

1500 SW Arrowhead Road
Topeka, KS 66604-4027

Andrew J. French, Chairperson
Dwight D. Keen, Commissioner
Annie Kuether, Commissioner



20250729115432
Kansas Corporation
Commission
Phone: 785-271-3100
Fax: 785-271-3354
<http://kcc.ks.gov/>

Laura Kelly, Governor

NOTICE OF PENALTY ASSESSMENT
25-TRAM-458-PEN

July 29, 2025

Joseph Lee Dickey, Owner
Joseph Dickey d/b/a Most Wanted Tow and Recovery
775 Cherokee St.
Leavenworth, Kansas 66048

This is a notice of a penalty assessment against Joseph Dickey d/b/a Most Wanted Tow and Recovery ("Most Wanted Tow") for violations of Kansas Motor Carrier Safety Statutes, Rules, and Regulations discovered during a compliance review conducted on March 11, 2025, by Kansas Corporation Commission Special Investigators. The Special Investigator identified three (3) violations of the Motor Carrier Safety regulations. Penalties for the violations are assessed in accordance with the FY 2026 Uniform Penalty Assessment Matrix, approved by the Commission on July 1, 2025. Most Wanted Tow has been assessed a \$1,750.00 penalty. For a full description of the penalties and terms and obligations please refer to the Order attached to this notice.

IF YOU ACCEPT THE PENALTY: You have thirty (30) days from the date of service of the Penalty Order to pay the penalty. Please remit payment of \$1,750.00 through your personal account with the Kansas Corporation Commission's Kansas Trucking Regulatory Assistance Network ("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 also requires a representative of Most Wanted Tow:

- a. To attend a Commission-sponsored safety seminar within thirty (30) 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.
- b. To submit a written, comprehensive Corrective Action Plan ("CAP") to Transportation Staff within thirty (30) days of the date of this order, documenting the violations described in this Penalty Order, including specific and detailed information explaining Carrier's efforts and concrete steps taken to ensure the violations do not occur in the future.
- c. To submit to one follow-up safety compliance review within eighteen (18) months from the date of this Penalty Order. Transportation Staff will contact the motor carrier at a later date to determine an appropriate time for the review.

IF YOU CONTEST THE PENALTY ORDER: You have the right to request a hearing. A request for a hearing must be made in writing, and within fifteen (15) days from the date of service of this Order, setting forth the specific grounds upon which relief is sought. You may request a hearing through the Commission's electronic filing system found at <https://puc.kcc.ks.gov/e-filing/e-express/>, and you must also 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 Executive Director at 1500 S.W. Arrowhead Road, Topeka, Kansas 66604, and mail a copy to the undersigned Litigation Counsel.¹

IF YOU FAIL TO ACT: Failure to pay the penalty of \$1,750.00 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,
/s/ Ahsan A. Latif
Ahsan A. Latif
Litigation Counsel
(785) 271-3118
Ahsan.Latif@ks.gov

¹ K.A.R. 82-1-215; K.S.A. 77-542.

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

Before Commissioners: Andrew J. French, Chairperson
 Dwight D. Keen
 Annie Kuether

In the Matter of the Investigation of **Joseph**)
Dickey d/b/a Most Wanted Tow and Recovery)
of Leavenworth, Kansas, Regarding the)
Violation(s) of the Motor Carrier Safety Statutes,) Docket No. 25-TRAM-458-PEN
Rules and Regulations and the Commission's)
Authority to Impose Penalties, Sanctions and/or)
the Revocation of Motor Carrier Authority.)

PENALTY ORDER

The above-captioned matter comes before the State Corporation Commission of the State of Kansas ("Commission"). 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. 66-1,108b, 66-1,111, 66-1,112 and 66-1,114b, the Commission is given full power, authority, and jurisdiction to supervise and control motor carriers, as defined in 49 C.F.R. Part 390.5 as adopted by K.A.R. 82-4-3f, 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. 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.

4. Joseph Dickey d/b/a Most Wanted Tow and Recovery ("Most Wanted Tow" or "Carrier") is a motor carrier as defined in 49 C.F.R. 390.5 and operates under USDOT number 3992479.

5. The Commission finds it has jurisdiction over Most Wanted Tow pursuant to K.S.A. 66-1,108b because it is a motor carrier as defined in 49 C.F.R. Part 390.5 as adopted by K.A.R. 82-4-3f.

6. On March 11, 2025, a Commission Staff (Staff) Special Investigator (SI) completed a safety compliance investigation of Most Wanted Tow. As a result of the compliance investigation, the SI identified three (3) violations, set forth in three (3) counts of the Motor Carrier Safety Regulations ("MCSRs"), which carries a penalty set forth in the FY2026 Uniform Penalty Assessment Matrix.¹

7. On July 22, 2025, Transportation Staff submitted its Report and Recommendation ("R&R"), attached hereto as "Attachment A" and hereby incorporated by reference herein, recommending a penalty of \$1,750.00 to be issued to Most Wanted Tow based on the frequency, timeline, and severity of the violations discovered.

8. Specifically, pursuant to Staff's R&R, the Commission finds that Most Wanted Tow committed three (3) violations of the following three (3) counts, discussed more fully in Staff's R&R:²

¹ Order Designating Guidance Document and Approving Staff's Use of the Transportation Division's Uniform Penalty Assessment Table, pp. 10 – 24 (Jul. 1, 2025) ("Penalty Matrix").

² See Staff's Report and Recommendation, Transportation Division (Jul. 22, 2025).

- a. Count 1: On February 21, 2025, Most Wanted Tow required or permitted its owner/driver, Joseph Dickey, to operate a commercial motor vehicle (a 2007 Chevrolet C5500, VIN ending in 8363, GVWR 19,500 lbs.) in interstate commerce beginning in Kansas on a public road (Leavenworth, Kansas to Weston, Missouri) without first requiring its driver to obtain a valid medical certificate, resulting in one (1) violation of 49 C.F.R. 391.45 as adopted by K.A.R. 82-4-3g. The Commission finds that Staff's recommendation of a penalty of \$250.00 is appropriate and in accordance with the FY2026 Penalty Matrix.
- b. Count 2: On February 21, 2025, Most Wanted Tow required or permitted its owner/driver, Joseph Dickey, to operate a commercial motor vehicle (a 2007 Chevrolet C5500, VIN ending in 8363, GVWR 19,500 lbs.) in interstate commerce beginning in Kansas on a public road (Leavenworth, Kansas to Weston, Missouri) without first obtaining federal operating authority, resulting in one (1) violation of 49 C.F.R. 392.9(a), as adopted by K.A.R. 82-4-3h. The Commission finds that Staff's recommendation of a penalty of \$1,000.00 is appropriate and in accordance with the FY2026 Penalty Matrix.
- c. Count 3: On February 21, 2025, Most Wanted Tow required or permitted its owner/driver, Joseph Dickey, to operate a commercial motor vehicle (a 2007 Chevrolet C5500, VIN ending in 8363, GVWR 19,500 lbs.) in interstate commerce beginning in Kansas on a public road (Leavenworth, Kansas to Weston, Missouri) without first obtaining a valid commercial registration for the commercial motor vehicles operated, resulting in one (1) violation of K.S.A. 8-142, K.S.A. 8-149, and 49 C.F.R. 392.2, as adopted by K.A.R. 82-4-3h. The Commission finds that Staff's

recommendation of a penalty of \$500.00 is appropriate and in accordance with the FY2026 Penalty Matrix.

