

CORPORATION COMMISSION
1500 SW ARROWHEAD ROAD
TOPEKA, KS 66604-4027PHONE: 785-271-3100
FAX: 785-271-3354
<http://kcc.ks.gov/>GOVERNOR JEFF COLYER, M.D.
SHARI FEIST ALBRECHT, CHAIR | JAY SCOTT EMLER, COMMISSIONER | DWIGHT D. KEEN, COMMISSIONER**NOTICE OF PENALTY ASSESSMENT**

October 30, 2018

19-TRAM-154-PEN

Robert Briggeman, Managing Member
BONA LLC
1716 Glenellen Dr
Garden City, KS 67846

This is a notice of a penalty assessment against BONA LLC (BONA) for violation(s) of Kansas Motor Carrier Safety Statutes, Rules, and Regulations discovered during a compliance review conducted on September 27, 2018, by Kansas Corporation Commission Special Investigator Penny Fryback. Penalty amounts are assessed in accordance with the FY 2019 Uniform Penalty Assessment Matrix, approved by the Commission on August 7, 2018. For a full description of the penalty and terms and obligations, please refer to the Penalty Order attached to this notice.

IF YOU ACCEPT THE PENALTY:

BONA has been assessed a \$2,000 penalty. You have thirty (30) days from the date of service of this Penalty Order to pay the fine, unless you choose the reduced penalty option explained below. Please remit payment of \$2,000 through your personal account with the Kansas Corporation Commission's KTRAN system located at <https://puc.kcc.ks.gov/ktran/>. If you have not received a letter from the Transportation Division assigning you a PIN, please contact that Division at 785-271-3145. You must have an account through KTRAN to pay the penalty owed.

BONA IS A NEW ENTRANT MOTOR CARRIER AND MAY BE ELIGIBLE FOR A PENALTY REDUCTION OF FIFTY PERCENT (50%) UNDER THE FOLLOWING TERMS:

New Entrant motor carriers are eligible for a one-time, fifty-percent (50%) reduction in the penalty assessed motor carriers. You have to agree to meet the terms and obligations set out in the attached Reduced Penalty Agreement to be eligible for the reduction. A fifty-percent (50%) reduction in the penalty assessed may be available if:

- (1) within fifteen (15) days from the date of this Penalty Order, the carrier signs and submits the attached Reduced Penalty Agreement to Litigation Counsel at the above address;
- (2) within thirty (30) days from the date of this Penalty Order, the carrier submits to Transportation Staff a Corrective Action Plan (CAP) documenting the violation(s) described in the attached 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;
- (3) within thirty (30) days from the date of this Penalty Order, the carrier sends an individual responsible for safety compliance to attend a Commission-sponsored safety seminar, and proof of attendance must be submitted to the undersigned Litigation Counsel shortly thereafter; and
- (4) within eighteen (18) months from the date of this Penalty Order, the carrier must submit to a follow-up Safety Compliance Review. Transportation Staff will contact the carrier to schedule the review.

If a carrier is approved for a fifty-percent (50%) reduced penalty, an Order Amending Penalty Assessment assessing the reduced penalty and setting out the terms and conditions stated above may be issued by the Commission. Payment of the reduced penalty of \$1,000 would be due within 30 days from the date of service of the Order Amending Penalty Assessment.

IF YOU CONTEST THE PENALTY ORDER:

You have the right to request a hearing if you contest the terms of the Penalty Order. A request for hearing must be made in writing, setting forth the specific grounds upon which relief is sought. BONA LLC 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 Litigation Counsel at the above address. If you do not have access to the internet, you can mail an original and seven (7) copies of the request to the Secretary to the Commission at 1500 S.W. Arrowhead Road, Topeka, Kansas 66604, and mail a copy of the request to Litigation Counsel. K.A.R. 82-1-215; K.S.A. 2017 Supp. 77-542.

IF YOU FAIL TO ACT:

Failure to adhere to the terms and obligations set out in the attached Penalty Order, including payment of the penalty of \$2,000 within thirty (30) days from the date of service of the Penalty Order, or in the alternative, provide a written request for a hearing within 15 days from the date of service of the Penalty Order, will result in the Order becoming final and the terms and conditions set out therein will be enforced. If BONA submits the attached Reduced Penalty Agreement as explained above, an Order Amending Penalty Assessment may be issued assessing the reduced penalty of \$1,000 and that payment would become due within thirty (30) days from the date of service of the Order Amending Penalty Assessment.

Respectfully,



Ahsan A. Latif
Litigation Counsel
(785) 271-3118
a.latif@kcc.ks.gov

STATE OF KANSAS



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

PHONE: 785-271-3100
FAX: 785-271-3354
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GOVERNOR JEFF COLYER, M.D.
SHARI FEIST ALBRECHT, CHAIR | JAY SCOTT EMLER, COMMISSIONER | DWIGHT D. KEEN, COMMISSIONER

REDUCED PENALTY AGREEMENT

19-TRAM-154-PEN

BONA LLC (BONA) hereby submits this Reduced Penalty Agreement for approval of a fifty percent (50%) reduction in the penalty assessed in the Penalty Order dated October 30, 2018. BONA has agreed to comply with the following terms and obligations:

1. BONA has submitted, within fifteen (15) days from the date of the Penalty Order this signed and dated Reduced Penalty Agreement to Litigation Counsel.
2. BONA will, within thirty (30) days from the date of the Penalty Order, submit to Transportation Staff a Corrective Action Plan (CAP) documenting the violation(s) and describing specific and detailed information explaining its efforts and concrete steps taken to ensure the violation(s) do not occur in the future. I understand the CAP must be approved by Transportation Staff to become eligible for the 50% reduced penalty.
3. BONA will, within thirty (30) days from the date of the Penalty Order, send an individual responsible for safety compliance to attend a Commission-sponsored safety seminar, and proof of attendance will be submitted to the Litigation Counsel.
4. BONA will be available within eighteen (18) months from the date of the Penalty Order for a follow-up Safety Compliance Review. Transportation Staff will contact the carrier to schedule the review.

