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

1500 SW Arrowhead Road
Topeka, KS 66604-4027

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

Laura Kelly, Governor

NOTICE OF PENALTY ASSESSMENT
24-TRAM-322-PEN

November 7, 2023
Leroy Mast, President
Mast Trucking Inc
PO Box 490
Sublette, KS 67877

This is a notice of a penalty assessment against Mast Trucking Inc (Mast Trucking) for violation(s) of Kansas Motor Carrier Safety Statutes, Rules, and Regulations discovered during a compliance review conducted on August 3, 2023, by Kansas Corporation Commission Special Investigator Matt Adams. Penalties are assessed in accordance with the FY 2024 Uniform Penalty Assessment Matrix, approved by the Commission on June 29, 2023. 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: Mast Trucking has been assessed a \$500 penalty. You have thirty (30) days from the date of service of the Penalty Order to pay the penalty. Please remit payment of \$500, 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 requires a representative of Mast Trucking 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.

IF YOU CONTEST THE PENALTY ORDER: You have the right to request a hearing. A request for a hearing must be made in writing, setting forth the specific grounds upon which relief is sought. Mast Trucking 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 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 \$500 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
a.latif@kcc.ks.gov

¹ K.A.R. 82-1-215; K.S.A. 77-542.

of the Motor Carrier Safety Regulations (MCSRs), which carry a penalty according to the FY2024 Uniform Penalty Assessment Matrix.²

3. Additionally, Staff recommends that Mast Trucking be required to have a representative responsible for the Carrier's safety compliance 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.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.

4. Staff further recommends Mast Trucking 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 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

5. Finally, Staff recommends that Mast Trucking submit to one follow-up safety compliance review within eighteen (18) months from the date of this Order.⁵ Transportation Staff will contact the motor carrier at a later date to determine an appropriate time for this review.

6. 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

² Order Designating Guidance Document and Approving Staff's Use of the Transportation Division's Uniform Penalty Assessment Table, pp. 11 – 26 (Jun. 29, 2023) ("Penalty Matrix").

³ See Staff's Report and Recommendation, p. 3 (Oct. 9, 2023).

⁴ See Staff's Report and Recommendation, p. 3 (Oct. 9, 2023).

⁵ *Id.*

Kansas, and is empowered to do all things necessary and convenient for the exercise of such power, authority and jurisdiction.

7. 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.

8. 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.

IT IS THEREFORE, BY THE COMMISSION ORDERED THAT:

A. Mast Trucking Inc, of Sublette, KS is hereby assessed a \$500 civil penalty for three (3) violation(s), accounting for two (2) count(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. Mast Trucking is hereby ordered to have a representative responsible for the Carrier's safety compliance 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. Carrier is hereby ordered to 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 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.

D. Mast Trucking 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.

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 Mast Trucking's right to a hearing, and this Penalty Order will become a Final 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 \$500 or less, a corporation may appear by a duly authorized representative of the corporation.⁶

G. If you do not request a hearing, the payment of the civil penalty of \$500 is due in thirty (30) days from the date of service of this Order. Payment of \$500 must be made through your personal account with the Kansas Corporation Commission's Kansas Trucking Regulatory

⁶ K.S.A. 66-1,142b(e) and amendments thereto.

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 to pay the \$500 civil penalty within thirty (30) days from the date of service of this Penalty Order and/or failure to comply with the provisions of this Order may result in suspension of Mast Trucking's motor carrier operating authority without further notice.⁷ 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.

BY THE COMMISSION IT IS SO ORDERED.

French, Chairperson; Keen, Commissioner; Kuether, Commissioner

Dated: 11/07/2023



Lynn M. Retz
Executive Director

AAL

⁷ K.S.A. 66-1,105.

ATTACHMENT “A”

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

Laura Kelly, Governor

**REPORT AND RECOMMENDATION
TRANSPORTATION DIVISION**

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

FROM: Gary Davenport, Deputy Director of Transportation
Jared Smith, Public Service Executive

DATE: October 9, 2023

SUBJECT: Docket No. 24-TRAM-322-PEN
In the Matter of the Investigation of **Mast Trucking Inc of Sublette, 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:

Mast Trucking Inc is a motor carrier (MC) possessing public for-hire operating authority from the Commission, primarily hauling building materials, general freight, grain, feed, hay, blood plasma and exempt batteries. Mast Trucking Inc operates under USDOT 1915879. On August 3, 2023, Commission Staff Special Investigator (SI) Matt Adams completed a safety compliance investigation of the operations of Mast Trucking Inc. 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) violation(s), accounting for two (2) specific count(s), of the Motor Carrier Safety Regulations (MCSRs), which carry a penalty according to the FY2024 Uniform Penalty Assessment Matrix approved by the Commission. Based on the frequency, timeline and severity of the violations discovered by the SI, staff recommends penalty of \$500 be issued to the MC.

DISCUSSION AND ANALYSIS:

On August 3, 2023, Commission Staff SI Matt Adams conducted a safety compliance investigation of the operations of Mast Trucking Inc. The investigation covers a 365 day period. Each specific count is detailed below.

Count One (1 of 2)

Jurisdiction: 49 C.F.R. 395.3, adopted by K.A.R. 82-4-3a, and authorized by K.S.A. 66-1,129.

Intent of Law: The MC shall not require its driver to drive over eleven (11) hours during one 14-hour driving period after coming on duty following 10 consecutive hours off duty.

Supporting Documentation: On April 29, 2023, Mast Trucking Inc required or permitted its driver, Patrick Bascue, to operate a commercial driver's license (CDL) required commercial motor vehicle (CMV), a 2020 Volvo, VIN ending in 7542, GVWR of 51,200 lbs., in interstate commerce from Salina, Kansas to Lubbock, Texas. This transport is evidenced by a driver's record of duty status, attached hereto as **Exhibit 2**, and bill of lading #13642613, attached hereto as **Exhibit 3**.

Violation: Mast Trucking Inc permitted a driver to driver more than 11 hours (**Exhibit 1, Page 3**). Mr. Bascue came on duty at 4:42 a.m. and went off-duty at 6:22 p.m. on April 29, 2023. In that time Mr. Bascue drove a total of 11 hours, 12 minutes and 47 seconds in one fourteen hour period. Two (2) violation(s) were discovered.

Recommendation: Staff recommends a fine of \$250.

Count Two (1 of 2)

Jurisdiction: 49 C.F.R. 395.3(b), adopted by K.A.R. 82-4-3a, and authorized by K.S.A. 66-1,129.

Intent of the Law: The MC shall not require its driver to drive in excess of seventy (70) hours in a period of eight (8) consecutive days.

Supporting Documents: On April 22, 2024, Mast Trucking Inc required or permitted its driver, Javier Sanchez-Rodriguez, to operate a CDL required CMV, a 2023 Mack, VIN ending in 3121, GVWR 50,000 lbs., in interstate commerce from Sublette, Kansas to Alvarado, Texas. This transport is evidenced by a driver's record of duty status, attached hereto as **Exhibit 4**, and bill of lading #13641851, attached hereto as **Exhibit 5**.

Violation: Mast Trucking Inc required or permitted driver to drive after having been on duty more than 70 hours in 8 consecutive days (**Exhibit 1, Page 3**). In the period of April 17 through April 22, 2023, Mr. Sanchez-Rodriguez drove three hours, forty-one minutes beyond the seventy hour limit. One (1) violation was discovered.

Recommendation: Staff recommends a fine of \$250.

RECOMMENDATION:

Transportation Staff recommends the Commission find Mast Trucking Inc committed Three (3) violation(s), accounting for two (2) 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 \$500 for 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 Mast Trucking Inc require a representative responsible for the company's safety to attend a Commission-sponsored safety seminar within ninety (90) 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 Mast Trucking Inc 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 Mast Trucking Inc 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#: 1915879
MC/MX#: 686328

Legal: MAST TRUCKING INC
Operating (DBA):

Investigation Date:
08/03/2023

Investigation Type: Offsite Investigation

Physical Address

1849 US 83
SUBLETTE, KS 67877
United States

Mailing Address

PO BOX 490
SUBLETTE, KS 67877
United States

Contact Information

Contact Name: LEROY MAST
Email: safety@mast-trucking.com
Phone: (620)668-5121 **Cell:** (620)668-5121 **Fax:** ()-

Business and Financial

Business Type: Corporation
Name of Gross Revenue Provider: Ray Orth
Title of Gross Revenue Provider: Safety Director
Gross Revenue: ██████████ **For Year Ending:** 12/31/2022
Federal Tax ID: ██████████ (EIN)

Operation Classification and Type

Type of Operation: Non-HM Interstate Carrier

Operation Classification

For-Hire Motor Carrier
Property
Other Non-Hazardous Freight
Exempt Commodities

Cargo

Building Materials, General Freight, Grain, Feed, Hay, Other (Blood plasma, exempt batteries)

Equipment

	Owned	Term Leased	Trip Leased
Truck Tractors	35	20	
Trailers	104		

Driver Information

Drivers	Intrastate	Interstate
	< 100 Miles	
>= 100 Miles	5	54

Power units used in the U.S.: 55
Percentage of time used in the U.S.: 100%

Average trip leased driver/month: 0
Drivers with CDL: 59
Total Drivers: 59

Person(s) Interviewed

Name: RAY ORTH **Title:** SAFETY

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
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This report will be used to assess your safety compliance.

Violations

1. Primary: 395.3(a)(3)(i)

Requiring or permitting a property-carrying commercial motor vehicle driver to drive more than 11 hours.

Violations Discovered

Fed	State	Total
2		2

Checked

Fed	State	Total
90		90

Example/Notes:

Date: 4/29/2023

Driver: Patrick Bascue

Salina, KS to Lubbock, TX

Drivers/Vehicles in Violation

Fed	State	Total
2		2

Checked

Fed	State	Total
3		3

2. Primary: 395.3(b)(2)

Requiring or permitting a property-carrying commercial motor vehicle driver to drive after having been on duty 70 hours in 8 consecutive days.

