

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

October 13, 2015

16-TRAM-153-PEN

Brian F. Lovgren, Owner
d/b/a T R L Trucking
4549 Shawnee Dr
Kansas City, Kansas 66106

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 September 11, 2015, by Kansas Corporation Commission Special Investigator B.K. Smith. 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 \$3,700 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.

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 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. 2014 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. Dienes
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 **Brian F.)**
Lovgren, d/b/a T R L Trucking, of Kansas)
City, Kansas, Regarding the Violation of the)
Motor Carrier Safety Statutes, Rules and) Docket No. 16-TRAM-153-PEN
Regulations 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. 2014 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. 2014 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. 2014 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. Brian F. Lovgren, d/b/a T R L Trucking (T R L Trucking) operates under USDOT number 996940. T R L Trucking had KAN-C authority with the Kansas Corporation Commission, but it was cancelled on January 14, 2013, due to lack of insurance.

5. Brian Lovgren attended a Commission-sponsored Motor Carrier Education and Instructional Meeting on February 7, 2011, on behalf of T R L Trucking.

6. T R L Trucking is a common motor carrier which primarily hauls general freight and scrap iron.

III. STATEMENT OF FACTS

7. Pursuant to the jurisdiction and authority cited above, on September 11, 2015, Commission Staff (Staff) Special Investigator B.K. Smith conducted a compliance review of the operations of T R L Trucking. 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 identified six (6) violations of the Motor Carrier Safety Regulations.

- a. On March 3, 2015, T R L Trucking required or permitted its driver, Brian Lovgren, to operate a commercial motor vehicle, a 2002 Peterbilt, VIN ending in 529224, pulling a 1994 Great Dane semitrailer, VIN ending in 102MO, in interstate commerce from Atchison, Kansas to Kansas City, Missouri. This trip is evidenced by Driver/Vehicle Examination Report

No. MO1515007726, dated March 3, 2015, a copy of which is attached hereto as Attachment "B" and is hereby incorporated by reference. At the time of this transportation, T R L Trucking did not have implemented a random alcohol testing program and/or a random controlled substance testing program for its drivers. *See* e-mail dated September 3, 2015, a copy of which is attached hereto as Attachment "C" and is hereby incorporated by reference. T R L Trucking'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. 2014 Supp. 66-1,129. Staff recommends a fine of \$350.

- b. On August 31, 2015, T R L Trucking required or permitted its driver, Brian Lovgren, to operate a commercial motor vehicle, a 2002 Peterbilt, VIN ending in 529224, pulling a semitrailer, Unit No. 67049, in interstate commerce from Kansas City, Kansas to Sedalia, Missouri. This trip is evidenced by Straight Bill of Lading, dated August 31, 2015, a copy of which is attached hereto as Attachment "D" and is hereby incorporated by reference. At the time of this transportation, T R L Trucking made a false entry on the Annual Vehicle Inspection Report, dated August 1, 2015. *See* Annual Vehicle Inspection Report and Signed Statement of Brian Lovgren, copies of which are attached hereto as Attachment "E" and are hereby incorporated by reference. T R L Trucking's is in violation of making, or causing to make fraudulent or intentionally false statements,

fraudulent or intentionally false entries on record, and/or reproducing records for fraudulent purposes in violation of 49 C.F.R. 390.35, as adopted by K.A.R. 82-4-3, and as implemented by K.S.A. 2014 Supp. 66-1,129. Staff recommends a fine of \$2,000.

- c. During the transportation described in paragraph b., above, T R L Trucking failed to make an inquiry every 12 months into the annual motor vehicle record (MVR) of its driver and maintain the response(s) of each state agency in the driver qualification file. T R L Trucking'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. 2014 Supp. 66-1,112. Staff recommends a fine of \$100.
- d. On August 7, 2015, T R L Trucking required or permitted its driver, Brian Lovgren, to operate a commercial motor vehicle, a 2002 Peterbilt, VIN ending in 529224, in intrastate commerce from Fort Scott, Kansas to Kansas City, Kansas. This trip is evidenced by Driver/Vehicle Examination Report No. KSHP02550265, dated August 7, 2015, a copy of which is attached hereto as Attachment "F" and is hereby incorporated by reference. At the time of this transportation, T R L Trucking did not have KAN-C authority from the Kansas Corporation Commission, allowing it to travel point-to-point in the state of Kansas. T R L Trucking's commercial operation of motor vehicles prior to obtaining and maintaining proper Commission authority is a violation of K.S.A. 2014 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. 2014 Supp. 66-1,129. Staff recommends a fine of \$500.

- e. On August 21, 2015, T R L Trucking required or permitted its driver, Brian Lovgren, to operate a commercial motor vehicle, a 2002 Peterbilt, VIN ending in 529224, in interstate commerce from Kansas City, Kansas to Mexico, Missouri. This trip is evidenced by Driver's Daily Log, dated August 21, 2015, a copy of which is attached hereto as Attachment "G" and is hereby incorporated by reference. At the time of this transportation, Brian Lovgren failed to take a 30 minute break after eight (8) hours on duty. Mr. Lovgren drove in violation from 3:00 p.m. to 4:30 p.m. *See* Attachment "G". T R L Trucking's failure to provide "rest breaks" to its drivers if more than eight (8) hours have passed since the end of the driver's last off-duty or sleeper-berth period of at least 30 minutes is a violation of 49 C.F.R. 395.3(a)(3)(ii), as adopted by K.A.R. 82-4-3a, and as implemented by K.S.A. 2014 Supp. 66-1,129. Staff recommends a fine of \$250.
- f. T R L Trucking has received multiple warning letters and has consistently remained above the 80% warning level for maintenance basic threshold for the past 365 days. T R L Trucking has received several inspections for lighting violations on inspections dated December 10, 2014, March 3, 2015, April 29, 2015, and August 7, 2015, involving the same power unit, namely, a 2002 Peterbilt, VIN ending in 529224. The carrier was failing to systematically inspect, repair and maintain, or cause to be

systematically inspected, repaired, and maintained, all motor vehicles and intermodal equipment subject to its control. T R L Trucking's failure to systematically inspect, repair, and maintain, or cause to be systematically inspected, repaired, and maintained, all commercial motor vehicles subject to its control is a violation of 49 C.F.R. 396.3(a), as adopted by K.A.R. 82-4-3j, and as implemented by K.S.A. 2014 Supp. 66-1,129. Staff recommends a fine of \$500.

IV. STAFF'S RECOMMENDATIONS

8. Based upon the available facts, Staff recommends the Commission find T R L Trucking committed six (6) 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 \$3,700 for six (6) violations of the Motor Carrier Safety Statutes, Rules and Regulations.

10. Staff further recommends that T R L Trucking 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.

11. Finally, Staff recommends that T R L Trucking 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 T R L Trucking because it is a motor carrier as defined in K.S.A. 2014 Supp. 66-1,108.