BONA LLC understands that if approved, an Order Amending Penalty Assessment will be issued by the Commission assessing a reduced penalty of \$1,000, and will set out the terms and conditions stated above. Once the Order Amending Penalty Assessment is issued by the Commission, BONA will have thirty (30) days from the date of service of that Order to pay the reduced penalty assessed.

Dated this ____ day of _____, 2018.

BONA LLC

Robert Briggeman
Managing Member

(This Agreement can be mailed via U.S. Mail to the address above to the attention of Ahsan Latif, Litigation Counsel, or sent via e-mail to v.jacobsen@kcc.ks.gov and alatif@kcc.ks.gov.)

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

PENALTY ORDER

I. JURISDICTION

2. Pursuant to K.S.A. 2017 Supp. 66-1,129a, 66-1,130 and 66-1,142b, the Commission may suspend operations, revoke or amend certificates, and initiate sanctions or fines against every motor carrier and every person who violates any provision of Kansas law in regard to the regulation of such motor carriers and persons, or who fails to obey any order, decision or regulation of the Commission.

3. The Commission has the authority, pursuant to K.A.R. 82-1-237, to investigate an entity under the Commission's jurisdiction and order a hearing on the Commission's own motion when the Commission believes the entity is in violation of the law or any order of the Commission.

II. BACKGROUND

4. BONA LLC (BONA) has common operating authority with the Commission and further operates under USDOT number 2842142.

5. Nancy Briggeman attended a Commission-sponsored Motor Carrier Education and Safety Instructional Meeting on January 19, 2016, on behalf of BONA.

6. BONA is a common motor carrier which primarily hauls general freight, grain, feed, hay, commodities dry bulk, and road materials.

7. BONA is a New Entrant motor carrier and may be eligible for a fifty-percent (50%) reduction of the penalty(s) assessed below.

III. STATEMENT OF FACTS

8. Pursuant to the jurisdiction and authority cited above, on September 27, 2018, Commission Staff (Staff) Special Investigator Penny Fryback conducted a compliance review of the operations of BONA. A copy of the safety compliance review is attached hereto as Attachment "A" and is hereby incorporated by reference. As a result of this investigation, the special investigator identified three (3) violation(s) of the Motor Carrier Safety Regulations.

- a. On June 14, 2018, BONA required or permitted its driver, David Hamill, to operate a CDL-required commercial motor vehicle, a 1999 Peterbilt, VIN ending in 478008, GVWR 46,000 lbs., pulling a 2007 Cornhusker semi-trailer, VIN ending in 7212, GVWR 64,000 lbs., in interstate

commerce from Lyons, Kansas to Guymon, Oklahoma. This trip is evidenced by Driver's Daily Log, dated June 14, 2018, a copy of which is attached hereto as Attachment "B" and is hereby incorporated by reference. At the time of this transportation, BONA failed to require its driver to retain bills of lading, scale tickets or any other supporting documents for the loads hauled. The special investigator discovered 64 violations of this type. BONA's failure to retain driver supporting documents on records of duty status for a period of six (6) months is a violation of 49 C.F.R. Part 395.8(k)(1), adopted by K.A.R. 82-4-3, and authorized by K.S.A. 2017 Supp. 66-1,129. Staff recommends a fine of \$750.

- b. On June 12, 2018, BONA required or permitted its driver, David Hamill, to operate a CDL-required commercial motor vehicle, a 2013 Kenworth, VIN ending in 345194, GVWR 46,000 lbs., pulling a 2016 Timpette semi-trailer, VIN ending in 152309, GVWR 64,000 lbs., in intrastate commerce from Lyons, Kansas to Johnson, Kansas. This trip is evidenced by Driver's Daily Log, dated June 12, 2018, a copy of which is attached hereto as Attachment "C" and is hereby incorporated by reference. At the time of this transportation, driver David Hamill completed the Driver's Daily Log as if he was within a 150-mile air radius, which in fact, he was beyond the 150-mile air radius and should have completed the log as driving time. The special investigator discovered five (5) violations of this type. BONA's failure to require its drivers to complete a proper record of

duty status is a violation of 49 C.F.R. 395.8(a), adopted by K.A.R. 82-4-3 and implemented by K.S.A. 66-1,129. Staff recommends a fine of \$250.

- c. On June 23, 2018, BONA required or permitted its driver, David Hamill, to operate a CDL-required commercial motor vehicle, a 1999 Peterbilt, VIN ending in 478008, GVWR 46,000 lbs., pulling a 2016 Timpco semi-trailer, VIN ending in 152309, GVWR 64,000 lbs., in intrastate commerce from Lyons, Kansas to Syracuse, Kansas. This trip is evidenced by Driver/Contractor Settlement, a copy of which is attached hereto as Attachment "D" and is hereby incorporated by reference. At the time of this transportation, driver David Hamill reported a false log as "off duty." See Driver's Daily Log, dated June 23, 2018, a copy of which is attached hereto as Attachment "E" and is hereby incorporated by reference. BONA's falsifying records of duty status is a violation of 49 C.F.R. 395.8(e)(1), adopted by K.A.R. 82-4-3a, and authorized by K.S.A. 2017 Supp. 66-1,129. Staff recommends a fine of \$1,000.