Violations Discovered

Fed	State	Total
1		1

Checked

Fed	State	Total
90		90

Example/Notes:

April 17-22, 2023

Driver Javier Sanchez-Rodriguez

In violation at 1539:04 on 4/22/2023

3hrs, 41min 15sec driven in violation

Drivers/Vehicles in Violation

Fed	State	Total
1		1

Checked

Fed	State	Total
3		3

Safety Fitness Rating

This Investigation is Not Rated

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

This was an offsite investigation. An offsite investigation allows FMCSA to evaluate your safety compliance with minimal disruption to your business. An offsite investigation will not result in a safety rating.

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: Qualification and Hiring

Specific Recommended Remedies

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

1. Ensure that prospective drivers have a history of driving within Hours-of-Service (HOS) regulations by querying applicants, checking with previous employers and references, and obtaining necessary documents regarding HOS Violations going back three years. Create a detailed written record of each inquiry.
2. Ensure that whoever is responsible for monitoring and tracking Hours of Service (HOS) knows the relevant regulations, how the carrier/dispatcher operates, the company's disciplinary policy and procedures, and how to use supporting documents such as toll and fuel receipts to see if data are accurate.
3. Ensure that drivers have sufficient planning skills to know when they should be driving and stopping, basic mathematical skills to calculate their hours and miles, and good organizational skills to keep each Record of Duty Status (RODS) up to date continuously by adding information at every stop.

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 a policy stating that drivers should not violate their Hours-of-Service (HOS) Out-of-Service (OOS) order under any circumstances, and immediately contact the carrier when a driver is placed OOS.
2. Develop a written and progressive disciplinary policy focused on taking corrective action to ensure drivers comply with regulations and policies. A progressive disciplinary policy could include, among other things, written warnings, suspensions, or work restrictions, monetary penalties, and termination. This policy should also specify consequences for any carrier official who knowingly and willfully allows Hours-of-Service (HOS) violations.

BASIC: Hours-of-Service Compliance

Process Breakdown: Meaningful Action

Specific Recommended Remedies

To implement Safety Improvement Practices, the following list are recommended practices related to Meaningful Action:

1. Provide required remedial training to employees with Hours-of-Service performance issues that can be addressed by enhancing their knowledge and skills.

BASIC: Hours-of-Service Compliance

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 of managers and supervisors for monitoring compliance with Hours-of-Service (HOS) policies.

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. 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 new-hire and refresher training, and establish communication channels such as newsletters and/or meetings focused on conflicts between scheduling and HOS rules.
2. Inform drivers that management will be monitoring and tracking Records of Duty Status (RODS).
3. Ensure that managers and supervisors communicate their ongoing commitment to abiding by Hours-of-Service (HOS) regulations and to not driving when fatigued for any reason, including illness.

BASIC: Hours-of-Service Compliance

Process Breakdown: Monitoring and Tracking

Specific Recommended Remedies

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

1. Implement an effective process for monitoring, tracking, and evaluating all drivers' compliance with Hours-of-Service (HOS) regulations and company policies.
2. Promptly review all Records of Duty Status (RODS) for Hours-of-Service (HOS) violations and falsification. Look for discrepancies by comparing driver logs with their "check-in" calls and other supporting documents.

Recommendations

1. **Additional Information**

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

2. **Require drivers to prepare complete and accurate records.**

Require all drivers to prepare complete and accurate records of duty status for each day, and to submit them within 13 days. Maintain all duty status records on file, with all supporting documents, for at least 6 months.

3. **Ensure that all drivers' logs are accurate.**

Ensure that all drivers' records of duty status (logs) are accurate. Check them against "supporting documents" to verify accuracy. Prohibit falsification of logs by any driver. Review the rules on supporting documents. Take appropriate action against drivers who falsify logs.

4. **Hours-of-service regulations: 2003**

Drivers may drive 11 hours after 10 consecutive hours off-duty, but may not drive beyond the 14th hour after coming on-duty. Drivers may not drive after being on-duty for 60 hours in a seven-consecutive-day period or 70 hours in an eight-consecutive-day period. This on-duty cycle may be restarted whenever a driver takes at least 34 consecutive hours off-duty. Short-haul truck drivers, who routinely return to their place of dispatch after each duty tour and then are released from duty, may have an increased on-duty period of 16 hours once during any seven consecutive day period. For more information on these regulations, please access the FMCSA website at www.fmcsa.dot.gov.

5. **KCC For All Investigations**

For all Investigations that could result in a Penalty Order:

PLEASE NOTE: The violations discovered during this compliance review may affect the civil penalty proposed in any subsequent Penalty Order. In addition, your history of prior violations of the Federal Motor Carrier Safety Regulations, Federal Hazardous Material Regulations and/or the Federal Motor Carrier Commercial Regulations may also affect the civil penalty proposed for *MAST TRUCKING INC, USDOT #1915879*. Your signature for receipt of this report acknowledges your understanding that the violations discovered by the KCC during this review may be used to calculate any civil penalty proposed as a result of this review. Your signature is not an admission of the violations identified. 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 plan (CAP), addressing the measures taken to correct all 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 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: e-mail: g.davenport@kcc.ks.gov FAX: 785-271-3124; or mail to;

Kansas Corporation Commission

Attn: Gary Davenport

1500 SW Arrowhead Road

Topeka, KS 66604-4027

I acknowledge that these requirements and/or recommendations have been discussed with me and my questions have been answered. I understand that failure to satisfactorily remedy the above-listed requirements, failure to attend a KCC safety seminar within 30 days of the closing of this compliance review, and/or failure to comply with Kansas Motor Carrier Safety Statutes and Regulations could result in the suspension of *MAST TRUCKING INC'S* authority and/or the impoundment of *MAST TRUCKING INC'S* commercial motor vehicles.

EXHIBIT 2

Date	Time	Location	Odometer	Engine Hot	Event Type	Origin	Sequence #	VIN	PowerUnit
4/29/2023	4:25:04	1mi WNW	514,108	15,152.60	Power-up	ELD	0AF8	4V4NC9EH	7542
4/29/2023	4:25:04		514,108	15,152.60	Diagnostic	ELD	0AF9	4V4NC9EH	7542
4/29/2023	4:27:01		514,108	15,152.60	Diagnostic	ELD	0AFA	4V4NC9EH	7542
4/29/2023	4:42:31				First certifi	ELD	1817	4V4NC9EH	7542
4/29/2023	4:42:39	1mi WNW	514,108	15,152.90	On-duty, n	Driver	1818	4V4NC9EH	7542
4/29/2023	4:53:40	2mi NW IL	514,108	15,153.10	Driving	ELD	1819	4V4NC9EH	7542
4/29/2023	5:39:33	1mi SW IL	514,158	15,153.80	Off-duty	Driver	181A	4V4NC9EH	7542
4/29/2023	5:39:33	1mi SW IL	514,158	15,153.80	Off-duty (l)	Driver	181A	4V4NC9EH	7542
4/29/2023	6:12:40	1mi SW IL	514,158	15,154.40	Driving	ELD	181B	4V4NC9EH	7542
4/29/2023	7:12:40	2mi NW M	514,222	15,155.40	Intermedia	ELD	181C	4V4NC9EH	7542
4/29/2023	7:38:58	1mi NE MC	514,248	15,155.80	Off-duty	Driver	181D	4V4NC9EH	7542
4/29/2023	7:42:36	1mi NE MC	514,248	15,155.90	Driving	ELD	181E	4V4NC9EH	7542
4/29/2023	7:45:33	1mi NE MC	514,249	15,155.90	Off-duty	Driver	181F	4V4NC9EH	7542
4/29/2023	7:45:44	1mi NE MC	514,249	15,155.90	Shut-down	ELD	1820	4V4NC9EH	7542
4/29/2023	8:13:37	1mi NE MC	514,249	15,155.90	Power-up	ELD	1821	4V4NC9EH	7542
4/29/2023	8:21:36	1mi NE MC	514,249	15,156	Driving	ELD	1822	4V4NC9EH	7542
4/29/2023	9:21:39	6mi ENE M	514,319	15,157	Intermedia	ELD	1823	4V4NC9EH	7542
4/29/2023	10:21:36	1mi NNW I	514,390	15,158	Intermedia	ELD	1824	4V4NC9EH	7542
4/29/2023	11:21:39	3mi ESE KS	514,457	15,159	Intermedia	ELD	1825	4V4NC9EH	7542
4/29/2023	12:21:39	3mi SE KS \	514,526	15,160	Intermedia	ELD	1826	4V4NC9EH	7542
4/29/2023	13:21:37	2mi WNW	514,596	15,161	Intermedia	ELD	1827	4V4NC9EH	7542
4/29/2023	13:55:21	3mi S KS Sa	514,632	15,161.60	Off-duty	Driver	1828	4V4NC9EH	7542
4/29/2023	14:02:25	3mi S KS Sa	514,632	15,161.70	On-duty, n	Driver	1829	4V4NC9EH	7542
4/29/2023	14:03:11	3mi S KS Sa	514,633	15,161.70	On-duty, n	ELD	182A	4V4NC9EH	7542
4/29/2023	14:03:11	1mi SE KS S	514,633	15,161.70	YM	Driver	182B	4V4NC9EH	7542
4/29/2023	14:12:33	3mi S KS Sa	514,633	15,161.90	On-duty, n	ELD	182C	4V4NC9EH	7542
4/29/2023	14:12:33	1mi SE KS S	514,633	15,161.90	PC/YM Cle	Driver	182D	4V4NC9EH	7542
4/29/2023	14:19:49	3mi S KS Sa	514,633	15,162	On-duty, n	ELD	182E	4V4NC9EH	7542
4/29/2023	14:19:49	1mi SE KS S	514,633	15,162	YM	Driver	182F	4V4NC9EH	7542
4/29/2023	14:21:24	3mi S KS Sa	514,633	15,162	Off-duty	Driver	1830	4V4NC9EH	7542
4/29/2023	14:21:24	1mi SE KS S	514,633	15,162	PC/YM Cle	Driver	1831	4V4NC9EH	7542
4/29/2023	14:56:34	3mi S KS Sa	514,633	15,162.60	Driving	ELD	1832	4V4NC9EH	7542
4/29/2023	15:56:37	2mi E KS Cl	514,695	15,163.60	Intermedia	ELD	1833	4V4NC9EH	7542

