

STATE OF KANSAS



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

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

GOVERNOR JEFF COLYER, M.D.

SHARI FEIST ALBRECHT, CHAIR | JAY SCOTT EMLER, COMMISSIONER | PAT APPLE, COMMISSIONER

NOTICE OF PENALTY ASSESSMENT

18-TRAM-399-PEN

March 27, 2018

Henry D. Bohl, Owner
439 W Osage Rd
Phillipsburg, Kansas 67661

This is a notice of a penalty assessment against Henry D. Bohl (Henry D. Bohl) for violation(s) of Kansas Motor Carrier Safety Statutes, Rules, and Regulations discovered during a compliance review conducted on February 22, 2018, by Kansas Corporation Commission Special Investigator Gregory Askren. Penalty amounts are assessed in accordance with the FY 2018 Uniform Penalty Assessment Matrix, approved by the Commission on June 27, 2017. For a full description of the penalty and terms and obligations, please refer to the Penalty Order attached to this notice.

IF YOU ACCEPT THE PENALTY:

Henry D. Bohl has been assessed a \$4,500 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 \$4,500 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.

HENRY D. BOHL 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 \$2,250 would be due within 30 days from the date of service of the Order Amending Penalty Assessment.

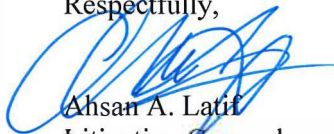
IF YOU CONTEST THE PENALTY ORDER:

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. Henry D. Bohl 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. 2016 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 \$4,500 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 Henry D. Bohl submits the attached Reduced Penalty Agreement as explained above, an Order Amending Penalty Assessment may be issued assessing the reduced penalty of \$2,250 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

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GOVERNOR JEFF COLYER, M.D.

SHARI FEIST ALBRECHT, CHAIR | JAY SCOTT EMLER, COMMISSIONER | PAT APPLE, COMMISSIONER

REDUCED PENALTY AGREEMENT

18-TRAM-399-PEN

Henry D. Bohl (Henry D. Bohl) hereby submits this Reduced Penalty Agreement for approval of a fifty percent (50%) reduction in the penalty assessed in the Penalty Order dated March 27, 2018. Henry D. Bohl has agreed to comply with the following terms and obligations:

1. Henry D. Bohl has submitted, within fifteen (15) days from the date of the Penalty Order this signed and dated Reduced Penalty Agreement to Litigation Counsel.
2. Henry D. Bohl 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. Henry D. Bohl 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. Henry D. Bohl 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.

Henry D. Bohl understands that if approved, an Order Amending Penalty Assessment will be issued by the Commission assessing a reduced penalty of \$2,250, and will set out the terms and conditions stated above. Once the Order Amending Penalty Assessment is issued by the Commission, Henry D. Bohl will have thirty (30) days from the date of service of that Order to pay the reduced penalty assessed.

Dated this ____ day of _____, 2018.

Henry D. Bohl

Henry D. Bohl
Owner

(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
Pat Apple

PENALTY ORDER

I. JURISDICTION

2. Pursuant to K.S.A. 2016 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. Henry D. Bohl (Henry D. Bohl) has common operating authority with the Commission and further operates under USDOT number 2957488.

5. Henry D. Bohl attended a Commission-sponsored Motor Carrier Education and Safety Instructional Meeting on March 20, 2017, on behalf of Henry D. Bohl.

6. Henry D. Bohl is a common motor carrier which primarily hauls grain, feed and hay.

7. Henry D. Bohl 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 February 22, 2018, Commission Staff (Staff) Special Investigator Gregory Askren conducted a compliance review of the operations of Henry D. Bohl. 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 eight (8) violation(s) of the Motor Carrier Safety Regulations.

- a. On January 30, 2018, Henry D. Bohl required or permitted its driver, Matthew Russell, to operate a CDL-required commercial motor vehicle, a 1987 Kenworth, VIN ending in 348347, GVWR 50,000 lbs., pulling a 2008 Wilson hopper trailer, VIN ending in 250686, GVWR 65,000 lbs., in intrastate commerce from Gretna, Kansas to Phillipsburg, Kansas. This trip

is evidenced by driver's time record and a Bill of Lading No. 241543, dated January 30, 2018, copies of which are attached hereto as Attachment "B" and are hereby incorporated by reference. Henry D. Bohl allowed driver Matthew Russell operate a CDL-required commercial motor vehicle prior to obtaining a negative pre-employment controlled substance test. The carrier has three (3) CDL drivers. Henry D. Bohl's failure to require its driver to submit to a pre-employment alcohol and/or controlled substances test and to obtain a negative test result within 30 days of him/her employment and prior to requiring or permitting him/her to operate a commercial motor vehicle is a violation of 49 C.F.R. 382.301(a), adopted by K.A.R. 82-4-3c, and authorized by K.S.A. 2016 Supp. 66-1,129. Staff recommends a fine of \$650.