IV. STAFF'S RECOMMENDATIONS

9. Based upon the available facts, Staff recommends the Commission find BONA committed three (3) violation(s) of Kansas law that governs motor carriers, including various provisions of the Federal Motor Carrier Safety Regulations (FMCSRs), as adopted by the Kansas Administrative Regulations, and is therefore subject to sanctions or fines imposed by the Commission.

10. Staff recommends a civil penalty of \$2,000 for three (3) violation(s) of the Motor Carrier Safety Statutes, Rules and Regulations.

11. Staff provides notice to the Commission that BONA LLC is a New Entrant motor carrier and may be eligible for a fifty-percent (50%) reduced civil penalty. The carrier must submit to Litigation Counsel within fifteen (15) days of the date of this Penalty Order the signed and dated Reduced Penalty Agreement and Transportation Staff must approve the carrier's Corrective Action Plan (CAP).

12. Staff recommends BONA LLC submit a Corrective Action Plan (CAP) within thirty (30) days of the date of this Penalty Order, to Transportation Staff, documenting the violation(s) described in this 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. The CAP must be approved by Transportation Staff to qualify for the fifty-percent (50%) discount.

13. Staff further recommends that a representative from BONA attend a Commission-sponsored safety seminar within ninety (90) days from the date of this Order, and provide proof of attendance to Litigation Counsel.

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

V. CONCLUSIONS OF LAW

15. The Commission finds it has jurisdiction over BONA because it is a motor carrier as defined in K.S.A. 2017 Supp. 66-1,108.

16. The Commission finds a penalty of \$2,000 should be assessed to BONA for committing three (3) violation(s) of Kansas law that governs motor carriers, including various provisions of the Federal Motor Carrier Safety Regulations (FMCSRs), as adopted by the Kansas

Administrative Regulations, and is therefore subject to sanctions or fines imposed by the Commission.

17. The Commission finds BONA is a New Entrant motor carrier and may be eligible for a fifty-percent (50%) reduction in the penalty(s) assessed herein.

THE COMMISSION THEREFORE ORDERS THAT:

A. BONA LLC, of Garden City, KS is hereby assessed a penalty of \$2,000 for three (3) violation(s) of Kansas law governing the regulation of motor carriers, the Kansas Administrative Regulations and provisions of the Federal Motor Carrier Safety Regulations, as adopted by the Kansas Administrative Regulations. Payment of \$2,000 must be made through your personal account with the Kansas Corporation Commission's KTRAN system located at <https://puc.kcc.ks.gov/ktran/>. You must have an account through KTRAN to pay the penalty owed.

B. A representative from BONA is ordered to attend a Commission-sponsored safety meeting within ninety (90) days from the date of this Order, and provide proof of attendance to Litigation Counsel. 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.

C. BONA must submit a Corrective Action Plan (CAP) within thirty (30) days of the date of this Penalty Order, to Transportation Staff, documenting the violation(s) described above, 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.

D. BONA 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 motor carrier at a later date to determine an appropriate time for this review.

E. If BONA does not submit the Reduced Penalty Agreement and fails to pay the penalty of \$2,000 within thirty (30) days from the date of service of this Penalty Order, *see* K.S.A. 66-1,105, and/or fails to comply with the provisions of this Order, the Commission will have the right to order further sanctions, including suspension of BONA's motor carrier operating authority without further notice. Additionally, the Commission may issue and enforce revocation of motor carrier authority and/or issue cease and desist order(s), and may order other remedies available to the Commission by law, without further notice.

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

G. If a request for hearing is filed, attorneys for all parties shall enter their appearances in Commission proceedings by giving their names and addresses for the record. For civil penalties exceeding \$500, a corporation shall appear before the Commission by its attorney, unless waived by the Commission for good cause shown and a determination that such waiver is in the public interest. K.S.A. 77-515(c); K.A.R. 82-1-228(d)(2); K.A.R. 82-1-202(a). For civil

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

H. The Commission retains jurisdiction over the subject matter and the parties for the purpose of entering such further orders, as necessary.

BY THE COMMISSION IT IS SO ORDERED.

Albrecht, Chair; Emler, Commissioner; Keen, Commissioner


Dated: 10/30/2018



Lynn M. Retz
Secretary to the Commission

AAL

ATTACHMENT “A”

	US DOT # 2842142	Legal: BONA LLC Operating (DBA):
MC/MX #: 952031 State #: [REDACTED] Federal Tax ID: [REDACTED] (EIN)		
Review Type: Compliance Review (CR)		
Scope: Principal Office		Location of Review/Audit: Other
Territory:		
Operation Types: Interstate Intrastate		
Carrier: Non-HM Non-HM Shipper: N/A N/A Cargo Tank: N/A	Business: Corporation Gross Revenue: [REDACTED] for year ending: 12/31/2017	
Company Physical Address: [REDACTED] GARDEN CITY, KS 67846 Contact Name: Ana Buruca Phone numbers: (1) [REDACTED] Fax E-Mail Address: [REDACTED]		
Company Mailing Address: [REDACTED] GARDEN CITY, KS 67846		
Carrier Classification Authorized for Hire Exempt for Hire		
Cargo Classification General Freight Grain, Feed, Hay Commodities Dry Bulk Other: Road Materials		
Equipment		
	Owned Term Leased Trip Leased	Owned Term Leased Trip Leased
Truck Tractor	3 0 0	Trailer
	3 0 0	
Power units used in the U.S.: 3 Percentage of time used in the U.S.: 100		
Does carrier transport placardable quantities of HM? No Is an HM Permit required? N/A		
Driver Information		
Inter Intra < 100 Miles: >= 100 Miles: 3	Average trip leased drivers/month: 0 Total Drivers: 3 CDL Drivers: 3	



BONA LLC
U.S. DOT #: 2842142

State #: [REDACTED]

Review Date:
09/27/2018

Part A

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

Kansas Corporation Commission
1500 SW Arrowhead Road
Topeka, Ks 66604 Phone : 785-271-3145

This report will be used to assess your safety compliance.

