


**UNITED STATES DEPARTMENT OF TRANSPORTATION**

	<b>US DOT #</b> 753551	<b>Legal:</b> GREATWIDE AMERICAN TRANS-FREIGHT LLC <b>Operating (DBA):</b> GREATWIDE AMERICAN TRANS-FREIGHT																										
<b>MC/MX #:</b> 340975		<b>Federal Tax ID:</b> 30-0520058 (EIN)																										
<b>Review Type:</b> Compliance Review (CR)																												
<b>Scope:</b> Principal Office		<b>Location of Review/Audit:</b> Company facility in the U. S.		<b>Territory:</b> H																								
<b>Operation Types</b>																												
<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td style="width:33%;"><b>Carrier:</b> HM</td> <td style="width:33%;">HM</td> </tr> <tr> <td><b>Shipper:</b> N/A</td> <td>N/A</td> </tr> <tr> <td><b>Cargo Tank:</b> N/A</td> <td></td> </tr> </table>		<b>Carrier:</b> HM	HM	<b>Shipper:</b> N/A	N/A	<b>Cargo Tank:</b> N/A		<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td style="width:50%;"><b>Business:</b> Corporation</td> <td style="width:50%;"></td> </tr> <tr> <td><b>Gross Revenue:</b></td> <td>for year ending: 12/31/2010</td> </tr> </table>			<b>Business:</b> Corporation		<b>Gross Revenue:</b>	for year ending: 12/31/2010														
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<b>Business:</b> Corporation																												
<b>Gross Revenue:</b>	for year ending: 12/31/2010																											
<b>Company Physical Address:</b>																												
2150 CABOT BLVD WEST LANGHORNE, PA 19047																												
<b>Contact Name:</b> Joseph M. Chandler																												
<b>Phone numbers:</b> (1) 800- 283-9700		(2) 2154284887		<b>Fax</b> 8664202122																								
<b>E-Mail Address:</b> joe.chandler@greatwide-tm.com																												
<b>Company Mailing Address:</b>																												
2150 CABOT BLVD WEST LANGHORNE, PA 19047																												
<b>Carrier Classification</b>																												
Authorized for Hire																												
<b>Cargo Classification</b>																												
General Freight Building Materials		Metal: Sheets, Coils, Rolls Intermodal Containers		Logs, Poles, Beams, Lumber Commodities Dry Bulk																								
<b>Hazardous Materials</b>																												
3 Flammable liquid	Carried	Non-Bulk	6.1 (Solids)	Carried																								
8 Corrosive material	Carried	Non-Bulk	ORM-D	Carried																								
<b>Does carrier transport placardable quantities of HM?</b> Yes																												
<b>Is an HM Permit required?</b> N/A																												
<b>Driver Information</b>																												
<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td style="width:33%;"></td> <td style="width:33%;"><b>Inter</b></td> <td style="width:33%;"><b>Intra</b></td> </tr> <tr> <td><b>&lt; 100 Miles:</b></td> <td>65</td> <td></td> </tr> <tr> <td><b>&gt;= 100 Miles:</b></td> <td>335</td> <td></td> </tr> </table>			<b>Inter</b>	<b>Intra</b>	<b>&lt; 100 Miles:</b>	65		<b>&gt;= 100 Miles:</b>	335		<b>Average trip leased drivers/month:</b> 0 <b>Total Drivers:</b> 400 <b>CDL Drivers:</b> 400																	
	<b>Inter</b>	<b>Intra</b>																										
<b>&lt; 100 Miles:</b>	65																											
<b>&gt;= 100 Miles:</b>	335																											
<b>Equipment</b>																												
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Truck	0	14	0	Truck Tractor	0	396	0																					
Trailer	0	419	0																									
Power units used in the U.S.:410																												
Percentage of time used in the U.S.:99																												





**GREATWIDE AMERICAN TRANS-FREIGHT (GREATWIDE AMERIC dba)**

U.S. DOT #: 753551

Review Date:

03/25/2011

**Part A**

Questions about this report or the Federal Motor Carrier Safety or Hazardous Materials regulations may be addressed to the Federal Motor Carrier Safety Administration at:

1150 First Avenue, Suite 380A  
King Of Prussia, PA 19406  
Phone: (610)992-8680 Fax:(610)992-8685

**This report will be used to assess your safety compliance.**

**Person(s) Interviewed**

**Name:** Joe Chandler

**Title:** President

**Name:** Todd Mullrey

**Title:** Director of Compliance





**Part B Violations**

1 FEDERAL	Primary: 390.15(b)(2)	Discovered 1	Checked 7	Drivers/Vehicles In Violation 1	Checked 7
<b>Description</b> Failing to maintain copies of all accident reports required by State or other governmental entities or insurers. <b>Example</b> (b)(6) (b)(7)(C) Report #: CA0004980487					
2 FEDERAL	Primary: 395.3(a)(2)	Discovered 5	Checked 510	Drivers/Vehicles In Violation 2	Checked 17
<b>Description</b> Requiring or permitting a property-carrying commercial motor vehicle driver to drive after the end of the 14th hour after coming on duty. <b>Example</b> 01/09/2011 driver (b)(6) (b)(7)(C) drove 3.5 hrs after having been on duty 14 hours					
3 FEDERAL	Primary: 395.3(b)(2)	Discovered 18	Checked 510	Drivers/Vehicles In Violation 6	Checked 17
<b>Description</b> Requiring or permitting a property-carrying commercial motor vehicle driver to drive after having been on duty more than 70 hours in 8 consecutive days. <b>Example</b> 01/15-22/11 (b)(6) (b)(7)(C) driver drove 2.75 after having been on duty 70 hours					
4 FEDERAL	Primary: 395.8(f)	Discovered 10	Checked 510	Drivers/Vehicles In Violation 4	Checked 17
<b>Description</b> Failing to require driver to prepare record of duty status in form and manner prescribed. (b)(6) (b)(7)(C) are failing to indicate on their daily records of duty status total hours in each (b)(6) (b)(7)(C) 1/19/11					
5 FEDERAL	Primary: 395.8(k)(1)	Discovered 5	Checked 510	Drivers/Vehicles In Violation 1	Checked 17
<b>Description</b> Failing to preserve driver's records of duty status supporting documents for 6 months. <b>Example</b> (b)(6) (b)(7)(C) Trip: 1/21/11 Northeast (NJ to MA) toll receipts for this trip not maintained on file					





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Review Date:  
 03/25/2011

**Part B Violations**

<b>Safety Fitness Rating Information:</b> Total Miles Operated 24,834,000 Recordable Accidents 7 Recordable Accidents/Million Miles 0.28	OOS Vehicle (CR): 0 Number of Vehicle Inspected (CR): 0 OOS Vehicle (MCMIS): 22 Number of Vehicles Inspected (MCMIS): 68
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Your proposed safety rating is :  <p style="text-align: center;"><b>SATISFACTORY</b></p>	<b>Rating Factors</b>			
		<b>Acute</b>	<b>Critical</b>	
	Factor 1:	S	0	0
	Factor 2:	S	0	0
	Factor 3:	S	0	0
	Factor 4:	S	0	0
	Factor 5:	S	0	0
	Factor 6:	S	-	-

Corrective actions must be taken for any violations (deficiencies) identified on Part B of this report.





## Part B Requirements and/or Recommendations

1. Conduct periodic internal reviews of your maintenance, hazardous materials handling, driver qualification, hours of service control, accident reporting, training, and other safety systems to ensure continued compliance.
2. Obtain a copy of each driver's driving record and review it annually.
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. Ensure that all documents supporting records of duty status (such as toll, fuel repair and other on-the-road expense receipts, as well as invoices, bills of lading, dispatch records, etc.) are kept on file for at least 6 months.
5. 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.
6. 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.
7. 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.
8. Review with your drivers periodically the procedures for doing pre-trip and post-trip inspections. Ensure that safety defects reported by drivers on their Vehicle Inspection Reports (VIR) are repaired before the vehicle is re-dispatched. Require drivers to prepare Vehicle Inspection Reports on a daily basis. Keep them on file for 90 days.
9. Periodically review the maintenance and inspection records for all lease vehicles as required by Part 396 of the FMCSR. Keep a record to document these reviews and notify the vehicle owner of any violations detected.
10. For questions about DOT numbers or biennial updates: 800-832-5660 or 703-280-4001  
For questions about licensing, authority or MC numbers: 202-366-9805  
For questions about insurance: 202-385-2423  
For household goods complaints: 888-DOT-SAFT (888-368-7238)
11. • Understand why Compliance Saves Time and Money Compliance with MCSRs 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 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





## Part B Requirements and/or Recommendations

six year period.

- NOTICE: 49 FR Part 91.2 requires prospective employers to at a minimum, investigate a driver 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>

### FOR ALL INVEST. WHERE THE CARRIER HAS BEEN INVOLVED IN 2 OR MORE 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 evaluation 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 Conditional to:

Timothy Cotter  
Division Administrator  
Federal Motor Carrier Safety Administration  
215 Limekiln Road  
Suite 200  
New Cumberland, PA 17070

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

Information on your compliance status, roadside inspections, regulatory changes, accident countermeasures and hazardous material incident prevention manual is available on the Internet at the FMCSA web site at <http://www.fmcsa.dot.gov> and <http://www.safer.fmcsa.dot.gov>





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### **Part B Requirements and/or Recommendations**

12. Visit, [www.fmcsa.dot.gov](http://www.fmcsa.dot.gov)
13. Visit the following address for incorrect information that may appear on your motor carrier safety profile in an effort to get your information corrected or removed. <https://dataqs.fmcsa.dot.gov/login.asp>
14. Visit our agency website [www.fmcsa.dot.gov](http://www.fmcsa.dot.gov). On the front page click on ETA packet. This will show you samples of required documents and files that support compliance with our regulations such as, driver qualification files, maintenance files, hours of service and accident register. Feel free to download or print out as many copies of forms are needed.





