

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

In the Matter of the Investigation of **Danny)**
G. Lambeth, d/b/a Truck Wholesale of)
Wellsville, Kansas, Pursuant to the Kansas)
Highway Patrol Issuance of a Notice of)
Violation(s) and Invoice for the Violations) Docket No. 17-GIMM-408-KHP
of the Kansas Motor Carrier Safety Statutes,)
Rules and Regulations.)

DIRECT TESTIMONY

OF

TROOPER JOSH WEBER

ON BEHALF OF

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

July 20, 2018

1 **Q. Please state your full name and business address.**

2 A. Lieutenant Josh Weber

3 700 SW Jackson, Suite 704, Topeka, Kansas 66603

4 **Q. By whom and in what capacity are you employed?**

5 A. I am employed by the Kansas Highway Patrol as a State Trooper.

6 **Q. Please summarize your educational and professional background.**

7 A. I hold a Bachelor's of Science from the Kansas State University. I began my career in law
8 enforcement with the Dickinson CO Sheriff's Department, Dickinson CO, KS in 1996. I
9 completed a part-time law enforcement academy at the law enforcement training center,
10 Hutchison, KS in 1996. After completing my Bachelor's degree in 1998, I was hired by
11 the Kansas Highway Patrol, where I attended the Kansas Highway Patrol academy in the
12 fall of 1998.

13 In training to become a Trooper, I completed 22 weeks of extensive law
14 enforcement training. This training included general law book, driving while intoxicated,
15 accident investigation and all other aspects of law enforcement training. General duties
16 included traffic enforcement, speed enforcement, vehicle safety, accident investigations
17 and driving while intoxicated enforcements.

18 I attended the American Standard Inspection (A-Week) training at the Kansas
19 Highway Patrol Academy in 1998. This training included the general requirements for
20 identifying a commercial vehicle, required commercial vehicle documentation, driver's
21 license requirements, physical requirements of the drivers and extensive training on log
22 books. This certification required on-the-job inspections of at least 32 logbooks.

1 The North American Standard Inspection-B (B-Week) came next. This week-long
2 training included detailed operating systems knowledge and inspection of those systems.
3 The systems in this training included the required lights, windshield and wiper systems,
4 tires, wheels, brake systems, suspension systems, steering systems and required seatbelts.
5 At least eight hours was dedicated to proper securement of numerous types of loads. This
6 certification required on-the-job inspections of at least 32 commercial vehicles. Since the
7 above listed training, I have gone on to complete numerous advanced classes as both
8 student and instructor completing over 3,500 hours of additional training in various fields
9 of law enforcement.

10 **Q. Please explain your duties and responsibilities in your current position.**

11 A. In addition to maintaining public safety by enforcing traffic and other laws of the state of
12 Kansas, I am a Lieutenant responsible for inspecting commercial motor vehicles and
13 enforcing the federal motor carrier laws and regulations.

14 **Q. Have you previously testified before this Commission?**

15 A. Yes.

16 **Q. Please explain circumstances leading to the January 3, 2017, stop and the subsequent**
17 **inspection of the commercial motor vehicles.**

18 A. I was stationary on K-68 just west of US-69 when I observed a truck tractor pulling a
19 second truck tractor, later identified as a 1999 Freightliner truck tractor pulling a 1987
20 Marmon truck tractor. The pulling truck tractor was driven by Danny G. Lambeth and as
21 this combination passed I did not observe a tag on the power unit and could see the lights
22 on the rear of the pulled unit were not functioning properly.

23 **Q. Did you formally document the January 3, 2017, inspection?**

1 A. Yes. This inspection was documented on the Driver/Vehicle Examination Report
2 Number KSHP02550894. A true and correct copy of these reports is attached hereto as
3 Weber Attachment "A." Additionally I took pictures of the vehicles involved in the
4 inspection. A true and correct copy of these pictures are attached hereto as Weber
5 Attachment "B."

