

STATE OF KANSAS



CORPORATION COMMISSION  
1500 SW ARROWHEAD ROAD  
TOPEKA, KS 66604-4027

PHONE: 785-271-3100  
FAX: 785-271-3354  
<http://kcc.ks.gov/>

GOVERNOR JEFF COLYER, M.D.

SHARI FEIST ALBRECHT, CHAIR | JAY SCOTT EMLER, COMMISSIONER | DWIGHT D. KEEN, COMMISSIONER

**NOTICE OF PENALTY ASSESSMENT**

18-TRAM-548-PEN

June 28, 2018

Amrit Dhillon, President  
D.T.S. Inc.  
9130 W 178th Terrace  
Overland Park, Kansas 66013

**Certified Mail No. 70161970000105745728**

This is a notice of a penalty assessment against D.T.S. Inc. (D.T.S.) for violation(s) of Kansas Motor Carrier Safety Statutes, Rules, and Regulations discovered during a compliance review conducted on May 23, 2018, by Kansas Corporation Commission Special Investigator Wade Patterson. Penalties are assessed in accordance with the FY 2018 Uniform Penalty Assessment Matrix, approved by the Commission on June 27, 2017. For a full description of the penalty(s) and terms and obligations please refer to the Order attached to this notice.

**IF YOU ACCEPT THE PENALTY:** D.T.S. has been assessed an \$11,650 penalty. You have thirty (30) days from the date of service of the Penalty Order to pay the penalty. Please remit payment of \$11,650, through your personal account with the Kansas Corporation Commission's KTRAN system located at <https://puc.kcc.ks.gov/ktran/>. If you have not received a letter from the Transportation Division assigning you a PIN, please contact that Division at 785-271-3145. You must have an account through KTRAN to pay the penalty owed.

The attached Order requires a representative of D.T.S. to attend a Commission-sponsored safety seminar within ninety (90) days from the date of the Order and to provide the undersigned Litigation Counsel with written proof of attendance. A schedule of dates and locations for safety seminars 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). The Order also requires your company to submit to one follow-up safety compliance review within 18 months from the date of the Order. Transportation Staff will contact your company at a later date to determine an appropriate time for this review.

**IF YOU CONTEST THE PENALTY ORDER: 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. D.T.S. must file, within fifteen (15) days from the date of service of this Order, the request for hearing with the Commission's electronic filing system found at <https://puc.kcc.ks.gov/e-filing/e-express/>, and mail a copy of the request for hearing to the undersigned at the above address. If you do not have access to the internet, you can mail an original and seven copies of the request to the Secretary to the Commission at 1500 S.W. Arrowhead Road, Topeka, Kansas 66604, and mail a copy to the undersigned Litigation Counsel. K.A.R. 82-1-215; K.S.A. 2017 Supp. 77-542.

**IF YOU FAIL TO ACT:** Failure to pay the penalty of \$11,650 within thirty (30) days from the date of service of the Penalty Order or failure to comply with the terms of the Order, or in the alternative, failure to provide a timely written request for a hearing, will result in the Order becoming final and may result in additional sanctions of suspension and/or revocation of your motor carrier operating authority.

Respectfully,

  
Ahsan A. Latif  
Litigation Counsel  
(785) 271-3118

Before Commissioners: Shari Feist Albrecht, Chair  
Jay Scott Emler  
Dwight D. Keen

In the Matter of the Investigation of **D.T.S. Inc.,** )  
**of Overland Park, Kansas,** Regarding the )  
Violation of the Motor Carrier Safety Statutes, )  
Rules and Regulations and the Commission's ) Docket No. 18-TRAM-548-PEN  
Authority to Impose Penalties, Sanctions and/or )  
the Revocation of Motor Carrier Authority. )  
)

The above-captioned matter comes before the State Corporation Commission of the State of Kansas (Commission). Having examined its files and records, and being duly advised in the premises, the Commission finds and concludes as follows:

1. Pursuant to K.S.A. 2017 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. 2017 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. 2017 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 issue an order 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. D.T.S. Inc. (D.T.S.) operates USDOT number 2531743.

5. D.T.S. is a for-hire general freight carrier conducting business in interstate commerce. It hauls freight throughout the entire United States and has drivers located in many States. D.T.S. has one driver directly hired by them and 33 drivers leased to operate under their USDOT number.

6. D.T.S. is a common motor carrier which primarily hauls general freight and refrigerated foods.

## **III. STATEMENT OF FACTS**

7. Pursuant to the jurisdiction and authority cited above, on May 23, 2018, Commission Staff (Staff) Special Investigator Wade Patterson conducted a compliance review of the operations of D.T.S. 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, the special investigator identified eleven (11) violation(s) of the Motor Carrier Safety Regulations.

- a. On January 23, 2018, D.T.S. required or permitted its driver, Stanley Jones, to operate a CDL-required commercial motor vehicle, a 2011

Freightliner, VIN ending in 8269, GVWR 52,000 lbs., pulling a 2004 Utility trailer, VIN ending in 095139, GVWR 65,000 lbs., in interstate commerce from Edwardsville, Kansas to Hazleton, Pennsylvania. This trip is evidenced by a Driver/Vehicle Examination Report Number IN8285007818, dated January 23, 2018, a copy of which is attached hereto as Attachment "B" and is hereby incorporated by reference. D.T.S. hired this driver on July 3, 2017, with a known positive pre-employment controlled substance test verified on June 28, 2017, but retained him and used him continuously as a commercial motor carrier until his ultimate termination on January 30, 2018. *See*, Specimen Result Certification, a copy of which is attached hereto as Attachment "C" and is hereby incorporated by reference. No action was taken on Mr. Jones for testing positive for PCP. D.T.S. using a driver known to have tested positive for a controlled substance is a violation of 49 C.F.R. 382.215, adopted by K.A.R. 82-4-3c, and authorized by K.S.A. 2017 Supp. 66-1,129. Staff recommends a fine of \$5,000.

- b. During the transportation described in paragraph a., above, the roadside inspection (Attachment "B") placed driver Stanley Jones out-of-service for 24 hours for being in possession of a controlled substance (narcotic). Mr. Jones began operating the vehicle combination 13 hours later in violation of the out-of-service stipulations. Further, the truck tractor was placed out-of-service for brake tubing and hose adequacy issues. D.T.S. was unable to provide proof of repair/correction before the vehicle began

operating again. When carrier officials were interviewed about this incident, they stated the driver was immediately terminated and provided several documents showing the driver was terminated on the day of the operations. Despite these statements, driver records of duty status show the last day the driver operated was January 30, 2018. *See*, Driver's Daily Log of Stanley Jones, dated January 30, 2018, a copy of which is attached hereto as Attachment "D" and is hereby incorporated by reference. D.T.S. is in violation of making, or causing to make fraudulent or intentionally false statement is in violation of 49 C.F.R. 390.35, adopted by K.A.R. 82-4-3, and implemented by K.S.A. 2017 Supp. 66-1,129. Staff recommends a fine of \$2,000.

- c. On April 20, 2017, D.T.S. required or permitted its driver, Sukhwinder Singh to operate a CDL-required commercial motor vehicle, a 2005 Kenworth, VIN ending in 098080, GVWR 50,000 lbs., pulling a 2007 Utility trailer, VIN ending in 891719, in interstate commerce from Kansas City, Missouri to White Plains, New York. This trip is evidenced by Driver/Vehicle Examination Report Number IN8285007194, dated April 20, 2017, a copy of which is attached hereto as Attachment "E" and is hereby incorporated by reference. At the time of this transportation, driver Sukhwinder Singh lost control of his vehicle and left the roadway colliding with a guardrail. As indicated on the Driver/Vehicle Examination Report driver was found to have consumed alcohol and an alcohol test revealed a blood alcohol level of .228%. Further, driver was

found in possession of 28 Tramadol pills without a valid prescription. The driver was arrested and the commercial motor vehicle was towed due to disabling damage. D.T.S. did not administer to its driver a post-accident controlled substance or alcohol test. The carrier's failure to test its driver for alcohol and controlled substances as soon as practicable following a DOT recordable accident is a violation of 49 C.F.R. 382.303(a) and (b), adopted by K.A.R. 82-4-3, and authorized by K.S.A. 2017 Supp. 66-1,129. Staff recommends a fine of \$1,000.