**Part C**

**Reason for Review:** Compliance Review  
**Planned Action:** Compliance Monitoring

**Parts Reviewed Certification:**

325	382	383	387	390	391	392	393	395	396	397	398	399	171	172	173	177	178	180
	✓	✓	✓	✓	✓	✓	✓	✓	✓				✓	✓		✓		

**Prior Reviews**

3/28/2001  
7/19/2000  
12/1/1999

**Prior Prosecutions**

9/27/2000  
2/4/2000

**Unsat/Unfit Information**

**Is the motor carrier of passengers subject to the safety fitness procedures contained in 49 CFR part 385 subpart A, AND does it transport passengers in a commercial motor vehicle?**

**Does carrier transport placardable quantities of hazardous materials?** Yes - Interstate and Intrastate

**Unsat/Unfit rule:** 45-Day - Interstate Placardable HM

**Corporate Contact:** Todd Mullrey

**Special Study Information:** haz mat

**Corporate Contact Title:** Director of Compliance

**Remarks:**

**REASON FOR INVESTIGATION:** This Compliance Review investigation initiated on 3/21/11 because the motor carrier appeared on the Pennsylvania Division CSA Priority Listing with four deficient basics: fatigued driving, driver fitness, vehicle maintenance and cargo related. This motor carrier is one of four companies within Greatwide Truckload Management. This motor carrier uses NTC Consulting (J.P. Gibbons, Consultant) to assist them with their compliance with the FMCSR's. During the Compliance Review investigation most documents were retrieved by and most questions were answered by J.P. Gibbons on the motor carrier's behalf and instruction. Mr. Joe Chandler, President was active and present during the Compliance Review investigation.

**SCOPE OF INVESTIGATION:**

A full Compliance Review investigation was completed in which all required areas were reviewed including: CAIR, Red Flag Drivers and Deficient Basic Areas.

**CARRIER OPERATION DESCRIPTION:**

This is a large for-hire interstate motor carrier that uses owner operators. The company has interstate drivers. The number of CMV's in excess of 10,001 pounds is (410) and the number of CMV's in excess of 26,001 is (410). The company transports general freight in include flatbed and intermodal operations. The carrier does transport hazardous materials. The carrier's attitude towards compliance was good. The carrier does understand most of the applicable regulations. The carrier provided assistance and cooperation during the review. The carrier stated that violations discovered during the review would be corrected.

The carrier profile indicates that the carrier has had (7) recordable accidents in the past 365 days this was confirmed during the Compliance Review investigation.

The carrier's operation has no atypical facets. This review was conducted at the carrier's principal place of business for safety located in Langhorne, PA. The company does have (52) other locations or terminals throughout the United States. Mr. Gibbons provided the company's Tax ID # noted on Part A. The carrier did not indicate if the company's financial situation was good or bad. All carrier documents were located at the address listed on Part A and records were provided by Mr. J.P. Gibbons. The motor carrier leases their buildings and equipment.

**PRE-INVESTIGATION:**

A timely carrier profile was obtained. The following documents were requested prior to the start of the review and the carrier was given at least 48 hours to produce:

- current list of drivers including date of hire, cense state and cense #





**Part C**

- Annual ontr l ed Substance and Alcohol esting ummary or 2010
- List f andom positive est results or he past ear
- Quarterly drug and alcohol esting ummaries or 2010 and 2011
- Random election Lists or 2010
- DOT Recordable otor ehicle accident fi es or he past 12 months
- List f equipment ompany # cense # tate, ear make, G WR, ank ype . anything over 10 0 GVW)
- pies of al oadside nspections or he past 65 days
- mpany gross evenue or he ast ful ear.
- Total leet mileage or he ast ear
- Tax D #
- List f corporate officials
- List f company ocations
- py of y ur CS-9 Endorsement ( ould be n nsurance pol c or al Agent o obtain orm)

## CDLIS (DRIVER LICENSE) CHECK:

A CDLIS check was conducted on selected drivers.

## RED FLAG DRIVERS:

Number of red flag drivers identified: (14)

## RED FLAG DRIVER OUTCOMES:

(b)(6) (b)(7)(C) violations occurred while not employed with this motor carrier and over one year ago, violations did not occur ed at this motor carrier.