13. The Commission finds T R L Trucking committed six (6) 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. Brian F. Lovgren, d/b/a T R L Trucking, of Kansas City, Kansas is hereby assessed a \$3,700 civil penalty for six (6) 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. T R L Trucking 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, T R L Trucking is ordered to submit to one follow-up safety compliance review within the next eighteen (18) months.

C. Pursuant to K.S.A. 2014 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 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 T R L Trucking's right to a hearing, and this

Penalty Order will become a Final Order assessing a \$3,700 civil penalty against T R L Trucking, and ordering T R L Trucking 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. For civil penalties exceeding \$500, 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). For civil penalties of \$500 or less, a corporation may appear by a duly authorized representative of the corporation. K.S.A. 2014 Supp. 66-1,142b(e) and amendments thereto.

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 \$3,700 civil penalty within thirty (30) days of the service of this Penalty Order, *see* K.S.A. 66-1,105, and/or failure to comply with the provisions of this Order, may result in suspension of T R L Trucking'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 orders, as necessary.

BY THE COMMISSION IT IS SO ORDERED.

Albrecht, Chair; Emler, Commissioner; Apple, Commissioner

Dated: OCT 13 2015




Order Mailed Date OCT 14 2015

Amy L. Green
Secretary to the Commission

MJD

ATTACHMENT “A”

|  | US DOT # 996940 | Legal: BRIAN F LOVGREN Operating (DBA): T R L TRUCKING | | | | | | | | | | | | | | | | | | |
|---|---------------------------|---|---|------------------------------|------------------------|---------------|---|---|--------------|------------------------|-------------|---------------|---------------|---|---|---|--|--|--|--|
| MC/MX #: | | State #: | | Federal Tax ID: (EIN) | | | | | | | | | | | | | | | | |
| Review Type: Compliance Review (CR) | | | | | | | | | | | | | | | | | | | | |
| Scope: Principal Office | | Location of Review/Audit: Company facility in the U. S. | | Territory: | | | | | | | | | | | | | | | | |
| Operation Types <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;">Carrier: Non-HM</td> <td style="width: 30%;">Non-HM</td> <td rowspan="3" style="width: 40%; vertical-align: top;"> Business: Corporation Gross Revenue: \$ _____ for year ending: 12/31/2014 </td> </tr> <tr> <td>Shipper: N/A</td> <td>N/A</td> </tr> <tr> <td>Cargo Tank: N/A</td> <td></td> </tr> </table> | | | | | Carrier: Non-HM | Non-HM | Business: Corporation Gross Revenue: \$ _____ for year ending: 12/31/2014 | Shipper: N/A | N/A | Cargo Tank: N/A | | | | | | | | | | |
| Carrier: Non-HM | Non-HM | Business: Corporation Gross Revenue: \$ _____ for year ending: 12/31/2014 | | | | | | | | | | | | | | | | | | |
| Shipper: N/A | N/A | | | | | | | | | | | | | | | | | | | |
| Cargo Tank: N/A | | | | | | | | | | | | | | | | | | | | |
| Company Physical Address: | | | | | | | | | | | | | | | | | | | | |
| Contact Name: Brian Lovgren Phone numbers: (1) _____ Fax _____ E-Mail Address: _____ | | | | | | | | | | | | | | | | | | | | |
| Company Mailing Address: 4549 SHAWNEE DR KANSAS CITY, KS 66106-3651 | | | | | | | | | | | | | | | | | | | | |
| Carrier Classification Authorized for Hire | | | | | | | | | | | | | | | | | | | | |
| Cargo Classification General Freight Other: scrap iron | | | | | | | | | | | | | | | | | | | | |
| Equipment <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th></th> <th>Owned</th> <th>Term Leased</th> <th>Trip Leased</th> <th></th> <th>Owned</th> <th>Term Leased</th> <th>Trip Leased</th> </tr> <tr> <td>Truck Tractor</td> <td style="text-align: center;">1</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td></td> <td></td> <td></td> <td></td> </tr> </table> | | | | | | Owned | Term Leased | Trip Leased | | Owned | Term Leased | Trip Leased | Truck Tractor | 1 | 0 | 0 | | | | |
| | Owned | Term Leased | Trip Leased | | Owned | Term Leased | Trip Leased | | | | | | | | | | | | | |
| Truck Tractor | 1 | 0 | 0 | | | | | | | | | | | | | | | | | |
| Power units used in the U.S.: 1 Percentage of time used in the U.S.: 100 | | | | | | | | | | | | | | | | | | | | |
| Does carrier transport placardable quantities of HM? No | | | | | | | | | | | | | | | | | | | | |
| Is an HM Permit required? N/A | | | | | | | | | | | | | | | | | | | | |
| Driver Information <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th></th> <th>Inter</th> <th>Intra</th> <th rowspan="3" style="width: 30%; vertical-align: top;"> Average trip leased drivers/month: 0 Total Drivers: 1 CDL Drivers: 1 </th> </tr> <tr> <td>< 100 Miles:</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> </tr> <tr> <td>>= 100 Miles:</td> <td style="text-align: center;">1</td> <td style="text-align: center;">0</td> </tr> </table> | | | | | | Inter | Intra | Average trip leased drivers/month: 0 Total Drivers: 1 CDL Drivers: 1 | < 100 Miles: | 0 | 0 | >= 100 Miles: | 1 | 0 | | | | | | |
| | Inter | Intra | Average trip leased drivers/month: 0 Total Drivers: 1 CDL Drivers: 1 | | | | | | | | | | | | | | | | | |
| < 100 Miles: | 0 | 0 | | | | | | | | | | | | | | | | | | |
| >= 100 Miles: | 1 | 0 | | | | | | | | | | | | | | | | | | |





T R L TRUCKING (BRIAN F LOVGREN dba)

U.S. DOT #: 996940

State #:

Review Date:

09/11/2015

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: Brian Lovgren

Title: sole proprietor

Name:

Title:





T R L TRUCKING (BRIAN F LOVGREN dba)
U.S. DOT #: 996940

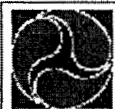
State #:

Review Date:
09/11/2015

Part B Violations

| | | | | | |
|---|--|-----------------|--------------|---------------------------------------|--------------|
| 1 FEDERAL ACUTE | Primary: 382.305 | Discovered 1 | Checked 1 | Drivers/Vehicles In Violation 1 | Checked 1 |
| Description Failing to implement a random controlled substance and/or an alcohol testing program. Example _____, March 3, 2015 operated a CDL required CMV in interstate commerce from Atchison, KS to Kansas City, MO Unit # _____ Pete KS REG VIN: 529224, GVWR 48,000 in combination with a 1994 Great Dane Semi Trailer unit# _____, Missouri Registration VIN: _____, GVWR 65,000. Missouri Highway Patrol Inspection report MO15150077226. The carrier had failed to implement a random controlled substance and / or alcohol testing program. | | | | | |
| 2 FEDERAL ACUTE | Primary: 390.35 Secondary: 396.17(a) | Discovered 1 | Checked 1 | Drivers/Vehicles In Violation 1 | Checked 1 |
| Description Making or causing to make fraudulent or intentionally false entry on an annual periodic inspection form. Example August 31, 2015 drove 2002 Peterbilt Unit _____ KS reg VIN: 529224 GVWR 33,000. in combination with a semitrailer unit _____ from 1153 S 12th st Kansas City, Kansas to Sedalia Missouri. Lovgren falsified the annual inspection date 8-1-2015. | | | | | |
| 3 FEDERAL ACUTE | Primary: 390.35 Secondary: 396.9(d)(3)(i) | Discovered 1 | Checked 1 | Drivers/Vehicles In Violation 1 | Checked 1 |
| Description Making or causing to make a fraudulent or intentionally false certification on a driver/vehicle examination report that all violations have been corrected. Example March 3, 2015 drove 2002 Peterbilt Unit _____ KS reg VIN: 529224 GVWR 33,000. in combination with a semitrailer a 1984 Great Dane VIN _____, MO Registration unit 66003, GVWR 65,000 from Atchison, Kansas to Kansas City, Missouri. At that time Unit _____ had inoperable High Beam right headlight and inoperable turn signals both left and right. On May 28, 2015 _____ certified to the Kansas Highway Patrol that the items had been repaired. On August 7, 2015 Lovgren was operating the same unit _____ and the same violations of inoperable right front high beam and inoperable turn signals right and left front were noted during the Kansas Highway Patrol Roadside inspection KSKHP02550265. | | | | | |
| 4 FEDERAL | Primary: 376.11 Secondary: 376.12 | Discovered 1 | Checked 1 | Drivers/Vehicles In Violation | Checked |
| Description Authorized carrier performed authorized transportation in equipment it does not own without obtaining a written lease. Example DBA TRL Trucking does not have a written lease equipment for any of the equipment he utilizes in interstate commerce as required. | | | | | |





T R L TRUCKING (BRIAN F LOVGREN dba)

U.S. DOT #: 996940

State #: [REDACTED]

Review Date:

09/11/2015

Part B Violations

| | | | | | |
|--|---|-----------------|--------------|---------------------------------------|--------------|
| 5 FEDERAL | Primary: 391.51(b)(4) | Discovered 1 | Checked 1 | Drivers/Vehicles In Violation 1 | Checked 1 |
| Description Failing to maintain the responses of each State agency to the annual driver record inquiry required by 391.25(a). August 31, 2015 drove 2002 Peterbilt Unit KS reg VIN: 529224 GVWR 33,000. in combination with a semitrailer unit from 1153 S 12th st Kansas City, Kansas to Sedalia Missouri. The carrier failed to conduct the annual inquiry into the drivers record as required. | | | | | |
| 6 FEDERAL | Primary: 391.51(b)(5) | Discovered 1 | Checked 1 | Drivers/Vehicles In Violation 1 | Checked 1 |
| Description Failing to maintain a note relating to the annual review of the driver's driving record as required by 391.25(c)(2). Example August 31, 2015 drove 2002 Peterbilt Unit KS reg VIN: 529224 GVWR 33,000. in combination with a semitrailer unit from 1153 S 12th st Kansas City, Kansas to Sedalia Missouri. The carrier failed to make a note of violations as to annual inquiry into the drivers record | | | | | |
| 7 FEDERAL | Primary: 391.51(b)(6) | Discovered 1 | Checked 1 | Drivers/Vehicles In Violation 1 | Checked 1 |
| Description Failing to maintain a list or certificate relating to violations of motor vehicle laws and ordinances required by 391.27. Example August 31, 2015 drove 2002 Peterbilt Unit KS reg VIN: 529224 GVWR 33,000. in combination with a semitrailer unit from 1153 S 12th st Kansas City, Kansas to Sedalia Missouri. The carrier failed to maintain a list or certificate relating to violations of motor vehicle laws and ordinances as required. | | | | | |
| 8 STATE | Primary: 392.2 Secondary: KSA 66-1,111 | Discovered 1 | Checked 1 | Drivers/Vehicles In Violation 1 | Checked 1 |
| Description Operating a commercial motor vehicle without KCC public carrier (KAN-C) operating authority. Example 8-7-2015 operated a CDL required CMV from Fort Scott Kansas to Kansas City, Kansas without Kansas Corporation Commission for hire authority. Authority was cancelled January 14, 2013. 2002 Pete Unit KS REG VIN 529224, GVWR 33,000, KHP02550265 | | | | | |
| 9 FEDERAL | Primary: 395.3(a)(3)(ii) | Discovered 1 | Checked 9 | Drivers/Vehicles In Violation 1 | Checked 1 |
| Description Requiring or permitting a property-carrying commercial motor vehicle driver to drive after more than 8 hours have passed since the end of the driver's last off duty or sleeper berth period of at least 30 minutes. Example On August 21, 2015 Lovgren came on duty at 630 am and was on duty for more than 8 hours without taking a 30 minute break. drove in violation from 3:00 to 4:30 PM. | | | | | |





T R L TRUCKING (BRIAN F LOVGREN dba)

U.S. DOT #: 996940

State #:

Review Date:

09/11/2015

Part B Violations

| | | | | |
|--|-------------------|-----------------|---------------|---|
| 10 STATE | Primary: 395.8(a) | Discovered 1 | Checked 21 | Drivers/Vehicles In Violation 1 Checked 1 |
| Description Failing to require driver to make a record of duty status. Example August 19, 2015 failed to complete a time document that showed he was off duty when he was actually working. Lovgren operated a CDL required CMV in intrastate commerce from 1153 S 12th KC KS to 1015 S Packard KC KS Unit 2002 Pete KS REG VIN: 529224, GVWR 48,000. During the day numerous different trailers were utilized. | | | | |
| 11 FEDERAL | Primary: 395.8(f) | Discovered 1 | Checked 9 | Drivers/Vehicles In Violation 1 Checked 1 |
| Description Failing to require driver to prepare record of duty status in form and manner prescribed. Example 8-21-2015 failed to sign record of duty status at the end of the day as required by 49 CFR 395.8 (f) (7), Failed to enter total number of miles driven for the day as required by 49 CFR 395.8 (f)(4), and failed to enter commodity shipped or shipping paper document as required by 49 CFR 395.8(f)(12), and failed to enter the commercial motor vehicle identification for each unit utilized for the day as required by 49 CFR 395.8 (f)(5). | | | | |
| 12 FEDERAL | Primary: 396.3(a) | Discovered 1 | Checked 1 | Drivers/Vehicles In Violation Checked |
| Description 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 Example The carrier has received multiple warning letters and has consistently remained above the 80% warning level for maintenance for the past 365 days. The carriers as received several inspections for lighting violations on inspections dated 12/10/14, 3/3/2015, 4/29/15, 8/7/2015 involving the same power unit 2002 Peterbilt Unit KS reg . VIN: 529224 GVWR 33,000. The carrier was found to be failing to correct defects noted on RSI's. | | | | |
| 13 STATE | Primary: 396.7(a) | Discovered 1 | Checked 1 | Drivers/Vehicles In Violation 1 Checked 1 |
| Description Operating a motor vehicle in such a condition as to likely cause an accident or breakdown. Example 8-7-2015 operated a CDL required CMV from Fort Scott Kansas to Kansas City, Kansas without Kansas Corporation Commission for hire authority. Authority was cancelled January 14, 2013. 2002 Pete Unit KS REG VIN 529224, GVWR 33,000, KHP02550265, in combination with a 1975 TRA SemiTrailer Unit# Missouri Reg . The driver knowingly operated this vehicle in an out of service condition as the air lines to both the service and emergency side air brakes were not repaired in accordance to the regulations and could have caused a breakdown or accident upon failure. | | | | |





T R L TRUCKING (BRIAN F LOVGREN dba)

U.S. DOT #: 996940

State #:

Review Date:

09/11/2015

Part B Violations

| | | | | | |
|---------------|----------------------|-----------------|--------------|----------------------------------|--------------|
| 14 FEDERAL | Primary: 396.9(d)(2) | Discovered 1 | Checked 1 | Drivers/Vehicles In Violation | Checked 1 |
|---------------|----------------------|-----------------|--------------|----------------------------------|--------------|

Description

Failure to correct violations or defects listed on a motor vehicle roadside inspection report.

August 31, 2015 drove 2002 Peterbilt Unit KS reg VIN: 529224 GVWR 33,000. in combination with a semitrailer unit from 1153 S 12th st Kansas City, Kansas to Sedalia Missouri. Lovgren had been written up for windshield obstruction on inspections dated 3/3/2015 and 8/17/2015. provided a written statement that he had not corrected this violation and had operated the vehicle in interstate commerce without correcting the defect.

| | | | | | |
|---------------|--------------------|-----------------|--------------|----------------------------------|--------------|
| 15 FEDERAL | Primary: 396.17(a) | Discovered 1 | Checked 1 | Drivers/Vehicles In Violation | Checked 1 |
|---------------|--------------------|-----------------|--------------|----------------------------------|--------------|

Description

Using a commercial motor vehicle not periodically inspected.

Example

August 21, 2015 drove 2002 Peterbilt Unit KS reg VIN: 529224 GVWR 33,000. in combination with a semitrailer a unit from Mexico, Missouri to Kansas City Kansas. The carrier purchased the vehicle in April of 2014 and at the time of this review has still not completed the periodic inspection.

| | |
|---|---|
| Safety Fitness Rating Information: | OOS Vehicle (CR): 0 |
| Total Miles Operated 90,000 | Number of Vehicle Inspected (CR): 0 |
| Recordable Accidents 1 | OOS Vehicle (MCMIS): 1 |
| Recordable Accidents/Million Miles 11.11 | Number of Vehicles Inspected (MCMIS): 4 |

Your proposed safety rating is :

CONDITIONAL**Rating Factors** Acute Critical

| | | | |
|-----------|---|---|---|
| Factor 1: | U | 2 | 0 |
| Factor 2: | C | 1 | 0 |
| Factor 3: | S | 0 | 0 |
| Factor 4: | S | 0 | 0 |
| Factor 5: | N | 0 | 0 |
| Factor 6: | S | - | - |

This rating will become the final rating 60 days from the date indicated on a forthcoming official notice from the Federal Motor Carrier Safety Administration headquarters in Washington, D.C.

However, if this rating improves a previous Unsatisfactory rating, it will become effective on the date of the official notice from the FMCSA headquarters.

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.

If this was a focused investigation, which will be noted in the Review Type on the first page of this report (Part A), some factors shown above may be marked "SATISFACTORY" even if they were not reviewed. A focused investigation will not result in a SATISFACTORY safety rating because all standards and factors specified in 40 CFR 383.5 and 385.7 were not examined in full, even though it may appear that they were under the rating factors in Part B of this document. It may, however, result in a less than SATISFACTORY rating if sufficient violations are discovered in the parts and factors examined to result in a CONDITIONAL or UNSATISFACTORY rating, or a non-ratable review.





T R L TRUCKING (BRIAN F LOVGREN dba)

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Part B Violations

If you receive a conditional or unsatisfactory rating, you may request an administrative review under 49 CFR 385.15 or a safety rating upgrade based on corrective action under 49 CFR 385.17. However, a successful request may only result in a non-ratable status, upgrade to a conditional safety rating, or reinstatement of your most recent safety rating. You will not receive a new satisfactory safety rating as a result of your request(s) under 49 CFR 385.15 and/or 49 CFR 385.17.





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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





TRL TRUCKING (BRIAN F LOVGREN dba)

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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. I understand that monetary penalties will be assessed as a result of violations found in this compliance review. The penalty schedule can be found at this web site: http://kcc.ks.gov/trans.penalty_assessment_table.htm

Carrier Name

Carrier Official

3. 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 BRIAN F LOVGREN DBA: TRL TRUCKING OPERATING authority and/or the impoundment of BRIAN F LOVGREN DBA: TRL TRUCKING vehicles.

Carrier Representative

Date

4. 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.





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Part B Requirements and/or Recommendations

5. CONTROLLED SUBSTANCES AND ALCOHOL BASIC PROCESS BREAKDOWN: Policies and Procedures

DESCRIPTION OF PROCESS BREAKDOWN: The carrier has no P & P to ensure they have a random Drug and alcohol program and that the drivers must be enrolled.

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 non qualified 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 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://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.

6. VEHICLE MAINTENANCE BASIC - INSPECTION-REPAIR-MAINTENANCE PROCESS BREAKDOWN: Policies and Procedures

DESCRIPTION OF PROCESS BREAKDOWN: The carrier has no P & P in place to ensure the regulation is complied with

BASIC SPECIFIC RECOMMENDED REMEDIES

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

- Develop a system of preventive maintenance for compliant, safe, and efficient fleet operations, including a schedule for periodic maintenance, inspection, and record keeping. This system should be attuned to manufacturer recommendations, the carrier's own experience, and regulatory requirements.
- Develop a procedure ensuring that vehicle defects that impact safety and/or safety compliance are reported,





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repaired, and certified before the vehicle is operated.