6 **Q. Please describe the vehicle involved in this stop.**

7 A. The power unit in this case was a 1999 Freightliner truck tractor GVWR of 48,000 lbs.
8 VIN ending in "46298" with a Kansas Dealer plate that was lying on the dash and numeric
9 of D37673, pulling a 1987 Marmon truck tractor GVWR of 50,000 lbs. with a Kansas
10 Dealer plate D3767D, VIN ending in "00100." The rear truck tractor was connected to
11 the front truck tractor with a device and was towed backwards. This tow device was
12 connected to the 5th wheel plate of the towing truck tractor. The towed truck tractor was
13 connected to the towing unit by the use of a single chain that was connected to the towing
14 device. This single chain was wrapped around the axle of the towed unit and then
15 connected to the device that was attached to the power unit. Upon closer inspection, the
16 axle the towing device was connected to was also "chained up" to the frame of the towed
17 unit. I observed only one chain that connected the towed unit to the power unit and if this
18 chain was to fail there was nothing preventing the towed unit from breaking free of the
19 power unit.

20 **Q. Who was the driver operating the vehicle at the time of the stop?**

21 A. The driver was Danny G. Lambeth.

22 **Q. Are you familiar with the challenge raised by Mr. Lambeth in this matter?**

1 A. In his request for hearing, Mr. Lambeth disputes the violations occurred and asserts that
2 the rules do not apply to him because he is not a "KCC operator" and "not in the trucking
3 business."¹

4 **Q. At the time of the stop, how did you determine that the vehicle and its driver were**
5 **subject to the Federal Motor Carrier Safety Administration's (FMCSA) rules and**
6 **regulations?**

7 A. The gross combined weight rating of the vehicles was 98,000 lbs., which exceeds the
8 10,001 pound threshold interstate and the 26,000 pound threshold as private intrastate,
9 definition of Commercial Motor Vehicle under K.A.R. 82-4-1 and 49 C.F.R. 390.5 as
10 adopted by K.A.R. 82-4-3f. The driver was displaying dealers plates that can only be used
11 in the furtherance of a business and the driver stated he picked up the pulled truck tractor
12 in rural Miami CO, KS and was transporting it back to his dealership near the Wellsville,
13 KS area.

14 **Q. Is there any additional information that helped you determine this trip was subject to**
15 **the FMCSA's rules and regulations?**

16 A. Upon speaking with the driver, I was informed that he purchased the truck tractor from an
17 individual and was traveling from rural Miami CO, KS headed to his dealership outside of
18 Wellsville, KS. The following day I was able to locate the address in which the truck
19 tractor came from. The area was approximately 12 miles south of Louisburg and 3 miles
20 east of US-69 in rural Miami CO, KS.

21 **Q. What were the vehicle's origin and destination?**

22 A. The trip originated in Louisburg, Kansas, and was destined for Wellsville, Kansas.

¹ Danny Lambeth's Request for Hearing dated March 14, 2017.

1 **Q. For the sake of clarification, where did the initial stop take place?**

2 A. The initial observation of the light and tag violation took place on west-bound K-68
3 highway at mile post 56 in Miami County, Kansas the stop location was on K-68 in the
4 area of mile post 53 in Miami County, Kansas.

5 **Q. Can you please explain the Kansas Highway Patrol's authority as it relates to the stop**
6 **and inspection of commercial motor vehicles?**

7 A. K.S.A. 74-2108 gives the Kansas Highway Patrol the authority to require the driver of any
8 motor vehicle operated by any motor carrier to stop and submit to an inspection to
9 determine compliance with the laws, rules and regulations relating to motor carriers.
10 Additionally, K.A.R. 82-4-2a gives the Kansas Highway Patrol the authority to examine
11 motor carrier equipment operating on the highways in Kansas, and examine the manner of
12 the motor carrier's conduct as it relates to the public safety and the operation of commercial
13 motor vehicles in Kansas.

14 **Q. What type of inspection did you conduct? Please explain.**

15 A. I conducted a Level II, walk-around inspection. A Level II inspection consists of checking
16 the driver's credentials including their driver's license, medical certificate and any other
17 required documentation. The physical inspection of the vehicle(s) includes checking all
18 required lighting, steering systems, tires, frame, wheels, fire extinguisher, disabled vehicle
19 warning triangles, load securement, the windshield, windshield wipers, mirrors, seatbelt
20 systems, condition of the cab body and any other component part visible during the walk
21 around.