- d. On April 13, 2018, D.T.S. required or permitted its driver, Agosto Cadiz Rodriguez, to operate a CDL-required commercial motor vehicle, a 2003 Freightliner, VIN ending in 57482, GVWR 52,000 lbs., pulling a 2012 Great Dane trailer, VIN ending in 700710, GVWR 68,000 lbs., in interstate commerce from Seabrook, New Jersey to Independence, Missouri. This trip is evidenced by Driver/Vehicle Examination Report Number MOW174002610, dated April 13, 2018, a copy of which is attached hereto as Attachment "F" and is hereby incorporated by reference. At the time of this transportation, D.T.S. failed to ensure that each driver subject to random alcohol and controlled substance testing has an equal chance of being selected each time selections are made. The carrier's failure to ensure that each driver selected for random alcohol and controlled substance testing has an equal chance of being selected each time selections are made is in violation of 49 C.F.R. 382.305(i)(2),

adopted by K.A.R. 82-4-3c and authorized by K.S.A. 2017 Supp. 66-1,129. Staff recommends a fine of \$1,000.

- e. During the transportation described in paragraph a., above, D.T.S. failed to provide educational materials to its driver explaining the requirements for a controlled substance and alcohol testing program pursuant to the motor carrier regulations. The carrier's failure to provide alcohol and controlled substance use educational materials that complies with 49 C.F.R. 382.601(b) to each of its CDL drivers subsequent to hiring or testing and having the driver sign an acknowledgement page to retain in the driver's qualification file is a violation of 49 C.F.R. 382.601(a)(1), adopted by K.A.R. 82-4-3c, and authorized by K.S.A. 2017 Supp. 66-1,129. Staff recommends no charge for this violation as it exceeds standard cumulative violations for Section 49 C.F.R. 382.
- f. During the transportation described in paragraph c., above, D.T.S. 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. The carrier'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)(1), adopted by K.A.R. 82-4-3g, and authorized by K.S.A. 2017 Supp. 66-1,112. Staff recommends a fine of \$250.
- g. During the transportation described in paragraph a., above, driver Stanley Jones was put out-of-service for being in possession of a controlled

substance and operating on a suspended CDL. Subsequently, driver Stanley Jones began operating the motor vehicle combination 13 hours later in violation of the out-of-service stipulations. Mr. Jones was operating the commercial motor vehicle on a suspended CDL. D.T.S.'s failure to require its driver to cease operations of commercial motor vehicles due to a suspended CDL is a violation of 49 C.F.R. 392.2 (K.S.A. 8-2,125), adopted by K.A.R. 82-4-3a, and authorized by K.S.A. 2017 Supp. 66-1,129. Staff recommends a fine of \$500.

- h. On November 23, 2017, D.T.S. required or permitted its driver, Stanley Jones, to operate a CDL-required commercial motor vehicle, a 2011 Freightliner, VIN ending in 8269, GVWR 52,000 lbs., pulling a 2011 Great Dane trailer, VIN ending in 211219, GVWR 68,000 lbs., in interstate commerce from Kansas City, Kansas to Crystal City, Missouri. This trip is evidenced by Driver's Daily Log, dated November 23, 2017, a copy of which is attached hereto as Attachment "G" and is hereby incorporated by reference. At the time of this transportation, driver Stanley Jones failed to make records of duty status for the previous five (5) days. D.T.S.'s failure to require its driver to keep records of duty status for each 24-hour period using the method described in 49 C.F.R. 395.8(a) and to submit the original record to the motor carrier within 13 days of creation is in violation of 49 C.F.R. 395.8(a), adopted by K.A.R. 82-4-3a, and authorized by K.S.A. 2017 Supp. 66-1,129. Staff recommends a fine of \$250.



- i. On November 15, 2017, D.T.S. required or permitted its driver, Stanley Jones, to operate a CDL-required commercial motor vehicle, a 2011 Freightliner, VIN ending in 8269, GVWR 52,000 lbs., pulling a 2013 Utility trailer, VIN ending in 800923, GVWR 65,000 lbs., in interstate commerce in and around the area of Houston, Texas. This trip is evidenced by a Detailed Crash Report as of 3/30/2018, a copy of which is attached hereto as Attachment “H” and is hereby incorporated by reference. At the time of this transportation, driver Stanley Jones reported on his record of duty status that he was “off duty.” *See*, Driver’s Daily Log, dated November 14, 2017, a copy of which is attached hereto as Attachment “I” and is hereby incorporated by reference. The carrier’s falsifying records of duty status is a violation of 49 C.F.R. 395.8(e)(1), adopted by K.A.R. 82-4-3a, and authorized by K.S.A. 2017 Supp. 66-1,129. Staff recommends a fine of \$1,000.
- j. During the transportation described in paragraph a., above, D.T.S. failed to keep minimum records of inspection and vehicle maintenance on the commercial motor vehicles operated. D.T.S. also failed to maintain evidence of repairs for the mechanical related out-of-service violation that occurred at the time of the roadside inspection. The carrier’s failure to maintain the required records of vehicle inspection, maintenance, and repair on the commercial motor vehicles owned for 30 days is in violation of 49 C.F.R. 396.3(b), adopted by K.A.R. 82-4-3j, and authorized by K.S.A. 2017 Supp. 66-1,129. Staff recommends a fine of \$350.

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

8. Based upon the available facts, Staff recommends the Commission finds D.T.S. committed eleven (11) violation(s) 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 \$11,650 for eleven (11) violation(s) of the Motor Carrier Safety Statutes, Rules and Regulations.

10. Staff further recommends that a representative from D.T.S. be required to attend a Commission-sponsored safety seminar within ninety (90) days from the date of this Order, and provide Litigation Counsel with written proof of attendance. A schedule of the dates and locations for safety seminars 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 D.T.S. submit to one follow-up safety compliance review within eighteen (18) months from the date of this Order. Transportation 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 D.T.S. because it is a motor carrier as defined in K.S.A. 2017 Supp. 66-1,108.

13. The Commission finds D.T.S. committed eleven (11) violation(s) 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. D.T.S. Inc., of Overland Park, Kansas is hereby assessed an \$11,650 civil penalty for eleven (11) violation(s) 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. D.T.S. is hereby ordered to attend a Commission-sponsored safety seminar within ninety (90) days from the date of this Order, and is to provide Litigation Counsel with written proof of attendance.

C. D.T.S. is ordered to submit to one follow-up safety compliance review within eighteen (18) months from the date of this Order. Transportation Staff will contact the carrier to set up the appointment.

D. On June 28, 2018, this Penalty Order was mailed to D.T.S. via Certified Mail, Return Receipt Requested, Receipt Number 70161970000105745728. Service of this Order is complete upon the date delivered shown on the Domestic Return Receipt.

E. Pursuant to K.S.A. 2017 Supp. 77-537 and K.S.A. 77-542, any party may request a hearing on the above issue(s) by submitting a written request setting forth the specific grounds upon which relief is sought. The request may be electronically filed with the Commission's electronic filing system at <https://puc.kcc.ks.gov/e-filing/e-express/>, within fifteen (15) days from the date of service of this Order, and a copy of the request mailed to the Litigation Division. If you do not have access to the internet, you can mail an original and seven copies of the request to the Secretary to the Commission, at 1500 S.W. Arrowhead Road, Topeka, Kansas 66604, and mail a copy of the request to Litigation Counsel. A hearing will be scheduled only upon written request. Failure to timely request a hearing will result in a waiver of D.T.S.'s right to a hearing,

and this Penalty Order will become a Final Order assessing an \$11,650 civil penalty against D.T.S., and ordering a representative from D.T.S. to attend a Commission-sponsored safety seminar within ninety (90) days from the date of this Order and provide Litigation Counsel with written proof of attendance, and to submit to a safety compliance review within 18 months from the date of this Order.

F. If a request for hearing is filed, 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 less than \$500, a corporation may appear by a duly authorized representative of the corporation. K.S.A. 2017 Supp. 66-1,142b(e) and amendments thereto.

G. If you do not request a hearing, the payment of the civil penalty of \$11,650 is due in thirty (30) days from the date of service of this Order. Payment of \$11,650 must be made through your personal account with the Kansas Corporation Commission's KTRAN system located at <https://puc.kcc.ks.gov/ktran/>. You must have an account through KTRAN to pay the penalty.

H. Failure to pay the \$11,650 civil penalty within thirty (30) days from the date of 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 D.T.S.'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 revocation of authority and/or cease and desist orders, and any other remedies available to the Commission by law, without further notice.