Person(s) Interviewed

Name: Robert Briggeman

Title: Owner

Name: Ana Buruca

Title: Agent





BONA LLC
U.S. DOT #: 2842142

State #: XXXXXXXXXX

Review Date:
09/27/2018

Part B Violations

1 STATE CRITICAL	Primary: K.A.R. 82-4-35(a) CFR Equivalent: 392.2	Discovered 44	Checked 64	Drivers/Vehicles In Violation 2	Checked 3
Description Failure to preserve or provide supporting documents Example Driver David Hamill Trip Date: 8/12/2018 On June 12, 2018 Driver David Hamill hauled a load of something from Lyons, Kansas to Johnson, Kansas according to the driver settlement sheet and then hauled a load of something from Ulyssess, Kansas to Great Bend, Kansas. At the time of this transportation Driver David Hamill or BONA L.L.C. failed to retain the scale tickets or bills of lading for these trips. The load from Lyons, Kansas to Johnson, Kansas goes beyond the 150 air mile radius.					
2 FEDERAL CRITICAL	Primary: 395.8(a)	Discovered 5	Checked 52	Drivers/Vehicles In Violation 2	Checked 3
Description Failing to require driver to make a record of duty status. Example Driver David Hamill Trip Date: 6/11/2018 On June 11, 2018 Driver David Hamill hauled a load of something according to the driver settlement sheet from Lyons, Kansas to Guymon, Oklahoma which is outside of the 150 air mile radius and would have required Driver David Hamill to complete a record of duty status for a portion of the trip. Driver Hamill documented on his record of duty status that he was ag exempt within the 150 air mile radius. Driver Hamill had four days out of the thirty days checked that he showed he was ag exempt that were interstate trips beyond the 150 air mile radius. Driver David Hamill operates a truck that is a 1999 Peterbilt so he is exempt the ELD.					
3 FEDERAL CRITICAL	Primary: 395.8(k)(1)	Discovered 28	Checked 45	Drivers/Vehicles In Violation 3	Checked 3
Description Failing to preserve driver's records of duty status supporting documents for 6 months. Example Driver Martin Sigala-Dominguez Trip Date: 7/1/2018 On July 1, 2018 Driver Martin Sigala-Dominguez hauled a load of salt from Lyons, Kansas to Omaha, Nebraska and a load of distillers grain from Aurora, Nebraska to Sublette, Kansas. BONA L.L.C. or Driver Martin Sigala-Dominguez failed to retain the bills of lading, or scale tickets for these loads. The agricultural exempt load goes beyond the 150 air mile radius and so does the load of salt which would require BONA L.L.C. to retain the supporting documents.					



	BONA LLC	State #: [REDACTED]	Review Date: 09/27/2018
	U.S. DOT #: 2842142		

Part B Violations

4 STATE CRITICAL	Primary: 395.8(a)	Discovered 4	Checked 38	Drivers/Vehicles	
	CFR Equivalent: 395.8(a)			In Violation 2	Checked 3

Description

Failing to require driver to make a record of duty status.
Driver David Hamill
Trip Date: 6/12/2018

On June 12, 2018 Driver David Hamill hauled a load of something according to the driver settlement sheet from Lyons, Kansas to Johnson, Kansas which is outside of the 150 air mile radius even if he had been hauling an agricultural exempt commodity which would have required driver David Hamill to log a portion of the trip. Driver David Hamill filled out his record of duty status showing that he was 150 mile exempt. Driver Hamill operates a vehicle that is a 1999 model.

5 STATE	Primary: 395.8(e)	Discovered 1	Checked 38	Drivers/Vehicles	
	CFR Equivalent: 395.8(e)			In Violation 1	Checked 3

Description

False reports of records of duty status.

Example

Driver David Hamill
Trip Date: June 23, 2018

On June 23, 2018 Driver David Hamill's driver settlement sheet shows that Driver Hamill got paid \$474.41 for hauling from Lyons, Kansas to Syracuse, Kansas which is outside of the 150 air mile radius for the agricultural exemption and would have required the driver to log a portion of this trip even if he were hauling ag exempt. Driver David Hamill's record of duty status shows off duty for the entire day.

6 FEDERAL	Primary: 395.8(e)	Discovered 0	Checked 52	Drivers/Vehicles	
				In Violation 0	Checked 3

Description

False reports of records of duty status.

Example

No Interstate false records of duty status were discovered.

7 STATE	Primary: 395.8(f)	Discovered 5	Checked 41	Drivers/Vehicles	
	CFR Equivalent: 395.8(f)			In Violation 2	Checked 3

Description

Failing to require driver to prepare record of duty status in form and manner prescribed.

Example

Driver David Hamill
Trip Date: 6/12/2018

On June 12, 2018 Driver David Hamill transported something from Lyons, Kansas to Johnson, Kansas which is outside of the 150 air mile radius and would have required Driver David Hamill to complete a record of duty status for a portion of that trip. Driver David Hamill did not show shipper and commodity or bill of lading number on the record of duty status for that day. Driver David Hamill completed the record of duty status as a time card and showed that he was 150 air mile ag exempt for the entire day.



BONA LLC
U.S. DOT #: 2842142

State #: [REDACTED]

Review Date:
09/27/2018

Part B Violations

8 FEDERAL	Primary: 395.8(f)	Discovered 7	Checked 19	Drivers/Vehicles In Violation 2	Checked 3
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Description

Failing to require driver to prepare record of duty status in form and manner prescribed.