4/29/2023	16:56:37	2mi E KS R	514,752	15,164.60	Intermedia ELD	1834	4V4NC9EH	7542
4/29/2023	17:56:37	17mi NNW	514,819	15,165.60	Intermedia ELD	1835	4V4NC9EH	7542
4/29/2023	18:20:28	4mi NW KS	514,841	15,166	On-duty, n Driver	1836	4V4NC9EH	7542
4/29/2023	18:22:30	4mi NW KS	514,841	15,166	Off-duty Driver	1837	4V4NC9EH	7542
4/29/2023	18:22:46	4mi NW KS	514,842	15,166.10	Shut-down ELD	1838	4V4NC9EH	7542

24-Hour Period Start: Midnight
 Time-Zone: CDT (UTC-5)
 60 Hours (7)/70 Hours (8): 8
 ELD Registration Id: 0007

Driver's License: [REDACTED]
 Exempt Driver Status:
 Manufacturer: Motive Technologies, Inc.
 ELD Identifier: MOTIVE

File Generation: 07/20/2023 08:58:42, CDT (UTC-5)
 Location: 2mi SW KS Hutchinson
 Shipping Document Number: Salt2013889865
 Trailer Numbers: 9028

Daily Header

Standard HOS Rules

Alaska HOS Rules

Select a CMV to show/hide the ELD events:

4V4NC9EH4LN267542 - 7542

Prev 04/29/2023 Next

Unidentified Driving Time: 00:00:00
 Malfunctions Triggered: None
 Data Diagnostic Triggered: Power

Certified by Driver: Yes
 Date Certified Certificate
 05/01/2023 04:05:18 First certification

Power Unit #	VIN	Shipping Document Number	Start/End Engine Hour	Start/End Odometer	Miles Driven	Unidentified Driver Miles	Miles in Driving Status	Miles in PC/YM
7542	4V4NC9EH4LN267542	159139410	15152.60-15166.10	514108-514842	734	0	732	0

Record of Duty Status

Click on the buttons below to show/hide ELD events.

- Change in Duty Status
- Intermediate Log
- PC/YM
- Engine Power
- Login/Logout
- Engine Power-No Activity

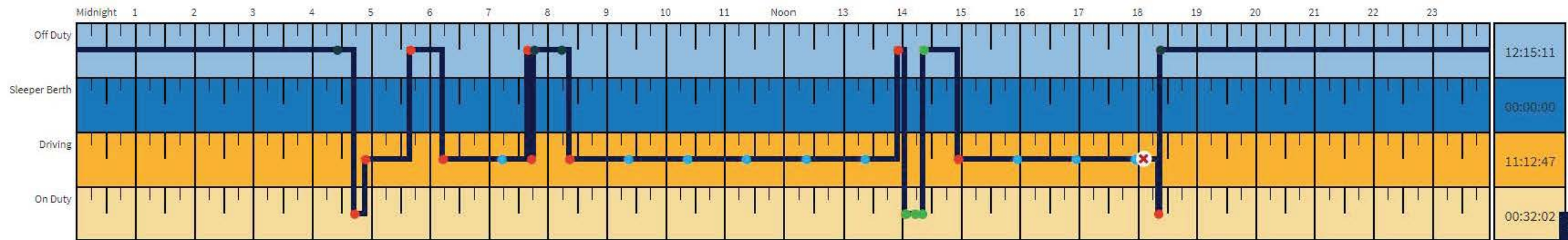


EXHIBIT 3



Seal
0797562

THIS MEMORANDUM

is an acknowledgment that a bill of lading has been issued and is not the Original bill of Lading, nor a copy of duplicate, covering the property named herein, and is intended solely for filing or record. RECEIVED, subject to the classifications and lawfully filled tariffs, in effect on the date of the receipt by the carrier of the property described in the Original Bill of Lading.

FROM
00002543

LOAD ID: 159139410

BILL OF LADING NO. 13642613

DATE 4/28/23

STRYTEN ENERGY - SALINA KS DC #543
413 EAST BERG RD
SALINA KS 67401

P.O. NUMBER 19344017 60966
19352161 61676
19359792 62885

0064834

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

(Signature of Consignor)

CONSIGNED TO DESTINATION

CONTINENTAL BATTERY COMPANY
2301 AVENUE B

LUBBOCK TX 79404-1

DATE SHIPPED

12527993

TRIP

48908 01

CARRIER NOTE:
No invoice required for Prepaid full TL or Intermodal as they will be paid via BluJay TMS.

Invoices for Prepaid LTL, Parcel, and International shipments should be billed to Motrex LLC c/o CTSI Global (https://ctsi-global.com/).

S.C.A.C. MAKO 9685

DATE REC'D. CUST. ORD. NO.

For issues, please contact carriersupport@ctsi-global.com.

If charges are to be prepaid, write or stamp here "To be Prepaid"
Freight Prepaid

The property described below, in apparent good order, except as noted hereon and condition of contents of packages unknown, marked, consigned, and destined as indicated above which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each party as any (the interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in Uniform Freight Classifications in effect on the date hereof, if this is a rail or a rail water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment. Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back hereof, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns.

VelocityEHS Contract # MIS1488636

NO. PKGS.	UM	DESCRIPTION OF ARTICLES, SPECIAL MARKS AND E-CAPTIONS	WEIGHT (SUB. TO CORR.) LBS.	TARE LABELS REQUIRED	CLASS OR RATE	CO. COL.	NO. PKGS.	UM	DESCRIPTION OF ARTICLES, SPECIAL MARKS AND E-CAPTIONS	WEIGHT (SUB. TO CORR.) LBS.	TARE LABELS REQUIRED	CLASS OR RATE	CO. COL.	Received
941	X	Pallets Ctns. UN2794, Batteries, Wet, Filled with Acid, 8	34638	Corrosive			9		Pallets Ctns. Battery Covers or Vents, Plastic NO1					to apply in preparation of the charges.
		Pallets Ctns. Batteries, Electric Storage Dry							Pallets Ctns. UN2800, Batteries, Wet, Non-Spillable, 8		NON-SPILLABLE			Agent or Cashier for
		Pallets Ctns. UN2796, Battery Fluid, Acid, 8, PGII		Corrosive					Ctns. Battery Parts, Lead NO1					(The signature here acknowledges only the amount prepaid.)
		Pallets Ctns. UN2798, Battery Fluid, Acid, 8, PGII, with Empty or Dry Batteries		Corrosive										Charges Admitted
		Pallets Ctns. Battery Boxes, Plastic NO1							SHIPPED ON 15 Reusable Pallets @ 5/8 35#	525				The bills here used for this shipment conform to the specifications set forth in the last maker's certificate thereon and all other requirements of Rules 41 of the Consolidated Freight Classification.

If the shipment moves between two ports by a carrier by water, the law requires that the bill of lading shall state whether it is carrier's or shipper's weight.
NOTE - Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property.
The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding \$2.00 Pound

PLACARDS REQUIRED

EXEMPT per 49 CFR 173.159 (9) CORROSIVE

This is to certify that the above named materials are properly classified, described, packaged, marked, and labeled, and are in proper condition for transportation according to the applicable regulations of the Department of Transportation.

For the Shipper, Per Todd Treybal

(See name and permanent post office address above)

LOAD ID: 159139410

MUST Agent
Per Pat Basche 4/29/23

FOLLOWING IS NOT A PART OF STRAIGHT BILL OF LADING - SHORT FORM

	STORE INITIALS	REASON	REMARKS
JUNKS			
ROTATIONS			
WARRANTIES			

SHIPMENT MUST BE INSPECTED AND CLAIMS FILED WITHIN 72 HOURS OF RECEIPT

VelocityEHS Contract # MIS1488636

For help in chemical emergencies (spills/leaks/fires/exposures) within U.S./Canada/Puerto Rico/U.S.V.I., contact VelocityEHS at 1-800-255-3924. For outside U.S./Canada/Puerto Rico/U.S.V.I., contact VelocityEHS at 1-813-248-0585.

RECEIVED BY: SIGNATURE

PRINT NAME: Pat Basche

DATE: 5-1-23

TIME:

EXHIBIT 4

24-Hour Period Start: Midnight
Time-Zone: CDT (UTC-5)
60 Hours (7)/70 Hours (8): 8
ELD Registration Id: 0007

Driver's License: [REDACTED]
Exempt Driver Status:
Manufacturer: Motive Technologies, Inc.
ELD Identifier: MOTIVE

File Generation: 07/20/2023 08:59:11, CDT (UTC-5)
Location: 1mi W UT Coalville
Shipping Document Number:7021133090
Trailer Numbers:32429

Daily Header

Standard HOS Rules

Alaska HOS Rules

Select a CMV to show/hide the ELD events:

All

Prev 04/17/2023 Next

Unidentified Driving Time: 00:00:00
Malfunctions Triggered: None
Data Diagnostic Triggered: Power, Engine Sync

Certified by Driver: Yes

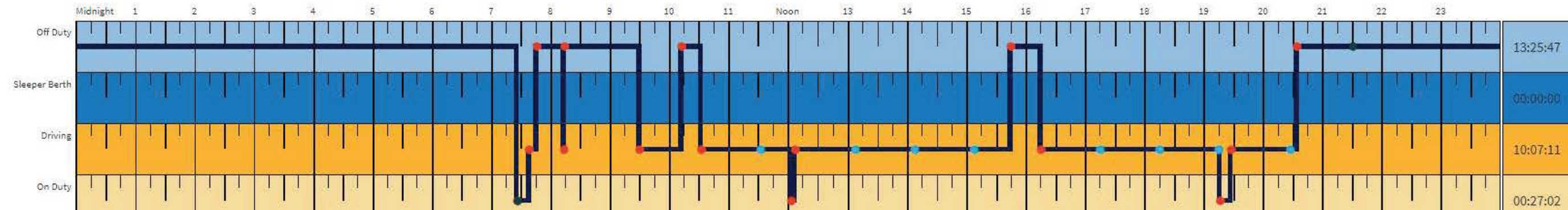
Date Certified	Certificate
04/17/2023 07:04:12	First certification
04/17/2023 09:04:54	Second certification
04/18/2023 07:04:29	Third certification

Power Unit #	VIN	Shipping Document Number	Start/End Engine Hour	Start/End Odometer	Miles Driven	Unidentified Driver Miles	Miles in Driving Status	Miles in PC/YM
3120	1M1AN4GY3PM033120	0129337	3744.00-3758.10	107704-108325	621	0	620	0

Record of Duty Status

Click on the buttons below to show/hide ELD events.