- b. During the transportation described in paragraph a., above, Henry D. Bohl failed to include driver Matthew Russell on a random alcohol and controlled substance testing list. The carrier's failure to ensure that each driver selected for random alcohol and controlled substance testing has an equal chance of being selected each time selections are made is in violation of 49 C.F.R. 382.305(i)(2), adopted by K.A.R. 82-4-3c and authorized by K.S.A. 2016 Supp. 66-1,129. Staff recommends a fine of \$650.
- c. During the transportation described in paragraph a., above, Henry D. Bohl required or permitted this transportation prior to first designating a person to supervise staff for the purposes of making reasonable suspicion determinations regarding alcohol and drug usage. This designated person

must then undergo reasonable suspicion training to include 60 minutes of alcohol training and 60 minutes of controlled substance training. The carrier's inability to produce documentation of this training and its failure to have a designated person to attend 60 minutes of training on alcohol misuse and an additional 60 minutes of training on controlled substances use is a violation of 49 C.F.R. 382.603, adopted by K.A.R. 82-4-3c, and authorized by K.S.A. 2016 Supp. 66-1,129. Staff recommends a fine of \$100.

- d. On January 31, 2018, Henry D. Bohl required or permitted its driver, Joshua Lentz, to operate a CDL-required commercial motor vehicle, a 1987 Kenworth, VIN ending in 348347, GVWR 50,000 lbs., pulling a 2008 Wilson hopper trailer, VIN ending in 250686, GVWR 65,000, in intrastate commerce from Gretna, Kansas to Phillipsburg, Kansas. This trip is evidenced by Truck Shipment Lading No. 241565, dated January 31, 2018, a copy of which is attached hereto as Attachment "C" and is hereby incorporated by reference. At the time of this transportation, Henry D. Bohl did not maintain driver qualification files on two of his drivers. The carrier's failure to maintain a driver qualification file is a violation of 49 C.F.R. 391.51(a), adopted by K.A.R. 82-4-3g, and authorized by K.S.A. 2016 Supp. 66-1,129. Staff recommends a fine of \$350.
- e. During the transportation described in paragraph a., above, Henry D. Bohl permitted his driver to operate in interstate commerce without the proper Kansas Corporation Commission motor carrier authority. The carrier's

operations of a commercial motor vehicle without having the required operating authority or its operation beyond the scope of the operating authority granted is a violation of 49 C.F.R. 392.9a, adopted by K.A.R. 82-4-3h, and authorized by K.S.A. 2016 Supp. 66-1,129. Staff recommends a violation of \$500.

- f. On January 29, 2018, Henry D. Bohl required or permitted its driver, Joshua Lentz, to operate a CDL-required commercial motor vehicle, a 1987 Kenworth, VIN ending in 348347, GVWR 50,000 lbs., pulling a 2008 Wilson hopper trailer, VIN ending in 250686, GVWR 65,000 lbs., in interstate commerce from Gretna, Kansas to Phillipsburg, Kansas. This trip is evidenced by Truck Shipment Lading No. 241508, dated January 29, 2018, a copy of which is attached hereto as Attachment “D” and is hereby incorporated by reference. At the time of this transportation, Henry D. Bohl’s trucks operated in excess of the gross registered weight for which the truck tractor propelling the same is registered. The special investigator discovered 27 violations of this type. The carrier’s failure to stay within the legal gross weight limit is a violation of 49 C.F.R 392.2, adopted by K.A.R. 82-4-3, and authorized by K.S.A. 8-1909. Staff recommends a fine of \$1,000.
- g. During the transportation described in paragraph d., above, Henry D. Bohl failed to require its driver to maintain and complete a record of duty status. The special investigator discovered three (3) violations of this type. The carrier’s failure to require its driver to keep records of duty status for each

24-hour period using the method described in 49 C.F.R. 395.8(a) and to submit the original record to the motor carrier within 13 days of creation is in violation of 49 C.F.R. 395.8(a), adopted by K.A.R. 82-4-3a, and authorized by K.S.A. 2016 Supp. 66-1,129. Staff recommends a fine of \$250.

- h. During the transportation described in paragraph d., above, Henry D. Bohl failed to require driver Matthew Russell to accurately complete his records of duty status. Matthew Russell reported 10 hours driving while he was actually off duty, thereby creating a false record of duty status. *See*, “Attachment “B”. The special investigator discovered three (3) violations of this type. Henry D. Bohl’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. 2016 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 Henry D. Bohl committed eight (8) 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 \$4,500 for eight (8) violation(s) of the Motor Carrier Safety Statutes, Rules and Regulations.