Example

Driver David Hamill
Trip Date: 8/19/2018

On June 19, 2018 Driver David Hamill filled out the record of duty status as a log book because he had operated outside of the 150 air mile radius. Driver David Hamill had loaded something at Garden City, Kansas and taken that load to Wichita, Kansas (outside of the 150 air mile radius) and then loaded something at Lyons, Kansas going to Guymon, Oklahoma according to the driver settlement sheet. Driver Hamill did not document the shipper and commodity or bill of lading number.

9 FEDERAL	Primary: 395.24(c)(2)(iii)	Discovered 22	Checked 30	Drivers/Vehicles In Violation 1	Checked 3
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Description

Failure to enter the required shipper and commodity information into the ELD.

Example

Driver Martin Sigala-Dominguez
Trip Date: 7/1/2018

Driver Martin Sigala-Dominguez hauled a load of salt from Lyons, Kansas to Omaha, Nebraska and a load of Distillers grain from Aurora, Nebraska to Sublette, Kansas on July 1, 2017. Driver Martin Sigala-Dominguez failed to enter a bill of lading number or the shipper and commodity information into the ELD.

Safety Fitness Rating Information:

Total Miles Operated 350,000
Recordable Accidents 1
Recordable Accidents/Million Miles 2.86

OOS Vehicle (CR): 0
Number of Vehicle Inspected (CR): 0
OOS Vehicle (MCMIS): 1
Number of Vehicles Inspected (MCMIS): 3

Your proposed safety rating is :

CONDITIONAL

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

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

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

Corrective actions must be taken for the violations (deficiencies) listed on Part B of this review. Title 49 CFR Sections 385.15 and 385.17 provide for administrative review and a change to a safety rating based on corrective actions, respectively. A request for a change to a safety rating under section 385.17 may be made at any time. A motor carrier may request, in writing, a change in the rating by providing evidence of corrective actions to the Field Administrator for the FMCSA Service Center in which the carrier maintains its principal place of business. (See 49 CFR 385.17 for additional details). A request for administrative review under section 385.15 must be made within 90 days of the date of the proposed safety rating issued under section 385.11(c) or a final safety rating issued under section 385.11(b), or within 90 days after denial of a request for a change in rating under section 385.17.



**BONA LLC**

U.S. DOT #: 2842142

State #: [REDACTED]

Review Date:

09/27/2018

Part B Violations

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

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





BONA LLC
U.S. DOT #: 2842142

State #: [REDACTED]

Review Date:
09/27/2018

Part B Requirements and/or Recommendations

1. For all Investigations:

- **Understand Why Compliance Saves Time and Money:** Compliance with FMCSRs will not only save lives, but also saves your business time and money. Tracking how much your business spends on non-compliance activities can help you understand the many benefits of compliance to your business and why safety is good business.
- **Document and Follow Through on Action Plans:** Document and follow through on action plans to ensure the actions you are taking are creating improvement in safety management and compliance
- **NOTICE:** A pattern and/or repeated violations of the same or related acute or critical regulations (violations of the same Part in Title 49, Code of Federal Regulations) will cause the maximum penalties allowed by law to be assessed under Section 222 of the Motor Carrier Safety Improvement Act of 1999 (MCSIA). A pattern of violations means two or more violations of acute and/or critical regulations in three or more Parts of Title 49, Code of Federal Regulations discovered during any eligible investigation. Repeated violations means violation(s) of an acute regulation of the same Part of Title 49, Code of Federal Regulations discovered in an investigation after one or more closed enforcement actions within a six year period and/or violation(s) of a critical regulation in the same Part of Title 49, Code of Federal Regulations discovered in an investigation after two or more closed enforcement actions within a six year period.
- **NOTICE:** 49 CFR Part 391.23 requires prospective employers to, at a minimum, investigate a driver's employment information, crash record, and alcohol and controlled substances history from all employers the driver worked for within the previous 3 years.

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

- All motor carriers and truck drivers are needed to fight against terrorism and hijacking. You could be a target. Protect yourself, your trucks, your cargo, and your facilities. Discuss with your employees/drivers the "Security Measures for Truck Drivers and Companies" which were provided and reviewed with motor carrier official. Motor carriers should visit the following website for more information:
<http://www.fmcsa.dot.gov/documents/Hijacking-Brochure.pdf>

FMCSA recently announced planned improvements to the Carrier Safety Measurement System (SMS) which was implemented in December 2010 as part of the Agency's broader Compliance, Safety, Accountability (CSA) initiative. A preview of these improvements is currently available to motor carriers. The system changes are scheduled to be available to the public in July 2012. There will be additional opportunity for public comment on the changes after the preview period ends in July 2012. The improvements to SMS are based on ongoing analysis and feedback from enforcement personnel, the motor carrier industry, and other stakeholders. The changes more effectively identify and prioritize high-risk and other unsafe motor carriers for enforcement interventions designed to reduce commercial motor vehicle crashes and hazardous materials incidents. Motor carriers currently have the ability to preview how the improvements impact their individual safety data in SMS. These improvements include: (1) Changes to the SMS methodology that identify higher risk carriers while addressing industry biases; (2) better applications of SMS results for Agency interventions by more accurately identifying safety sensitive carriers (i.e., carriers transporting people and carriers hauling hazardous materials (HM)), so that such firms can be selected for CSA interventions at more stringent levels; and, (3) more specific fact-based displays of SMS results on the SMS Web site. The data preview may be found at <http://csa.fmcsa.dot.gov/>. During the data preview period, the Agency requests comments on the impacts of the changes.

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





BONA LLC
U.S. DOT #: 2842142

State #: [REDACTED]

Review Date:
09/27/2018

Part B Requirements and/or Recommendations

Regulations, Federal Hazardous Material Regulations or the Federal Motor Carrier Commercial Regulations may also affect the civil penalty proposed in any subsequent Penalty Order. Your signature for receipt of this report acknowledges your understanding that the violations discovered by the KCC during this review may be used to calculate any civil penalty proposed as a result of this review.