- Change in Duty Status
- Intermediate Log
- PC/YM
- Engine Power
- Login/Logout
- Engine Power-No Activity



13:25:47
00:00:00
10:07:11
00:27:02

Submit Feedback

24-Hour Period Start: Midnight
 Time-Zone: CDT (UTC-5)
 60 Hours (7)/70 Hours (8): 8
 ELD Registration Id: 0007

Driver's License: [REDACTED]
 Exempt Driver Status:
 Manufacturer: Motive Technologies, Inc.
 ELD Identifier: MOTIVE

File Generation: 07/20/2023 08:59:11, CDT (UTC-5)
 Location: 1mi W UT Coalville
 Shipping Document Number:7021133090
 Trailer Numbers:32429

Daily Header

Standard HOS Rules

Alaska HOS Rules

Select a CMV to show/hide the ELD events:

All

Prev 04/18/2023 Next

Unidentified Driving Time: 00:00:00
 Malfunctions Triggered: None
 Data Diagnostic Triggered: Power, Engine Sync

Certified by Driver: Yes

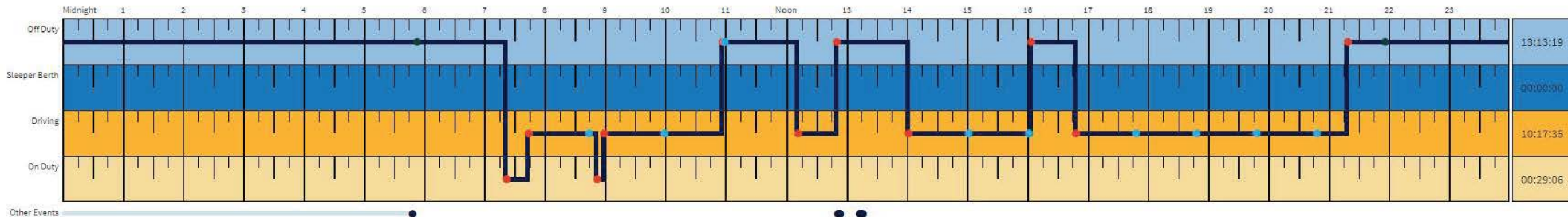
Date Certified	Certificate
04/18/2023 07:04:08	First certification
04/18/2023 12:04:55	Second certification
04/18/2023 01:04:55	Third certification
04/19/2023 07:04:29	Fourth certification

Power Unit #	VIN	Shipping Document Number	Start/End Engine Hour	Start/End Odometer	Miles Driven	Unidentified Driver Miles	Miles in Driving Status	Miles in PC/YM
3120	1M1AN4GY3PM033120	32301040	3758.20-3774.20	108325-108937	612	0	609	0

Record of Duty Status

Click on the buttons below to show/hide ELD events.

- Change in Duty Status
- Intermediate Log
- PC/YM
- Engine Power
- Login/Logout
- Engine Power-No Activity



24-Hour Period Start: Midnight
 Time-Zone: CDT (UTC-5)
 60 Hours (7)/70 Hours (8): 8
 ELD Registration Id: 0007

Driver's License: [REDACTED]
 Exempt Driver Status:
 Manufacturer: Motive Technologies, Inc.
 ELD Identifier: MOTIVE

File Generation: 07/20/2023 08:59:11, CDT (UTC-5)
 Location: 1mi W UT Coalville
 Shipping Document Number:7021133090
 Trailer Numbers:32429

Daily Header

Standard HOS Rules

Alaska HOS Rules

Select a CMV to show/hide the ELD events:

All

Prev 04/19/2023 Next

Unidentified Driving Time: 00:00:00
 Malfunctions Triggered: None
 Data Diagnostic Triggered: Power, Engine Sync

Certified by Driver: Yes

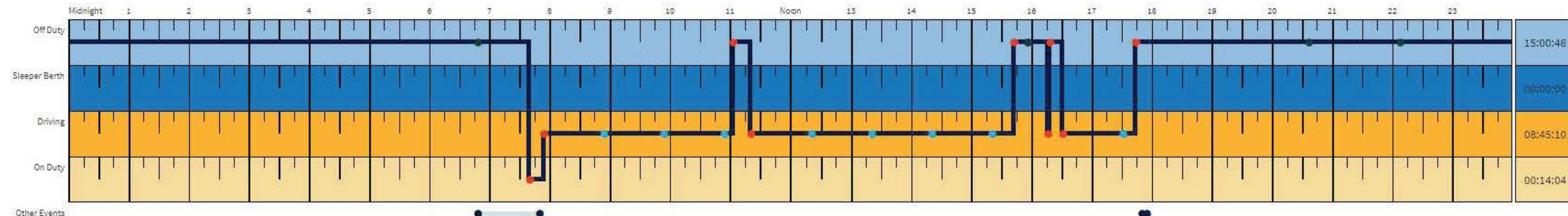
Date Certified	Certificate
04/19/2023 07:04:22	First certification
04/19/2023 04:04:23	Second certification
04/20/2023 07:04:47	Third certification

Power Unit #	VIN	Shipping Document Number	Start/End Engine Hour	Start/End Odometer	Miles Driven	Unidentified Driver Miles	Miles in Driving Status	Miles in PC/YM
3120	1M1AN4GY3PM033120	Empty	3774.30-3788.20	108937-109468	531	0	529	0

Record of Duty Status

Click on the buttons below to show/hide ELD events.

- Change in Duty Status
- Intermediate Log
- PC/YM
- Engine Power
- Login/Logout
- Engine Power-No Activity



24-Hour Period Start: Midnight
Time-Zone: CDT (UTC-5)
60 Hours (7)/70 Hours (8): 8
ELD Registration Id: 0007

Driver's License: [REDACTED]
Exempt Driver Status:
Manufacturer: Motive Technologies, Inc.
ELD Identifier: MOTIVE

File Generation: 07/20/2023 08:59:11, CDT (UTC-5)
Location: 1mi W UT Coalville
Shipping Document Number:7021133090
Trailer Numbers:32429

Daily Header

Standard HOS Rules

Alaska HOS Rules

Select a CMV to show/hide the ELD events:

All

Prev 04/20/2023 Next

Unidentified Driving Time: 00:00:00
Malfunctions Triggered: None
Data Diagnostic Triggered: Power, Engine Sync

Certified by Driver: Yes

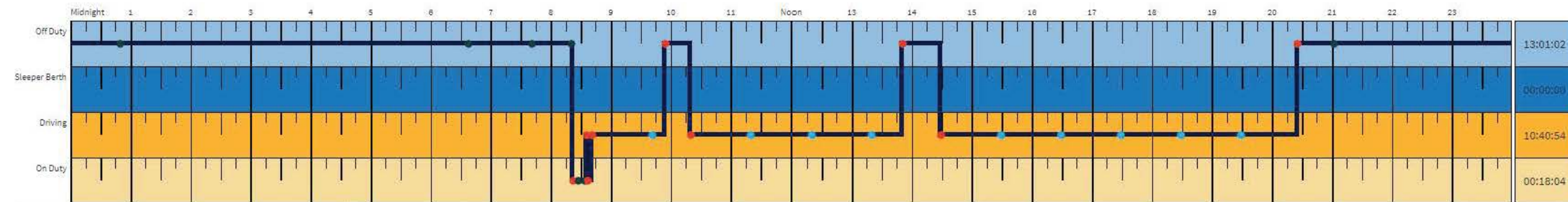
Date Certified	Certificate
04/20/2023 07:04:16	First certification
04/20/2023 08:04:23	Second certification
04/21/2023 06:04:00	Third certification
04/21/2023 06:04:39	Fourth certification
04/21/2023 06:04:52	Fifth certification

Power Unit #	VIN	Shipping Document Number	Start/End Engine Hour	Start/End Odometer	Miles Driven	Unidentified Driver Miles	Miles in Driving Status	Miles in PC/YM
3120	1M1AN4GY3PM033120	2874044	3790.90-3804.60	109468-110092	624	0	623	0

Record of Duty Status

Click on the buttons below to show/hide ELD events.

- Change in Duty Status
- Intermediate Log
- PC/YM
- Engine Power
- Login/Logout
- Engine Power-No Activity



24-Hour Period Start: Midnight
Time-Zone: CDT (UTC-5)
60 Hours (7)/70 Hours (8): 8
ELD Registration Id: 0007

Driver's License: [REDACTED]
Exempt Driver Status:
Manufacturer: Motive Technologies, Inc.
ELD Identifier: MOTIVE

File Generation: 07/20/2023 08:59:11, CDT (UTC-5)
Location: 1mi W UT Coalville
Shipping Document Number:7021133090
Trailer Numbers:32429

Daily Header

Standard HOS Rules

Alaska HOS Rules

Select a CMV to show/hide the ELD events:

All

Prev 04/21/2023 Next

Unidentified Driving Time: 00:00:00
Malfunctions Triggered: None
Data Diagnostic Triggered: Power

Certified by Driver: Yes

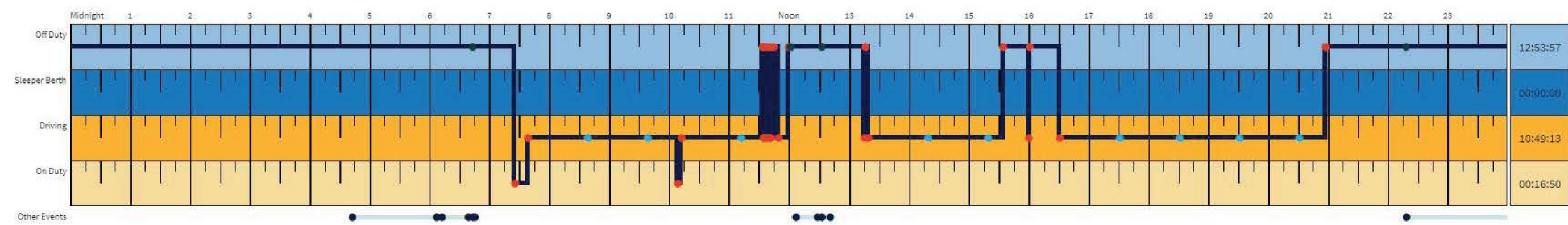
Date Certified	Certificate
04/21/2023 06:04:51	First certification
04/21/2023 01:04:23	Second certification
04/22/2023 07:04:32	Third certification

Power Unit #	VIN	Shipping Document Number	Start/End Engine Hour	Start/End Odometer	Miles Driven	Unidentified Driver Miles	Miles in Driving Status	Miles in PC/YM
3120	1M1AN4GY3PM033120	32301082	3804.70-3821.30	110092-110771	679	0	678	0

Record of Duty Status

Click on the buttons below to show/hide ELD events.