9. The Commission hereby adopts Staff's July 22, 2025, R&R as additional findings.

10. The Commission finds that Most Wanted Tow is required to have a representative responsible for the Carrier's safety compliance attend a Commission-sponsored safety seminar within thirty (30) days from the date of this Order.³ 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.

11. The Commission further finds that Most Wanted Tow is required to submit a written, comprehensive Corrective Action Plan ("CAP") that is satisfactory to Transportation Staff within thirty (30) days of the date of this order, documenting the violation(s) described in this Penalty Order, including specific and detailed information explaining Carrier's efforts and concrete steps taken to ensure the violation(s) do not occur in the future.⁴

12. The Commission further finds that Most Wanted Tow is required to submit to one follow-up safety compliance review within eighteen (18) months from the date of this Order at a time agreeable to Staff.⁵

13. Failure to comply with the requirements of this Penalty Order shall result in the suspension of Most Wanted Tow's motor carrier operating authority without further notice.⁶

14. The Commission concludes the penalty of \$1,750.00 for the three (3) violations set forth above, and the additional three requirements set forth in paragraphs 10, 11, and 12 are just and reasonable.

³ See Id., p. 4.

⁴ See Id.

⁵ See Id.

⁶ K.S.A. 66-1,105.

IT IS, THEREFORE, BY THE COMMISSION ORDERED THAT:

A. Joseph Dickey d/b/a Most Wanted Tow and Recovery is hereby assessed a \$1,750.00 civil penalty for three (3) violations, set forth in three (3) counts, 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. Most Wanted Tow is hereby ordered to have a representative responsible for the Carrier's safety compliance attend a Commission-sponsored safety seminar within thirty (30) days of the date of this Order.

C. Most Wanted Tow is hereby ordered to submit a written, comprehensive corrective action plan ("CAP") that is satisfactory to Transportation Staff within thirty (30) days of the date of this order, documenting the violations described in this Penalty Order, including specific and detailed information explaining Carrier's efforts and concrete steps taken to ensure the violations do not occur in the future.

D. Most Wanted Tow is ordered to submit to one follow-up safety compliance review within eighteen (18) months from the date of this Order at a time agreeable to Staff.

E. Pursuant to K.S.A. 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 Executive Director 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 Most Wanted Tow' right to a hearing, and this Penalty Order will become a Final Order.

F. If a request for a 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 \$500.00, 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.⁷ For civil penalties of \$500.00 or less, a corporation may appear by a duly authorized representative of the corporation.⁸

G. If you do not request a hearing, the payment of the civil penalty of \$1,750.00 is due thirty (30) days from the date of service of this Order. Payment of \$1,750.00 must be made through your personal account with the Kansas Corporation Commission's Kansas Trucking Regulatory Assistance Network ("KTRAN") system located at <https://puc.kcc.ks.gov/ktran/>. You must have an account through KTRAN to pay the penalty.

H. Failure of Most Wanted Tow to perform, pay, or fully comply with the provisions of this Order, including but not limited to Ordering Clauses A through D, above, will result in suspension of Most Wanted Tow' motor carrier operating authority without further notice.⁹ 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.

⁷ K.S.A. 77-515(c); K.A.R. 82-1-228(d)(2); K.A.R. 82-1-202(a).

⁸ K.S.A. 66-1,142b(e) and amendments thereto.

⁹ K.S.A. 66-1,105.

BY THE COMMISSION IT IS SO ORDERED.

French, Chairperson; Keen, Commissioner; Kuether, Commissioner

Dated: 07/29/2025



Celeste Chaney-Tucker
Executive Director

AAL

ATTACHMENT “A”

REPORT AND RECOMMENDATION TRANSPORTATION DIVISION

TO: Andrew J. French, Chairperson
Dwight D. Keen, Commissioner
Annie Kuether, Commissioner

FROM: Jared Smith, Deputy Director of Transportation

DATE: July 22, 2025

SUBJECT: Docket No. 25-TRAM-458-PEN
In the Matter of the Investigation of **Joseph Dickey d/b/a Most Tanted Towing and Recovery of Leavenworth, Kansas**, Regarding the Violation of the Motor Carrier Rules and Regulations and the Commission's Authority to Impose Penalties, Sanctions and/or the Revocation of Motor Carrier Authority

EXECUTIVE SUMMARY:

Joseph Dicket d/b/a Most Wanted Tow and Recovery (Most Wanted Tow) is a motor carrier (MC) possessing for-hire operating authority from the commission, primarily hauling motor vehilces. Most Wanted Tow operates under USDOT 3992479. On March 11, 2025, a Commission Staff Special Investigator (SI) completed a safety compliance investigation of the operations of Most Wanted Tow. A copy of the safety compliance report is attached hereto as **Exhibit 1** and is hereby incorporated by reference. As a result of this investigation, the SI identified three (3) violations, set forth in three (3) specific counts, of the Motor Carrier Safety Regulations (MCSRs), which carry a penalty according to the FY2026 Uniform Penalty Assessment Matrix approved by the Commission. Based on the frequency, timeline and severity of the violations discovered by the SI, Staff recommends a penalty of \$1,750 be issued to the MC.

DISCUSSION AND ANALYSIS:

On March 11, 2025, a Commission Staff SI conducted a safety compliance investigation of the operations of Most Wanted Tow and Recovery. The investigation covers a 365-day period and any previous compliance review. Each specific count is detailed below.

Count One (1 of 3)

Authority: K.S.A. 66-1,111 and 66-1,129.