For all investigations resulting in serious violations:

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

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

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

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

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

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

For all investigations resulting in a proposed conditional or unsatisfactory rating:

385.15

If you believe the proposed rating is in error and there are factual and procedural issues in dispute, Part 385.15 (copy provided) outlines procedures for petitioning the Federal Motor Carrier Safety Administration for an administrative review of these findings. Your petition should be addressed to:

US Department of Transportation
Jack Van Steenburg - Chief Safety Officer
Federal Motor Carrier Safety Administration
1200 New Jersey Avenue SE,
Washington, DC 20590

385.17

In addition, a request for a revised rating based on corrective actions may be made at any time. Part 385.17 (copy provided) outlines the procedures for such a request. The request must be made in writing, must describe the corrective action taken and must include other documentation that may be relied upon as a basis for the requested change. Address your written request to:

US Department of Transportation





BONA LLC
U.S. DOT #: 2842142

State #: XXXXXXXXXX

Review Date:
09/27/2018

Part B Requirements and/or Recommendations

Max Strathman – Midwestern Field Administrator
Federal Motor Carrier Safety Administration
4749 Lincoln Mall Drive, Suite 300-A
Matteson, IL 60443

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

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

This letter should be submitted as soon as possible.

For all Investigations that did not result in a Cooperative Safety Plan:

The KCC requires that you prepare a corrective action letter, addressing the measures taken to correct the violations identified within this report. Submit this letter within 30 days outlining the carrier's updated changes to their policies and procedures regarding all listed violations. Explain in detail how, as a carrier representative, you will rectify these deficiencies and prevent their reoccurrence going forward. Include any supporting documentation and evidence as indicated in the recommendations above, (example: vehicle inspections performed, proof of drug and alcohol testing in place, etc.) necessary to prove that corrective action has been taken. Mail the letter along with copies of your supporting evidence to:

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

2. HOS COMPLIANCE BASIC PROCESS BREAKDOWN: Roles and Responsibilities

DESCRIPTION OF PROCESS BREAKDOWN: BONA L.L.C. needs to ensure that all of their drivers understand their responsibility to retain a copy of the bills of lading, scale tickets, fuel receipts, and any other supporting documents that they receive in the course of a days work. Bona L.L.C. also needs to ensure that their drivers understand it is their responsibility to document their ag exempt loads correctly on their hours of service records when those loads go beyond the 150 air mile radius.

BASIC SPECIFIC RECOMMENDED REMEDIES

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

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



BONA LLC
U.S. DOT #: 2842142

State #: XXXXXXXXXX

Review Date:
09/27/2018

Part B Requirements and/or Recommendations

Seek Out Resources:

- You are encouraged to review your company's record at the following website: <http://ai.fmcsa.dot.gov/SMS>. You will need to use your PIN Number that has been provided by the FMCSA.
- Contact industry associations to get resources and ideas on safety improvement practices from other carriers in the industry.

3. 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.
4. Supporting documents shall be made available upon request for inspection by any duly authorized representative of the Kansas Corporation Commission. Supporting documents are registration receipts, drivers records of duty status, bills of lading, shipping receipts, waybills, freight bills, run tickets or equivalent documents, fuel receipts, toll road receipts and any other document that would indicate compliance with the hours of service requirements.
5. Motor carriers must retain each supporting document generated or received in the normal course of business in the following categories for each of its drivers for every 24-hour period to verify on-duty not driving time in accordance with § 395.8(k):
 - (i) Each bill of lading, itinerary, schedule, or equivalent document that indicates the origin and destination of each trip;
 - (ii) Each dispatch record, trip record, or equivalent document;
 - (iii) Each expense receipt related to any on-duty not driving time;
 - (iv) Each electronic mobile communication record, reflecting communications transmitted through a fleet management system; and
 - (v) Each payroll record, settlement sheet, or equivalent document that indicates payment to a driver.A supporting document must include each of the following data elements:
On the document or on another document that enables the carrier to link the document to the driver, the driver's name or personal identification number (PIN) or a unit (vehicle) number if the unit number can be associated with the driver operating the unit and the date, which must be the date at the location where the date is recorded. The location, which must include the name of the nearest city, town, or village to enable Federal, State, or local enforcement personnel to quickly determine a vehicle's location on a standard map or road atlas; and the time, which must be convertible to the local time at the location where it is recorded.
If a driver has fewer than eight supporting documents containing the four data elements a document containing the data elements is considered a supporting document.
6. Toll receipts and other on-the-road expense receipts, invoices, bills of lading, dispatch records, and other "supporting document" must be kept on file for six (6) months. This requirement also applies to records generated by the use of owner-operators. You may keep legible photocopies in lieu of originals.
7. 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.
8. The following information must be included on the form in addition to the grid:
 - (1) Date;
 - (2) Total miles driving today;
 - (3) Truck or tractor and trailer number;
 - (4) Name of carrier;
 - (5) Driver's signature/certification;
 - (6) 24 hour period starting time (e.g., midnight, 9:00 a.m., noon, 3:00 p.m.);
 - (7) Main office address;
 - (8) Remarks;
 - (9) Name of co driver;
 - (10) Total hours (far right edge of grid); change of duty status locations, and
 - (11) Shipping document number(s), or name of shipper and commodity.
9. Records generated by Electronic Mobile Communication/Tracking Technology and other advanced information technology systems are considered supporting documents as they record the time, date and/or location of drivers and/or vehicles. Per 49 CFR 395.8(k)(1) each motor carrier must maintain records of duty status and all supporting documents for each driver it employs for a period of 6 months.