22 **Q. Did you identify any out of service violations during the January 3, 2017, Level II**
23 **Inspection?**

1 A. Yes, I identified five (5) out of service violations of motor carrier safety rules and
2 regulations. The violations are as follows:

- 3 1. No/Improper safety chains for towbar: No safety chains of any kind;
- 4 2. Inoperative turn signal: left rear turn signal INOP;
- 5 3. Inoperative turn signal: right rear turn signal INOP;
- 6 4. Flat tire or fabric exposed: #3 right side inside tire had 22 PSI or 110 PSI rated tire;
7 and
- 8 5. No drivers record of duty status: No log on 1/3/2017 Driver had no record of duty
9 status for current day and previous 7.

10 **Q. How did you determine the driver of the lead vehicle had no or improper safety chains**
11 **for tow bar?**

12 A. I visually observed that there were no safety chains in place in case the tow bar failed.
13 There was one chain that connected the tow bar to the pulled truck tractor. If this single
14 chain broke there was nothing that prevented the towed truck tractor from breaking
15 completely free of the pulling unit. I took photos of the connection and in the photos you
16 can see a second chain that was wrapped around the axle and up over the frame of the
17 towed unit. This chain was only holding the axle of the towed unit. The chain is not
18 connected to the power unit anywhere. The requirements state that safety devices must be
19 connected to the towed unit that in the event of a tow-bar failure prevent the towed unit
20 from breaking loose. In this case there was only a single chain connecting the tow bar to
21 the towed unit and nothing that prevented the towed unit from breaking free if any part of
22 the system failed.

23 **Q. Please explain the rule relevant to no or improper breakaway or emergency braking.**

1 A. FMCSR 49 C.F.R. § 393.71(h)(10) as adopted by K.A.R. 82-4-3i states:

2 "Safety devices in case of tow-bar failure or disconnection.

3 (i) The towed vehicle shall be connected to the towing vehicle by a safety
4 device to prevent the towed vehicle from breaking loose in the event the tow-bar
5 fails or becomes disconnected. When safety chains or cables are used as the safety
6 device for that vehicle, at least two safety chains or cables meeting the requirements
7 of paragraph (h)(10)(ii) of this section shall be used. The tensile strength of the
8 safety device and the means of attachment to the vehicles shall be at least equivalent
9 to the corresponding longitudinal strength for tow-bars required in the table of
10 paragraph (h)(1) of this section. If safety chains or cables are used as the safety
11 device, the required strength shall be the combined strength of the combination of
12 chains and cables.

13 (ii) If chains or cables are used as the safety device, they shall be crossed
14 and attached to the vehicles near the points of bumper attachments to the chassis of
15 the vehicles. The length of chain used shall be no more than necessary to permit
16 free turning of the vehicles. The chains shall be attached to the tow-bar at the point
17 of crossing or as close to that point as is practicable.

18 (iii) A safety device other than safety chains or cables must provide strength,
19 security of attachment, and directional stability equal to, or greater than, that
20 provided by safety chains or cables installed in accordance with paragraph
21 (h)(10)(ii) of this section. A safety device other than safety chains or cables must
22 be designed, constructed, and installed so that, if the tow-bar fails or becomes
23 disconnected, the tow-bar will not drop to the ground."

24
25 **Q. What are the safety concerns when a motor vehicle has no or improper safety chains
26 for tow bar in this situation?**

27 A. There are great safety concerns not only for the driver of the truck tractor but all other
28 motorists and the persons and property next to the highway. I have personally worked
29 fatality traffic crashes where towed units have come loose and caused fatalities for those
30 involved. Mr. Lambeth is also putting people that live next to the highway at great risk. If
31 this truck tractor was to come loose at highway speed there is nothing to prevent the pulled
32 truck tractor from traveling into a residence adjacent to the highway that would cause
33 immense property damage with the potential for injury or death to person involved.