- Develop procedures to ensure that management is notified of vehicle defects through the use of Driver Vehicle Inspection Records (DVIRs) and other communication channels, such as driver call-in and e-mail from mechanics.
- Develop a policy ensuring that drivers are qualified to complete thorough and timely Driver Vehicle Inspection Records (DVIRs) by the end of the day of the trip and prior to a subsequent assignment.
- Establish a policy requiring drivers to submit copies of all roadside inspections to carrier management within 24 hours.
- Develop policies and procedures requiring drivers to immediately notify appropriate management of any roadside vehicle Out-of-Service (OOS) order.
- 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 vehicle maintenance 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.

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. Make sure that you correct and document those defects listed on motor vehicle roadside inspection reports.
9. Periodically review the maintenance and inspection records for all lease vehicles as required by Part 396 of the FMCSR. Keep a record to document these reviews and notify the vehicle owner of any violations detected.
10. DRIVER FITNESS BASIC PROCESS BREAKDOWN: Policies and Procedures

DESCRIPTION OF PROCESS BREAKDOWN: The carrier has no P & P to ensure that the regulations are adhered to to complete the annual MVR Check and note and certification of violations

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 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





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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

11. 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.
12. At least every 12 months the carrier shall require the driver it employs to prepare or furnish a list of all violations of motor vehicle traffic laws and ordinances as required by 49 CFR 391.27 and prepare a note as required by 391.54 (b) (5)
13. Each motor carrier shall, at least once every 12 month review the driving record of each driver it employs to determine whether that driver meets minimum requirements for safe driving following review of the driver's MVR and his list of violations or is disqualified to drive pursuant to 49 CFR 391.15, as required by 49 CFR 391.54 (b) (6).
14. HOS COMPLIANCE BASIC PROCESS BREAKDOWN: Policies and Procedures

DESCRIPTION OF PROCESS BREAKDOWN: The carrier has no P & P in place to ensure the rules and regulations are followed.

BASIC SPECIFIC RECOMMENDED REMEDIES

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

- Develop a policy and procedure describing how management will monitor and track logs for falsification.
- Establish a policy that prohibits dispatchers from assigning a load to drivers without hours available to complete the load on time.
- Develop a policy stating that drivers should not violate their Hours-of-Service (HOS) Out-of-Service (OOS) order under any circumstances, and immediately contact the carrier when a driver is placed OOS.
- Develop a policy requiring drivers to report their available hours to dispatch during "check-in" calls.
- Develop policies and procedures for ensuring proper retention of Record of Duty Status (RODS) according to regulations.
- Establish a policy requiring drivers to submit copies of all roadside inspections to carrier management within 24 hours.
- Develop a policy stating that drivers are required to submit all Records of Duty Status (RODS) and supporting documentation, such as expense receipts, within 13 days of the end of the trip.
- Establish a policy stating that drivers are required to check with their supervisor, manager, or dispatcher to review their "fit-for-duty" status before starting a job, and that drivers who are ill to the extent that their ability and/or alertness is impaired are prohibited from working on safety-sensitive assignments.
- 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 Hours-of-Service (HOS) 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.





T R L TRUCKING (BRIAN F LOVGREN dba)

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Part B Requirements and/or Recommendations

15. Driving is not permitted if more than 8 hours have passed since the end of the driver's last off-duty or sleeper-berth period of at least 30 minutes. Drivers must take 30 minutes off-duty or in the sleeper-berth to meet this requirement.
16. If you want some drivers to use the 100 air-mile radius exemption, make sure that the drivers meet all terms of the exemption, including being released from duty no more than 12 hours from when they report for duty. Logs must be prepared if a driver does not meet the 12 hour requirement.
17. 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.



ATTACHMENT "B"

DRIVER/VEHICLE EXAMINATION REPORT

Query Central 3.4

Missouri State Highway Patrol
Commercial Vehicle Enforcement Division
Post Office Box 568
Jefferson City, MO 65102-0568
Phone: (573)526-6128 Fax: (573)-526-4637

Report Number: MO1515007726
Inspection Date: 03/03/2015
Start: 7:36 AM CT End: 08:07 AM CT
Inspection Level: II - Walk-Around
HM Inspection Type: None

T R L TRUCKING

Driver: LOVGREN, BRIAN F

License#:

State: KS

Date of Birth:

CoDriver:

License#:

State:

Date of Birth:

KANSAS CITY, KS 66106-3651

USDOT#: 00996940

Phone#:

MC/MX#: 490747

Fax#:

State#:

Location: 59 AND 45

MilePost:

Shipper: ADVANTAGE METALS

Highway: 59

Origin: ATCHISON, KS

Bill of Lading:

County:

Destination: KANSAS CITY, MO

Cargo: SCRAP

VEHICLE IDENTIFICATION

| Unit | Type | Make | Year | State | Plate # | Equipment ID | VIN | GVWR | CVSA # | New CVSA # | OOS# |
|------|------|------|------|-------|---------|--------------|-----|--------|--------|------------|------|
| 1 | TT | PTRB | 2002 | KS | | | | 48,000 | | | |
| 2 | ST | GDAN | 1984 | MO | | | | 65,000 | | | |

BRAKE ADJUSTMENTS: No Brake Measurements Required For Level 2

VIOLATIONS

| Vio Code | Section | Unit | OOS | Citation # | Verify | Crash | Violations Discovered |
|----------|---------|------|-----|------------|--------|-------|--|
| 393.9H | 393.9H | 1 | N | | N | N | Inoperable head lamps RIGHT SIDE HIGH BEAM |
| 393.9TS | 393.9TS | 1 | N | | N | N | Inoperative turn signal LEFT AND RIGHT SIDE FRONT |
| 393.9 | 393.9 | 1 | N | | N | N | Inoperable Required Lamp LEFT SIDE BRAKE AND TURN SIGNAL |
| 393.9 | 393.9 | 2 | N | | N | N | Inoperable Required Lamp RIGHT SIDE FRONT MARKER LIGHT |

HazMat: No HM Transported.

Placard: No

Cargo Tank:

Special Checks:

State Information:

AGENCY: MSHP;

I certify that the above violation(s) was/were corrected.

Signature Of Repairer X:

Facility:

Date:

NOTICE TO DRIVER/MOTOR CARRIER: The motor carrier name that appears on this report must sign the certification and fax, mail to the Missouri State Highway Patrol, Commercial Vehicle Enforcement Division, P.O. Box 568, Jefferson City, MO 65102-0568 or Email to cvemail@mshp.dps.mo.gov within 15 days. If no violations were discovered, you are NOT required to sign and return a copy of the report. ****Warning**** If this box is checked(), A separate traffic citation was issued to the violator. Please refer to the issued traffic citation for additional information. DO NOT send line payment with the return of this report.