BONA LLC
U.S. DOT #: 2842142

State #: [REDACTED]

Review Date:
09/27/2018

Part B Requirements and/or Recommendations

10. This review will result in a Safety Rating.
11. This report contains citations of regulations that are deemed serious in nature and could result in penalties against your company and/or your drivers.
12. I, _____ acknowledge that these requirements and/or recommendations have been discussed with me and my questions have been answered. I understand that failure to satisfactorily remedy the above-listed requirements, and/or failure to comply with Kansas Motor Carrier Safety Statutes and Regulations could result in the suspension of BONA L.L.C.'s operating authority and/or the impoundment of BONA L.L.C. vehicles.



ATTACHMENT “B”



DRIVER'S DAILY LOG

(24 HOURS)

6 / 14 / 2018
(Month) (Day) (Year)

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

Total Miles Driving Today: 5
Total Mileage Today: 514

BoVA LLC
Name of Carrier or Carriers
Hoxcomb KS
Main Office Address

5 2
Truck/Tractor and Trailer Numbers or
License Plate(s) / State (show each unit)

I certify these entries are true and correct:
David Hamill
Driver's Full Signature
Home Terminal Address

Co-Driver's Name

	MID-NIGHT	1	2	3	4	5	6	7	8	9	10	11	NOON	1	2	3	4	5	6	7	8	9	10	11	TOTAL HOURS
1. OFF DUTY																									11 1/2
2. SLEEPER BERTH																									0
3. DRIVING																									0
4. ON DUTY (NOT DRIVING)																									12 1/2
REMARKS																									24

150 MILE
EXEMPT

SHIPPING
DOCUMENTS:

B/L or Manifest No.
or

Shipper & Commodity

RETRIP-FUEL
Hoxcomb KS

BREAK
GREAT BEND KS

RESTRICTION
Hoxcomb KS

50-25-28-54-83-56



From: Hoxcomb KS

To: LYONS KS

USE TIME STANDARD AT HOME TERMINAL

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DRIVER'S VEHICLE INSPECTION REPORT

AS REQUIRED BY THE D.O.T. FEDERAL MOTOR CARRIER SAFETY REGULATIONS, I SUBMIT THE FOLLOWING:

DATE: 6/14/18

TRACTOR/TRUCK NO.: 5

TRAILER(S) NO.(S): 2

☒ I DETECT NO DEFECT OR DEFICIENCY IN THIS MOTOR VEHICLE AS WOULD BE LIKELY TO AFFECT THE SAFETY OF ITS OPERATION OR RESULT IN ITS MECHANICAL BREAKDOWN

☐ I DETECT THE FOLLOWING DEFECTS OR DEFICIENCIES IN THIS MOTOR VEHICLE AS WOULD BE LIKELY TO AFFECT THE SAFETY OF ITS OPERATION OR RESULT IN ITS MECHANICAL BREAKDOWN

INDICATE WHETHER DEFECTS ARE ON TRACTOR/TRUCK OR TRAILER - DESCRIBE DEFECT IN DETAIL, USE BACK SIDE IF NECESSARY.

DRIVER'S SIGNATURE

David Hamill

☐ ABOVE DEFECTS CORRECTED

☐ ABOVE DEFECTS NEED NOT BE CORRECTED FOR SAFE OPERATION OF VEHICLE

MECHANIC'S SIGNATURE:

DRIVER'S SIGNATURE:

DATE:

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515-MP 12215

ATTACHMENT “C”



DRIVER'S DAILY LOG

(24 HOURS)

6 / 12 / 2018
(Month) (Day) (Year)

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

Total Miles Driving Today

554
Total Mileage Today

BONA LLC

Name of Carrier or Carriers

Holcomb KS

Main Office Address

4

3

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

I certify these entries are true and correct:

Home Terminal Address

Driver's Full Signature

Co-Driver's Name

	MID-NIGHT	1	2	3	4	5	6	7	8	9	10	11	NOON	1	2	3	4	5	6	7	8	9	10	11	TOTAL HOURS
1. OFF DUTY																									11 1/2 22
2. SLEEPER BERTH																									0 48
3. DRIVING																									0
4. ON DUTY (NOT DRIVING)																									12 1/2
REMARKS																									24

150 MILE

EXEMPT

SHIPPING
DOCUMENTS:

B/L or Manifest No.
or

Shipper & Commodity

From: Holcomb KS

To: LYONS KS

USE TIME STANDARD AT HOME TERMINAL

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DRIVER'S VEHICLE INSPECTION REPORT

AS REQUIRED BY THE D.O.T. FEDERAL MOTOR CARRIER SAFETY REGULATIONS, I SUBMIT THE FOLLOWING

DATE: 6/12/18

TRACTOR/TRUCK NO.: 4

TRAILER(S) NO.(S): 3

☒ I DETECT NO DEFECT OR DEFICIENCY IN THIS MOTOR VEHICLE AS WOULD BE LIKELY TO AFFECT THE SAFETY OF ITS OPERATION OR RESULT IN ITS MECHANICAL BREAKDOWN

☐ I DETECT THE FOLLOWING DEFECTS OR DEFICIENCIES IN THIS MOTOR VEHICLE AS WOULD BE LIKELY TO AFFECT THE SAFETY OF ITS OPERATION OR RESULT IN ITS MECHANICAL BREAKDOWN

INDICATE WHETHER DEFECTS ARE ON TRACTOR/TRUCK OR TRAILER - DESCRIBE DEFECT IN DETAIL. USE BACK SIDE IF NECESSARY.