11. Staff provides notice to the Commission that Henry D. Bohl 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 Henry D. Bohl 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 Henry D. Bohl 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 Henry D. Bohl 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 Henry D. Bohl because it is a motor carrier as defined in K.S.A. 2016 Supp. 66-1,108.

16. The Commission finds a penalty of \$4,500 should be assessed to Henry D. Bohl for committing eight (8) 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 Henry D. Bohl 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. Henry D. Bohl, of Phillipsburg, Kansas is hereby assessed a penalty of \$4,500 for eight (8) 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 \$4,500 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 Henry D. Bohl 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. Henry D. Bohl 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. Henry D. Bohl 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 Henry D. Bohl does not submit the Reduced Penalty Agreement and fails to pay the penalty of \$4,500 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 Henry D. Bohl'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. On March 27, 2018, this Order was mailed via Certified Mail, Return Receipt Requested, Receipt Number 70161970000105743885. Service of this Order is deemed complete upon the date delivered shown on the Domestic Return Receipt.

G. **Pursuant to K.S.A. 2016 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 Henry D. Bohl's right to a hearing.

H. 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. 2016 Supp. 66-1,142b(e) and amendments thereto.

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

BY THE COMMISSION IT IS SO ORDERED.

Albrecht, Chair; Emler, Commissioner; Apple, Commissioner





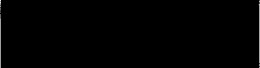
Dated: 03/27/2018 _____


A handwritten signature in black ink, reading "Lynn M. Retz", written over a horizontal line.

Lynn M. Retz
Secretary to the Commission

AAL

ATTACHMENT “A”

	US DOT # 2957488	Legal: HENRY D BOHL Operating (DBA):
MC/MX #:		Federal Tax ID:  (EIN)
Review Type: Compliance Review (CR)		
Scope: Principal Office	Location of Review/Audit: Company facility in the U. S. Territory: E	
Operation Types	Interstate Intrastate	
Carrier: N/A	Non-HM	Business: Individual
Shipper: N/A	N/A	Gross Revenue:  for year ending: 12/31/2017
Cargo Tank: N/A		
Company Physical Address:		
		
Contact Name:		
Phone numbers: (1) 		Fax
E-Mail Address:		
Company Mailing Address:		
439 W OSAGE RD PHILLIPSBURG, KS 67661-7038		
Carrier Classification		
Exempt for Hire		
Cargo Classification		
Grain, Feed, Hay		
Equipment		
	Owned	Term Leased Trip Leased
Truck Tractor	1	0
Trailer	0	0
	Owned	Term Leased Trip Leased
	1	0
Power units used in the U.S.: 1		
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		

	HENRY D BOHL U S. DOT # 2957488	Review Date: 03/13/2018
Part A		
QUESTIONS regarding this report or the Federal Motor Carrier Safety or Hazardous Materials rules may be addressed to the Office of Motor Carriers at:		
This report will be used to assess your safety compliance.		
Person(s) Interviewed		
Name: Henry Bohl		Title: Owner
Name: XXXXXXXXXX		Title: Office manager

	HENRY D BOHL	Review Date: 03/13/2018
	U.S. DOT #: 2957488	

Part B Violations

1 STATE	Primary: 382.301(a) CFR Equivalent: 382.301(a)	Discovered 3	Checked 3	Drivers/Vehicles In Violation 3	Checked 3
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Description

Using a driver before the motor carrier has received a negative pre-employment controlled substance test result.

Example

Driver: Matthew Russell

DOB: [REDACTED]

OLN: [REDACTED]

Trip Date: 1/30/2018

On an intrastate trip from Gretna, Ks. to Phillipsburg, Ks. driving a 1987 KW, Vin. # [REDACTED] 348347, Ks. Reg. [REDACTED]

GVWR 50000 pulling a 2008 Wilson, Vin. # [REDACTED] 250686, OK. Reg. [REDACTED] GVWR 60000.

Henry D. Bohl used a driver before having the negative pre-employment controlled substance test results

2 STATE	Primary: 382.305(i)(2) CFR Equivalent: 382.305(i)(2)	Discovered 3	Checked 3	Drivers/Vehicles In Violation 3	Checked 3
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Description

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

Example

Driver: Matthew Russell

DOB: [REDACTED]

OLN: [REDACTED]

Trip Date: 1/30/2018

On an intrastate trip from Gretna, Ks. to Phillipsburg, Ks. driving a 1987 KW, Vin. # [REDACTED] 348347, Ks. Reg. [REDACTED]

GVWR 50000 pulling a 2008 Wilson, Vin. # [REDACTED] 250686, OK. Reg. [REDACTED] GVWR 60000.