I. 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; Keen, Commissioner






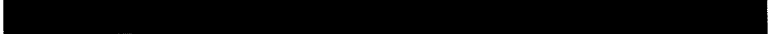
Dated: 06/28/2018 \_\_\_\_\_



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Lynn M. Retz  
Secretary to the Commission

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## **ATTACHMENT “A”**

	US DOT # 2531743	Legal: DTS INC Operating (DBA):
MC/MX #: 879888		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	Interstate Intrastate	
Carrier: Non-HM	N/A	Business: Corporation
Shipper: N/A	N/A	Gross Revenue:  for year ending: 12/31/2017
Cargo Tank: N/A		
Company Physical Address:		
		
Contact Name:	Amrt Dhillon	
Phone numbers: (1)		
E-Mail Address:		
Company Mailing Address:		
9130 W 178th Terrace OVERLAND PARK, KS 66013		
Carrier Classification		
Authorized for Hire		
Cargo Classification		
General Freight Refrigerated Foods		
Equipment		
	Owned	Term Leased Trip Leased
Truck Tractor	1	33 0
Trailer	7	27 0
Power units used in the U.S. 34		
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		
	Inter	Intra
< 100 Miles:		
>= 100 Miles:	1	
Average trip leased drivers/month: 33		
Total Drivers: 34		
CDL Drivers: 34		





DTS INC  
U.S. DOT # 2531743

Review Date  
05/23/2018

**Part A**

QUESTIONS regarding this report or the Federal Motor Carrier Safety or  
Hazardous Materials rules may be addressed to the Office of Motor Carriers at

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

**Person(s) Interviewed**

**Name:** Amrit Dhillon  
**Name:**

**Title:** President  
**Title:**





	<b>DTS INC</b>	Review Date 05/23/2018
	U.S. DOT # 2531743	

### Part B Violations

1 FEDERAL ACUTE	Primary. 382.215	Discovered 1	Checked 8	Drivers/Vehicles In Violation 0	Checked 0
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#### Description

Using a driver known to have tested positive for a controlled substance.

#### Example

On January 23rd, 2018 DTS INC had driver [REDACTED] operate a combination of vehicles in interstate commerce from Edwardsville Kansas to Hazleton Pennsylvania. [REDACTED] was operating a 2011 Freightliner truck tractor (VIN# [REDACTED] 8269 UNIT#104) in combination with a 2004 Utility trailer (VIN# [REDACTED] 095139 UNIT#28573). The gross vehicle weight ratings of these vehicles are 52,000 lbs. and 65,000 lbs. respectively. This trip is evidenced by a roadside inspection, driver hours of service records, and a bill of lading. During this roadside inspection and at the time of this review, carrier was using this driver known to have tested positive for a controlled substance. Carrier hired this driver on July 3rd of 2017. [REDACTED] had a pre-employment controlled substances test on July 17th of 2017. The results of this test revealed a positive for PCP. Carrier retained driver and used him continuously until his ultimate termination on January 30th of 2018. No action was taken against this driver for testing positive for PCP.

2 FEDERAL ACUTE	Primary. 390.35	Discovered 1	Checked 1	Drivers/Vehicles In Violation 0	Checked 0
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#### Description

Making, or causing to make fraudulent or intentionally false statements, fraudulent or intentionally false entries on records, and/or reproducing records for fraudulent purposes.

#### Example

On January 23rd, 2018 DTS INC had driver [REDACTED] operate a combination of vehicles in interstate commerce from Edwardsville Kansas to Hazleton Pennsylvania. Stanley Jones was operating a 2011 Freightliner truck tractor (VIN# [REDACTED] 8269 UNIT#104) in combination with a 2004 Utility trailer (VIN# [REDACTED] 095139 UNIT#28573). The gross vehicle weight ratings of these vehicles are 52,000 lbs. and 65,000 lbs. respectively. This trip is evidenced by a roadside inspection, driver hours of service records, and a bill of lading. During this roadside inspection, driver [REDACTED] was placed out of service for being in possession of a controlled substance (narcotic). Driver was placed out of service for 24 hours. [REDACTED] began operating this vehicle combination 13 hours later in violation of the out of service stipulations. Additionally, the vehicle (truck tractor) was placed out of service for brake tubing and hose adequacy issues. Carrier was unable to provide proof of repair/correction before vehicle began operating again. When carrier officials were interviewed about this incident, they stated that the driver was immediately terminated. Carrier provided several documents showing that this driver was terminated on the same day that this incident occurred. Despite these statements, driver records of duty status show that the last day the driver operated was on January 30th, 2018.

3 FEDERAL CRITICAL	Primary 396.11(a)	Discovered 10	Checked 10	Drivers/Vehicles In Violation 8	Checked 8
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#### Description

Failing to require driver to prepare driver vehicle inspection report.

#### Example

On January 23rd, 2018 DTS INC had driver [REDACTED] operate a combination of vehicles in interstate commerce from Edwardsville Kansas to Hazleton Pennsylvania. Stanley Jones was operating a 2011 Freightliner truck tractor (VIN# [REDACTED] 8269 UNIT#104) in combination with a 2004 Utility trailer (VIN# [REDACTED] 095139 UNIT#28573). The gross vehicle weight ratings of these vehicles are 52,000 lbs. and 65,000 lbs. respectively. This trip is evidenced by a roadside inspection, driver hours of service records, and a bill of lading. During this roadside inspection, safety sensitive vehicle violations were discovered. Driver failed to complete a driver vehicle inspection report that reflected the violations discovered.



	<b>DTS INC</b>	Review Date 05/23/2018
	U S DOT #. 2531743	

### Part B Violations

4 FEDERAL	Primary 382.303(b)	Discovered 1	Checked 1	Drivers/Vehicles In Violation 0	Checked 0
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#### Description

Failing to conduct post accident testing on driver for controlled substances

#### Example

On April 20th, 2017 DTS INC had driver [REDACTED] operate a combination of vehicles in interstate commerce from Kansas City Missouri to White Plains New York. [REDACTED] was operating a 2005 Kenworth truck tractor (VIN# [REDACTED] 098080 UNIT#212) in combination with a 2007 Utility trailer (VIN# [REDACTED] 891719 UNIT#202). The gross vehicle weight ratings of these vehicles are 50,000 lbs. and 65,000 lbs. respectively. This trip is evidenced by an accident report. During this trip, [REDACTED] lost control of his vehicle and left the roadway colliding with a guard rail. After the recordable accident, driver was found to have consumed alcohol. A subsequent alcohol test revealed a blood alcohol level of .228%. Additionally, driver was found in possession of a controlled substance without a prescription. Driver was arrested and the vehicle was towed due to disabling damage. At the time of this review, carrier stated that no post crash controlled substances test was administered to the driver.

5 FEDERAL	Primary 382.305(i)(2)	Discovered 5	Checked 33	Drivers/Vehicles In Violation 0	Checked 0
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#### Description

Failing to ensure that each driver subject to random alcohol and controlled substances testing has an equal chance of being selected each time selections are made

#### Example

On April 13th, 2018 DTS INC had driver [REDACTED] operate a combination of vehicles in interstate commerce from Seabrook New Jersey to Independence Missouri. Driver [REDACTED] was operating a 2003 Freightliner truck tractor (VIN# [REDACTED] 57482) in combination with a 2012 Great Dane trailer (VIN# [REDACTED] 700710). The gross vehicle weight ratings of these vehicles are 52,000 lbs. and 68,000 lbs. respectively. This trip is evidenced by a roadside inspection. At the time of this trip and during the review, carrier failed to ensure that each driver subject to random alcohol and controlled substances testing has an equal chance of being selected each time selections are made.

6 FEDERAL	Primary 382.601(a)	Discovered 8	Checked 8	Drivers/Vehicles In Violation 0	Checked 0
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#### Description

Failing to provide educational materials explaining requirements of part 382 and employer's drug and alcohol program policies.

#### Example

On January 23rd, 2018 DTS INC had driver [REDACTED] operate a combination of vehicles in interstate commerce from Edwardsville Kansas to Hazleton Pennsylvania. [REDACTED] was operating a 2011 Freightliner truck tractor (VIN# [REDACTED] 3269 UNIT#104) in combination with a 2004 Utility trailer (VIN# [REDACTED] 095139 UNIT#28573). The gross vehicle weight ratings of these vehicles are 52,000 lbs. and 65,000 lbs. respectively. This trip is evidenced by a roadside inspection, driver hours of service records, and a bill of lading. During this roadside inspection and at the time of this review, the carrier failed to provide educational materials explaining requirements of part 382 and employer's drug and alcohol program policies.