DRIVER'S SIGNATURE

David Hamill

☐ ABOVE DEFECTS CORRECTED

☐ ABOVE DEFECTS NEED NOT BE CORRECTED FOR SAFE OPERATION OF VEHICLE

MECHANIC'S SIGNATURE

DRIVER'S SIGNATURE

DATE

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ATTACHMENT “D”

Date Range:

TO

Driver/Contractor Settlement

Settlement #: 338

6/27/2018

Driver Name

Gross Pay: \$4,021.04

Page 1

BONA DAVID

-- Advances: \$0.00

Pay Type: per

++ Expenses: \$0.00

Pay Rate: \$0.92

Net Pay: **\$4,021.04**

Pro #/BOL	Date	Trk/Tr	Origin	Destination	Revenue	Fuel	Stops	Rate	DH	Loaded	Tot Mi	Hour Rate	Per Dm	Total Pay
1606			LYONS ,KS	SYRACUSE ,KS	\$510.53	\$0.00	0	0	0	0		\$0.00	\$0.00	\$469.69
1563	6/18/2018		GARDEN CITY ,KS	WICHITA ,KS	\$376.82	\$0.00	0	0	0	0		\$0.00	\$0.00	\$346.67
1564	6/18/2018		LYONS ,KS	GUYMON ,OK	\$620.31	\$0.00	0	0	0	0		\$0.00	\$0.00	\$570.69
1627	6/19/2018		GARDEN CITY ,KS	WICHITA ,KS	\$388.60	\$0.00	0	0	0	0		\$0.00	\$0.00	\$357.51
1572	6/20/2018		LYONS ,KS	GUYMON ,OK	\$619.16	\$0.00	0	0	0	0		\$0.00	\$0.00	\$569.63
1625	6/20/2018		GARDEN CITY ,KS	WICHITA ,KS	\$392.73	\$0.00	0	0	0	0		\$0.00	\$0.00	\$361.31
1586	6/21/2018		LYONS ,KS	ADAMS ,OK	\$610.88	\$0.00	0	0	0	0		\$0.00	\$0.00	\$562.01

<u>Pro #/BOL</u>	<u>Date</u>	<u>Trk/Trl</u>	<u>Origin</u>	<u>Destination</u>	<u>Revenue</u>	<u>Fuel</u>	<u>Stops</u>	<u>Rate</u>	<u>DH</u>	<u>Loaded</u>	<u>Tot MI</u>	<u>Hour Rate</u>	<u>Per Dm</u>	<u>Total Pay</u>
1597	6/22/2018		LAKIN ,KS	DUNDEE ,KS	\$336.00	\$0.00	0	0	0	0		\$0.00	\$0.00	\$309.12
1605	6/23/2018		LYONS ,KS	SYRACUSE ,KS	\$515.66	\$0.00	0	0	0	0		\$0.00	\$0.00	\$474.41
					<u>\$4,370.69</u>	<u>\$0.00</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>\$0.00</u>	<u>\$0.00</u>	<u>\$4,021.04</u>

ATTACHMENT “E”



DRIVER'S DAILY LOG

(24 HOURS)

6/23-24/2018
(Month) (Day) (Year)

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

Total Miles Driving Today

Total Mileage Today

Bova LLC
Name of Carrier or Carriers
Holcomb KS
Main Office Address

5 3
Truck/Tractor and Trailer Numbers or
License Plate(s) / State (show each unit)

I certify these entries are true and correct:
David Hamill
Home Terminal Address
Driver's Full Signature

Co-Driver's Name

	MID-NIGHT	1	2	3	4	5	6	7	8	9	10	11	NOON	1	2	3	4	5	6	7	8	9	10	11	TOTAL HOURS
1. OFF DUTY																									24 0
2. SLEEPER BERTH																									0 70
3. DRIVING																									0
4. ON DUTY (NOT DRIVING)																									0
REMARKS	MID-NIGHT	1	2	3	4	5	6	7	8	9	10	11	NOON	1	2	3	4	5	6	7	8	9	10	11	24

SHIPPING DOCUMENTS:

B/L or Manifest No.
or

Shipper & Commodity

Off Duty

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

From:

To:

USE TIME STANDARD AT HOME TERMINAL

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DRIVER'S VEHICLE INSPECTION REPORT

AS REQUIRED BY THE D.O.T. FEDERAL MOTOR CARRIER SAFETY REGULATIONS, I SUBMIT THE FOLLOWING:

DATE: TRACTOR/TRUCK NO.: TRAILER(S) NO.(S):

- ☐ I DETECT NO DEFECT OR DEFICIENCY IN THIS MOTOR VEHICLE AS WOULD BE LIKELY TO AFFECT THE SAFETY OF ITS OPERATION OR RESULT IN ITS MECHANICAL BREAKDOWN
- ☐ I DETECT THE FOLLOWING DEFECTS OR DEFICIENCIES IN THIS MOTOR VEHICLE AS WOULD BE LIKELY TO AFFECT THE SAFETY OF ITS OPERATION OR RESULT IN ITS MECHANICAL BREAKDOWN
- INDICATE WHETHER DEFECTS ARE ON TRACTOR/TRUCK OR TRAILER - DESCRIBE DEFECT IN DETAIL, USE BACK SIDE IF NECESSARY.

DRIVER'S SIGNATURE:

☐ ABOVE DEFECTS CORRECTED

☐ ABOVE DEFECTS NEED NOT BE CORRECTED FOR SAFE OPERATION OF VEHICLE

MECHANIC'S SIGNATURE:

DRIVER'S SIGNATURE:

DATE:

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615-MP 12215

CERTIFICATE OF SERVICE

19-TRAM-154-PEN

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

first class mail/hand delivered on 10/31/2018.

ANA BURUCA, SAFETY COMPLIANCE OFFICER

106 N 9TH ST
GARDEN CITY, KS 67846-5350
buruca@sbcglobal.net

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

/S/ DeeAnn Shupe

DeeAnn Shupe