- Change in Duty Status
- Intermediate Log
- PC/YM
- Engine Power
- Login/Logout
- Engine Power-No Activity



24-Hour Period Start: Midnight
Time-Zone: CDT (UTC-5)
80 Hours (7)/70 Hours (8): 8
ELD Registration Id: 0007

Driver's License: [REDACTED]
Exempt Driver Status:
Manufacturer: Motive Technologies, Inc.
ELD Identifier: MOTIVE

File Generation: 07/20/2023 08:59:11, CDT (UTC-5)
Location: 1mi W UT Coalville
Shipping Document Number: 7021133090
Trailer Numbers: 32429

Daily Header **Standard HOS Rules** Alaska HOS Rules

Select a CMV to show/hide the ELD events: All

Prev 04/22/2023 Next

Unidentified Driving Time: 00:00:00
Malfunctions Triggered: None
Data Diagnostic Triggered: Power, Engine Sync

Certified by Driver: Yes

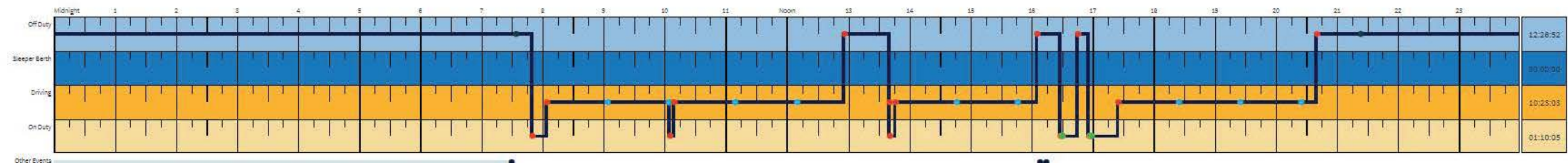
Date Certified	Certificate
04/22/2023 07:04:39	First certification
04/22/2023 04:04:19	Second certification
04/23/2023 08:04:42	Third certification
04/23/2023 08:04:47	Fourth certification
04/23/2023 07:04:50	Fifth certification
04/23/2023 07:04:46	Sixth certification

Power Unit #	VIN	Shipping Document Number	Start/End Engine Hour	Start/End Odometer	Miles Driven	Unidentified Driver Miles	Miles In Driving Status	Miles In PC/YM
3120	1M1AN4GY3PM033120	158904595	3821.40-3835.20	110771-111458	887	0	888	0

Record of Duty Status

Click on the buttons below to show/hide ELD events.

- Change in Duty Status
- Intermediate Log
- PC/YM
- Engine Power
- Login/Logout
- Engine Power-No Activity



Date	Time	Location	Odometer	Engine Hou	Event Type	Origin	Sequence #	VIN	PowerUnit
4/17/2023	7:25:06				First certifi	ELD	1740	1M1AN4G'	3120
4/17/2023	7:25:16				First certifi	ELD	1741	1M1AN4G'	3120
4/17/2023	7:25:45	30.5 mi N c	Missing po	Missing po	On-duty, n	Driver	1742	1M1AN4G'	3120
4/17/2023	7:26:08	4mi WNW	107,704	3,744	Power-up	ELD	1743	1M1AN4G'	3120
4/17/2023	7:27:12				First certifi	ELD	1744	1M1AN4G'	3120
4/17/2023	7:37:52	2mi W KS c	107,704	3,744.20	Driving	ELD	1745	1M1AN4G'	3120
4/17/2023	7:45:38	7mi NNW I	107,710	3,744.40	Off-duty	Driver	1746	1M1AN4G'	3120
4/17/2023	7:48:29		107,711	3,744.40	Diagnostic	ELD	04B1	1M1AN4G'	3120
4/17/2023	7:50:12		107,711	3,744.40	Diagnostic	ELD	04B2	1M1AN4G'	3120
4/17/2023	8:13:08	7mi NNW I	107,710	3,744.80	Driving	ELD	1747	1M1AN4G'	3120
4/17/2023	8:13:31	7mi NNW I	107,710	3,744.80	Off-duty	Driver	1748	1M1AN4G'	3120
4/17/2023	9:25:54				Second cer	ELD	1749	1M1AN4G'	3120
4/17/2023	9:29:30	7mi NNW I	107,711	3,746.10	Driving	ELD	174A	1M1AN4G'	3120
4/17/2023	10:12:11	1mi E KS Li	107,751	3,746.80	Off-duty	Driver	174B	1M1AN4G'	3120
4/17/2023	10:31:58	1mi E KS Li	107,751	3,747.10	Driving	ELD	174C	1M1AN4G'	3120
4/17/2023	11:32:01	6mi S TX P	107,806	3,748.10	Intermedia	ELD	174D	1M1AN4G'	3120
4/17/2023	12:02:54	3mi NNE T	107,842	3,748.70	On-duty, n	Driver	174E	1M1AN4G'	3120
4/17/2023	12:06:58	3mi NNE T	107,842	3,748.70	Driving	ELD	174F	1M1AN4G'	3120
4/17/2023	13:06:59	6mi NE TX	107,902	3,749.70	Intermedia	ELD	1750	1M1AN4G'	3120
4/17/2023	14:07:00	13mi N TX	107,968	3,750.70	Intermedia	ELD	1751	1M1AN4G'	3120
4/17/2023	15:06:59	11mi N TX	108,032	3,751.70	Intermedia	ELD	1752	1M1AN4G'	3120
4/17/2023	15:44:12	1mi SE TX I	108,065	3,752.30	Off-duty	Driver	1753	1M1AN4G'	3120
4/17/2023	16:14:32	1mi SE TX I	108,065	3,752.90	Driving	ELD	1754	1M1AN4G'	3120
4/17/2023	17:14:34	1mi SW TX	108,128	3,753.90	Intermedia	ELD	1755	1M1AN4G'	3120
4/17/2023	18:14:34	8mi S TX P	108,186	3,754.90	Intermedia	ELD	1756	1M1AN4G'	3120
4/17/2023	19:14:34	2mi WNW	108,249	3,755.90	Intermedia	ELD	1757	1M1AN4G'	3120
4/17/2023	19:16:03	2mi N TX J	108,250	3,755.90	On-duty, n	Driver	1758	1M1AN4G'	3120
4/17/2023	19:26:54	2mi N TX J	108,250	3,756.10	Driving	ELD	1759	1M1AN4G'	3120
4/17/2023	20:26:56	2mi NNW	108,319	3,757.10	Intermedia	ELD	175A	1M1AN4G'	3120
4/17/2023	20:33:34	5mi SE TX c	108,325	3,757.20	On-duty, n	ELD	175B	1M1AN4G'	3120
4/17/2023	20:33:34	5mi SE TX c	108,325	3,757.20	Off-duty	Driver	175C	1M1AN4G'	3120
4/17/2023	21:30:13	7mi SE TX c	108,325	3,758.10	Shut-down	ELD	175D	1M1AN4G'	3120
4/17/2023	21:35:31		108,325	3,758.10	Diagnostic	ELD	02ED	1M1AN4G'	3120
4/18/2023	5:47:36		108,325	3,758.20	Diagnostic	ELD	02EE	1M1AN4G'	3120