	<b>DTS INC</b> U S DOT # 2531743	Review Date 05/23/2018
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### Part B Violations

7 FEDERAL	Primary. 382.601(b)	Discovered 8	Checked 8	Drivers/Vehicles In Violation	Checked 0
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#### Description

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.

On January 23rd, 2018 DTS INC had driver [REDACTED] operate a combination of vehicles in interstate commerce from Edwardsville Kansas to Hazleton Pennsylvania. [REDACTED] was operating a 2011 Freightliner truck tractor (VIN# [REDACTED] 8269 UNIT#104) in combination with a 2004 Utility trailer (VIN# [REDACTED] 095139 UNIT#28573). The gross vehicle weight ratings of these vehicles are 52,000 lbs. and 65,000 lbs respectively. This trip is evidenced by a roadside inspection, driver hours of service records, and a bill of lading. During this roadside inspection and at the time of this review, the carrier failed to provide to employees a written policy on misuse of alcohol and controlled substances that meets the requirements of 382.601(b) 1-11.

8 FEDERAL	Primary 391 25(c)(1)	Discovered 3	Checked 8	Drivers/Vehicles In Violation	Checked 8
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#### Description

Failing to maintain a copy of the motor vehicle record or response from each State agency in the driver qualification file.

#### Example

On April 20th, 2017 DTS INC had driver [REDACTED] operate a combination of vehicles in interstate commerce from Kansas City Missouri to White Plains New York. [REDACTED] was operating a 2005 Kenworth truck tractor (VIN# [REDACTED] 098080 UNIT#212) in combination with a 2007 Utility trailer (VIN# [REDACTED] 891719 UNIT#202). The gross vehicle weight ratings of these vehicles are 50,000 lbs. and 65,000 lbs respectively This trip is evidenced by an accident report. During this roadside inspection and at the time of this review, the carrier failed to maintain a copy of the motor vehicle record or response from each State agency in the driver qualification file.

9 FEDERAL	Primary 391.51(b)(5)	Discovered 3	Checked 8	Drivers/Vehicles In Violation	Checked 8
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#### 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

On April 20th, 2017 DTS INC had driver [REDACTED] operate a combination of vehicles in interstate commerce from Kansas City Missouri to White Plains New York [REDACTED] was operating a 2005 Kenworth truck tractor (VIN# [REDACTED] 098080 UNIT#212) in combination with a 2007 Utility trailer (VIN# [REDACTED] 891719 UNIT#202). The gross vehicle weight ratings of these vehicles are 50,000 lbs and 65,000 lbs respectively. This trip is evidenced by an accident report. During this accident and at the time of this review, the carrier failed to maintain a note relating to the annual review of the driver's driving record as required by 391.25(c)(2).

10 FEDERAL	Primary 391 51(b)(6)	Discovered 3	Checked 8	Drivers/Vehicles In Violation	Checked 8
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#### Description

Failing to maintain a list or certificate relating to violations of motor vehicle laws and ordinances required by 391.27.

#### Example

On April 20th, 2017 DTS INC had driver [REDACTED] operate a combination of vehicles in interstate commerce from Kansas City Missouri to White Plains New York. [REDACTED] was operating a 2005 Kenworth truck tractor (VIN# [REDACTED] 098080 UNIT#212) in combination with a 2007 Utility trailer (VIN# [REDACTED] 891719 UNIT#202) The gross vehicle weight ratings of these vehicles are 50,000 lbs. and 65,000 lbs. respectively. This trip is evidenced by an accident report. During this accident and at the time of this review, the carrier failed to maintain a list or certificate relating to violations of motor vehicle laws and ordinances required by 391 27.



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### Part B Violations

11 FEDERAL	Primary 391.51(d)	Discovered 8	Checked 8	Drivers/Vehicles In Violation 8	Checked 8
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#### Description

Failing to keep required records in driver's qualification file for 3 years after date of execution.

#### Example

On April 20th, 2017 DTS INC had driver [REDACTED] operate a combination of vehicles in interstate commerce from Kansas City Missouri to White Plains New York. [REDACTED] was operating a 2005 Kenworth truck tractor (VIN# [REDACTED] 098080 UNIT#212) in combination with a 2007 Utility trailer (VIN# [REDACTED] 891719 UNIT#202). The gross vehicle weight ratings of these vehicles are 50,000 lbs. and 65,000 lbs. respectively. This trip is evidenced by an accident report. During this roadside inspection and at the time of this review, carrier failed to keep required records in driver's qualification file for 3 years after date of execution.

12 STATE	Primary 392.2 Secondary KSA 8-2,125 CFR Equivalent 392.2	Discovered 1	Checked 1	Drivers/Vehicles In Violation 1	Checked 1
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#### Description

Operating a motor vehicle not in accordance with the laws, ordinances, and regulations of the jurisdiction in which it is being operated.

#### Example

On January 23rd, 2018 DTS INC had driver [REDACTED] operate a combination of vehicles in interstate commerce from Edwardsville Kansas to Hazleton Pennsylvania [REDACTED] was operating a 2011 Freightliner truck tractor (VIN# [REDACTED] 8269 UNIT#104) in combination with a 2004 Utility trailer (VIN# [REDACTED] 095139 UNIT#28573) The gross vehicle weight ratings of these vehicles are 52,000 lbs. and 65,000 lbs. respectively This trip is evidenced by a roadside inspection, driver hours of service records, and a bill of lading. During this roadside inspection, driver [REDACTED] was placed out of service for being in possession of a controlled substance and operating on a suspended CDL. Driver was subsequently placed out of service [REDACTED] began operating this vehicle combination 13 hours later in violation of the out of service stipulations. Thus, at 11:51pm on 01-23-2018 driver [REDACTED] operated out of service. Carrier was made aware of the issues with [REDACTED] license by co-driver [REDACTED] shortly after this roadside inspection was concluded.

13 FEDERAL	Primary 395.8(a)	Discovered 5	Checked 210	Drivers/Vehicles In Violation 1	Checked 7
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#### Description

Failing to require driver to make a record of duty status.

#### Example

On November 23rd, 2017 DTS INC had driver [REDACTED] operate a combination of vehicles in interstate commerce from Kansas City Kansas to Crystal City Missouri. [REDACTED] was operating a 2011 Freightliner truck tractor (VIN# [REDACTED] 8269 UNIT#104) in combination with a 2011 Great Dane trailer (VIN# [REDACTED] 211219 UNIT#1002). The gross vehicle weight ratings of these vehicles are 52,000 lbs. and 68,000 lbs. respectively. This trip is evidenced by a driver hours of service record, and a bill of lading. During this trip and at the time of this review, driver failed to create the previous five days of hours of service records.



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### Part B Violations

14 FEDERAL	Primary: 395 8(e)	Discovered 1	Checked 210	Drivers/Vehicles In Violation 1	Checked 7
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#### Description

False reports of records of duty status

On November 15th, 2017 DTS INC had driver [REDACTED] operate a combination of vehicles in interstate commerce from Huston Texas to Huston Texas. [REDACTED] was operating a 2011 Freightliner truck tractor (VIN# [REDACTED] 8269 UNIT#104) in combination with a 2013 Utility trailer (VIN# [REDACTED] 800923 UNIT#501). The gross vehicle weight ratings of these vehicles are 52,000 lbs. and 65,000 lbs. respectively. This trip is evidenced by an accident report and a driver hours of service record. At the time of this accident, driver claimed to be off duty on his hours of service record. Driver was in on duty status as the accident involving company property was being processed

15 FEDERAL	Primary: 396.3(b)	Discovered 1	Checked 1	Drivers/Vehicles In Violation 0	Checked 0
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#### Description

Failing to keep minimum records of inspection and vehicle maintenance.