Signature Of Motor Carrier X:

Title:

Date:

Report Prepared By:
A URBAN

Badge #:
W034

Copy Received By:
BRIAN LOVGREN

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00996940 MO MO1515007726

X _____

X _____

DRIVER/VEHICLE EXAMINATION REPORT

Query Central 3.4

Missouri State Highway Patrol
Commercial Vehicle Enforcement Division
Post Office Box 568
Jefferson City, MO 65102-0568
Phone: (573)526-6128 Fax: (573)-526-4637

Report Number: MO1515007726
Inspection Date: 03/03/2015
Start: 7:36 AM CT End: 08:07 AM CT
Inspection Level: II - Walk-Around
HM Inspection Type: None

T R L TRUCKING

Driver: LOVGREN, BRIAN F

License#:

State: KS

Date of Birth:

CoDriver:

License#:

State:

Date of Birth:

KANSAS CITY, KS 66106-3651

USDOT#: 00996940

Phone#:

MC/MX#: 490747

Fax#:

State#:

Inspection Notes

CHECKED BY W34

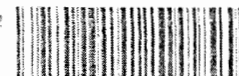
Special Studies No Special Study Data Recorded

Report Prepared By:
A URBAN

Badge #:
W034

Copy Received By:
BRIAN LOVGREN

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00996940 MO MO1515007726

X_____

X_____

ATTACHMENT "C"

From: Troy Leonard on behalf of #randomsmanagement
To: B.K. Smith
Cc: #randomsmanagement
Subject: RE: Brian Lovgren TRL Trucking
Date: Thursday, September 03, 2015 4:59:46 PM

The client originally enrolled on 12/3/12 and uploaded their first employee on 2/5/13. They were removed for inactivity on 5/2/14, submitted a re-enrollment form on 8/24/15 and were added back to the pool on 8/27.15.

Thank you,

Troy Leonard

Account Compliance Coordinator
800-881-0722 Ext: 72541
Fax: 913-495-6904



**5-Time Honoree
2008-2012**

From: B.K. Smith [mailto:b.smith@kcc.ks.gov]
Sent: Thursday, September 03, 2015 12:15 PM
To: #randomsmanagement <#randomsmanagement@escreen.com>
[REDACTED]

Subject: Brian Lovgren TRL Trucking

Can you please provide me a letter that details the history of enrollment, deactivation history from the beginning of Calendar year 2013 to present. They have a repeated issue with enrolling and then unenrolling. I need the reasons as to the deactivation and during the different periods detailed what drivers were enrolled in the random program for the carrier.

B. K. Smith, *Special Investigator*
Transportation Division
Kansas Corporation Commission
1500 SW Arrowhead Road | Topeka, KS | 66604-4027
Phone (913) 755-1289 | Fax (785) 271-3124

The information contained in this e-mail and in any attachments is intended only for the person or entity to which it is addressed and may contain confidential and/or privileged material. Any review, retransmission, dissemination or other use of, or taking of any action in

reliance upon, this information by persons or entities other than the intended recipient is prohibited. The recipient should check this e-mail and any attachments for the presence of viruses. Sender accepts no liability for any damages caused by any virus transmitted by this e-mail. If you have received this e-mail in error, please notify us immediately by replying to the message and delete the e-mail from your computer.

ATTACHMENT “D”

Advantage Metals Recycling
STRAIGHT BILL OF LADING - SHORT FORM - ORIGINAL - Not Negotiable

RECEIVED, subject to the classifications and tariffs in effect on the date of the issue of this Bill of Lading, the property described below, in apparent good order, except as noted (contents and conditions of contents of packages unknown), marked, consigned, and destined as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment.

Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns.

SHIPPER'S NO.

TWFRN

CARRIER'S NO.

B.O.L. # 514708

At Sedalia, MO

Date 08/31/15

From

Consigned To

Sedalia, MO 65301

Destination

Kansas City, KS

66105

Route

Delivery Address

(To be filled in only when shipper desires and government tariffs provide for delivery thereto.)

Delivering Carrier

Trl Trucking

Car Initials

TKSD

Car No.

TWFRN

| Number of Packages | KIND OF PACKAGE, DESCRIPTION OF ARTICLES, SPECIAL MARKS, AND EXCEPTIONS | WEIGHT (Subject to Correction) | Class of Rate | Ch. Col. |
|--|---|---|---------------|----------|
| | Shredded Scrap 1SRI 210 | GROSS 79160 TARE 43420 NET 35740 ADJ 0 SHIP 35740 | | |
| | SHIPMENT # TWFRN CUST PO # CONTAINER 6704-9 | | | |
| TWFQRN | | | | |
| PLEASE REFERENCE THIS NUMBER WITH ALL CORRESPONDENCE | | | | |
| PROTECT LOWEST THRU-RATE — LOADED TO FULL VISIBLE CAPACITY | | | | |

Subject to Section 7 of conditions of applicable bill of lading, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement:
The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.

(Signature of consignor.)

If charges are to be prepaid write or bore "To be prepaid".

Rec'd \$

to apply in prepayment of the charges on the property described hereon.

Agent or Cashier

Per

(The signature here acknowledges only the amount prepaid.)

Charges advanced:

\$

* If the shipment moves between two ports by a carrier by water, the law requires that the bill of lading shall state whether it is carrier's or shipper's weight.
† The fibre boxes used for this shipment conform to the specifications set forth in the box maker's certificate thereon, and all other requirements of Consolidated Freight Classification.
‡ Shipper's imprint in lieu of stamp, not a part of bill of lading approved by the Interstate Commerce Commission.

NOTE - Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property.
The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding

Sedalia, MO 65301

Shipper
Per

Agent
Per

Permanent post-office address of shipper.

MARK WITH "X" TO DESIGNATE HAZARDOUS MATERIAL AS DEFINED IN TITLE 49 OF FEDERAL REGULATIONS.

ATTACHMENT “E”

ANNUAL VEHICLE INSPECTION REPORT

VEHICLE HISTORY RECORD

REPORT
NUMBER

FLEET UNIT NUMBER

9397

DATE 8-1-2015

MOTOR CARRIER OPERATOR

TRL Trucking

INSPECTOR'S NAME (PRINT OR TYPE)

Darrin's Truck Service

ADDRESS

THIS INSPECTOR MEETS THE QUALIFICATION REQUIREMENTS IN SECTION 396.19.