4/18/2023	5:52:06	7mi SE TX (	108,325	3,758.20	Power-up	ELD	175E	1M1AN4G'	3120
4/18/2023	7:20:29				Third certifi	ELD	175F	1M1AN4G'	3120
4/18/2023	7:21:08				First certifi	ELD	1760	1M1AN4G'	3120
4/18/2023	7:21:20	5mi SE TX (	108,325	3,759.70	On-duty, n	Driver	1761	1M1AN4G'	3120
4/18/2023	7:43:13	5mi SE TX (	108,325	3,760.10	Driving	ELD	1762	1M1AN4G'	3120
4/18/2023	8:43:16	2mi SSW T	108,383	3,761.10	Intermedia	ELD	1763	1M1AN4G'	3120
4/18/2023	8:51:25	2mi NE TX	108,391	3,761.20	On-duty, n	Driver	1764	1M1AN4G'	3120
4/18/2023	8:51:25	2mi NE TX	108,391	3,761.20	On-duty, n	ELD	1764	1M1AN4G'	3120
4/18/2023	8:58:38	2mi NE TX	108,391	3,761.30	Driving	ELD	1765	1M1AN4G'	3120
4/18/2023	9:58:40	10mi SSW	108,463	3,762.30	Intermedia	ELD	1766	1M1AN4G'	3120
4/18/2023	10:56:28	3mi WNW	108,517	3,763.30	Off-duty	Driver	1768	1M1AN4G'	3120
4/18/2023	10:56:28	3mi WNW	108,517	3,763.30	Off-duty (I)	Driver	1768	1M1AN4G'	3120
4/18/2023	10:56:28	3mi WNW	108,517	3,763.30	Off-duty (I)	Driver	1768	1M1AN4G'	3120
4/18/2023	10:58:38	3mi NNW	108,517	3,763.30	Intermedia	ELD	1767	1M1AN4G'	3120
4/18/2023	12:07:55				Second cer	ELD	1769	1M1AN4G'	3120
4/18/2023	12:10:34	3mi WNW	108,518	3,764.50	Driving	ELD	176A	1M1AN4G'	3120
4/18/2023	12:49:19	1mi SE TX I	108,523	3,765.20	Off-duty	Driver	176B	1M1AN4G'	3120
4/18/2023	12:50:26		108,524	3,765.10	Diagnostic	ELD	04B3	1M1AN4G'	3120
4/18/2023	12:50:38		108,524	3,765.10	Diagnostic	ELD	04B4	1M1AN4G'	3120
4/18/2023	12:50:59		108,524	3,765.10	Diagnostic	ELD	04B5	1M1AN4G'	3120
4/18/2023	12:51:16		108,524	3,765.10	Diagnostic	ELD	04B6	1M1AN4G'	3120
4/18/2023	12:51:21		108,524	3,765.10	Diagnostic	ELD	04B7	1M1AN4G'	3120
4/18/2023	12:51:56		108,524	3,765.10	Diagnostic	ELD	04B8	1M1AN4G'	3120
4/18/2023	12:51:59		108,524	3,765.10	Diagnostic	ELD	04BA	1M1AN4G'	3120
4/18/2023	12:52:31		108,524	3,765.10	Diagnostic	ELD	04B9	1M1AN4G'	3120
4/18/2023	12:52:44		108,524	3,765.10	Diagnostic	ELD	04BB	1M1AN4G'	3120
4/18/2023	13:11:56		108,524	3,765.10	Diagnostic	ELD	04BC	1M1AN4G'	3120
4/18/2023	13:12:01		108,524	3,765.10	Diagnostic	ELD	04BD	1M1AN4G'	3120
4/18/2023	13:12:27		108,524	3,765.10	Diagnostic	ELD	04BE	1M1AN4G'	3120
4/18/2023	13:12:33		108,524	3,765.10	Diagnostic	ELD	04BF	1M1AN4G'	3120
4/18/2023	13:13:52		108,524	3,765.10	Diagnostic	ELD	04C0	1M1AN4G'	3120
4/18/2023	13:13:58		108,524	3,765.10	Diagnostic	ELD	04C1	1M1AN4G'	3120
4/18/2023	13:15:21		108,524	3,765.10	Diagnostic	ELD	04C2	1M1AN4G'	3120
4/18/2023	13:57:55				Third certifi	ELD	176C	1M1AN4G'	3120
4/18/2023	14:00:39	1mi SE TX I	108,523	3,766.40	Driving	ELD	176D	1M1AN4G'	3120

4/18/2023	15:00:41	10mi SSW	108,580	3,767.40	Intermedia ELD	176E	1M1AN4G'	3120
4/18/2023	16:00:41	2mi SSW T	108,649	3,768.40	Intermedia ELD	176F	1M1AN4G'	3120
4/18/2023	16:02:45	TX Natalia	108,649	3,768.40	Off-duty Driver	1770	1M1AN4G'	3120
4/18/2023	16:47:27	TX Natalia	108,650	3,769.10	Driving ELD	1771	1M1AN4G'	3120
4/18/2023	17:47:29	3mi N TX N	108,704	3,770.20	Intermedia ELD	1772	1M1AN4G'	3120
4/18/2023	18:47:29	4mi NNW	108,776	3,771.20	Intermedia ELD	1773	1M1AN4G'	3120
4/18/2023	19:47:29	1mi N TX T	108,847	3,772.20	Intermedia ELD	1774	1M1AN4G'	3120
4/18/2023	20:47:29	1mi E TX H	108,910	3,773.20	Intermedia ELD	1775	1M1AN4G'	3120
4/18/2023	21:18:09	1mi S TX A	108,936	3,773.70	Off-duty Driver	1776	1M1AN4G'	3120
4/18/2023	21:55:25	1mi E TX A	108,937	3,774.20	Shut-down ELD	1777	1M1AN4G'	3120
4/19/2023	6:47:54	1mi S TX A	108,937	3,774.30	Power-up ELD	02EF	1M1AN4G'	3120
4/19/2023	6:47:54		108,937	3,774.30	Diagnostic ELD	02F0	1M1AN4G'	3120
4/19/2023	7:39:29				Fourth cer ELD	1778	1M1AN4G'	3120
4/19/2023	7:39:41	6.6 mi E of	108,937	3,774.30	On-duty, n Driver	1779	1M1AN4G'	3120
4/19/2023	7:40:22				First certifi ELD	177A	1M1AN4G'	3120
4/19/2023	7:49:25		108,937	3,774.30	Diagnostic ELD	02F1	1M1AN4G'	3120
4/19/2023	7:53:45	1mi S TX A	108,937	3,775.40	Driving ELD	177B	1M1AN4G'	3120
4/19/2023	8:53:45	4mi NW TX	108,973	3,776.40	Intermedia ELD	177C	1M1AN4G'	3120
4/19/2023	9:53:47	4mi N TX L	109,033	3,777.40	Intermedia ELD	177D	1M1AN4G'	3120
4/19/2023	10:53:47	4mi SW Ok	109,099	3,778.40	Intermedia ELD	177E	1M1AN4G'	3120
4/19/2023	11:02:41	1mi SW Ok	109,106	3,778.60	Off-duty Driver	177F	1M1AN4G'	3120
4/19/2023	11:20:15	1mi SW Ok	109,106	3,778.90	Driving ELD	1780	1M1AN4G'	3120
4/19/2023	12:20:18	5mi S OK E	109,172	3,779.90	Intermedia ELD	1781	1M1AN4G'	3120
4/19/2023	13:20:15	6mi S OK T	109,244	3,780.90	Intermedia ELD	1782	1M1AN4G'	3120
4/19/2023	14:20:18	1mi W KS C	109,313	3,781.90	Intermedia ELD	1783	1M1AN4G'	3120
4/19/2023	15:20:18	4mi ENE KS	109,380	3,782.90	Intermedia ELD	1784	1M1AN4G'	3120
4/19/2023	15:42:07	3mi S KS Sa	109,404	3,783.30	Off-duty Driver	1785	1M1AN4G'	3120
4/19/2023	15:55:42	1mi SE KS S	109,405	3,783.40	Shut-down ELD	1786	1M1AN4G'	3120
4/19/2023	15:55:49	1mi SE KS S	109,405	3,783.40	Power-up ELD	1787	1M1AN4G'	3120
4/19/2023	16:06:23				Second cer ELD	1788	1M1AN4G'	3120
4/19/2023	16:15:59	3mi S KS Sa	109,405	3,783.70	Driving ELD	1789	1M1AN4G'	3120
4/19/2023	16:17:48	3mi S KS Sa	109,405	3,783.80	Off-duty Driver	178A	1M1AN4G'	3120
4/19/2023	16:30:51	3mi S KS Sa	109,405	3,784	Driving ELD	178B	1M1AN4G'	3120
4/19/2023	17:30:51	5mi W KS I	109,461	3,785	Intermedia ELD	178C	1M1AN4G'	3120
4/19/2023	17:43:24	1mi SE KS I	109,467	3,785.20	Off-duty Driver	178D	1M1AN4G'	3120

4/19/2023	17:49:44	109,468	3,785.20	Diagnostic ELD	04C3	1M1AN4G'	3120
4/19/2023	17:54:34	109,468	3,785.20	Diagnostic ELD	04C4	1M1AN4G'	3120
4/19/2023	20:36:17	3mi S KS Lj	109,468	3,788.10	Shut-down ELD	178E	1M1AN4G'
4/19/2023	22:07:20	3mi S KS Lj	109,468	3,788.20	Power-up ELD	178F	1M1AN4G'
4/20/2023	0:48:48	3mi S KS Lj	109,468	3,790.90	Shut-down ELD	1790	1M1AN4G'
4/20/2023	0:54:05		109,468	3,790.90	Diagnostic ELD	02F2	1M1AN4G'
4/20/2023	6:32:25		109,468	3,790.90	Diagnostic ELD	02F3	1M1AN4G'
4/20/2023	6:36:52	3mi S KS Lj	109,468	3,790.90	Power-up ELD	1791	1M1AN4G'
4/20/2023	7:08:58		109,468	3,790.90	Diagnostic ELD	04C5	1M1AN4G'
4/20/2023	7:33:34		109,468	3,790.90	Diagnostic ELD	04C6	1M1AN4G'
4/20/2023	7:40:35	3mi S KS Lj	109,468	3,792	Shut-down ELD	1792	1M1AN4G'
4/20/2023	7:40:47			Third certifi ELD	1793	1M1AN4G'	3120
4/20/2023	7:43:16			First certifi ELD	1794	1M1AN4G'	3120
4/20/2023	8:13:06	109,468	3,792	Diagnostic ELD	02F4	1M1AN4G'	3120
4/20/2023	8:15:25	109,468	3,792.10	Diagnostic ELD	02F5	1M1AN4G'	3120
4/20/2023	8:19:50	3mi S KS Lj	109,468	3,792.10	Power-up ELD	1795	1M1AN4G'
4/20/2023	8:21:36	1mi SE KS I	109,468	3,792.10	On-duty, n Driver	1796	1M1AN4G'
4/20/2023	8:26:45	3mi S KS Lj	109,468	3,792.20	Shut-down ELD	1797	1M1AN4G'
4/20/2023	8:32:23			Second cer ELD	1798	1M1AN4G'	3120
4/20/2023	8:33:05	3mi S KS Lj	109,468	3,792.20	Power-up ELD	1799	1M1AN4G'
4/20/2023	8:35:07	1mi SE KS I	109,468	3,792.20	Driving ELD	179A	1M1AN4G'
4/20/2023	8:36:07	1mi SE KS I	109,468	3,792.30	On-duty, n Driver	179B	1M1AN4G'
4/20/2023	8:40:40	1mi SE KS I	109,468	3,792.30	Driving ELD	179C	1M1AN4G'
4/20/2023	9:40:42	3mi SSE KS	109,524	3,793.30	Intermedia ELD	179D	1M1AN4G'
4/20/2023	9:53:43	5mi ENE KS	109,539	3,793.50	Off-duty Driver	179E	1M1AN4G'
4/20/2023	10:19:13	5mi ENE KS	109,539	3,794	Driving ELD	179F	1M1AN4G'
4/20/2023	11:19:13	6mi E KS H	109,606	3,795	Intermedia ELD	17A0	1M1AN4G'
4/20/2023	12:19:16	5mi NW Ol	109,672	3,796	Intermedia ELD	17A1	1M1AN4G'
4/20/2023	13:19:13	2mi SW Ok	109,738	3,797	Intermedia ELD	17A2	1M1AN4G'
4/20/2023	13:49:51	1mi SW Ok	109,773	3,797.50	Off-duty Driver	17A3	1M1AN4G'
4/20/2023	14:28:18	1mi SW Ok	109,773	3,798.10	Driving ELD	17A4	1M1AN4G'
4/20/2023	15:28:21	2mi SSE Ok	109,831	3,799.10	Intermedia ELD	17A5	1M1AN4G'
4/20/2023	16:28:21	4mi WSW	109,880	3,800.10	Intermedia ELD	17A6	1M1AN4G'
4/20/2023	17:28:18	4mi NW TX	109,920	3,801.10	Intermedia ELD	17A7	1M1AN4G'
4/20/2023	18:28:18	1mi E TX H	109,974	3,802.10	Intermedia ELD	17A8	1M1AN4G'