34 **Q. How did you determine the driver had two inoperative turn signals?**

1 A. I visually observed the turn signals during the walk around section of the inspection. I also
2 observed the lights as the vehicle initially drove past, when I was following the vehicle
3 selecting a safe location for the initial stop and when I escorted the combination to a safe
4 location for the inspection. During the actual inspection the lights did not function at all.
5 During the other above listed times I observed the lights going on and off, flashing in
6 opposite directions from power unit to towed unit, and other times the lights on the towed
7 unit would not function at all.

8 **Q. Please explain the rule relevant to inoperative turn signals.**

9 A. FMCSR 49 C.F.R. § 393.9(a) as adopted by K.A.R. 82-4-3i states:

10 “All lamps required by this subpart shall be capable of being operated at all times.”

11 **Q. What are the safety concerns when a motor vehicle has inoperative turn signals?**

12 A. If another motorist is approaching they don't know the intentions of the driver. Other
13 motorists don't know if it is safe to pass or have any warning about the intended movement
14 of the vehicle.

15 **Q. How did you determine the driver had a flat tire or fabric exposed?**

16 A. During the walk around portion of the inspection I struck the tire with my flat hand listening
17 for an audible ring indicating proper inflation. When I struck the number 3 axle right side,
18 inside tire there was more of an audible thump than ring indicating this tire was low on air
19 pressure. I got out a tire gauge and checked the air pressure in the tire which was 22 PSI
20 on a 110 PSI rated tire.

21 **Q. Please explain the rule relevant to flat tire or fabric exposed?**

22 A. FMCSR 49 C.F.R. § 393.75(a) as adopted by K.A.R. 82-4-3i states:

23 “(a) No motor vehicle shall be operated on any tire that—

24 (1) Has body ply or belt material exposed through the tread or sidewall,

- 1 (2) Has any tread or sidewall separation,
2 (3) Is flat or has an audible leak, or
3 (4) Has a cut to the extent that the ply or belt material is exposed.”
4

5 **Q. What are the safety concerns when a motor vehicle has a flat tire or fabric exposed in**
6 **this situation?**

7 A. One great safety concern is that this low tire could build heat while it is traveling down the
8 road causing catastrophic failure to the tire. When this failure happens pieces of the tire
9 can come flying off striking other motorists or forcing others to take evasive action to avoid
10 tire debris. The tire could cause the driver of the power unit to lose control of the vehicle
11 causing a crash. The tire debris could damage the towing unit or pulled unit causing others
12 to take evasive action. There are a multitude of reasons why this poses a safety concern.

13 **Q. How did you determine the driver had no driver's record of duty status?**

14 A. I asked the driver if he had a log book. The driver stated he did not need a log because he
15 was close to his house. Since the driver appeared to be attempting to claim the short haul
16 provision in lieu a log book, I asked how the driver recorded his time as one of the
17 requirements of the short haul provision. Mr. Lambeth stated he did not record his time
18 and did not need to. Mr. Lambeth stated that no one else recorded his time and he did not
19 have a log book. Mr. Lambeth did not meet the requirements of the short haul provision
20 and therefore could not claim this as a substitute for log book. Mr. Lambeth could not
21 produce a current day or his previous seven days of log upon request.

22 **Q. Please explain the rule relevant to having no driver's record of duty status?**

23 A. FMCSR 49 C.F.R. § 395.8(a) as adopted by K.A.R. 82-4-3a states:

24 “Except for a private motor carrier of passengers (nonbusiness), as defined in 390.5
25 of this subchapter, a motor carrier subject to the requirements of this part must
26 require each driver used by the motor carrier to record the driver's duty status for
27 each 24-hour period...”

1 **Q. What are the safety concerns when a driver has no record of duty status?**

2 A. There was no way to know how many hours in this case Mr. Lambeth had been working
3 or driving. Fatigued drivers make mistakes while operating and have poor reaction times.
4 Fatigued drivers often struggle with divided attention and other skills that are needed by a
5 driver for safe operation.