YES

CITY, STATE, ZIP CODE

Kansas City Kansas 64116

VEHICLE IDENTIFICATION (✓ AND COMPLETE)

LIC. PLATE NO. VIN OTHER

529224

VEHICLE TYPE ☒ TRACTOR ☐ TRAILER ☐ TRUCK ☐ BUS☐ (OTHER)

INSPECTION AGENCY LOCATION (OPTIONAL)

Parker, Kansas 66012

VEHICLE COMPONENTS INSPECTED

| OK | NEEDS REPAIR | REPAIRED DATE | ITEM | OK | NEEDS REPAIR | REPAIRED DATE | ITEM | OK | NEEDS REPAIR | REPAIRED DATE | ITEM |
|----|-----------------|------------------|---|----|-----------------|------------------|--|----|-----------------|------------------|---|
| | | | 1. BRAKE SYSTEM | | | | 6. SAFE LOADING | | | | 10. TIRES |
| X | | 8/1/15 | 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. | X | | | a. Tires on any steering axle of a power unit. |
| X | | 8/1/15 | b. Parking Brake System | | | | b. Protection against shifting cargo. | X | | | b. All other tires. |
| X | | | c. Brake Drums or Rotors | | | | c. Container securement devices on intermodal equipment. | | | | 11. WHEELS AND RIMS |
| X | | | d. Brake Hose | | | | | | | | a. Lock or Side Ring |
| X | | | e. Brake Tubing | | | | | | | | b. Wheels and Rims |
| X | | | f. Low Pressure Warning Device | | | | | | | | c. Fasteners |
| X | | | g. Tractor Protection Valve | | | | | | | | d. Welds |
| X | | | h. Air Compressor | | | | | | | | 12. WINDSHIELD GLAZING |
| X | | N/A | i. Electric Brakes | | | | | | | | Requirements and exceptions as stated pertaining to any crack, discoloration or vision reducing matter (reference 393.60 for exceptions). |
| X | | N/A | j. Hydraulic Brakes | | | | | | | | 13. WINDSHIELD WIPERS |
| X | | | k. Vacuum Systems | X | | | 7. STEERING MECHANISM | X | | | Any power unit that has an inoperative wiper, or missing or damaged parts that render it ineffective. |
| X | | | 2. COUPLING DEVICES | X | | | a. Steering Wheel Free Play | | | | 14. OTHER |
| X | | N/A | a. Fifth Wheels | | | | b. Steering Column | | | | List any other condition(s) which may prevent safe operation of this vehicle. |
| X | | N/A | b. Pintle Hooks | | | | c. Front Axle Beam and All Steering Components Other Than Steering Column | | | | |
| X | | N/A | c. Drawbar/Towbar Eye | | | | d. Steering Gear Box | | | | |
| X | | | d. Drawbar/Towbar Tongue | | | | e. Pitman Arm | | | | |
| X | | | e. Safety Devices | | | | f. Power Steering | | | | |
| X | | | f. Saddle-Mounts | | | | g. Ball and Socket Joints | | | | |
| | | | 3. EXHAUST SYSTEM | | | | h. Tie Rods and Drag Links | | | | |
| X | | | a. Exhaust system leaking forward of or directly below the driver/sleeper compartment. | | | | i. Nuts | | | | |
| | | | b. Bus exhaust system leaking or discharging in violation of standard. | | | | j. Steering System | | | | |
| | | | c. Exhaust system likely to burn, char, or damage the electrical wiring, fuel supply, or any combustible part of the motor vehicle. | | | | 8. SUSPENSION | | | | |
| X | | | 4. FUEL SYSTEM | | | | a. Any U-bolt(s), spring hanger(s), or other axle positioning part(s) cracked, broken, loose or missing resulting in shifting of an axle from its normal position. | | | | |
| X | | | a. Visible leak. | | | | b. Spring Assembly | | | | |
| X | | | b. Fuel tank filler cap missing. | | | | c. Torque, Radius or Tracking Components | | | | |
| X | | | c. Fuel tank securely attached. | | | | 9. FRAME | | | | |
| X | | | 5. LIGHTING DEVICES | | | | a. Frame Members | | | | |
| X | | | All lighting devices and reflectors required by Part 393 shall be operable. | | | | b. Tire and Wheel Clearance | | | | |
| | | | | | | | c. Adjustable Axle Assemblies (Sliding Subframes) | | | | |

INSTRUCTIONS: MARK COLUMN ENTRIES TO VERIFY INSPECTION: ✓ OK, X 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.

Signed Statement of BRIAN F. LOUGREN

I, BRIAN LOUGREN, voluntarily give the following statement to B.K. SMITH, who has identified himself/herself as a Special Agent for the U.S. Department of Transportation, Federal Motor Carrier Safety Administration. No threats or promises have been made to me in exchange for this statement.

Narrative:

I KNEW I DIDN'T HAVE AN ANNUAL INSPECTION AND I KNEW I NEEDED ONE. I FILLED OUT THE ANNUAL INSPECTION TO STAY OUT OF TROUBLE

I have read the foregoing statement consisting of 1 page(s). It is true, accurate and complete to the best of my knowledge. I reviewed any changes and they bear my initials. I sign this statement under penalty of perjury and in the presence of B.K. SMITH.

Witness/Interviewee's signature

Brian Lougren

Date

9-11-15

I certify that I prepared and took the above statement and that it is a complete and accurate summary of my interview with the witness.

Safety Investigator's signature

[Signature]

Date

9/11/2015

ATTACHMENT “F”

DRIVER/VEHICLE EXAMINATION REPORT

Query Central 3.4

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: KSHP02550265
Inspection Date: 08/07/2015
Start: 9:00 AM CT End: 10:23 AM CT
Inspection Level: II - Walk-Around
HM Inspection Type: None

BRIAN F LOVGREN

Driver: LOVGREN, BRIAN F

License#: |

State: KS

Date of Birth:

CoDriver:

License#:

State:

Date of Birth:

KANSAS CITY, KS 66106-3651

USDOT#: 00996940

Phone#:

MC/MX#: 490747

Fax#:

State#:

Location: MIAMI COUNTY - 121

MilePost: 124

Shipper: ADVANTAGE METALS

Highway: US-69

Origin: FT SCOTT, KS

Bill of Lading: 508583

County: MIAMI, KS

Destination: KANSAS CITY, KS

Cargo: SCRAP METAL

VEHICLE IDENTIFICATION

| Unit | Type | Make | Year | State | Plate # | Equipment ID | VIN | GVWR | CVSA # | New CVSA # | OOS# |
|------|------|------|------|-------|---------|--------------|--------|--------|--------|------------|------|
| 1 | TT | PTRB | 2002 | KS | | | 529224 | 48,000 | | | |
| 2 | ST | TRAO | 1975 | MO | | | 8988 | 65,000 | | | |