#### Example

On January 23rd, 2018 DTS INC had driver [REDACTED] operate a combination of vehicles in interstate commerce from Edwardsville Kansas to Hazleton Pennsylvania. [REDACTED] was operating a 2011 Freightliner truck tractor (VIN# [REDACTED] 8269 UNIT#104) in combination with a 2004 Utility trailer (VIN# [REDACTED] 095139 UNIT#28573). The gross vehicle weight ratings of these vehicles are 52,000 lbs. and 65,000 lbs. respectively. This trip is evidenced by a roadside inspection, driver hours of service records, and a bill of lading. During this roadside inspection, and at the time of this review, carrier failed to keep minimum records of inspection and vehicle maintenance. Carrier failed to maintain evidence of repairs for the mechanical related out-of-service violation that occurred at the time of this roadside inspection

16 FEDERAL	Primary: 396.3(b)(2)	Discovered 1	Checked 1	Drivers/Vehicles In Violation 0	Checked 0
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#### Description

Failing to have a means of indicating the nature and due date of the various inspection and maintenance operations to be performed

#### Example

On January 23rd, 2018 DTS INC had driver [REDACTED] operate a combination of vehicles in interstate commerce from Edwardsville Kansas to Hazleton Pennsylvania. [REDACTED] was operating a 2011 Freightliner truck tractor (VIN# [REDACTED] 8269 UNIT#104) in combination with a 2004 Utility trailer (VIN# [REDACTED] 095139 UNIT#28573). The gross vehicle weight ratings of these vehicles are 52,000 lbs. and 65,000 lbs. respectively. This trip is evidenced by a roadside inspection, driver hours of service records, and a bill of lading. During this roadside inspection and at the time of this review, carrier failed to have a means of indicating the nature and due date of the various inspection and maintenance operations to be performed.

<b>Safety Fitness Rating Information:</b>		<b>OOS Vehicle (CR): 0</b>	
Total Miles Operated	1,380,016	Number of Vehicle Inspected (CR):	0
Recordable Accidents	4	OOS Vehicle (MCMIS):	1
Recordable Accidents/Million Miles	2.90	Number of Vehicles Inspected (MCMIS):	8



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### Part B Violations

Your proposed safety rating is :

**UNSATISFACTORY**

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

Effective date: The unsatisfactory rating will take effect 60 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 60 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 60 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 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 45 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.)

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.

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



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### Part B Violations

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. 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 carriers 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.
  
2. 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.
  
  - 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.
  
  - NOTICE 49 CFR Part 391.23 requires prospective employers to, at a minimum, investigate a driver's employment information, crash record, and alcohol and controlled substances history from all employers the driver worked for within the previous 3 years


The Pre-Employment Screening Program (PSP) is a screening tool that assists motor carriers in investigating crash history and roadside safety performance of prospective drivers. The PSP allows motor carriers to purchase 5 years of crash data and 3 years of roadside inspection data from the Federal Motor Carrier Safety Administration's (FMCSA) Motor Carrier Management Information System (MCMIS) Records are available 24 hours a day via Web request Motor carriers should visit the following website for more information  
<http://www.psp.fmcsa.dot.gov/Pages/default.aspx>

  - 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 Discuss with your employees/drivers the "Security Measures for Truck Drivers and Companies" which were provided and reviewed with motor carrier official. Motor carriers should visit the following website for more information  
<http://www.fmcsa.dot.gov/documents/Hijacking-Brochure.pdf>

For all Investigations that could result in a Notice of Claim





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• **PLEASE NOTE.** The violations discovered during this compliance review may affect the civil penalty proposed in any subsequent Notice of Claim. 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 Notice of Claim. 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.

Attached to this report is Table 1, which identifies all the documented violations which were discovered during the course of this review.

For all Investigations resulting in serious violations

Serious violations were recorded on this investigation report. These violations will impact your safety record. Furthermore, these violations may result in a follow-up investigation at a later date unless adequate evidence of corrective action is forwarded to our office.

US Department of Transportation  
 Federal Motor Carrier Safety Administration  
 Kansas Division  
 Division Administrator  
 1303 First American Place  
 Suite 200  
 Topeka, KS 66604-4040

For all Investigations where the carrier has been involved in 2 or more recordable crashes

The Division Administrator/State Director will continue to consider preventability when a motor carrier contests a proposed safety fitness rating. The motor carrier may deem that the recordable accident rate is not a fair means of evaluating its accident factor (Factor 6) on the CR report. If so, the motor carrier must submit the compelling evidence within seven calendar days if the proposed rating is Unsatisfactory and 10 calendar days if the proposed rating is Conditional to

US Department of Transportation  
 Federal Motor Carrier Safety Administration  
 Kansas Division  
 Division Administrator  
 1303 First American Place  
 Suite 200  
 Topeka, KS 66604-4040

Compelling evidence must be limited to official police accident reports and official insurance accident investigation reports.

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



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## Part B Requirements and/or Recommendations

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.

US Department of Transportation  
Federal Motor Carrier Safety Administration  
Midwestern Service Center  
4749 Lincoln Mall Drive  
Suite 300-A  
Matteson, IL 60443

Ensure that a CC copy of the letter is mailed to.

US Department of Transportation  
Federal Motor Carrier Safety Administration  
Kansas Division  
Division Administrator  
1303 First American Place  
Suite 200  
Topeka, KS 66604-4040

This letter should be submitted as soon as possible.

For all Investigations resulting in a proposed unsatisfactory rating

Information on your compliance status, roadside inspections, regulatory changes, accident countermeasures and hazardous material incident prevention manual 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/>.


• All Other Motor Carriers This review will result in a Proposed Safety Rating. The findings indicate you are currently operating at an unsatisfactory level of safety compliance. A written notice of proposed unsatisfactory rating will be sent to you by the FMCSA via U.S. Mail. If you fail to obtain an improved rating within 60 days of the date that notice is sent, the unsatisfactory rating will become final and you must cease interstate operations.

Information on your compliance status, roadside inspections, regulatory changes, accident countermeasures and hazardous material incident prevention manual 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 KCC requires that you prepare a corrective action letter, addressing the measures taken to correct the violations identified within this report. Submit this letter within 30 days outlining the carrier's updated changes to their policies and procedures regarding all listed violations. Explain in detail how, as a carrier representative, you will rectify these deficiencies and prevent their reoccurrence going forward. Include any supporting documentation and evidence as indicated in the recommendations above, (example vehicle inspections performed, proof of drug and



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alcohol testing in place, etc ) necessary to prove that corrective action has been taken. Mail the letter along with copies of your supporting evidence to

Kansas Corporation Commission  
 Attn Gary Davenport  
 1500 SW Arrowhead Rd  
 Topeka, KS 66604-4027

### 3. HOS COMPLIANCE BASIC PROCESS BREAKDOWN: Roles and Responsibilities

#### DESCRIPTION OF PROCESS BREAKDOWN

DTS Inc. violations occurred due to a breakdown regarding the monitoring and tracking elements of compliance within this section. Carrier has established the correct methods of recording hours of service records for each CMV driver. That said, you need to develop a better methodology for ensuring that all drivers record complete and accurate records of duty status. It is incumbent upon the carrier to review all driver records of duty status reports and verify that they are correct and accurate. Monitor the time records continually in order to track the driver movements. Finally, verify the accuracy of their reports with supporting documents. These duties and the documents verifying their completion require continued monitoring and tracking by carrier officials to ensure compliance. The hours of service violations discovered during this review all occurred before the transition to e-logs. The e-log requirement has likely solved many of the company's hours of service issues. That being said, remain vigilant and ensure that drivers hours of service records are accurate and true. Utilize the documents and instructions provided to you during this review to assist you in correcting the deficiencies

#### BASIC SPECIFIC RECOMMENDED REMEDIES

Implement Safety Improvement Practices The following are recommended practices related to Roles and Responsibilities.

- Define and document roles and responsibilities of managers and supervisors for monitoring compliance with Hours-of-Service (HOS) policies.
- Ensure that managers are responsible for reviewing Records of Duty Status (RODS) for accuracy and for disciplining those who falsify their logs.
- Assign responsibility for making sure that all Records of Duty Status (RODS) are collected and stored for six months.
- Prior to accepting shipments, ensure that dispatchers are responsible for mapping out routes, asking drivers how many hours they have driven recently, and verifying that the route can be completed without breaking Hours-of-Service (HOS) regulations.
- Ensure that drivers are responsible for informing the carrier when they are sick, keeping accurate Records of Duty Status (RODS), and planning their route so that it can be completed efficiently within Hours-of-Service (HOS) rules
- Define and document roles and responsibilities of drivers and dispatchers as they pertain to Hours-of-Service (HOS) policies and procedures.

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.