6 **Q. Is there anything further you wish to add to aid the Commission in its decision?**

7 A. Not at this time.

8 **Q. Thank you, Trooper Weber. Does this conclude your testimony?**

9 A. Yes, it does.

WEBER

ATTACHMENT “A”

DRIVER/VEHICLE EXAMINATION REPORT

Kansas Highway Patrol
MOTOR CARRIER SAFETY ASSISTANCE
700 SW Jackson, Ste 704
Topeka, KS 66603
Phone #: (785)296-7189 Fax #: (785)296-2858
truckinspection@khp.ks.gov

Report Number: KSHPO2550894
Inspection Date: 1/3/2017 Certification Date:
Time Started: 17:15 Time Ended: 18:34
Inspection Level: II - Walk-Around
HM Inspection Type: Non-Bulk Inspection

DANNY G LAMBETH

Driver: LAMBETH, DANNY G
License #: State: KS
Date of Birth:

WELLSVILLE, KS 66092-9803

USDOT #: 00203558

Phone #:

MC/MX #:

Fax #:

State #:

Location: MIAMI COUNTY - 121

MilePost: 56

Highway: K-68

Origin: LOUISBURG,KS

Bill of Lading: NO NUMBER

County: MIAMI

Destination: WELLSVILLE,KS

Cargo: TRUCK TRACTOR

Shipper: CARRIER

VEHICLE IDENTIFICATION:

Unit	Type	Make	Year	State	License#	Equipment ID	Unit VIN	GVWR	CVSA #	CVSA Issued #	OOS Stkr.#
1	TT	FRHT	1999	KS		1	46298	48,000			
2	TT	MAHA	1987	KS		1T	00100	50,000			

BRAKE ADJUSTMENTS: No brake measurements recorded.

VIOLATIONS :

Vio Code	Section	Unit	OOS	State Citation Number	Verify*	Crash	Violation Description
392.2RG	392.2	1	N		N	N	State vehicle registration or License Plate violation: Fail to display tag on front of truck tractor (tag was laying flat on dash of power unit)
390.21B	390.21(b)	1	N		N	N	Carrier name and/or USDOT Number not displayed as required:
396.17C	396.17(c)	1	N		N	N	No markings on power unit driver or passenger side
390.19A1	390.19(a)(1)	1	N		N	N	Operating a CMV without proof of a periodic inspection: No paperwork or stickers
393.71H10	393.71(h)(10)	1	Y		U	N	Motor Carrier failed to file required biennial update of MCS-150 as required.: Last update was 10-31-2014
393.9	393.9(a)	1	N		N	N	No or Improper safety chains for towbar: No safety chains of any kind
393.9TS	393.9(a)	1	N		N	N	Inoperable Required Lamp: left front ID light and back up light INOP
393.9T	393.9(a)	1	N		N	N	Inoperative turn signal: Left and right turn signal INOP
393.9TS	393.9(a)	2	Y		U	N	Inoperable tail lamp: left tail INOP
393.9TS	393.9(a)	2	Y		U	N	Inoperative turn signal: left rear turn signal INOP
393.9TS	393.9(a)	2	Y		U	N	Inoperative turn signal: right rear turn signal INOP
393.75A	393.75(a)	1	Y		U	N	Flat tire or fabric exposed: #3 right side inside tire had 22 PSI on 110 PSI rated tire
395.8A	395.8(a)	D	Y		N	N	No drivers record of duty status: No Log on 1/3/2017 Driver had no record of duty current day previous 7

* N - Non-OOS or Driver OOS Violation; U - Unknown

HazMat: 9 Miscellaneous HM,

Placard: No Cargo Tank:

Special Checks:

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

Report Prepared By:

J.J. WEBER

Badge #:

0255

Copy Received By:

LAMBETH, DANNY G

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KSHPO2550894

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DRIVER/VEHICLE EXAMINATION REPORT

Kansas Highway Patrol
MOTOR CARRIER SAFETY ASSISTANCE
700 SW Jackson, Ste 704
Topeka, KS 66603
Phone #: (785)296-7189 Fax #: (785)296-2858
truckinspection@khp.ks.gov