BRAKE ADJUSTMENTS: No Brake Measurements Required For Level 2

VIOLATIONS

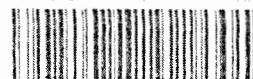
| Vio Code | Section | Unit | OOS | Citation # | Verify | Crash | Violations Discovered |
|------------|-------------|------|-----|------------|--------|-------|---|
| 392.2DL | 392.2 | D | N | | N | N | Miscellaneous Drivers License Violation Driver failed to update med card on DL Med card driver has exp 2016 DL shows 2014 |
| 396.17C | 396.17(c) | 1 | N | | N | N | Operating a CMV without proof of a periodic inspection Last inspection was June/2011 |
| 392.2 | 392.2 | 1 | N | | N | N | Violation of Local Laws - Explain: Excessive smoke and fumes coming from exhaust. see notes |
| 393.75B | 393.75(b) | 1 | N | | N | N | Tire-front tread depth less than 4/32 of inch #1 left side inside tread groove measured 2/32 |
| 393.9H | 393.9H | 1 | N | | N | N | Inoperable head lamps right side high beam INOP |
| 393.9TS | 393.9TS | 1 | N | | N | N | Inoperative turn signal left and right front turn signals INOP |
| 393.45 | 393.45 | 1 | Y | | U | N | Brake tubing and hose adequacy Emergency side at trailer glad hand improperly connected, Hose bulged, no clamp, no spring to protect on nylon tube. see notes |
| 393.45 | 393.45 | 1 | Y | | U | N | Brake tubing and hose adequacy Service side at tractor improperly connected, Hose bulged, no clamp, no spring to protect on nylon tube. see notes |
| 393.60E-WS | 393.60(e) | 1 | N | | N | N | Windshield - Obstructed Chrome brow extending down from top of windshield over 6 inches from top |
| 395.8F1 | 395.8(f)(1) | D | N | | N | N | Drivers record of duty status not current Driver failed to log a 1.5 hrs stop in Ft Scott, KS |
| 395.8 | 395.8 | D | N | | N | N | Record of Duty Status violation (general/form and manner) Driver signed log prior to completion of 24 hr period on 8-7, no commodity or BOL listed |
| 396.9D2 | 396.9(d)(2) | 1 | N | | N | N | Failure to correct defects noted on previous |

Report Prepared By:
J.J. Weber

Badge #:
0255

Copy Received By:
BRIAN LOVGREN

Page 1 of 3



00996940 KS KSHP02550265

X

X

DRIVER/VEHICLE EXAMINATION REPORT

Query Central 3.4

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: KSHP02550265
Inspection Date: 08/07/2015
Start: 9:00 AM CT End: 10:23 AM CT
Inspection Level: II - Walk-Around
HM Inspection Type: None

BRIAN F LOVGREN

Driver: LOVGREN, BRIAN F

License#:

State: KS

Date of Birth:

CoDriver:

License#:

State:

Date of Birth:

KANSAS CITY, KS 66106-3651

USDOT#: 00996940

Phone#:

MC/MX#: 490747

Fax#:

State#:

Vio Code

Section

Unit OOS Citation #

Verify Crash

Violations Discovered

inspection report See inspection
KSHP04020015 dated 4-29-2015 and
MO1515007726 dated 03-03-2015

HazMat: No HM Transported.

Placard: No

Cargo Tank:

Special Checks: Traffic Enforcement;

Pursuant to the authority contained in Title 49, CFR, K.S.A. 68-1, 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 the 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 to be sent to the carrier identified on this report within 24 hours of receipt.

MOTOR CARRIER CERTIFICATION: All defects identified on this report 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. If no violations were discovered, you are not required to sign and return a copy.

NOTE: Challenges to violations may be submitted through the Federal Motor Carrier Safety Administration (FMCSA)'s Data Q Challenge process, at <https://dataqs.fmcsa.dot.gov>

Signature Of Motor Carrier X: _____

Title: _____

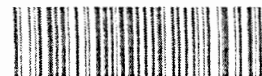
Date: _____

Report Prepared By:
J.J. Weber

Badge #:
0255

Copy Received By:
BRIAN LOVGREN

Page 2 of 3



00996940 KS KSHP02550265

X _____

X _____

ATTACHMENT “G”



8, 21, 15
(Month) (Day) (Year)

DRIVER'S DAILY LOG

Original - File at home terminal
Duplicate - Driver retains in his/her possession for eight days

Complete at
end of workday.

(24 HOURS)

126 Trucking
Name of Carrier or Carriers

Total Miles Driving Today Total Mileage Today

Main Office Address

9397
Truck/Tractor and Trailer Numbers or
License Plate(s) / State (show each unit)

Home Terminal Address

I certify these entries are true and correct.

Driver's Full Signature

Co-Driver's Name

| | MID-NIGHT | | | | | | | | | | | | NOON | | | | | | | | | | | | MID-NIGHT | | | | | | | | | | | | NOON | | | | | | | | | | | | TOTAL HOURS |
|-----------------------------|-----------|---|---|---|---|---|---|---|---|----|----|----|------|---|---|---|---|---|---|---|---|----|----|----|-----------|---|---|---|---|---|---|---|---|----|----|----|------|--|--|--|--|--|--|--|--|--|--|--|-------------|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | | | | | | | | | | | | | |
| 1. OFF DUTY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 13 1/2 |
| 2. SLEEPER BERTH | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 7 |
| 3. DRIVING | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 3 1/2 |
| 4. ON DUTY (NOT DRIVING) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 2 1/2 |
| REMARKS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

SHIPPING
DOCUMENTS:

E/L or Manifest No.
or

Shipper & Commodity

From:

USE TIME STANDARD AT HOME TERMINAL

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613-MP (Rev. 7/13) 8524



When name of shipper is reported and when change of duty occurred.

Complete at
end of workday.

Total hours on
duty last 7 days,
including today.

70 Hrs./7 Day
Drivers

A. Total hours on
duty last 7 days,
including today.

B. Total hours
available
prior to
this date.

C. Total hours on
duty last 7 days,
including today.

60 Hrs./7 Day
Drivers

A. Total hours on
duty last 7 days,
including today.

B. Total hours
available
tomorrow.
60 Hrs. minus A.

C. Total hours on
duty last 7 days,
including today.

If you meet the
34 hour restart
requirements
in §129.3, you
may elect to
have available
again.

CERTIFICATE OF SERVICE

16-TRAM-153-PEN

I, the undersigned, certify that the true copy of the attached Order has been served to the following

parties by means of first class mail/hand delivered on OCT 13 2015.

BRIAN F. LOVGREN, OWNER
BRIAN F. LOVGREN
D/B/A T R L Trucking
4549 SHAWNEE DR
KANSAS CITY, KS 66106-3651
trltrucking@yahoo.com

MICHAEL DUENES, LITIGATION COUNSEL
KANSAS CORPORATION COMMISSION
1500 SW ARROWHEAD RD
TOPEKA, KS 66604-4027
Fax: 785-271-3354
m.duenes@kcc.ks.gov

Dee Ann Shupe

DeeAnn Shupe

Order Mailed Date

OCT 14 2015