### 4. VEHICLE MAINTENANCE BASIC - INSPECTION-REPAIR-MAINTENANCE PROCESS BREAKDOWN Policies and Procedures

#### DESCRIPTION OF PROCESS BREAKDOWN

DTS Inc failed to establish a comprehensive preventative maintenance program Carrier violations occurred due to



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## Part B Requirements and/or Recommendations

a breakdown regarding the policies and procedures elements of compliance within this section. Carrier neglected to establish the appropriate maintenance protocol on their commercial motor vehicle fleet. Carrier must create the policies and procedures necessary to effectively maintain the fleet. This includes keeping detailed repair information on all violations discovered during roadside inspections. DTS Inc did not keep adequate records of repairs and maintenance. This along with a robust preventative maintenance program should decrease your BASIC score in this area. Further, it is imperative that all out of service violations discovered roadside be rectified immediately. Evidence of those repairs must be maintained at the principal place of business. All safety sensitive violations discovered regarding company vehicles must be reported by the drivers in the driver vehicle inspection report. Those violations must then be immediately addressed by the carrier. The vehicles must not be operated until they are repaired. All evidence of repairs should be kept on file at the principal place of business. Finally, ensure that all annual inspections on carrier vehicles are conducted at the same time each year. This will ensure that there are no lapses in coverage. These duties and the documents verifying their completion require continued monitoring and tracking by carrier officials to ensure compliance. Utilize the documents and instructions provided to you during this review to assist you in correcting the deficiencies.

### 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 recordkeeping. 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, 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://a.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. CONTROLLED SUBSTANCES AND ALCOHOL BASIC PROCESS BREAKDOWN: Meaningful Action

### DESCRIPTION OF PROCESS BREAKDOWN.

DTS Inc.'s violations occurred due to a breakdown regarding the meaningful action elements of compliance within this section. Carrier allowed a CDL driver to continue operating a commercial motor vehicle after it became aware that the driver had an issue with controlled substances. This prohibited decision endangered the general motoring public. You cannot hire a driver who tests positive for a controlled substance without having that driver go through a substance abuse treatment program. In addition to this violation, you had several drivers found to be in possession of controlled substances during roadside inspections. One of these drivers had a BAC of .228%. Both of these drivers should have been terminated immediately. In addition to these issues, drivers were not given the company policy on controlled substance and alcohol. There were no educational materials disseminated to the drivers. Lastly, carrier failed to keep the drivers in the CDL random pool updated. Failing to remove terminated drivers and/or adding new



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hired drivers creates a situation where all drivers do not have an equal chance at being tested. Utilize the information and resources provided during the course of this review to fix these issues. Feel free to contact me for any questions or assistance you may need.

#### BASIC SPECIFIC RECOMMENDED REMEDIES

**Implement Safety Improvement Practices** The following are recommended practices related to Meaningful Action

- Give controlled-substance and alcohol-test administrators immediate feedback and require corrective action as soon as the company is aware that an employee is not fulfilling testing responsibilities.
- Provide required remedial training to controlled substance and alcohol test administrators when their knowledge is not current
- Implement a disciplinary policy where potential disciplinary measures correspond to risk posed, with violations associated with high-consequence accidents or incidents being punished more severely
- Discipline carrier officials for knowingly and willfully allowing violations of controlled-substance and alcohol-related regulations, such as allowing an unqualified driver to drive.
- If the problem related to use of controlled substances and alcohol is systemic, make adjustments to one or more of the Safety Management Processes (Policies and Procedures, Roles and Responsibilities, etc.).

**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. DRIVER FITNESS BASIC PROCESS BREAKDOWN: Roles and Responsibilities

##### DESCRIPTION OF PROCESS BREAKDOWN

DTS Inc.'s violations occurred due to a breakdown regarding the roles and responsibilities elements of compliance within this section. Carrier has established organized driver qualification files for each CMV driver. That said, you need to develop a better methodology for ensuring that all drivers have the requisite paperwork in their individual files. It is incumbent upon the carrier to execute all annual requirements for their commercial motor vehicle drivers. These duties and the documents verifying their completion require continued monitoring and tracking by carrier officials to ensure compliance. All applicable documents should be maintained in company files for a period of three years. Do not allow unqualified drivers to operate commercial motor vehicles. This is very important. Utilize the documents and instructions provided to you during this review to assist you in correcting the deficiencies.

#### BASIC SPECIFIC RECOMMENDED REMEDIES

**Implement Safety Improvement Practices** The following are recommended practices related to Roles and Responsibilities

- Define and document the role of managers and supervisors for implementing driver-fitness policies and for monitoring compliance with them. This should include regular evaluation of the carrier's driver-wellness program.
- Define and document roles and responsibilities of managers and supervisors in providing training and maintaining qualifications for all employees according to driver-fitness regulations and company policies and procedures.
- Ensure that operations managers and dispatchers are responsible for having the proper amount of fit drivers by considering short-term changes, for example, with regard to vacations, variations in sales, and additional driver duties, and long-term changes, for example, with regard to permanent reassignment and termination of employees
- Ensure that dispatchers and operation managers are responsible for ascertaining that drivers are qualified before authorizing runs.
- Define and document roles and responsibilities of drivers, dispatchers, and other personnel according to driver fitness regulations and company policies and procedures.

**Seek Out Resources**





DTS INC  
U.S. DOT # 2531743

Review Date  
05/23/2018

### Part B Requirements and/or Recommendations

- 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



## **ATTACHMENT “B”**

# DRIVER/VEHICLE EXAMINATION REPORT

Indiana State Police  
Commercial Vehicle Enforcement  
7811 Milhouse Road, Suite S  
Indianapolis, IN 46241  
Phone: (317)615-7373 Fax: (317)237-2116

Report Number: IN8285007818  
Inspection Date: 01/23/2018  
Start: 7.59 AM ET End: 9 00 AM ET  
Inspection Level: I - Full  
HM Inspection Type: None

DTS INC

Driver: JONES, STANLEY

OVERLAND PARK, KS, 66213

License#:

State: TX

USDOT: 2531743

Phone#:

Date of Bi

MC/MX#: 879888

Fax#:

CoDriver: ONEAL, VIVIAN D

State#:

License#:

State: TX

Date of Bi

Location: EB WEIGH STATION

Milepost: 00

Shipper: LINEAGE

Highway: I-70

Origin: EDWARDSVILLE, KS

Bill of Lading: 7602481175

County: VIGO

Destination: HAZLETON, PA

Cargo: GENERAL FREIGHT

## VEHICLE IDENTIFICATION

Unit	Type	Make	Year	State	Plate	Equipment ID	VIN	GVWR	CVSA #	Issued #	OOS Sticker
1	TT	FRHT	2011	KS		104		8269 52000			
2	ST	UTIL	2004	ME		28573		095139 65000			

## BRAKE ADJUSTMENTS

Axle #	1	2	3	4	5
Right	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Left	1 1/2	1 1/4	1 1/4	1 1/2	1 1/2
Chamber	L-20	L-30	L-30	L-30	L-30

## VIOLATIONS

Section	Type	Unit	OOS	Citation #	Verify	Crash	Violations Discovered
392.4A-POS	F	D	Y	000107029894	N	N	Driver on duty and in possession of a narcotic drug / amphetamine
383.51A-SOUT	F	D	Y	000107029894	N	N	Driving a CMV while CDL is suspended for safety-related or unknown reason and outside the state of drivers license issuance
393.45	F	1	Y		U	N	Brake tubing and hose adequacy
396.3A1	F	1	Y		U	N	Inspection, repair and maintenance of parts & accessories

HazMat: No HM transported

Placard:

Cargo Tank:

## Special Checks:

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

Traffic Enforcement  
PASA Conducted Inspection  
X Drug Interdiction Search

Post Crash Inspection  
PBBT Inspection  
Arrests 1

Notes: 10 GRAMS OF WEED

Pursuant to Title 49 CFR-396 9(c) "Under penalty of law, NO VEHICLE may be driven, nor may any driver drive a vehicle that has been placed out-of-service until all out-of-service violation have been corrected" Vehicle OOS at

Pursuant to Title 49 CFR-395 13(c) and (d), STANLEY JONES is considered OOS until 24 HOURS OFF DUTY No motor carrier shall require or permit a driver, nor shall any driver placed OOS drive any CMV until all terms of the OOS order has been fulfilled OOS at

I certify that all requirements of the "out-of-service" violations on this inspection report have been fulfilled in accordance with Title 49 CFR-395 13 and/or 396 9

Signature Of Repairer X \_\_\_\_\_ Facility \_\_\_\_\_ Date \_\_\_\_\_

IN ACCORDANCE WITH 49 CFR-396 9(d), SHOULD ANY VIOLATIONS BE NOTED, COMPLETE THIS CERTIFICATION AND RETURN TO THE POLICE AGENCY ABOVE WITHIN FIFTEEN (15) DAYS BY DOING SO, YOU VERIFY AND ACKNOWLEDGE ALL NOTED VIOLATIONS AND THE COMPLETION OF EFFECTIVE CORRECTIVE MEASURES