4/20/2023	19:28:18	1mi W TX T	110,042	3,803.10	Intermedia ELD	17A9	1M1AN4G'	3120
4/20/2023	20:24:31	2mi NNE T	110,091	3,804.10	Off-duty Driver	17AA	1M1AN4G'	3120
4/20/2023	20:24:31	2mi NNE T	110,091	3,804.10	Off-duty (H Driver	17AA	1M1AN4G'	3120
4/20/2023	20:24:31	2mi NNE T	110,091	3,804.10	Off-duty (H Driver	17AA	1M1AN4G'	3120
4/20/2023	21:01:20	4mi SW TX	110,092	3,804.60	Shut-down ELD	17AB	1M1AN4G'	3120
4/21/2023	4:41:57	2mi NNE T	110,092	3,804.70	Power-up ELD	02F6	1M1AN4G'	3120
4/21/2023	4:41:57		110,092	3,804.70	Diagnostic ELD	02F7	1M1AN4G'	3120
4/21/2023	6:00:00				Third certil ELD	17AC	1M1AN4G'	3120
4/21/2023	6:06:31		110,092	3,806.10	Diagnostic ELD	02F8	1M1AN4G'	3120
4/21/2023	6:06:31	2mi NNE T	110,092	3,806.10	Shut-down ELD	02F9	1M1AN4G'	3120
4/21/2023	6:11:48		110,092	3,806.10	Diagnostic ELD	02FA	1M1AN4G'	3120
4/21/2023	6:38:11		110,092	3,806.20	Diagnostic ELD	02FB	1M1AN4G'	3120
4/21/2023	6:42:36	2mi NNE T	110,092	3,806.20	Power-up ELD	02FC	1M1AN4G'	3120
4/21/2023	6:42:36		110,092	3,806.20	Diagnostic ELD	02FD	1M1AN4G'	3120
4/21/2023	6:44:39				Fourth cert ELD	17AD	1M1AN4G'	3120
4/21/2023	6:44:52				Fifth certifi ELD	17AE	1M1AN4G'	3120
4/21/2023	6:44:59		110,092	3,806.20	Diagnostic ELD	02FE	1M1AN4G'	3120
4/21/2023	6:56:51				First certifi ELD	17AF	1M1AN4G'	3120
4/21/2023	7:24:56	2mi NNE T	110,092	3,806.90	On-duty, n Driver	17B0	1M1AN4G'	3120
4/21/2023	7:38:01	2mi NNE T	110,092	3,807.20	Driving ELD	17B1	1M1AN4G'	3120
4/21/2023	8:38:01	4mi E TX Sc	110,161	3,808.20	Intermedia ELD	17B2	1M1AN4G'	3120
4/21/2023	9:38:01	2mi SSW T	110,220	3,809.20	Intermedia ELD	17B3	1M1AN4G'	3120
4/21/2023	10:08:08	2mi SW TX	110,256	3,809.70	On-duty, n Driver	17B4	1M1AN4G'	3120
4/21/2023	10:11:53	2mi SW TX	110,256	3,809.70	Driving ELD	17B5	1M1AN4G'	3120
4/21/2023	11:11:54	4mi E TX Lc	110,328	3,810.70	Intermedia ELD	17B6	1M1AN4G'	3120
4/21/2023	11:33:19	3mi NNW T	110,351	3,811.10	Off-duty Driver	17B7	1M1AN4G'	3120
4/21/2023	11:34:01	3mi NNW T	110,351	3,811.10	Driving ELD	17B8	1M1AN4G'	3120
4/21/2023	11:34:15	3mi NNW T	110,351	3,811.10	Off-duty Driver	17B9	1M1AN4G'	3120
4/21/2023	11:34:49	3mi NNW T	110,351	3,811.10	Driving ELD	17BA	1M1AN4G'	3120
4/21/2023	11:35:27	3mi NNW T	110,351	3,811.10	Off-duty Driver	17BB	1M1AN4G'	3120
4/21/2023	11:37:32	3mi NNW T	110,351	3,811.20	Driving ELD	17BC	1M1AN4G'	3120
4/21/2023	11:37:51	3mi NNW T	110,351	3,811.20	Off-duty Driver	17BD	1M1AN4G'	3120
4/21/2023	11:40:14	3mi NNW T	110,351	3,811.20	Driving ELD	17BE	1M1AN4G'	3120
4/21/2023	11:40:44	3mi SSE TX	110,351	3,811.20	Off-duty Driver	17BF	1M1AN4G'	3120
4/21/2023	11:41:21	3mi SSE TX	110,351	3,811.20	Driving ELD	17C0	1M1AN4G'	3120

4/21/2023	11:44:25	3mi SE TX I	110,352	3,811.30	Off-duty	Driver	17C1	1M1AN4G'	3120
4/21/2023	11:49:10	3mi SE TX I	110,352	3,811.40	Driving	ELD	17C2	1M1AN4G'	3120
4/21/2023	11:59:09	1mi SE TX I	110,355	3,811.50	Off-duty	Driver	17C3	1M1AN4G'	3120
4/21/2023	11:59:09	1mi SE TX I	110,355	3,811.50	Off-duty (li	Driver	17C3	1M1AN4G'	3120
4/21/2023	12:00:42	3mi NNW '	110,355	3,811.50	Shut-down	ELD	17C4	1M1AN4G'	3120
4/21/2023	12:05:59		110,355	3,811.50	Diagnostic	ELD	02FF	1M1AN4G'	3120
4/21/2023	12:27:16		110,356	3,811.60	Diagnostic	ELD	300	1M1AN4G'	3120
4/21/2023	12:31:41		110,356	3,811.60	Diagnostic	ELD	301	1M1AN4G'	3120
4/21/2023	12:31:41	3mi NNW '	110,356	3,811.60	Power-up	ELD	17C5	1M1AN4G'	3120
4/21/2023	12:40:10		110,356	3,811.60	Diagnostic	ELD	302	1M1AN4G'	3120
4/21/2023	13:06:23				Second cer	ELD	17C6	1M1AN4G'	3120
4/21/2023	13:14:36	1mi SE TX I	110,356	3,812.30	Driving	ELD	17C7	1M1AN4G'	3120
4/21/2023	13:15:13	1mi SE TX I	110,356	3,812.30	Off-duty	Driver	17C8	1M1AN4G'	3120
4/21/2023	13:18:30	1mi SE TX I	110,356	3,812.40	Driving	ELD	17C9	1M1AN4G'	3120
4/21/2023	14:18:30	11mi NNE '	110,404	3,813.40	Intermedia	ELD	17CA	1M1AN4G'	3120
4/21/2023	15:18:31	3mi N TX N	110,468	3,814.40	Intermedia	ELD	17CB	1M1AN4G'	3120
4/21/2023	15:33:34	TX Natalia	110,482	3,814.60	Off-duty	Driver	17CC	1M1AN4G'	3120
4/21/2023	15:59:14	TX Natalia	110,482	3,815.10	Driving	ELD	17CD	1M1AN4G'	3120
4/21/2023	16:00:03	1mi N TX N	110,482	3,815.10	Off-duty	Driver	17CE	1M1AN4G'	3120
4/21/2023	16:30:23	1mi N TX N	110,482	3,815.60	Driving	ELD	17CF	1M1AN4G'	3120
4/21/2023	17:30:25	3mi N TX N	110,536	3,816.60	Intermedia	ELD	17D0	1M1AN4G'	3120
4/21/2023	18:30:25	4mi NNW '	110,609	3,817.60	Intermedia	ELD	17D1	1M1AN4G'	3120
4/21/2023	19:30:26	1mi W TX I	110,676	3,818.60	Intermedia	ELD	17D2	1M1AN4G'	3120
4/21/2023	20:30:25	1mi E TX H	110,744	3,819.60	Intermedia	ELD	17D3	1M1AN4G'	3120
4/21/2023	20:56:49	1mi S TX A	110,771	3,820	Off-duty	Driver	17D4	1M1AN4G'	3120
4/21/2023	22:17:35	1mi E TX A	110,771	3,821.30	Shut-down	ELD	17D5	1M1AN4G'	3120
4/21/2023	22:17:42		110,771	3,821.30	Diagnostic	ELD	303	1M1AN4G'	3120
4/22/2023	7:16:32				Third certifi	ELD	17D6	1M1AN4G'	3120
4/22/2023	7:28:57		110,771	3,821.40	Diagnostic	ELD	304	1M1AN4G'	3120
4/22/2023	7:33:21	1mi E TX A	110,771	3,821.40	Power-up	ELD	17D7	1M1AN4G'	3120
4/22/2023	7:49:13	1mi S TX A	110,771	3,821.70	On-duty, n	Driver	17D8	1M1AN4G'	3120
4/22/2023	7:49:39				First certifi	ELD	17D9	1M1AN4G'	3120
4/22/2023	8:03:26	1mi S TX A	110,771	3,821.90	Driving	ELD	17DA	1M1AN4G'	3120
4/22/2023	9:03:29	4mi WSW '	110,834	3,822.90	Intermedia	ELD	17DB	1M1AN4G'	3120
4/22/2023	10:03:29	3mi ENE O	110,902	3,823.90	Intermedia	ELD	17DC	1M1AN4G'	3120