Henry D. Bohl failed to ensure that each driver subject to random alcohol and controlled substances testing has an equal chance of being selected each time selections are made

3 STATE	Primary: 382.603 CFR Equivalent: 382.603	Discovered 1	Checked 1	Drivers/Vehicles In Violation 0	Checked 0
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Description

Failing to ensure person designated to determine that drivers undergo reasonable suspicion testing receive 60 minutes training for alcohol and/or 60 minutes of training for controlled substances.

Example

Driver: Matthew Russell

DOB: [REDACTED]

OLN: [REDACTED]

Trip Date: 1/30/2018

On an intrastate trip from Gretna, Ks. to Phillipsburg, Ks. driving a 1987 KW, Vin. # [REDACTED] 348347, Ks. Reg. [REDACTED]

GVWR 50000 pulling a 2008 Wilson, Vin. # [REDACTED] 250686, OK. Reg. [REDACTED] GVWR 60000.

Henry D. Bohl failed to have the 120 minutes required training for supervisor reasonable suspicion training.

	HENRY D BOHL	Review Date:
	U.S. DOT #: 2957488	03/13/2018

Part B Violations

4	Primary: 391.51(a)	Discovered	Checked	Drivers/Vehicles
STATE	CFR Equivalent: 391.51(a)	2	3	In Violation Checked
				2 3

Description

Failing to maintain driver qualification file on each driver employed.

Driver: Joshua Lentz

DOB: [REDACTED]

OLN: [REDACTED]

Trip Date: 1/31/2018

On an intrastate trip from Gretna, Ks. to Phillipsburg, Ks. driving a 1987 KW, Vin. # [REDACTED] 348347, Ks. Reg. [REDACTED], GVWR 50000 pulling a 2008 Wilson, Vin # [REDACTED] 250686, OK. Reg. [REDACTED] GVWR 60000.

Henry D. Bohl failed to maintain a driver qualification file on each driver employed.

5	Primary: 392.2	Discovered	Checked	Drivers/Vehicles
STATE	Secondary: 66-1,111	1	1	In Violation Checked
				0 0

Description

No KCC Authority

Example

Driver: Matthew Russell

DOB: [REDACTED]

OLN: [REDACTED]

Trip Date: 1/30/2018

On an intrastate trip from Gretna, Ks. to Phillipsburg, Ks. driving a 1987 KW, Vin. # [REDACTED] 348347, Ks. Reg. [REDACTED], GVWR 50000 pulling a 2008 Wilson, Vin # [REDACTED] 250686, OK. Reg. [REDACTED] GVWR 60000.

Henry D. Bohl failed to renew Ks. Authority . Expired 1/18/2018.

6	Primary: 392.2	Discovered	Checked	Drivers/Vehicles
STATE	Secondary: 8-1901	27	29	In Violation Checked
				3 3

Description

To operate on the highways of this state a vehicle or combination of vehicles whose weight with cargo is in excess of the gross weight for which the truck or truck tractor propelling the same is registered,

Example

Driver: Joshua Lentz


DOB: [REDACTED]

OLN: [REDACTED]

Trip Date: 1/29/2018

On an intrastate trip from Gretna, Ks. to Phillipsburg, Ks. driving a 1987 KW, Vin. # [REDACTED] 348347, Ks. Reg. [REDACTED], GVWR 50000 pulling a 2008 Wilson, Vin # [REDACTED] 250686, OK. Reg. [REDACTED] GVWR 60000.

Henry Bohl trucks operated in excess of the gross registered weight for which the truck tractor propelling the same is registered. On 1/29/2018, scale ticket number 241509 shows a gross weight of 88,640 lbs.

	HENRY D BOHL	Review Date: 03/13/2018
	U.S. DOT #: 2957488	

Part B Violations

7 STATE	Primary: 395.8(a) CFR Equivalent: 395.8(a)	Discovered 3	Checked 31	Drivers/Vehicles In Violation 2	Checked 3
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Description

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

Driver: Joshua Lentz

DOB: [REDACTED]

OLN: [REDACTED]

Trip Date: 1/31/2018

On an intrastate trip from Gretna, Ks. to Phillipsburg, Ks. driving a 1987 KW, Vin. # [REDACTED] 348347, Ks. Reg. [REDACTED] GVWR 50000 pulling a 2008 Wilson, Vin-# [REDACTED] 250686, OK. Reg. [REDACTED] GVWR 60000.

Henry D. Bohl failed to require a driver to make a record of duty status. . Driver Josh Lentz has scale tickets on 1/31/2018 and 1/29/2018 that show he drove and Lauren Weinert has 1 day in January that show he drove but no corresponding time sheet for these two drivers.