Signature Of Motor Carrier X \_\_\_\_\_ Title \_\_\_\_\_ Date \_\_\_\_\_





# DRIVER/VEHICLE EXAMINATION REPORT

Indiana State Police  
Commercial Vehicle Enforcement  
7811 Milhouse Road, Suite S  
Indianapolis, IN 46241  
Phone: (317)615-7373 Fax: (317)237-2116

Report Number: IN8285007818  
Inspection Date: 01/23/2018  
Start: 7 59 AM ET End: 9 00 AM ET  
Inspection Level: I - Full  
HM Inspection Type: None

Report Prepared By. Badge #.  
T DRAVIGNE 8285

Copy Received By.  
STANLEY JONES

X

X



## **ATTACHMENT “C”**



# Specimen Result Certificate

ID Number: 3727482

Report printed on 7/17/2017 8:17:35 AM

Page 1 of 1

**Attention:**

Amrit Dhillon

DTS Inc

Overland Park, KS 66213

**Collection Site:**

1064 - Concentra Medical Center - Lenexa

**Verification Date**

6/28/2017 11:02 AM

**Medical Review Officer:**

Dr. Stephen Kracht

8140 Ward Parkway, Suite 275

Kansas City, MO 64114

888-382-2281

**Donor Name:** JONES, STANLEY E.

**Date Of Test:** 6/23/2017

**Donor SSN:**

**Donor ID:**

**Reason for Test:**

Pre-employment

**ID Number:** 3727482

**Laboratory:** Quest Diagnostics

**Regulation:**

**Specimen Type:**

DOT-FMCSA

Urine

**Drugs Tested:**

Drug Name	Result	Screening Cutoff	Confirmation Cutoff	Drug Name	Result	Screening Cutoff	Confirmation Cutoff
Marijuana	Negative	50	15	6-Monoacetylmorphine	Negative	10	10
Cocaine	Negative	150	100	PCP	Positive	25 ng/mL	25 ng/mL
Amphetamines	Negative	500	250	Ecstasy	Negative	500	250
Opiates	Negative	2000	2000				

**Final Result Disposition: Positive**

CCF Record Date and Data Entry Operator : 6/27/2017 MM/DD/YYYY - andrew.hoger

**TO BE COMPLETED BY THE MEDICAL REVIEW OFFICER**

I have reviewed the laboratory results for the specimen identified by this form in accordance with applicable Federal requirements. My determination/verification is

☐ Negative

☐ Dilute

☒ Positive

☐ Test Cancelled

☐ Adulterated

☐ Refusal to test because

☐ Substituted

REMARKS:

Sal Valdeperas

6/28/2017 11:02 AM

(PRINT) Medical Review Officer's Name

Signature of Medical Review Officer

Date (Mo./Day/Yr.)

## **ATTACHMENT “D”**

**DRIVER'S DAILY LOG**

January 30, 2018

USA Property 70 hour / 8 day

Driver	Stanley Jones	Co-Drivers	Vivian Oneal
Distance	640 mi	Vehicles	104
Carrier	DTS INC	Trailers	110
Main Office	OVERLAND PARK, KS, 66213		
Shipping Docs	36898		

M 1 2 3 4 5 6 7 8 9 10 11 N 1 2 3 4 5 6 7 8 9 10 11 M																								Recap	
OFF																								13.25	1/23 7.29
SB																								00.00	1/24 3.44
D																								09.95	1/25 8.72
ON																								00.80	1/26 5.97
																								24.00	1/27 4.93
																									1/28 0.00

No.	Status	Start (CST)	Duration	Location	Notes	
1	On Duty	12 00:00 AM	39 min 47 sec	13.8 mi SW of Montgomery, AL	Pre-Trip Inspection/Fuel	Restart on 1/29
2	Driving ⊕	12 39:47 AM	6 hr 12 min 10 sec	13.8 mi SW of Montgomery, AL		1/29 0.04
3	Off Duty	6 51:57 AM	33 min 36 sec	Lafayette, LA	30 Min Break	Total Hours Since Restart 0.04
4	Driving ⊕	7 25:33 AM	56 min 43 sec	Lafayette, LA		Hrs Available Today 69.96
5	On Duty	8 22:16 AM	8 min 11 sec	11.0 mi E of Moss Bluff, LA		Hrs Worked Today 10.75
6	Driving ⊕	8 30:27 AM	2 hr 48 min 3 sec	11.0 mi E of Moss Bluff, LA		
7	Off Duty	11 18:30 AM	8 min 40 sec	Houston, TX		
8	Off Duty ⊕ Pers Conv	11 27:10 AM	8 min 15 sec	Houston, TX		
9	Off Duty	11 35:25 AM	12 hr 24 min 35 sec	Houston, TX		

Odometers			
Vehicle	Start	End	Distance
104	1,058,987	1,059,396	409 mi
104	1,059,396	1,059,456	60 mi
104	1,059,456	1,059,626	170 mi
104	1,059,626	1,059,627	1 mi

I certify that these entries are true and correct

Driver Signature



## **ATTACHMENT “E”**

ACCIDENT

DRIVER/VEHICLE EXAMINATION REPORT

Indiana State Police  
Commercial Vehicle Enforcement  
7811 Milhouse Road, Suite S  
Indianapolis, IN 46241  
Phone: (317)615-7373 Fax: (317)237-2116

Report Number: IN8285007194  
Inspection Date: 04/20/2017  
Start: 6 10 PM ET End: 6:41 PM ET  
Inspection Level: II - Walk-Around  
HM Inspection Type: None

DTS INC

OVERLAND PARK, KS, 66213

USDOT: 2531743

MC/MX#: 879888

State#:

Location: EB

Highway: I-70

County: PUTNAM

Driver: SINGH, SUKHWINDER

License#:

Date of Birth:

CoDriver:

License#:

Date of Birth:

State: NY

State:

Milepost: 43 Shipper: DANNON

Origin: KANSAS CITY, MO

Destination: WHITE PLAINS, NY

Bill of Lading: 2076063

Cargo: FOODSTUFF

VEHICLE IDENTIFICATION

Unit	Type	Make	Year	State	Plate	Equipment ID	VIN	GVWR	CVSA #	Issued #	OOS Sticker
1	TT	KW	2005	KS		212		098080	50000		
2	ST	UTIL	2007	OK		202		891719	65000		

BRAKE ADJUSTMENTS No brake measurements required for level II or level III

VIOLATIONS

Section	Type	Unit	OOS	Citation #	Verify	Crash	Violations Discovered
392.4A	F	D	Y	00095642978	N	N	Driver on duty and under the influence of, or using a narcotic drug / amphetamine, which renders the driver incapable of safe operation.
392.5A	F	D	Y	00095642978	N	N	Driver consuming an intoxicating beverage within 4 hours before operating a motor vehicle
9-30-5-1	S	D	N	00095642978	N	N	BAC OVER 08% (392 2 C F R )
392 2	F	D	N	00095642978	N	N	Violation of Local Laws - Explain

HazMat: No HM transported

Placard:

Cargo Tank:

Special Checks:	Alcohol/Controlled Substance Check	Traffic Enforcement	Post Crash Inspection
X	Conducted by Local Jurisdiction	PASA Conducted Inspection	PBBT Inspection
	Size and Weight Enforcement	X Drug Interdiction Search	Arrests 1
	eScreen Inspection		

Notes: driver cell

Driver in possession of 28 Tramadol pills without a valid prescription

PBT 223% BAC

Blood sample 228% BAC

Pursuant to Title 49 CFR-395 13(c) and (d), SUKHWINDER SINGH is considered OOS until 24 hours off duty. No motor carrier shall require or permit a driver, nor shall any driver placed OOS drive any CMV until all terms of the OOS order has been fulfilled. OOS at.

IN ACCORDANCE WITH 49 CFR-396 9(d), SHOULD ANY VIOLATIONS BE NOTED, COMPLETE THIS CERTIFICATION AND RETURN TO THE POLICE AGENCY ABOVE WITHIN FIFTEEN (15) DAYS. BY DOING SO, YOU VERIFY AND ACKNOWLEDGE ALL NOTED VIOLATIONS AND THE COMPLETION OF EFFECTIVE CORRECTIVE MEASURES.