Relevant Statutes: 49 C.F.R 391.45 states: “The following persons must be medically examined and certified in accordance with 391.43 as physically qualified to operate a commercial motor vehicle:

- (a) Any person who has not been medically examined and certified as physically qualified to operate a commercial motor vehicle;
- (b) Any driver who has not been medically examined and certified as qualified to operate a commercial motor vehicle during the preceding 24 months, unless the driver is required to be examined and certified in accordance with paragraph (c), (d), (e), (f), (g), or (h) of this section;
- (c) Any driver authorized to operate a commercial motor vehicle only within an exempt intracity zone pursuant to 391.62, if such driver has not been medically examined and certified as qualified to drive in such zone during the preceding 12 months;
- (d) [Reserved]
- (e) Any driver who has diabetes mellitus treated with insulin for control and who has obtained a medical examiner's certificate under the standards in 391.46, if such driver's most recent medical examination and certification as qualified to drive did not occur during the preceding 12 months;
- (f) Any driver who does not satisfy, with the worse eye, either the distant visual acuity standard with corrective lenses or the field of vision standard, or both, in 391.41(b)(10)(i) and who has obtained a medical examiner's certificate under the standards in 391.44, if such driver's most recent medical examination and certification as qualified to drive did not occur during the preceding 12 months;
- (g) Any driver whose ability to perform his or her normal duties has been impaired by a physical or mental injury or disease; and
- (h) On or after June 23, 2025, any person found by a medical examiner not to be physically qualified to operate a commercial motor vehicle under the provisions of paragraph (g)(3) of 391.43.”

Material Facts and Supporting Documents: On February 21, 2025, Most Wanted Tow required or permitted its driver, Joseph Dickey, to operate a commercial motor vehicle (CMV), a 2007 Chevrolet C5500, VIN ending in 8363, GVWR 19,500 lbs., in interstate commerce from Leavenworth, Kansas to Weston, Missouri. This transport is evidenced by a tow invoice attached hereto as **Exhibit 2**, a copy of a medical certificate obtained on April 1, 2025, attached hereto as **Exhibit 3**, and an Oral Interview Form signed by SI Brian Llamas, attached hereto as **Exhibit 4**. At the time of this transport, the MC failed to use a driver that had been medically examined and certified.

Violation: Most Wanted Tow allowed the operation of a CMV by a driver that had not been medically examined and certified, which is a violation of 49 C.F.R. 391.45 adopted by K.A.R. 82-4-3g (**Exhibit 1, Pages 4 to 5**). One (1) violation discovered (**Exhibit 1, Pages 11**).

Recommendation: Staff recommends a fine of \$250, in accordance with the FY2025 Penalty Matrix.

Count Two (2 of 3)

Authority: K.S.A. 66-1,111 and 66-1,129.

Relevant Statutes: 49 C.F.R 392.9(a) states: “A motor vehicle providing transportation requiring operating authority must not be operated (1) without the required operating authority or

(2) Beyond the scope of the operating authority granted.”

Material Facts and Supporting Documents: This violation took place during the transport described in Count One, above. This violation is evidenced by the MC’s Authority History from the Federal Motor Carrier Safety Administration’s records stating the MC possessed no federal authority, which is attached hereto as **Exhibit 5**. At the time of this transport, the MC operated CMVs without federal operating authority when required.

Violation: Most Wanted Tow operated their commercial motor vehicles without federal operating authority when required, which is a violation of C.F.R. 392.9(a), as adopted by K.A.R. 82-4-3h (**Exhibit 1, Pages 4 to 5**). One (1) violation discovered (**Exhibit 1, Pages 11**).

Recommendation: Staff recommends a fine of \$1,000, in accordance with the FY2025 Penalty Matrix.

Count Three (3 of 3)

Authority: K.S.A. 66-1,111 and 66-1,129.

Relevant Statutes: K.S.A 8-142 states: “It shall be unlawful for any person to commit any of the following acts and except as otherwise provided, violation is subject to penalties provided in K.S.A. 8-149, and amendments thereto: First: To operate, or for the owner thereof knowingly to permit the operation, upon a highway of any vehicle, as defined in K.S.A. 8-126, and amendments thereto, which is not registered, or for which a certificate of title has not been issued or which does not have attached thereto and displayed thereon the license plate or plates assigned thereto by the division for the current registration year, including any registration decal required to be affixed to any such license plate pursuant to K.S.A. 8-134, and amendments thereto, subject to the exemptions allowed in K.S.A. 8-135, 8-198 and 8-1751a, and amendments thereto. A violation of this subsection by a person unlawfully claiming that a motor vehicle is exempt from registration as a self-propelled crane under K.S.A. 8-128(b), and amendments thereto, shall constitute an unclassified misdemeanor punishable by a fine of not less than \$500. A person shall not be charged with a violation of this subsection for failing to display a registration decal on any vehicle except those included under K.S.A. 8-1,101 and K.S.A. 8-143m and 8-1,152, and amendments thereto, up to and including the 10th day following the expiration of the registration if the person is able to produce a printed payment receipt or electronic payment receipt from an online electronic payment processing system for the current 12-month registration period. Any charge for failing to display a registration decal up to and including the 10th day following the expiration of the registration shall be dismissed if the person produces in court a registration receipt for the current 12-month registration period which was valid at the time of arrest.”

Material Facts and Supporting Documents: This violation took place during the transport described in Count One, above. This violation is evidenced by a copy of the registration for the 2007 Chevrolet C5500 involved in this transport, attached hereto as **Exhibit 6**. The registration under “Plate Type” states the registration is “Standard” rather than commercial, which is required for a CMV. At the time of this transport, the MC required or permitted operation of its CMVs without obtaining the appropriate Kansas commercial vehicle registration.

Violation: Most Wanted Tow permitted operation of its commercial motor vehicles without obtaining the appropriate Kansas commercial vehicle registration, which is a violation of K.S.A. 8-142 and 49 C.F.R. 392.2 adopted by K.A.R. 82-4-3h (**Exhibit 1, Page 5**). One (1) violation discovered (**Exhibit 1, Pages 11**).

Recommendation: Staff recommends a fine of \$500, in accordance with the FY2025 Penalty Matrix.

RECOMMENDATION:

Transportation Staff recommends the Commission find Most Wanted Tow committed three (3) violation(s), set forth in three (3) specific counts, of Kansas law that governs MCs, including various provisions of the Federal Motor Carrier Safety Regulations (FMCSRs), as adopted by the Kansas Administrative Regulations (K.A.R.s), and is therefore subject to sanctions or fines imposed by the Commission.