8 STATE	Primary: 395.8(e) CFR Equivalent: 395.8(e)	Discovered 3	Checked 31	Drivers/Vehicles In Violation 1	Checked 1
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Description

False reports of records of duty status.

Example

river: Matthew Russell

DOB: [REDACTED]

OLN: [REDACTED]

Trip Date: 1/30/2018


On an intrastate trip from Gretna, Ks. to Phillipsburg, Ks. driving a 1987 KW, Vin. # [REDACTED] 348347, Ks. Reg. [REDACTED] GVWR 50000 pulling a 2008 Wilson, Vin-# [REDACTED] 250686, OK. Reg. [REDACTED] GVWR 60000.

Driver Matthew Russell was off on the 1/31/2018. His time sheet reflects him being on duty 10.0 hrs. Scale tickets show driver Josh Lents driving this day.

Safety Fitness Rating Information:		OOS Vehicle (CR): 0	
Total Miles Operated	18,000	Number of Vehicle Inspected (CR): 0	
Recordable Accidents	0	OOS Vehicle (MCMIS): 0	
		Number of Vehicles Inspected (MCMIS): 0	

Your proposed safety rating is :

This Review is not Rated.

	HENRY D BOHL U.S. DOT # 2957488	Review Date: 02/22/2018
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 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





HENRY D BOHL
U.S. DOT #: 2957488

Review Date:
02/22/2018

Part B Requirements and/or Recommendations

1500 SW Arrowhead Rd
Topeka, KS 66604-4027

2. A copy of your carrier profile can be obtained at no cost from the FMCSA Portal ([https://portal.fmcsa dot.gov/login](https://portal.fmcsa.dot.gov/login))
3. Obtain a copy of each driver's driving record and review it annually.
4. 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.
5. Copies of the regulations, forms, interpretations, and manuals are available from a variety of sources. Check the FMCSA website for a current list of suppliers. www.fmcsa.dot.gov/safety-security/eta/index.htm
6. Review the circumstances under which a CDL is required. CDL and drug testing rules apply to both interstate and intrastate commerce.
7. Ensure that drivers provide a 10-year employment history on their employment application.
8. Ensure that all drivers are fully and properly qualified before operating in interstate commerce. Maintain a complete file as required for each driver, documenting the qualification process.
9. Maintain all required alcohol and controlled substance testing records including yearly summaries, quarterly summaries, test information, test results, records of training etc., as required by 49 CFR Parts 40 and 382 of the FMCSR.
10. 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.
11. 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.

12. CONTROLLED SUBSTANCES AND ALCOHOL BASIC PROCESS BREAKDOWN Roles and Responsibilities

DESCRIPTION OF PROCESS BREAKDOWN. Henry Bohl failed to have the required 120 minutes of reasonable suspicion training for a supervisor.

BASIC SPECIFIC RECOMMENDED REMEDIES

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

- Ensure that managers are responsible for ascertaining that employees receive training concerning controlled substances and alcohol in accordance with State or Federal regulations and company policy.
- Ensure that managers are responsible for telling employees of a failed test and its implications.
- Regardless of carrier membership in a consortium, ensure that the carrier defines and documents the role and responsibilities of the designated employer representative (DER) in monitoring test procedures and checking results.
- If the carrier elects to join a consortium, ensure that the respective roles and responsibilities of the carrier and the consortium for controlled-substance and alcohol testing and reporting are defined and documented.

Seek Out Resources:





HENRY D BOHL
U.S. DOT #: 2957488

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Part B Requirements and/or Recommendations

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

13. Provide new-hire and refresher training, to all managers, other designated personnel, and the designated employer representative (DER), on controlled-substance and alcohol regulations and related company policies and procedures, including those pertaining to prohibited behavior, testing protocols and monitoring, for example, on grounds of "reasonable suspicion", the consequences of a positive test result; referral to a substance-abuse professional (SAP); and confidentiality requirements in relation to recordkeeping.

14. HOS COMPLIANCE BASIC PROCESS BREAKDOWN: Policies and Procedures

DESCRIPTION OF PROCESS BREAKDOWN: Henry D. Bohl needs to develop policy to ensure that hours of service are documented and accounted for

BASIC SPECIFIC RECOMMENDED REMEDIES

Implement Safety Improvement Practices: The following are recommended practices related to Policies and Procedures.