Signature Of Motor Carrier X Title Date

Report Prepared By: T DRAVIGNE  
Badge #: 8285

Copy Received By: SUKHWINDER SINGH

X

X



## **ATTACHMENT “F”**



# **DRIVER/VEHICLE EXAMINATION REPORT**

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  
Email: cvemail@mshp.dps.mo.gov

Report Number: MOW174002610  
Inspection Date: 04/13/2018  
Start: 10:20 AM CT End: 11:15 AM CT  
Inspection Level: I - Full  
HM Inspection Type: None

DTS INC

Driver: CADIZ RODRIGUEZ, AUGUSTO C

OVERLAND PARK, KS, 66213

License#: [REDACTED]

State: FL

USDOT: 2531743

Phone#: [REDACTED]

Date of Birth: [REDACTED]

MC/MX#: 879888

Fax#: [REDACTED]

CoDriver:

State#:

License#:

State:

Date of Birth:

Location: MAYVIEW POST A3 WEST

Milepost: 43

Shipper: SEABROOK BROTHERS & SONS  
INC

Highway: I-70

Origin: SEABROOK, NJ

Bill of Lading: LD857851

County: LAFAYETTE

Destination: INDEPENDENCE,  
MO

Cargo: REFRIGERATED  
FOODS

## **VEHICLE IDENTIFICATION**

Unit	Type	Make	Year	State	Plate	Equipment ID	VIN	GVWR	CVSA #	Issued #	OOS Sticker
1	TT	FRHT	2003	FL	[REDACTED]	57482	[REDACTED]	57482 52000		25741696	
2	ST	GDAN	2012	ME	[REDACTED]	021881	[REDACTED]	700710 68000		25741697	

## **BRAKE ADJUSTMENTS**

Axle #	1	2	3	4	5
Right	1 1/8	1 3/8	1 3/8	1 1/2	1 1/2
Left	1 1/8	1 3/8	1 1/4	1 1/2	1 5/8
Chamber	L-20	L-30	L-30	C-30	C-30

**VIOLATIONS:** No violations were discovered

**HazMat:** No HM transported

**Placard:**

**Cargo Tank:**

**Special Checks:** No data for special checks

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 fine payment with the return of this report

Signature Of Motor Carrier X \_\_\_\_\_ Title \_\_\_\_\_ Date \_\_\_\_\_

Report Prepared By: V MCWILLIAMS  
Badge #: W174

Copy Received By:  
AUGUSTO CADIZ RODRIGUEZ

X

X



## **ATTACHMENT “G”**



11 / 23 / 17  
(Month) (Day) (Year)

272

Total Miles Driving Today

272

Total Mileage Today

104

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

1002

# DRIVER'S DAILY LOG (24 HOURS)

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

DTS

Name of Carrier or Carriers

OVERLAND PK, KS

Main Office Address

SAME

Home Terminal Address

I certify these entries are true and correct:

Winston Enos

Driver's Full Signature

Co-Driver's Name

ADD. NIGHT	1	2	3	4	5	6	7	8	9	10	11	NOON	1	2	3	4	5	6	7	8	9	10	11	TOTAL HOURS
1. OFF DUTY																								14.75
2. SLEEPER BERTH																								0
3. DRIVING																								4.00
4. ON DUTY (NOT DRIVING)																								.25
REMARKS																								24

MID-NIGHT	1	2	3	4	5	6	7	8	9	10	11	NOON	1	2	3	4	5	6	7	8	9	10	11

SHIPPING DOCUMENTS:

67754

B/L or Manifest No.

or

K-MACT

Shipper & Commodity

Enter name of place you reported and where released from work and when and where each change of duty occurred.

From: KANSAS CITY KS → CRYSTAL CITY MO

To:

USE TIME STANDARD AT HOME TERMINAL

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613-MP (Rev. 7/13) 8524

## RECAP Complete at end of workday.

On-duty hours today (Total hours A & B)

70 Hr./H Day Drivers

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

B. Total hours available tomorrow. 70 hr. minus A.

C. Total hours on duty last 8 days, including today.

60 Hr./7 Day Drivers

A. Total hours on duty last 8 days, including today.

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

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

\*If you start the 24-hour restart requirements on 0000, you have 6000 hours available again.

## **ATTACHMENT “H”**



## Detailed Crash Report as of 3/30/2018

### CARRIER INFORMATION

Carrier Name: Dts Inc  
U.S. DOT#: 2531743  
Carrier Address: [REDACTED]  
Overland Park, KS 66213  
State Census#: 0905058

### CRASH INFORMATION

# of Fatalities: 0  
# of Injuries: 1  
Towaway: No  
# of Vehicles in Crash: 2  
Crash Determination: No Determination

### LOCATION

Crash Date & Time: 11/15/2017 1215  
Location: E 12001 East Ser N Fwy  
City: HOUSTON  
County: HARRIS  
Crash State: TX

### REPORTING DATA

Report State: TX  
Report #: TX51Y7HQE1B7  
Reporting Agency: HOUSTON PD  
Officer Badge #: 8214  
Federally Recordable: Yes  
State Recordable: Yes

### CRASH ENVIRONMENT

Roadway Trafficway: Two-Way Trafficway, Divided,  
Unprotected Median  
Road Access Control:  
Road Surface Condition: Dry

Weather Condition: No Adverse Conditions  
Light Condition: Daylight

### DRIVER INFORMATION

Name\*: Stanley E. Jones  
Date of Birth: [REDACTED]  
Age: [REDACTED]  
License State: TX

License Number\*: [REDACTED]  
Citation Issued: No  
Valid License: Yes

\*Driver Name and Driver License Number are sensitive information, please handle in accordance with FMCSA guidelines.

### VEHICLE INFORMATION

#### Identification

VIN: [REDACTED] 8269  
Plate Number: [REDACTED]  
Plate State: KS

#### Hazardous Materials

HM Placards: No  
Release of Cargo: No

#### Vehicle Type

Vehicle Configuration: Tractor/Semi-Trailer  
Cargo Body Type: Van/Enclosed Box  
Gross Vehicle Weight Range: More Than 26,000 Pounds



**ATTACHMENT “I”**



11 / 14 / 17  
(Month) (Day) (Year)

# DRIVER'S DAILY LOG (24 HOURS)

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

Total Miles Driving Today 104 Total Mileage Today 501

DIS

Name of Carrier or Carriers

OVERLAND PK, KS

Main Office Address

Home Terminal Address

I certify these entries are true and correct:

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

Driver's Full Signature

Co-Driver's Name

MID-NIGHT 1 2 3 4 5 6 7 8 9 10 11 NOON 1 2 3 4 5 6 7 8 9 10 11 TOTAL HOURS

1. OFF DUTY

2. SLEEPER BERTH

3. DRIVING

4. ON DUTY (NOT DRIVING)

REMARKS MID-NIGHT 1 2 3 4 5 6 7 8 9 10 11 NOON 1 2 3 4 5 6 7 8 9 10 11

SHIPPING DOCUMENTS:

B/L or Manifest No. or

Shipper & Commodity

Enter name of place you reported to and where released from work and when and where each change of duty occurred.

From: HOUSTON TX

To:

USE TIME STANDARD AT HOME TERMINAL

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613-MP (Rev. 7/13) 8524

RECAP  
Complete at end of workday.

On-duty hours today. (Total lines 5 & 6)

70 Hr./8 Day Drivers

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

B. Total hours available tomorrow, 70 hr. minus A.

C. Total hours on duty last 8 days, including today.

50 Hr./7 Day Drivers

A. Total hours on duty last 6 days, including today.

B. Total hours available tomorrow, 50 hr. minus A.

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

If you meet the 34-hour restart requirements on 11/15/17, you have 68/70 hours available again.

OFF Duty 54 HR RESET HOUSTON TX 11/14/17  
THRU 11/15/17



**CERTIFICATE OF SERVICE**

18-TRAM-548-PEN

I, the undersigned, certify that the true copy of the attached Order has been served to the following parties by means of  
06/29/2018  
first class mail/hand delivered on \_\_\_\_\_.

AMRIT DHILLON, PRESIDENT  
D.T.S. INC.  
9130 W 178TH TERRACE  
OVERLAND PARK, KS 66013  
Fax: 913-232-8128  
dts.inc@gmail.com

AHSAN LATIF, LITIGATION COUNSEL  
KANSAS CORPORATION COMMISSION  
1500 SW ARROWHEAD RD  
TOPEKA, KS 66604  
Fax: 785-271-3354  
a.latif@kcc.ks.gov

/S/ DeeAnn Shupe  
\_\_\_\_\_  
DeeAnn Shupe