Report Number: KSHP02550894
Inspection Date: 1/3/2017 Certification Date:
Time Started: 17:15 Time Ended: 18:34
Inspection Level: II - Walk-Around
HM Inspection Type: Non-Bulk Inspection

DANNY G LAMBETH

Driver: LAMBETH, DANNY G
License #: State: KS
Date of Birth: 9/2/1940

WELLSVILLE, KS 66092-9803

USDOT #: 00203558

Phone #:

MC/MX #:

Fax #:

State #:

Inspection Notes: Observed no tag on front of power unit, no safety chains on tow bar connection, no markings on power unit and light issues on towed unit as vehicle passed by. Stopped vehicle had a KS dealer tag laying flat on dash not visible from front of power unit. Driver was owner stated he was coming from Ronnie Macalup's property off of Rockville RD 3 miles South of 359th. Driver stated he had purchased towed unit for truck business. Driver had no paperwork of any kind in power unit or towed unit. Driver was belligerent. Towed unit had turn signal problems they would flash left and right together sometimes not at all. When tested on actual inspection did not work at all. Tow bar did not have any safety chains only the chains holding the towed unit up to the tow bar. Driver did not have a log and did not claim short haul provision even when asked about it. #3 inside tire had 22 PSI flat. Trooper recommends MAX CIVIL FINES

Special Study Fields:

Special Study1:

Special Study6:

Special Study2:

Special Study7:

Special Study3:

Special Study8:

Special Study4:

Special Study9:

Special Study5:

Special Study10:

* Pursuant to the authority contained in Title 49, CFR; K.S.A. 66-1,129; K.C.C. Reg. 82-4-3, I hereby declare DANNY G. LAMBETH "OUT OF SERVICE". No person and/or carrier shall permit and/or require this driver to operate any commercial vehicle until: Eligibility to drive is re-established. 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 _____

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

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

Signature of Carrier Official: X

Date: _____

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

Signature of Repairer: X

Facility: _____

Date: _____

Report Prepared By:
J.J. WEBER

Badge #:
0255

Copy Received By:
LAMBETH, DANNY G

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KSHP02550894

X

X

WEBER

ATTACHMENT "B"