- Develop a policy and procedure describing how management will monitor and track logs for falsification.
- Establish a policy that prohibits dispatchers from assigning a load to drivers without hours available to complete the load on time.
- 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
- Develop a policy requiring drivers to report their available hours to dispatch during "check-in" calls.
- Develop policies and procedures for ensuring proper retention of Record of Duty Status (RODS) according to regulations.
- Establish a policy requiring drivers to submit copies of all roadside inspections to carrier management within 24 hours.
- Develop a policy stating that drivers are required to submit all Records of Duty Status (RODS) and supporting documentation, such as expense receipts, within 13 days of the end of the trip.
- Establish a policy stating that drivers are required to check with their supervisor, manager, or dispatcher to review their "fit-for-duty" status before starting a job, and that drivers who are ill to the extent that their ability and/or alertness is impaired are prohibited from working on safety-sensitive assignments.
- 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.

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.

15. HOS COMPLIANCE BASIC PROCESS BREAKDOWN: Monitoring and Tracking

DESCRIPTION OF PROCESS BREAKDOWN: Henry D Bohl needs to designate a supervisor to monitor hours of service compliance.

BASIC SPECIFIC RECOMMENDED REMEDIES

Implement Safety Improvement Practices: The following are recommended practices related to Monitoring and Tracking Processes.





HENRY D BOHL
U.S. DOT #: 2957488

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02/22/2018

Part B Requirements and/or Recommendations

- Implement an effective process for monitoring, tracking, and evaluating all drivers' compliance with Hours-of-Service (HOS) regulations and company policies.
- 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.
- Document all findings of fatigue-related noncompliance with regulations and/or company policies.
- Systematically check to see if drivers and dispatchers are regularly communicating about Hours-of-Service (HOS) availability and driver-fatigue level.
- Maintain roadside inspection, Records of Duty Status (RODS), supporting documents, dispatch schedules, and communication records to help evaluate the performance of all staff (drivers, dispatchers, and managers) involved in Hours of Service (HOS) and the effectiveness of compliance with HOS policies, procedures, and regulations.
- Regularly evaluate the company's fatigue-related inspection results via the Federal Motor Carrier Safety Administration's (FMCSA) website at <http://ai.fmcsa.dot.gov/SMS>. Assess violations for process breakdowns and how to remedy them.
- Implement a system for keeping accurate records of employees' Hours-of-Service (HOS) training needs and completed training, via software, a checklist in the driver's file, and/or another appropriate method.
- Evaluate personnel (log clerks, payroll, dispatchers, and third-party safety consultants) who are monitoring drivers' Records of Duty Status (RODS) for accuracy; for whether they are applying performance standards fairly, consistently, and equitably; and for whether they are documenting evaluations.
- Consider using Electronic On-board Recorders (EOBRs) to monitor and track Hours-of-Service (HOS) violations.
- When monitoring and tracking any fatigue-related issues, always assess whether an issue is individual or represents a systemic breakdown in the Safety Management Processes (Policies and Procedures, Roles and Responsibilities, etc.).

Seek Out Resources.

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

16. CONTROLLED SUBSTANCES AND ALCOHOL BASIC PROCESS BREAKDOWN. Roles and Responsibilities

DESCRIPTION OF PROCESS BREAKDOWN: Henry D. Bohl needs to designate a supervisor to monitor and ensure the employees are enrolled in the consortium for random selection, ensure that each employee has a pre-employment test.

BASIC SPECIFIC RECOMMENDED REMEDIES

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


- Ensure that managers are responsible for ascertaining that employees receive training concerning controlled substances and alcohol in accordance with State or Federal regulations and company policy.
- Ensure that managers are responsible for telling employees of a failed test and its implications.
- Regardless of carrier membership in a consortium, ensure that the carrier defines and documents the role and responsibilities of the designated employer representative (DER) in monitoring test procedures and checking results.
- If the carrier elects to join a consortium, ensure that the respective roles and responsibilities of the carrier and the consortium for controlled-substance and alcohol testing and reporting are defined and documented.

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.

17. DRIVER FITNESS BASIC PROCESS BREAKDOWN: Policies and Procedures



	HENRY D BOHL U.S. DOT #: 2957488	Review Date: 03/13/2018
Part B Requirements and/or Recommendations		

DESCRIPTION OF PROCESS BREAKDOWN: Henry D. Bohl failed to have a drivers qualification file for each driver used.

BASIC SPECIFIC RECOMMENDED REMEDIES

Implement Safety Improvement Practices. The following are recommended practices related to Policies and Procedures.

- Develop a policy for the periodic review (at least twice per year) of driver qualification files. The motor carrier should not rely on third-party sources, such as insurance agencies. The procedure should include controls to ensure that documents requiring renewals are in place, to remind drivers of expiration dates on medical certificates, so they can schedule another physical examination in advance, and to prevent falsification of documents related to driver qualification.
- Establish a policy requiring drivers to submit copies of all vehicle and roadside inspections and moving violations to carrier management within 24 hours, and to notify management of suspended or revoked Commercial Driver's Licenses (CDLs) immediately following notification of suspension/revocation.
- Establish a policy requiring all new (since 2003) Commercial Driver's License (CDL) drivers to submit documentation of entry-level driver training in - for example, driver qualification requirements, Hours of Service (HOS), driver wellness, and whistleblower protection - or to take entry-level training provided by the carrier.
- Develop a policy for document retention and recordkeeping, including documents that are to be in the possession of the driver as proof of credentials.
- Develop a process to ensure that operations will always have the proper amount of fit drivers. This process would address how to deal with issues such as sick leave, vacation, training, suspension, and termination.
- 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 Driver Fitness Violations.

