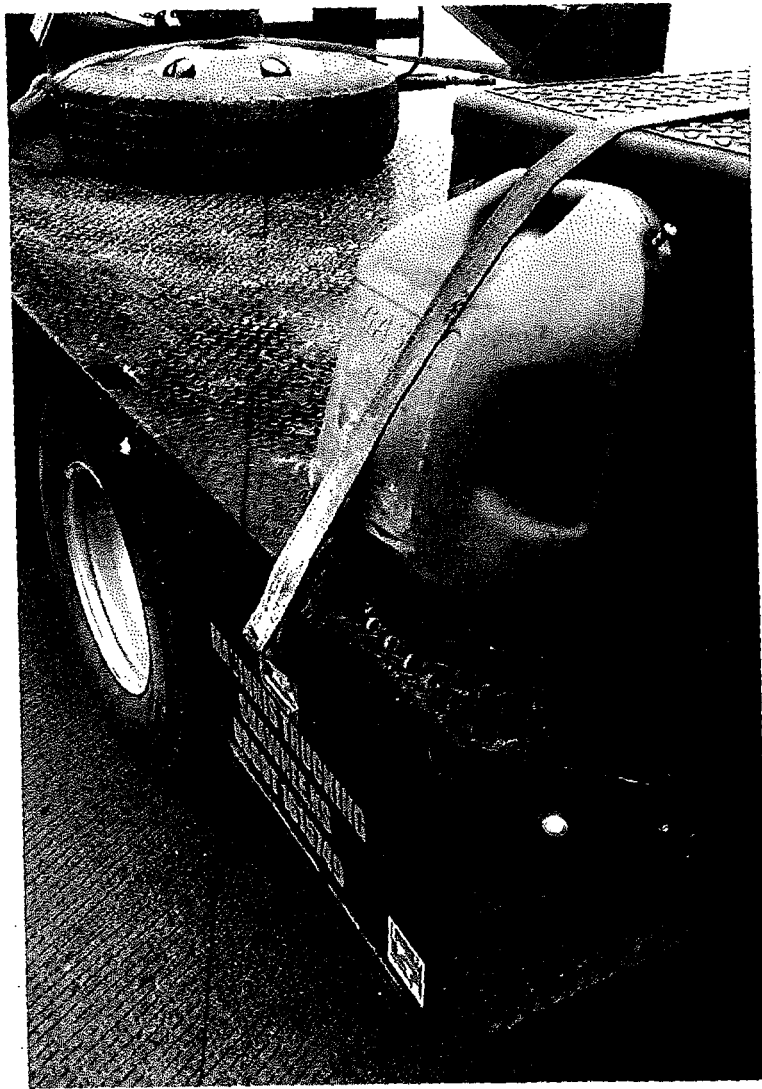
The side of the bed does show
a stain. There is no dripping of
diesel. Please take notice to the mud
flap, no wet marks. This photo itself
proves the officer is WRONG!



There is no sign of liquid in
the stake packet! The officer said
that it was leaking into the packet.



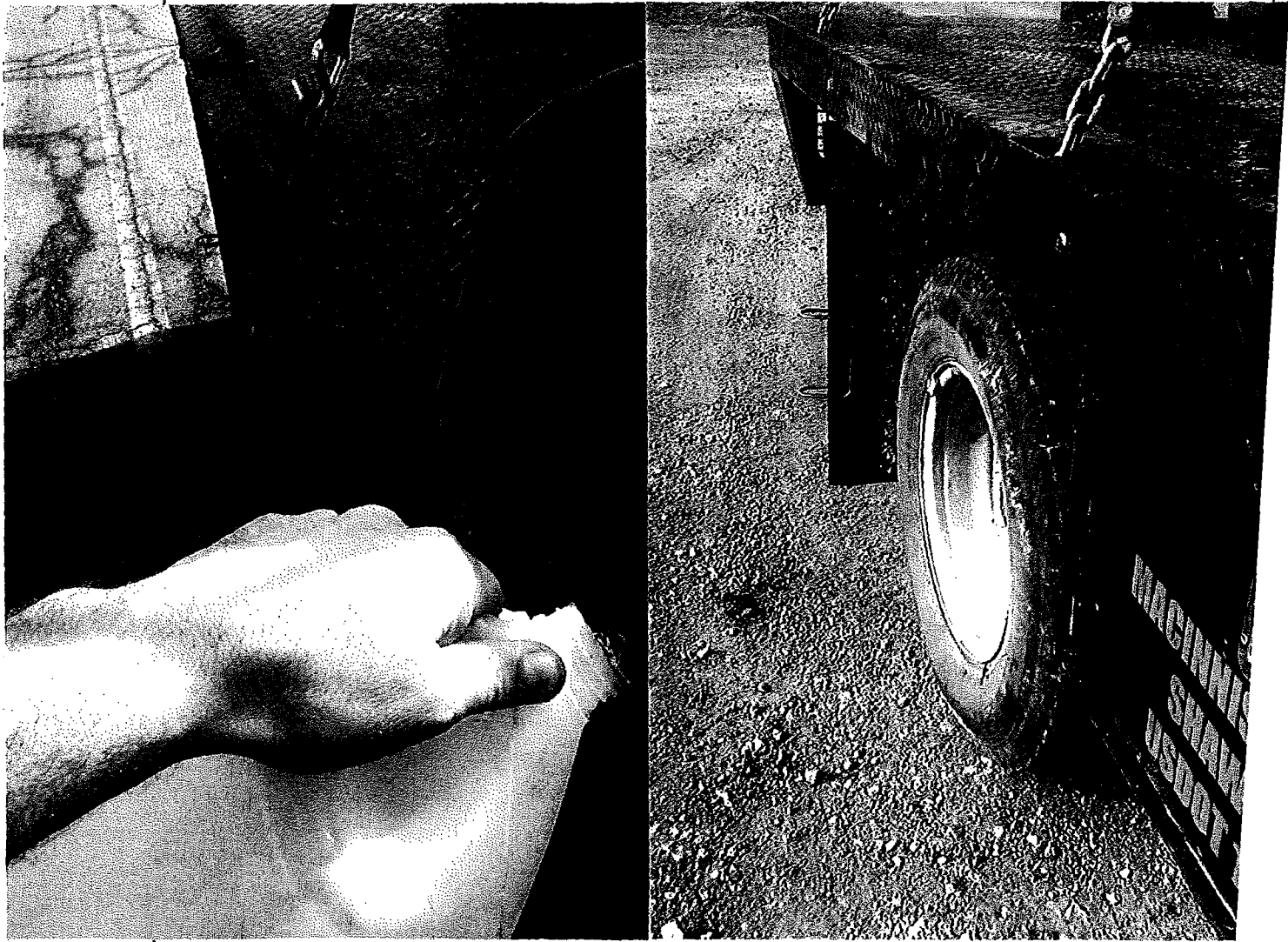
This is a diesel stain, diesel is a
oil based petroleum, unlike gasoline.
The residue stays oily