Due to the frequency, timeline and severity of the violations, Staff recommends a civil penalty of \$1,750 for the three (3) violation(s) of the MC Safety Statutes, Rules and Regulations, in accordance with the recommended penalties listed in the applicable Uniform Penalty Assessment Matrix.

Staff further recommends Most Wanted Tow and Recovery require a representative responsible for the company's safety to attend a Commission-sponsored safety seminar within thirty (30) days from the date of the 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.


Staff further recommends Most Wanted Tow and Recovery submit a written, comprehensive Corrective Action Plan (CAP) to Transportation Staff within thirty (30) days of the date of this order, documenting the violation(s) described in the Penalty Order, including specific and detailed information explaining the carrier's efforts and concrete steps taken to ensure the violation(s) do not occur in the future.

Finally, Staff recommends that Most Wanted Tow and Recovery submit to one follow-up safety compliance review within eighteen (18) months from the date of the Penalty Order. Transportation Staff will contact the motor carrier at a later date to determine an appropriate time for the review.

EXHIBIT

1

UNITED STATES DEPARTMENT OF TRANSPORTATION

	U.S. DOT#: 3992479 MC/MX#: 1498147	Legal: JOSEPH DICKEY MOST WANTED TOW AND RECOVERY Operating (DBA):	Investigation Date: 07/03/2025
Investigation Type: Onsite Comprehensive Investigation		Location of Investigation: Company principal place of business (PPOB) Extent of Operations: Entire Operation	
Physical Address 775 CHEROKEE ST LEAVENWORTH, KS 66048 United States		Mailing Address 775 CHEROKEE ST LEAVENWORTH, KS 66048-3312 United States	
Contact Information			
Contact Name: JOSEPH LEE DICKEY Email: dickeyjoseph707@gmail.com Phone: (913)212-6050 Cell: ()- Fax: ()-			
Business and Financial			
Business Type: Sole Proprietorship Name of Gross Revenue Provider: Joseph Dickey Title of Gross Revenue Provider: Owner Gross Revenue: ██████████ For Year Ending: 04/25/2023 Federal Tax ID: ██████████			
Operation Classification and Type		Cargo	
Type of Operation: Non-HM Interstate Carrier Operation Classification For-Hire Motor Carrier Property Hazardous Materials Private Motor Carrier Property – Hazardous Materials		General Freight, Motor Vehicles, Driveaway/Towaway	
Hazardous Materials			
Which of the following hazardous materials requiring a Safety Permit does the company transport?		None	
Does the company have a satisfactory security program in place as required in 49 CFR Part 385, Subpart E?		N/A	
Is an HM Permit required by any State?		No	
Hazardous Materials		Class 9 Miscellaneous Hazardous Materials = C, NB	

Equipment				Driver Information		
	Owned	Term Leased	Trip Leased	Drivers		
Straight Trucks	2				Intrastate	Interstate
Power units used in the U.S.: 2 Percentage of time used in the U.S.: 100%				< 100 Miles		2
				> = 100 Miles		
				Average trip leased driver/month: 0 Drivers with CDL: 0 Total Drivers: 2		
Person(s) Interviewed						
Name: JOSEPH LEE DICKEY				Title: OWNER		
Questions						
Questions about this report or the Federal Motor Carrier Safety or Hazardous Materials regulations may be addressed to the Federal Motor Carrier Safety Administration at:		1303 SW FIRST AMERICAN PL STE 200 TOPEKA, KS 66604-4040 Phone: (785) 271-1260 Fax: (877) 547-0378				
This report will be used to assess your safety compliance.						

Violations

1. Primary: 391.51(a) Failing to maintain driver qualification file on each driver employed. <div><div>C</div><div>Critical At least 10% of the number checked had violations</div></div>		<table><tr><th colspan="3">Violations Discovered</th></tr><tr><th>Fed</th><th>State</th><th>Total</th></tr><tr><td>2</td><td></td><td>2</td></tr><tr><th colspan="3">Checked</th></tr><tr><th>Fed</th><th>State</th><th>Total</th></tr><tr><td>2</td><td></td><td>2</td></tr></table>	Violations Discovered			Fed	State	Total	2		2	Checked			Fed	State	Total	2		2	BASIC Impacted Driver Fitness	Rating Factor 2: Driver = Part 391
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Example/Notes: On February 21st, 2025 Joseph Dickey Most Wanted Tow and Recovery required or permitted driver Joseph Dickey to operate a commercial motor vehicle (2007 Chevrolet VIN# ending 8363) in interstate commerce from Leavenworth, KS to Weston, MO without having in effect a driver qualification file.			Drivers/Vehicles in Violation <table><tr><th>Fed</th><th>State</th><th>Total</th></tr><tr><td>2</td><td></td><td>2</td></tr></table> Checked <table><tr><th>Fed</th><th>State</th><th>Total</th></tr><tr><td>2</td><td></td><td>2</td></tr></table>		Fed	State	Total	2		2	Fed	State	Total	2		2						
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2. Primary: 395.1(e)(1)(IV) The motor carrier that employs the driver maintains and retains for a period of 6 months accurate and true time records showing.			Violations Discovered <table><tr><th>Fed</th><th>State</th><th>Total</th></tr><tr><td>10</td><td></td><td>10</td></tr></table> Checked <table><tr><th>Fed</th><th>State</th><th>Total</th></tr><tr><td>60</td><td></td><td>60</td></tr></table>		Fed	State	Total	10		10	Fed	State	Total	60		60						
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Example/Notes: On February 21st, 2025 Joseph Dickey Most Wanted Tow and Recovery required or permitted driver Joseph Dickey to operate a commercial motor vehicle (2007 Chevrolet VIN# ending 8363) in interstate commerce from Leavenworth, KS to Weston, MO. At the time of this trip, the carrier failed to require the driver to prepare a record of duty status using the appropriate method.			Drivers/Vehicles in Violation <table><tr><th>Fed</th><th>State</th><th>Total</th></tr><tr><td>2</td><td></td><td>2</td></tr></table> Checked <table><tr><th>Fed</th><th>State</th><th>Total</th></tr><tr><td>2</td><td></td><td>2</td></tr></table>		Fed	State	Total	2		2	Fed	State	Total	2		2						
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3. Primary: 367 State Equivalent: K.S.A. 66-1,139a Failure to pay Unified Carrier Registration (UCR) fees			Violations Discovered <table><tr><th>Fed</th><th>State</th><th>Total</th></tr><tr><td>1</td><td></td><td>1</td></tr></table> Checked <table><tr><th>Fed</th><th>State</th><th>Total</th></tr><tr><td>1</td><td></td><td>1</td></tr></table>		Fed	State	Total	1		1	Fed	State	Total	1		1						
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Example/Notes:			Drivers/Vehicles in Violation																			

Vehicle: 2007 Chevrolet, plate: KS [REDACTED]

Driver: Joseph Dickey

Trip Date: 02/21/2025

On February 21st, 2025 Joseph Dickey Most Wanted Tow and Recovery required or permitted driver Joseph Dickey to operate a commercial motor vehicle (2007 Chevrolet VIN# ending 8363) in interstate commerce from Leavenworth, KS to Weston, MO. At the time of this trip, Joseph Dickey had not paid for 2025 unified carrier registration.