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

18. DRIVER FITNESS BASIC PROCESS BREAKDOWN: Roles and Responsibilities


DESCRIPTION OF PROCESS BREAKDOWN: Henry D. Bohl needs to designate a supervisor to ensure driver qualification files are complete.

BASIC SPECIFIC RECOMMENDED REMEDIES

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

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



	HENRY D BOHL U.S. DOT #. 2957488	Review Date: 03/13/2018
Part B Requirements and/or Recommendations		

Seek Out Resources:

- You are encouraged to review your company's record at the following website. <http://a1.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.

19. Ensure that the persons or entities that perform preventative maintenance inspections on your equipment are abiding by agreed time or mileage intervals. Ensure that records are kept of such periodic preventative maintenance inspections. Take corrective action, if schedules are not being adhered to
20. Stay in contact with your KCC Investigator for any questions or issues with continued safety compliance. You may contact me: KCC Special Investigator Greg Askren at 785-483-0212 or email at g.askren@kcc.ks.gov
21. 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 Henry D Bohl operating authority and/or the impoundment of Henry D. Bohl vehicles.

Signed _____

Date _____



ATTACHMENT “B”

DRIVERS MAY PREPARE THIS REPORT INSTEAD OF
DRIVERS DAILY LOG IF THE FOLLOWING APPLIES:

- *For Drivers NOT required to have a CDL.
- *Operates within 150 air-mile radius of the normal work reporting location.
- *Returns to normal work reporting location and is released from work within 14 consecutive hours.
- *At least 10 consecutive hours off duty separates each 14 hours on duty.

INTERMITTENT DRIVERS.

001

Jan. 2018

Shall complete this form for 7 days preceding any day driving is performed. This includes the preceding month.

MAH RUSSELL

Date	Start Time	End Time	Total Hours	Truck Number	Trip Information TO - FROM
1	OFF				
2	7:00	5:30	10.5		
3	7:00	4:30	9.5		
4	7:00	4:00	9.0		
5	OFF				
6	OFF				
7	OFF				
8	7:00	4:00	9.0		
9	7:00	5:00	10.0		
10	7:00	4:00	9.0		
11	OFF				
12	OFF				
13	OFF				
14	OFF				
15	7:00	5:30	10.5		
16	7:00	5:30	10.5		
17	7:00	5:30	10.5		
18	7:00	5:30	10.5		
19	OFF				
20	OFF				
21	OFF				
22	7:00	4:30	9.5		
23	7:00	5:30	10.5		
24	7:00	5:30	10.5		
25	7:00	5:00	10.0		
26	7:00	3:30	8.5		
27	OFF				
28	OFF				
29	7:30	5:00	9.5		
30	7:00	4:30	9.5		
31	7:00	5:00	10.0		

To be prepared monthly by each DOT certified driver unless time record is exclusively kept on Driver's Daily Log. Indicate "days off." Check box if no driving is performed during this month and the first 7 days of the following month. Mail this report to your Division Manager of Administration.

CHS

Lincoln, NE 68501-2289



TRUCK SHIPMENT LADING NO.

241543

SHIPPED FROM		SHIPPED TO	
SHIPPER: <i>Rangeland</i>		CONSIGNEE:	
ORIGIN: <i>Gretna</i>		DESTINATION:	
COMMODITY: <i>Corn</i>		DATE UNLOADED: _____, 20 _____ DELIVERY CONT. NO.: <i>3567</i>	
DATE LOADED: <i>1-30</i> , 20 <i>18</i> SHIPPERS CONT. NO.: <i>822007</i>		CHS - S	
CHS - P		UNLOADING SCALE TICKET NO.:	
LOADING SCALE TICKET NO.: <i>005888</i>		CARRIER	

WEIGHTS				FIRM NAME: <i>Bohl</i>	
LOADING	IF SPLIT	UNLOADING	DRIVER'S NAME: <i>Matt Russell</i>		
GROSS	<i>81,700</i>		DRIVER'S ADDRESS:		
TARE	<i>26,180</i>		DRIVER'S LICENSE NO.: _____ STATE: _____		
NET	<i>55,520</i>		DRIVER'S SOC. SEC. NO.: _____		
TRANSPORT NOTE: WIND ICE MUD			LICENSE NO. _____ TRACTOR: _____ MAKE: _____		
SHI PERS SIGNATURE:			TRAILER: _____ MAKE: _____		
			DRIVER'S SIGNATURE: <i>[Signature]</i>		

NOTICE TO SHIPPER

PLEASE FILL IN ALL APPLICABLE INFORMATION ABOVE! GIVE THE LAST TWO COPIES TO THE TRUCK DRIVER.