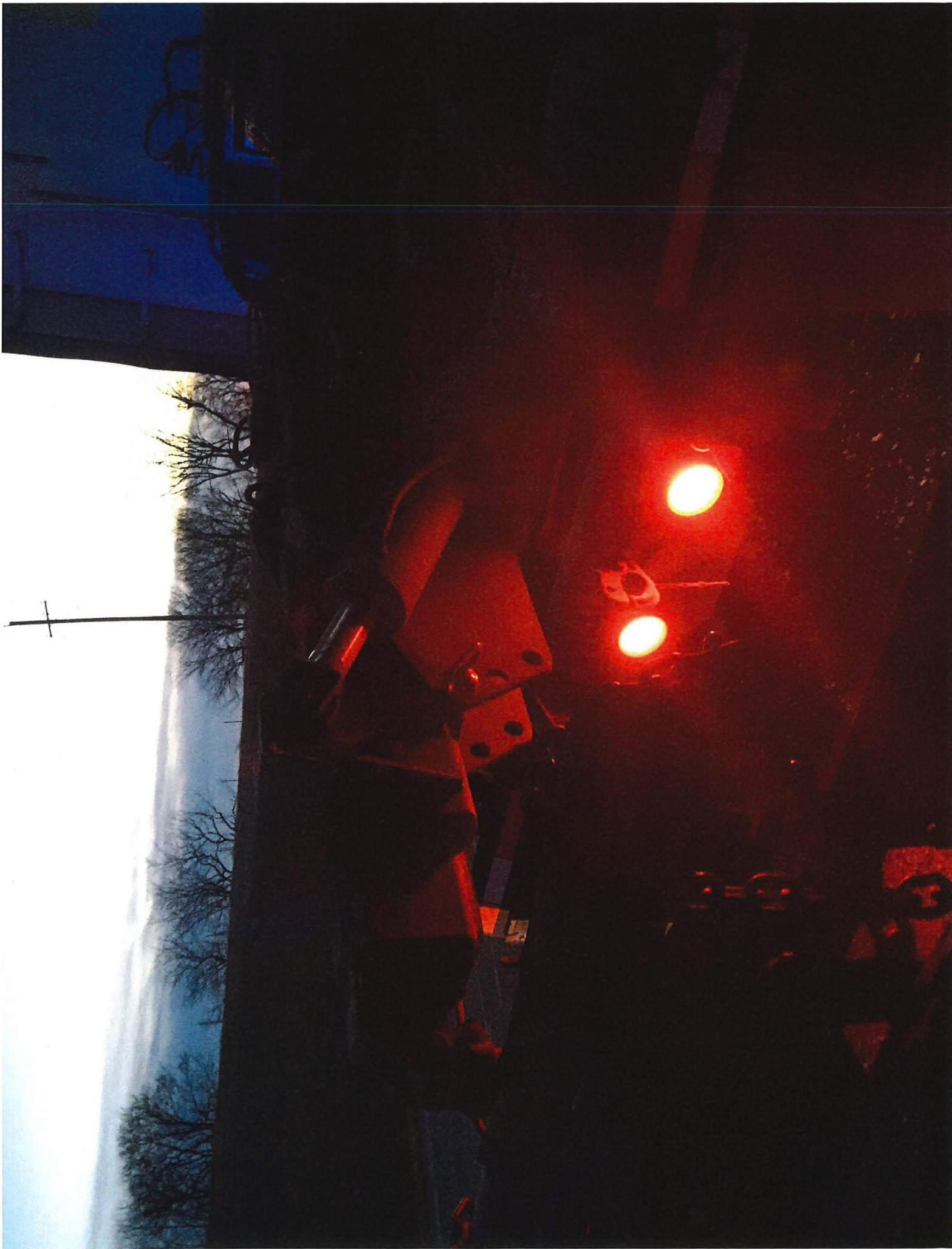
Mid-West

FERTILIZER

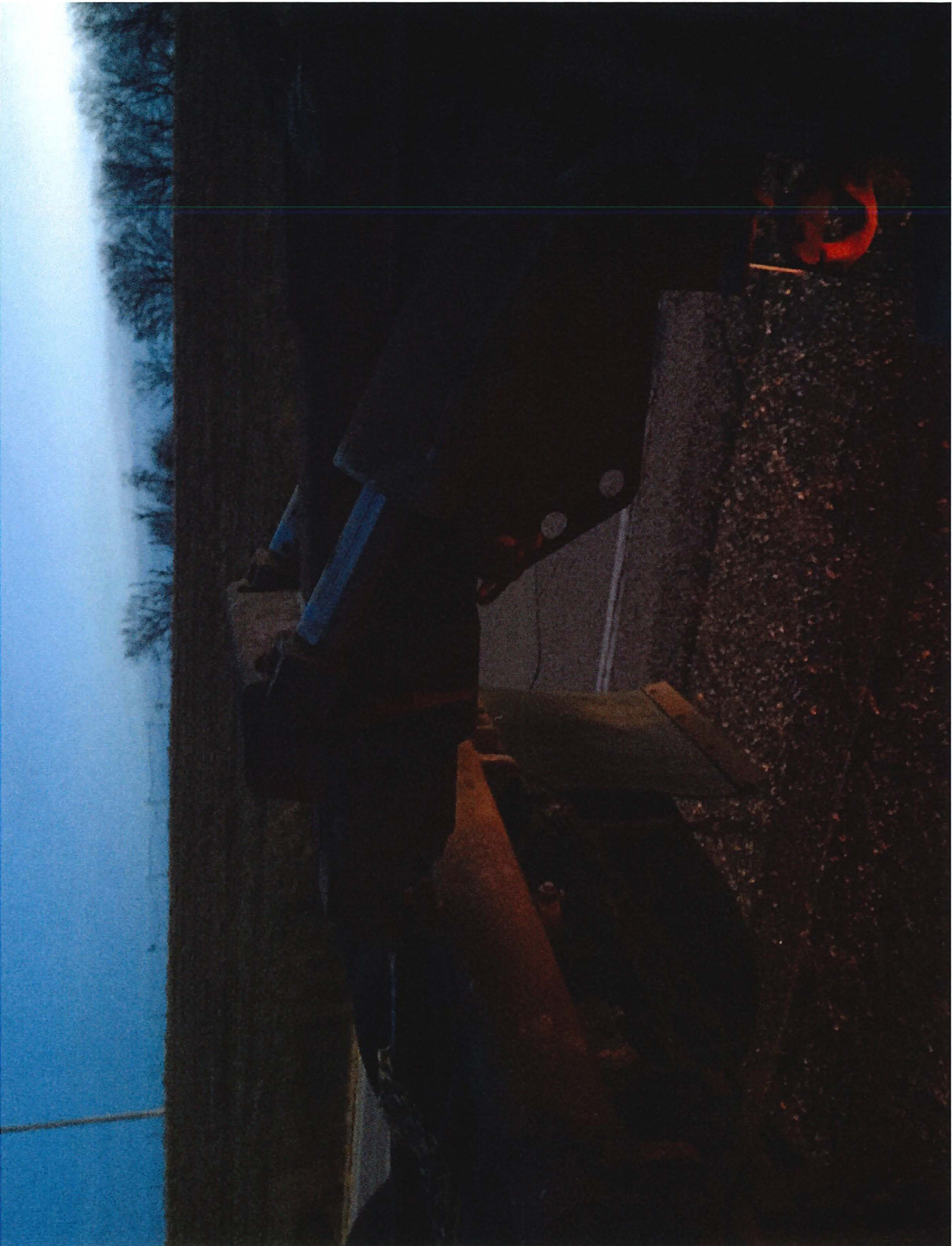
We keep things growing!