4/22/2023	10:04:33	2mi WNW	110,903	3,823.90	On-duty, n Driver	17DD	1M1AN4G'	3120
4/22/2023	10:08:39	2mi WNW	110,903	3,824	Driving ELD	17DE	1M1AN4G'	3120
4/22/2023	11:08:39	3mi SW Ok	110,966	3,825	Intermediar ELD	17DF	1M1AN4G'	3120
4/22/2023	12:08:39	3mi WNW	111,028	3,826	Intermediar ELD	1.70E+01	1M1AN4G'	3120
4/22/2023	12:55:12	4mi SW Ok	111,083	3,826.80	Off-duty Driver	1.70E+02	1M1AN4G'	3120
4/22/2023	13:39:23	4mi SW Ok	111,083	3,827.50	Driving ELD	1.70E+03	1M1AN4G'	3120
4/22/2023	13:39:56	4mi SW Ok	111,083	3,827.50	Off-duty (H Driver	1.70E+04	1M1AN4G'	3120
4/22/2023	13:39:56	4mi SW Ok	111,083	3,827.50	On-duty, n Driver	1.70E+05	1M1AN4G'	3120
4/22/2023	13:45:31	4mi SW Ok	111,083	3,827.60	Driving ELD	1.70E+06	1M1AN4G'	3120
4/22/2023	14:45:32	1mi W KS C	111,150	3,828.60	Intermediar ELD	1.70E+07	1M1AN4G'	3120
4/22/2023	15:45:31	6mi SE KS I	111,219	3,829.60	Intermediar ELD	1.70E+08	1M1AN4G'	3120
4/22/2023	16:04:51	3mi S KS Sa	111,240	3,829.90	Off-duty Driver	1.70E+09	1M1AN4G'	3120
4/22/2023	16:07:29		111,219	3,829.60	Diagnostic ELD	04C7	1M1AN4G'	3120
4/22/2023	16:13:35		111,219	3,829.60	Diagnostic ELD	04C8	1M1AN4G'	3120
4/22/2023	16:27:19	3mi S KS Sa	111,240	3,830.30	On-duty, n Driver	1.70E+10	1M1AN4G'	3120
4/22/2023	16:28:24	3mi S KS Sa	111,240	3,830.30	On-duty, n ELD	17EA	1M1AN4G'	3120
4/22/2023	16:28:24	1mi SE KS S	111,240	3,830.30	YM Driver	17EB	1M1AN4G'	3120
4/22/2023	16:29:21	3mi S KS Sa	111,240	3,830.30	On-duty, n Driver	17EC	1M1AN4G'	3120
4/22/2023	16:29:21	1mi SE KS S	111,240	3,830.30	PC/YM Cle Driver	17ED	1M1AN4G'	3120
4/22/2023	16:44:41	3mi S KS Sa	111,240	3,830.60	Off-duty Driver	17EE	1M1AN4G'	3120
4/22/2023	16:46:19				Second cer ELD	17EF	1M1AN4G'	3120
4/22/2023	16:55:25	3mi S KS Sa	111,240	3,830.80	On-duty, n Driver	17F0	1M1AN4G'	3120
4/22/2023	16:56:23	3mi S KS Sa	111,240	3,830.80	On-duty, n ELD	17F1	1M1AN4G'	3120
4/22/2023	16:56:23	1mi SE KS S	111,240	3,830.80	YM Driver	17F2	1M1AN4G'	3120
4/22/2023	16:58:07	3mi S KS Sa	111,240	3,830.80	On-duty, n Driver	17F3	1M1AN4G'	3120
4/22/2023	16:58:07	1mi SE KS S	111,240	3,830.80	PC/YM Cle Driver	17F4	1M1AN4G'	3120
4/22/2023	17:24:14	3mi S KS Sa	111,240	3,831.30	Driving ELD	17F5	1M1AN4G'	3120
4/22/2023	18:24:16	5mi E KS O	111,309	3,832.30	Intermediar ELD	17F6	1M1AN4G'	3120
4/22/2023	19:24:16	4mi NW KS	111,379	3,833.30	Intermediar ELD	17F7	1M1AN4G'	3120
4/22/2023	20:24:14	1mi S MO C	111,446	3,834.30	Intermediar ELD	17F8	1M1AN4G'	3120
4/22/2023	20:39:44	1mi NNW I	111,457	3,834.50	Off-duty Driver	17F9	1M1AN4G'	3120
4/22/2023	20:39:44	1mi NNW I	111,457	3,834.50	Off-duty (H Driver	17F9	1M1AN4G'	3120
4/22/2023	20:39:44	1mi NNW I	111,457	3,834.50	Off-duty (H Driver	17F9	1M1AN4G'	3120
4/22/2023	20:39:44	1mi NNW I	111,457	3,834.50	Off-duty (H Driver	17F9	1M1AN4G'	3120
4/22/2023	21:22:41	1mi E MO C	111,458	3,835.20	Shut-down ELD	17FA	1M1AN4G'	3120

4/23/2023 7:37:16 1mi NNW I 111,458 3,835.20 Power-up ELD

305 1M1AN4G' 3120

EXHIBIT 5



THIS MEMORANDUM

is an acknowledgment that a bill of lading has been issued and is not the Original Bill of Lading, nor a copy of duplicate, covering the property named herein, and is intended solely for filing or record. RECEIVED, subject to the classifications and lawfully filed tariffs, in effect on the date of the receipt by the carrier of the property described in the Original Bill of Lading.

FROM
00002543

LOAD ID: 158904595

BILL OF LADING NO. 13641851

DATE 4/22/23

STRYTEN ENERGY - SALINA KS DC #543
413 EAST BERG RD
SALINA KS 67401

P.O. NUMBER 19368179 62656
19361389 61678
19362622 61778

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

(Signature of Consignor)

CONSIGNED TO DESTINATION

C4600 - INDIANAPOLIS
11899 EXIT 5 PKWY
FISHERS IN 46037-8

DATE SHIPPED

12527993

CARRIER NOTE:

No invoice required for Prepaid full TL or Intermodal as they will be paid via BluJay TMS.

TRIP

48529 01

Invoices for Prepaid LTL, Parcel, and International shipments should be billed to Motrex LLC c/o CTSI Global (https://ctsi-global.com).

S.C.A.C. MAKQ 9155

DATE REC'D. CUST. ORD. NO.

For issues, please contact carriersupport@ctsi-global.com.

If charges are to be prepaid, write or stamp here "To be Prepaid"
Freight Prepaid

The property described below, in apparent good order, except as noted hereon and condition of contents of packages (unless marked, assigned, and destroyed as indicated above) which said carrier (the word carrier being understood throughout the contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each party of said receipt to destination, and as to each party at any time entered in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in Uniform Freight Classifications in effect on the date hereof, if this is a rail or a rail motor shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment. Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back hereof, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his consignee.

VelocityEHS Contract # MIS1488636

NO. PAGES	NO.	DESCRIPTION OF ARTICLES, SPECIAL MARKS AND EXCEPTIONS	WEIGHT (SOIL TO GROSS) LBS.	TARE LABELS REQUIRED	CLASS. OR RATE	C. COL.	NO. PAGES	NO.	DESCRIPTION OF ARTICLES, SPECIAL MARKS AND EXCEPTIONS	WEIGHT (SOIL TO GROSS) LBS.	TARE LABELS REQUIRED	CLASS. OR RATE	C. COL.	Received
1251	X	Pallets Ctns. UN2794, Batteries, Wet, Filled with Acid, 8	41906	Corrosive					Pallets Ctns. Battery Covers or Vents, Plastic NOI					Agent or Cashier The signatory here acknowledges only the amount prepaid. Charges Advanced The (blue boxes used for the shipment conform to the specification set forth in the box maker's certificate thereon and all other requirements of Rule 41 of the Commodity Freight Classification.
		Pallets Ctns. Batteries, Electric Storage Dry							Pallets Ctns. UN2800, Batteries, Wet, Non-Spillable, 8					
		Pallets Ctns. UN2798, Battery Fluid, Acid, 8, PGI		Corrosive					Ctns. Battery Parts, Lead NOI					
		Pallets Ctns. UN2796, Battery Fluid, Acid, 8, PGI, with Empty or Dry Batteries		Corrosive										
		Pallets Ctns. Battery Boxes, Plastic NOI							SHIPPED ON 17 Reusable Pallets @ S/B 35#	595				

If the shipment moves between two ports by a carrier by water, the law requires that the bill of lading shall state whether it is carrier's or shipper's weight.
NOTE - Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property.
The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding \$2.00 Pound

PLACARDS REQUIRED

CORROSIVE

This is to certify that the above named materials are properly classified, described, packaged, marked, and labeled, and are in proper condition for transportation according to the applicable regulations of the Department of Transportation.

For the Shipper, Per Todd Treybal
(See name and permanent post office address above)

LOAD ID: 158904595

Per *mastr* *Javier Sanchez* 04/22/23 Agent

FOLLOWING IS NOT A PART OF STRAIGHT BILL OF LADING - SHORT FORM

STORE INITIALS	REASON	REMARKS
JUNKS		
ROTATIONS		
WARRANTIES		

SHIPMENT MUST BE INSPECTED AND CLAIMS FILED WITHIN 72 HOURS OF RECEIPT

VelocityEHS Contract # MIS1488636

For help in chemical emergencies (spills/leaks/fires/exposures) within U.S./Canada/Puerto Rico/U.S.V.I., contact VelocityEHS at 1-800-255-3924. For outside U.S./Canada/Puerto Rico/U.S.V.I., contact VelocityEHS at 1-813-248-0585.

RECEIVED BY: - SIGNATURE *Michael I. Bellin*

PRINT NAME: Michael I. Bellin

DATE: 4/25/23

TIME: 8:36

CERTIFICATE OF SERVICE

24-TRAM-322-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 11/07/2023.

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

LEROY H. MAST, PRESIDENT
MAST TRUCKING, INC.
PO Box 490
Sublette, KS 67877
mast_379@hotmail.com

/S/ KCC Docket Room
KCC Docket Room