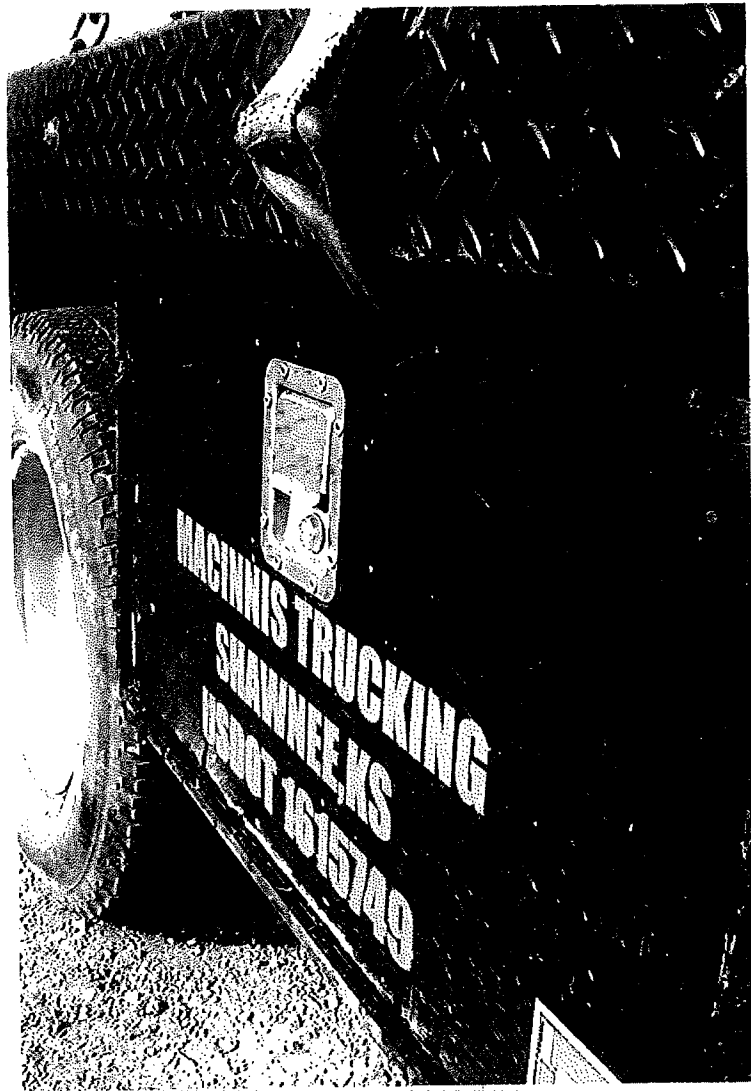
There is no evidence of - "spilling
leaking / blowing or falling cargo



- This picture shows the stake pocket, that the officer said the fuel was running into. It's dry no signs of liquid.



These pictures show what happens when a liquid is on the bed of the truck, its simple physics. Take note of the mud flap! It's wet! after driving a short distance down the highway



you can easily see the ^{"WATER"} drip marks
on the tool box, which are not
present on the tool box of my pers
or the state pictures! The day I was
stopped!



water marks from my investigation experiment. It can not be denied that the liquid will hit the mud flap if the diesel can was "leaking/spilling/blowing or falling"!