4. Primary: 390.15(b)

Failing to maintain, for a period of three years after an accident occurs, an accident register.

Example/Notes:

On January 28th, 2023 Joseph Dickey was involved in a DOT reportable accident. Driver Joseph Dickey failed to yield the right of way and struck a passenger vehicle. Joseph Dickey Tow and Recovery failed to maintain an accident register for this accident and did not obtain a copy of the accident report from the State of Kansas.

5. Primary: 391.45(a)

Secondary: 391.11(a)

Using a driver not medically examined and certified.

Example/Notes:

Vehicle: 2007 Chevrolet, plate: KS [REDACTED]

Driver: Joseph Dickey

Trip Date: 02/21/2025

On February 21st, 2025 Joseph Dickey Most Wanted Tow and Recovery required or permitted driver Joseph Dickey to operate a commercial motor vehicle (2007 Chevrolet VIN# ending 8363) in interstate commerce from Leavenworth, KS to Weston, MO. At the time of this trip, Joseph Dickey was not medically examined and certified as physically qualified to operate a commercial motor vehicle.

6. Primary: 392.9a(a)(1)

Operating without the required operating authority (Property, Non-HHG).

Fed	State	Total
1		1

Checked

Fed	State	Total
1		1

Violations Discovered

Fed	State	Total
1		1

Checked

Fed	State	Total
1		1

Drivers/Vehicles in Violation

Fed	State	Total
1		1

Checked

Fed	State	Total
1		1

Violations Discovered

Fed	State	Total
1		1

Checked

Fed	State	Total
2		2

Drivers/Vehicles in Violation

Fed	State	Total
1		1

Checked

Fed	State	Total
2		2

Violations Discovered

Fed	State	Total

	<table><tr><td>10</td><td></td><td>10</td></tr><tr><td colspan="3">Checked</td></tr><tr><td>Fed</td><td>State</td><td>Total</td></tr><tr><td>17</td><td></td><td>17</td></tr></table>	10		10	Checked			Fed	State	Total	17		17
10		10											
Checked													
Fed	State	Total											
17		17											
Example/Notes: Vehicle: 2007 Chevrolet, plate: KS <div></div> Driver: Joseph Dickey Trip Date: 02/21/2025 On February 21st, 2025 Joseph Dickey Most Wanted Tow and Recovery required or permitted driver Joseph Dickey to operate a commercial motor vehicle (2007 Chevrolet VIN# ending 8363) in interstate commerce from Leavenworth, KS to Weston, MO. At the time of the investigation Joseph Dickey Most Wanted Tow and Recovery did not have federal operating authority.	Drivers/Vehicles in Violation <table><tr><td>Fed</td><td>State</td><td>Total</td></tr><tr><td>2</td><td></td><td>2</td></tr></table> Checked <table><tr><td>Fed</td><td>State</td><td>Total</td></tr><tr><td>2</td><td></td><td>2</td></tr></table>	Fed	State	Total	2		2	Fed	State	Total	2		2
Fed	State	Total											
2		2											
Fed	State	Total											
2		2											
7. Primary: 392.2 State Equivalent: KSA 8-142 Failing to obtain Kansas commercial registration	Violations Discovered <table><tr><td>Fed</td><td>State</td><td>Total</td></tr><tr><td></td><td>1</td><td>1</td></tr></table> Checked <table><tr><td>Fed</td><td>State</td><td>Total</td></tr><tr><td></td><td>1</td><td>1</td></tr></table>	Fed	State	Total		1	1	Fed	State	Total		1	1
Fed	State	Total											
	1	1											
Fed	State	Total											
	1	1											
Example/Notes: Vehicle: 2007 Chevrolet, plate: KS <div></div> Driver: Joseph Dickey Trip Date: 02/21/2025 On February 21st, 2025 Joseph Dickey Most Wanted Tow and Recovery required or permitted driver Joseph Dickey to operate a commercial motor vehicle (2007 Chevrolet VIN# ending 8363) in interstate commerce from Leavenworth, KS to Weston, MO. At the time of this trip, the vehicle used did not have a valid commercial registration.	Drivers/Vehicles in Violation <table><tr><td>Fed</td><td>State</td><td>Total</td></tr><tr><td></td><td>1</td><td>1</td></tr></table> Checked <table><tr><td>Fed</td><td>State</td><td>Total</td></tr><tr><td></td><td>1</td><td>1</td></tr></table>	Fed	State	Total		1	1	Fed	State	Total		1	1
Fed	State	Total											
	1	1											
Fed	State	Total											
	1	1											
8. Primary: 396.3(b)(2) Failing to have a means of indicating the nature and due date of the various inspection and maintenance operations to be performed.	Violations Discovered <table><tr><td>Fed</td><td>State</td><td>Total</td></tr><tr><td>1</td><td></td><td>1</td></tr></table> Checked <table><tr><td>Fed</td><td>State</td><td>Total</td></tr><tr><td>1</td><td></td><td>1</td></tr></table>	Fed	State	Total	1		1	Fed	State	Total	1		1
Fed	State	Total											
1		1											
Fed	State	Total											
1		1											
Example/Notes:	Drivers/Vehicles in Violation												

Vehicle: 2007 Chevrolet, plate: KS [REDACTED]

Driver: Joseph Dickey

Trip Date: 02/21/2025

On February 21st, 2025 Joseph Dickey Most Wanted Tow and Recovery required or permitted driver Joseph Dickey to operate a commercial motor vehicle (2007 Chevrolet VIN# ending 8363) in interstate commerce from Leavenworth, KS to Weston, MO. At the time of this trip, the carrier was unable to provide a maintenance file.

9. Primary: 396.11(a)

Failing to report and prepare a report in writing at the completion of each day's work, on each vehicle operated in commerce.