MAIL TO CHS LINCOLN

ATTACHMENT “C”

CHS

Lincoln, NE 68501-2289



TRUCK SHIPMENT LADING NO.

241565

SHIPPED FROM			SHIPPED TO	
SHIPPER: <i>Neenah</i>			CONSIGNEE:	
ORIGIN: <i>East</i>			DESTINATION:	
COMMODITY: <i>Corn</i>			DATE UNLOADED: _____, 20 _____ DELIVERY CONT. NO.: <i>3562</i>	
DATE LOADED: <i>1-31</i> , 20 <i>18</i> SHIPPERS CONT. NO.: <i>822007</i>			CHS - S	
CHS - P			UNLOADING SCALE TICKET NO.:	
LOADING SCALE TICKET NO.: <i>5910</i>			CARRIER	
WEIGHTS			FIRM NAME: <i>BOHL TRUCKING</i>	
LOADING	IF SPLIT	UNLOADING	DRIVER'S NAME: <i>JOSE WENTZ</i>	
GROSS	<i>87780</i>		DRIVER'S ADDRESS:	
TARE	<i>26,400</i>		DRIVER'S LICENSE NO.: _____ STATE: _____	
NET	<i>61380</i>	<i>1096.07</i>	DRIVER'S SOC. SEC. NO.: _____	
TRANSPORT NOTE: WIND ICE MUD			LICENSE NO.	TRACTOR: _____ MAKE: _____
SHI PERS SIGNATURE: <i>[Signature]</i>			TRAILER: _____ MAKE: _____	
NOTICE TO SHIPPER			DRIVER'S SIGNATURE: <i>[Signature]</i>	

PLEASE FILL IN ALL APPLICABLE INFORMATION ABOVE! GIVE THE LAST TWO COPIES TO THE TRUCK DRIVER.

MAIL TO CHS LINCOLN

ATTACHMENT “D”

CHS

Lincoln, NE 68501-2289

(402) 426-2289 FAX (402) 426-2500



TRUCK SHIPMENT LADING NO.

241508

SHIPPED FROM			SHIPPED TO	
SHIPPER: <i>Hungelund</i>			CONSIGNEE:	
ORIGIN: <i>Crete</i>			DESTINATION:	
COMMODITY: <i>Corn</i>			DATE UNLOADED: _____, 20 ____ DELIVERY CONT. NO.: <i>3562</i>	
DATE LOADED: <i>1-29</i> , 20 <i>18</i> SHIPPERS CONT. NO.: <i>822005</i>			CHS - S	
CHS - P			UNLOADING SCALE TICKET NO.:	
LOADING SCALE TICKET NO.:			CARRIER	
WEIGHTS			FIRM NAME: <i>BOUL TRUCKING</i>	
LOADING	IF SPLIT	UNLOADING	DRIVER'S NAME: <i>BOB LENTZ</i>	
GROSS	<i>88640</i>		DRIVER'S ADDRESS:	
TARE	<i>26540</i>		DRIVER'S LICENSE NO.: STATE:	
NET	<i>62100</i>	<i>1108.93</i>	DRIVER'S SOC-SEC. NO.:	
TRANSPORT NOTE: WIND ICE MUD			LICENSE NO. TRACTOR: MAKE:	
SHIPPER'S SIGNATURE: <i>[Signature]</i>			TRAILER: MAKE:	
NOTICE TO SHIPPER			DRIVER'S SIGNATURE: <i>[Signature]</i>	

PLEASE FILL IN ALL APPLICABLE INFORMATION ABOVE! GIVE THE LAST TWO COPIES TO THE TRUCK DRIVER.

MAIL TO CHS LINCOLN

CERTIFICATE OF SERVICE

18-TRAM-399-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 03/28/2018.

HENRY D. BOHL, OWNER
HENRY D. BOHL
439 W OSAGE RD
PHILLIPSBURG, KS 67661-7038
danielleb@ruraltel.net

AHSAN LATIF, LITIGATION COUNSEL
KANSAS CORPORATION COMMISSION
1500 SW ARROWHEAD RD
TOPEKA, KS 66604-4027
Fax: 785-271-3354
a.latif@kcc.ks.gov

/S/ DeeAnn Shupe

DeeAnn Shupe