Drexel, Mo

USDOT 70334









MANUFACTURED BY
MARMON MOTOR CO.
GARLAND, TEXAS 75040

DATE OF MFG. DEC., 86

GVWR 50,000

GAWR 12,000 W/275/80R24.5(G) TIRES @60MPH
FRONT W/24.5X8.25 RIMS @105PSI

GAWR 38,000 W/275/80R24.5(G) TIRES @60MPH
REAR W/24.5X8.25 RIMS @ 95PSI

THIS VEHICLE CONFORMS TO ALL APPLICABLE FEDERAL
MOTOR VEHICLE SAFETY STANDARDS IN EFFECT ON THE
DATE OF MANUFACTURE SHOWN ABOVE

VEHICLE IDENT NO.

1JUCEF185H1000100

VEHICLE CLASS

TRUCK/TRACTOR

AUX

TRANS RTO 14613



WARNING
VEHICLE COMPONENTS
PERMANENTLY MARKED
THE 1990-1991

CHD 11-1-01
REF. BY
VEHICLE ID NO.
DATE OF RFR.
GWR-RG
GWR-LBS

FREIGHTLINER CORP.
1FUYSSSEB4XP46298
04/98
21,772
48,000

FRONT WHEEL
FIRST INTERMEDIATE WHEEL
SECOND INTERMEDIATE WHEEL
THIRD INTERMEDIATE WHEEL
FOURTH INTERMEDIATE WHEEL
FIFTH INTERMEDIATE WHEEL
REAR WHEEL



VEHICLE IDENTIFICATION NO. 24-96577-030 R10
2.612









CERTIFICATE OF SERVICE

17-GIMM-408-KHP

I, the undersigned, certify that a true and correct copy of the above and foregoing Direct Testimony of Trooper Josh Weber on Behalf of the Kansas Corporation Commission was served via electronic service and via certified mail, return receipt requested this 20th day of July, 2018, to the following:

DANNY G. LAMBETH
D/B/A TRUCK WHOLESAL
PO BOX 501
22640 PLEASANT VALLEY RD
WELLSVILLE, KS 66092
Fax: 913-262-8155
truckwholesale@gmail.com

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TOPEKA, KS 66604
Fax: 785-271-3354
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AHSAN LATIF, LITIGATION COUNSEL
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TOPEKA, KS 66604
Fax: 785-271-3354
a.latif@kcc.ks.gov



Vicki Jacobsen