NOTE: Driver has 10% or greater violations for at least 30 days checked.

Example/Notes:

Driver: Darron Robertson

Vehicle: 2007 Chevrolet, Plates: KS [REDACTED]

Date: 03/10/2025

On March 10th, 2025 Joseph Dickey Most Wanted Tow and Recovery required or permitted driver Darron Robertson to operate a commercial motor vehicle (2007 Chevrolet VIN# ending 8363) in intrastate commerce from Leavenworth, KS to Kansas City, KS. The driver failed to prepare a driver vehicle inspection report in writing with the elements required under 49 CFR 396.11(a).

10. Primary: 396.17(c)

Using a commercial motor vehicle not periodically inspected in accordance with minimum standards.

Example/Notes:

Vehicle: 2007 Chevrolet, plate: KS [REDACTED]

Driver: Joseph Dickey

Trip Date: 02/21/2025

On February 21st, 2025 Joseph Dickey Most Wanted Tow and Recovery required or permitted driver Joseph Dickey to operate a commercial motor vehicle (2007 Chevrolet VIN# ending 8363) in interstate commerce from Leavenworth, KS to Weston, MO. At the

Fed	State	Total
1		1

Checked		
Fed	State	Total
1		1

Violations Discovered		
Fed	State	Total
1		1

Checked		
Fed	State	Total
1		1

Drivers/Vehicles in Violation		
Fed	State	Total
1		1

Checked		
Fed	State	Total
1		1

Violations Discovered		
Fed	State	Total
1		1

Checked		
Fed	State	Total
1		1

Drivers/Vehicles in Violation		
Fed	State	Total
1		1

Checked		
Fed	State	Total
1		1

time of this trip, the carrier used CMV that had not been periodically inspected during the preceding 12 months.

Safety Fitness Rating

Your proposed safety rating is: **SATISFACTORY** 0 UNSATISFACTORY rating factors and 2 or fewer CONDITIONAL rating factors. Corrective actions must be taken for any violations (deficiencies) identified in this report. See below for more information.

RATING FACTORS	RATING	ACUTE	CRITICAL
Factor 1: General = Parts 387 and 390	Satisfactory	0	0
Factor 2: Driver = Parts 382, 383 and, 391	Conditional	0	1
Factor 3: Operational = Parts 392 and 395	Satisfactory	0	0
Factor 4: Vehicle = Parts 393 and 396 OOS Vehicles (CR): 0 Number of Vehicles Inspected (CR): 0 OOS Vehicles (MCMIS): 0 Number of Vehicles Inspected (MCMIS): 0 OOS Rate: 0%	Satisfactory		
Factor 5: Haz. Mat. = Parts 397, 171, 177 and, 180	Satisfactory	0	0
Factor 6: Accident Factor = Recordable Rate Total Miles Operated: 0 Recordable Accidents: 0 Recordable Accidents/Million Miles: 0.00	Satisfactory	N/A	N/A

You must take corrective actions for any violations (deficiencies) identified in the Violations section of this report.

DataQs: If you dispute the violations recorded in the Violations section of this investigation report, and the violations were not used in the calculation of your safety rating, you may submit a Request for Data Review (RDR) through DataQs. The DataQs system is the method to remove violations that did not affect your safety rating. DataQs is an online system that allows a motor carrier or driver to request and track a review of Federal and State issued data that it believes to be incomplete or incorrect. To submit an RDR, go to <https://dataqs.fmcsa.dot.gov>.

Process Breakdown and Remedies

BASIC: Hours-of-Service Compliance

Process Breakdown: Training and Communication

Specific Recommended Remedies

To implement Safety Improvement Practices, the following list are recommended practices related to Training and Communication:

1. Ensure that all staff (drivers, dispatchers, admin) involved in the Hours-of-Service (HOS) process receives training as required by regulations and/or company policies. Cover requirements from Title 49 of the Code of Federal Regulations Part 395(e) with entire staff for optimal understanding.
2. Convey expectations to all applicable staff for adhering to Hours-of-Service (HOS) regulations and company policies and procedures, and for executing responsibilities by providing training.

BASIC: Hours-of-Service Compliance

Process Breakdown: Policies and Procedures

Specific Recommended Remedies

To implement Safety Improvement Practices, the following list are recommended practices related to Policies and Procedures:

1. Develop policies and procedures for ensuring proper retention of Record of Duty Status (RODS) according to regulations.

BASIC: Vehicle Maintenance

Process Breakdown: Roles and Responsibilities

Specific Recommended Remedies

To implement Safety Improvement Practices, the following list are recommended practices related to Roles and Responsibilities:

1. Define and document roles and responsibilities for checking daily completion of Driver Vehicle Inspection Records (DVIRs) and certifying repair before the next assignment.
2. Define driver responsibilities for informing supervisors, and mechanics/technicians of safety-related defects and repair requirements prior to vehicle operation, including those resulting from vehicle Out-of-Service (OOS) orders.
3. Designate a manager to collect and evaluate all vehicle- inspection, repair, and maintenance-related safety implications.

Recommendations

1. **Acute and Critical Violations**

Acute and/or Critical violations were recorded on this investigation report. These violations will impact your safety record.

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.

2. **Additional Information**

Please visit the CSA outreach site for additional guidance: <https://csa.fmcsa.dot.gov>.

3. **KCC CAP for all investigations**

For All Investigations Penalty

MANDATORY FOLLOW UP REQUIREMENTS (ALL INVESTIGATIONS THAT RESULT IN PENALTY)

1) The KCC requires that you prepare a corrective action plan, addressing the measures taken to correct all 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,

Joseph Dickey Most Wanted Tow and Recovery (U.S.DOT# 3992479) -

(example: vehicle inspections performed, proof of drug and alcohol testing in place, etc.)

necessary to prove that corrective action has been taken. Submit the letter along with copies of your supporting evidence to:

Email: jared.l.smith@ks.gov FAX: 785-271-3124

or mail:

Kansas Corporation Commission Attn: Jared Smith

1500 SW Arrowhead Rd Topeka, KS 66604-4027

2) The KCC requires a representative from Joseph Dickey Most Wanted Tow and Recovery to attend a Commission-sponsored safety seminar within thirty (30) days from the date of the penalty order. Schedule of the dates for safety seminars can be found on the Commission's website at <https://www.kcc.ks.gov/transportation/calendar-of-events>.

FAILURE TO SUBMIT THE CORRECTIVE ACTION PLAN (CAP) AND ATTEND A SAFETY SEMINAR WITHIN 30 DAYS WILL RESULT IN THE SUSPENSION OF JOSEPH DICKEY MOST WANTED TOW AND RECOVERY'S OPERATING AUTHORITY AND/OR THE IMPOUNDMENT OF JOSEPH DICKEY MOST WANTED TOW AND RECOVERY'S VEHICLES.

I understand that these requirements/violations and/or recommendations have been discussed with me and my questions have been answered. I understand that monetary penalties will be assessed as a result of violations found in this compliance review.

Signed Date

Table 1: Violations Discovered During Review/Inspection

Violation	Date	Identifying Information	Description
390.15(b) - Failing to maintain an accident register			
1	01/28/2023	JOSEPH DICKEY	
367 - Failure to pay Unified Carrier Registration (UCR) fees			
1	02/21/2025	Joseph Dickey	
392.2 - Failing to obtain Kansas commercial registration			
1	02/21/2025	2007 Chevy VIN ending 8363	
396.3(b)(2) - Failing to have a means of indicating maintenance due dates			
1	02/21/2025	Equipment: 2007 Chevy VIN# ending 8363	
392.9a(a)(1) - Operating without the operating authority (Property, Non-HHG).			
1	02/21/2025	DARRON ROBERTSON	
391.51(a) - Failing to maintain driver qual. file on each driver			
1	02/21/2025	Driver: JOSEPH DICKEY	
2	03/10/2025	Driver: DARRON ROBERTSON	
396.17(c) - Using a vehicle not periodically inspected			
1	02/21/2025	Equipment: 2007 Chevy VIN# ending 8363	
395.1(e)(1)(IV) - The motor carrier that employs the driver maintains and retains for a period of 6 months accurate and true time records showing.			
1	02/10/2025	DARRON ROBERTSON	
2	02/11/2025	DARRON ROBERTSON	
3	02/13/2025	DARRON ROBERTSON	
4	02/17/2025	DARRON ROBERTSON	
5	02/21/2025	JOSEPH DICKEY	
6	02/24/2025	DARRON ROBERTSON	
7	02/25/2025	DARRON ROBERTSON	
8	02/26/2025	DARRON ROBERTSON	
9	03/03/2025	DARRON ROBERTSON	
10	03/04/2025	DARRON ROBERTSON	
391.45(a) - Using a driver not medically examined and certified			
1	02/21/2025	Driver: JOSEPH DICKEY	
396.11(a) - Failing to complete DVIR at completion of each work day (DRIVER)			
1	03/10/2025	Equipment: 2007 Chevy VIN# ending 8363	

No amendment was made.

Carrier Acceptance

Company Owners and Partners/Officers/Members of the Company

The source of the information for any additional owners or partners/officers/members of the company noted:

Amber Dickey has been the main point of contact during this review and has provided most of the official documents requested.

Carrier refused to accept the investigation report: No
Closeout was performed with the highest ranking official: Yes

EXHIBIT

2

TOWING REPORT



Most Wanted Tow & Recovery
Leavenworth, KS 66048
913-212-6050



CALL NO.
CALL TIME
TYPE OF CALL
SERVICE TIME
EXTRA MAN
MILEAGE FINISH
MILEAGE START
MILEAGE TOTAL

Name <u>Charles Harding</u>		Date <u>5-21-25</u>									
Address <u>[REDACTED]</u>		City <u>Leavenworth</u>	State <u>KS</u>								
Home Phone <u>913-547-4667</u>	Insurance Company <u>State Farm</u>		Insurance Phone								
Business Phone	Year <u>13</u>	Make <u>CAMARO</u>	Model <u>RS</u>								
License <u>[REDACTED]</u>	Mileage <u>[REDACTED]</u>	<table border="1"> <tr> <td>14</td> <td>15</td> <td>16</td> <td>17</td> </tr> <tr> <td><u>11</u></td> <td><u>6</u></td> <td><u>4</u></td> <td><u>8</u></td> </tr> </table>		14	15	16	17	<u>11</u>	<u>6</u>	<u>4</u>	<u>8</u>
14	15	16	17								
<u>11</u>	<u>6</u>	<u>4</u>	<u>8</u>								

TOWED FROM King Rd + Bowlin Rd
Weston mo

TOWED TO
775 Cherokee St
Leavenworth KS

- | | |
|------------------------------------|--|
| <input type="checkbox"/> START | <input checked="" type="checkbox"/> WRECK |
| <input type="checkbox"/> BATTERY | <input type="checkbox"/> TOW |
| <input type="checkbox"/> FLAT TIRE | <input type="checkbox"/> CARRIER |
| <input type="checkbox"/> GAS | <input checked="" type="checkbox"/> FLAT BED |
| <input type="checkbox"/> LOCKOUT | <input type="checkbox"/> INSURED |

MILEAGE	<u>18</u>	
CHARGE	<u>90</u>	<u>00</u>
TOWING	<u>250</u>	<u>00</u>
CHARGE		
ROAD SERVICE		
CHARGE	<u>75</u>	
STORAGE	<u>5450</u>	
CHARGE	<u>500</u>	

REMARKS
100 ft off roadway in ditch and trees winch out
to Roadway

I hereby understand and agree to the terms
and conditions as stated on the reverse side.

MECHANIC'S SIGNATURE

AUTHORIZED SIGNATURE

X

X

Charles Harding

SUBTOTAL

TAX

TOTAL

1215 00

1215 00

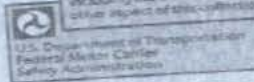
1315 00

EXHIBIT

3

Form MCSA-5875

Public Burden Statement:
A Federal agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless it displays a current valid OMB Control Number. The OMB Control Number for this information collection is 2126-0006. Public reporting for this collection of information is estimated to be approximately one minute per response, including the time for reviewing instructions, gathering the data needed, and completing and reviewing the collection of information. All responses to this collection of information are mandatory. Send comments regarding this burden estimate or other aspect of this collection of information, including suggestions for reducing this burden, to the Paperwork Reduction Project (2126-0006), Federal Motor Carrier Safety Administration, 1200 New Jersey Avenue, SE, Washington, D.C. 20590.



Medical Examiner's Certificate

(For Commercial Driver Medical Certification)

I certify that I have examined **Last Name:** Dicken **First Name:** Joseph In accordance with (please check only one):

☒ the Federal Motor Carrier Safety Regulations (49 CFR 391.41-391.49) and, with knowledge of the driving duties, I find this person is qualified, and, if applicable, only when (check all that apply) OF

☐ the Federal Motor Carrier Safety Regulations (49 CFR 391.41-391.49) with any applicable State variances (which will only be valid for intrastate operations), and, with knowledge of the driving duties, I find this person is qualified, and, if applicable, only when (check all that apply):

☐ Wearing corrective lenses ☐ Accompanied by a _____ waiver/exemption ☐ Driving within an exempt Intracity zone (49 CFR 391.62) (Federal)

☐ Wearing hearing aid ☐ Accompanied by a Skill Performance Evaluation (SPE) Certificate ☐ Grandfathered from State requirements (State)

The information I have provided regarding this physical examination is true and complete. A complete Medical Examination Report Form, MCSA-5875, with any attachments, embodies my findings completely and correctly, and is on file in my office.

Medical Examiner's Certificate Expiration
4-1-27

Medical Examiner's Signature Kelly Baltuska, D.C., CME
Medical Examiner's Name (please print or type) Kelly Baltuska, D.C., CME
Medical Examiner's State License, Certificate, or Registration Number 01-05508

Medical Examiner's Telephone Number (913) 283-9803
☐ MD ☐ Physician Assistant ☐ Advanced Practice Nurse
☐ DO ☒ Chiropractor ☐ Other Practitioner (Specify) _____
Issuing State KS
Date Certificate Signed 4-1-25
National Registry Number 831333955

Driver's Signature Joseph Dicken
Driver's Address _____
Street Address: _____
City: Leavenworth **State/Province:** KS **Zip Code:** 66048
Driver's License Number _____
Issuing State/Province KS
CLP/CDL Applicant ☐ Yes ☒ No

****This document contains sensitive information and is for official use only. Improper handling of this information could negatively affect individuals. Handle and secure this information appropriately to prevent disclosure by keeping the documents under the control of authorized persons. Properly dispose of this document when no longer required to be maintained by regulatory requirements.****

Instructions: Fold the clear lamination sheet over and write on the top card (press firmly). Peel cover off the back of the lamination sheet. Press lamination sheet over top card. Remove the far left and right tabs. Give the lamination copy (original copy) to the driver. Driver can remove the second tab at their discretion. Keep second copy for your records. Fold card once both ways for credit card size.



PASS MY PHYSICAL
KEEPING DRIVERS HEALTHY
AND ON THE ROAD.



EXHIBIT

4

Oral Interview Form	Type of Contact <input type="checkbox"/> Telephone <input checked="" type="checkbox"/> Personal	Date 05/09/2025
Place of Interview Joseph Dickey Most Wanted Tow and Recovery (PPOB)		
Interviewee's Name Joseph Dickey	Interview 's Address 775 Cherokee ST Leavenworth, KS 66048	
Name and Title of Person Interviewed Joseph Dickey Owner		
Narrative During the review investigators ask Joseph Dickey for a copy of his medical card. He stated he did not have one and he did not drive that often, but he knew he needed to get one. Joseph later obtained his medical card on 04/01/2025 and sent a photo of it to the Kansas Corporation Commission.		
I, <u>Brian J Llamas</u> [SI's Name] declare, under penalty of perjury, that the information contained in this statement is a true and accurate summary of all relevant matters discussed with the witness on <u>03/11/2025</u> [Date.]		
Safety Investigator's Brian Llamas		Date 05/09/2025

EXHIBIT

5



Authority History

US DOT:	3992479	Docket Number:	FF00064441
Legal Name:	MOST WANTED TOW AND RECOVERY LLC		
Sub	Auth Type	Original Action	
	PROPERTY FREIGHT FORWARDER	DISMISSED	06/25/2024
			Disposition

[Carrier Details](#) [Active/Pending Insurance](#) [Rejected Insurance](#) [Insurance History](#) [Pending Application](#) [Revocation](#)

July 22, 2025



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Federal Motor Carrier Safety Administration
1200 New Jersey Avenue SE, Washington, DC 20590 - 1-800-832-5660 - TTY: 1-800-877-8339 - Field Office Contacts

EXHIBIT

6

Registration Inquiry

See Also:

[Vehicle Ownership History](#)[Vehicle Transaction History](#)

Vehicle														
VIN	08363	Type	Truck											
Vehicle	2007 CHEVROLET C5500 D	Colors	White											
Weight	7000	GVWR												
Cylinders	8	List Price	\$36,625.00											
Odometer	144915 Miles - Actual	Vehicle #	11212032											
Sq. Footage		MGVW or GCW	7550											
NCIC Vehicle Type	Truck (TK)	Effective Date	Purchased GVW Amount	GVW Class Purchased	Declared Weight	End Date								
Class Code	25													
Sanctions		Designations												

Title					
Title Number	AB3752549	Title Type	Regular	Replacement	No
Title Status	Approved	Status since	11/17/2023		
Title Issue Date (Title Approved Date)	11/17/2023	Owner Relationship			
SI Application Exists	No	Certificate of Compliance			
Security Interests Exists	Yes				

Plate					
Plate #		Plate Type	Standard		
NCIC Plate Type		Plate Format			
Assignment Date	10/30/2023	Personalized	No		

Registration																		
Start Date	End Date	Transaction Date	Annual Fee	Tonnage	Usage	Plate	Plate Type	Plate Status	Status Date	Carrier	Tracking Number	Declared Weight	Current	Prior	Int	Tax Unit	Decal Number	Exemption Reason
05/01/2024	04/30/2025	5/1/2024 8:13:21 AM	\$40.00	4	Regular	0665ABJ	Standard	Shipped	11/2/2023 2:49:00 PM	USPS	9400109109490961440042	12000	38.46	0.00	0.01	001	0665ABJ042501	

Customers						
Relationship	Priority	Start Date	Stops Exist	Name	Address	
Owner	1	10/30/2023		Dickey, Joseph Lee	1217 Central St , Leavenworth KS 660483193	
Security Interest	1	10/30/2023		Jackron, Riek	Postal Box 444 , Platte City MO 640790444	

CERTIFICATE OF SERVICE

25-TRAM-458-PEN

I, the undersigned, certify that a true copy of the attached Order has been served to the following by means of
first class mail and electronic service on 07/29/2025.

JOSEPH DICKEY
JOSEPH DICKEY D/B/A MOST WANTED
TOW AND RECOVERY
775 CHEROKEE ST
LEAVENWORTH, KS 66048

AHSAN LATIF, LITIGATION COUNSEL
KANSAS CORPORATION COMMISSION
1500 SW ARROWHEAD RD
TOPEKA, KS 66604
ahsan.latif@ks.gov

/S/ KCC Docket Room
KCC Docket Room