(b)(6) (b)(7)(C) violation occurred while not employed with this motor carrier, violation did not occur while employed at this motor carrier.

(b)(6) (b)(7)(C) violation occurred while not employed with this motor carrier, violation did not occur while employed at this er.

(b)(6) (b)(7)(C) violation not supported via CDLIS or the motor carrier's MVR, this Investigator did not find a suspension for this driver during the time of his roadside inspection 12/10/10.

(b)(6) (b)(7)(C) could not located the actual roadside inspection from 3/22/10, however this Investigator did verify that this driver operated a CMV while employed with the motor carrier with a suspended license in GA for failure to make a child support payment. The suspension duration was three weeks. The carrier was unaware of the violation and does have a annual review and annual MVR on file for this driver. Once the carrier learned of this violation via this Investigator the driver was terminated.

PAGE: violation occurred while employed at the motor carrier in April 2010, however the driver provided false information/documentation to the motor carrier regarding his suspension. Although the carrier failed to re-run the drivers MVR after learning of the CDL suspension the driver provided information the suspension was resolved and went on to have two more roadside inspections over the course of a few months in which the driver was not found to be in violation of having a suspended license. It was not until this review in which the motor carrier learned that in fact the suspension was not resolved until September 2010. The carrier was able to produce documentation that driver Page signed when he was hired, informing the driver of the company's certification of compliance with driver license requirements.

(b)(6) (b)(7)(C) violation occurred while employed with the motor carrier however the motor carrier was unaware of the drivers suspension in CA at the time of his roadside inspection on 6/30/10. However, CDLIS does not support this roadside OOS on for a suspension in CA. Driver is terminated.

(b)(6) (b)(7)(C) violation occurred while employed at the motor carrier, driver was placed OOS for not wearing his corrective lenses. Carrier has taken steps to correct violation and ensure future compliance.

(b)(6) (b)(7)(C) violation of not having a license at the time of the inspection 5/12/10 was challenged and DataQ'ed and removed

(b)(6) (b)(7)(C) violation on 7/5/10 did not occur while employed at this motor carrier. Driver was terminated on 6/16/10. Inspection was challenged, Data Q'd, and removed.

(b)(6) (b)(7)(C) iolation occurred over one ago while employed at the motor carrier however the motor carrier was unaware of a suspension in CA, was not disclosed by driver. The carrier had an annual review and MVR on file for this driver. Driver was terminated on 7/22/10.

MANN: carrier was aware of violation at the time of the roadside inspection and the driver was terminated the same day of 8/27/10. Driver operated a CMV while under the influence of alcohol on 8/27/10.

(b)(6) (b)(7)(C) driver never worked for this company, his inspection 12/14/10 was challenged, Data Q'd, and removed.

(b)(6) (b)(7)(C) violation occurred while employed with another motor carrier, this other motor carrier is identified on the roadside inspection 8/10/10, inspection was challenged, DataQ'd and removed.





**Part C**

Additional CDL suspensions were discovered during the CDLIS check of the driver sample list. It was discovered that some drivers operated commercial motor vehicles for Greatwide while under suspension. The carrier was unaware because the suspensions took place between the drivers annual reviews and the drivers did not disclose their suspensions. Driver cases will be generated on these drivers.

Carrier NOV/NOC: No  
 Driver NOV/NOC: Yes

No further action required

**DRUG AND ALCOHOL SUPPLEMENTAL REVIEW:**

A Drug and Alcohol Supplemental Review was (not) performed. A full review of Part 382 was completed since this was not a focused review.

**INVESTIGATION:**

Drivers are on the 70-hour rule and are paid by the load. Records are maintained in paper form. Persons interviewed are listed on Part A of this Compliance Review. During the investigation of Part 395 the following supporting documents were requested and most were obtained: daily records of duty status, bills of lading/invoices, mileage reports, and toll receipts. These supporting documents were supplied by Mr. Gibbons, Safety Consultant and were on file at the company's principal place of business and are on file by date and customer name.

The company has not operated during any emergency relief efforts or under an exemption or waiver.

Sampling was met for this review and not expanded. Mileage was provided by Mr. Gibbons via fuel tax quarterly reports for the past four quarters.

Parts reviewed are noted on Part C. A L&I check was completed and CDLIS was run on selected drivers. Recalculation of the vehicle out-of-service rate was conducted via the carrier profile. (Vehicles were under dispatch and unavailable for inspection)

**FOLLOW-ON ACTION:**

This investigation revealed that there were not any critical or acute violations discovered.

**DOCUMENTS PROVIDED TO CARRIER:**

Mr. Chandler, Presiden signed for receiving a copy of the Compliance Review. The carrier was provided with a sheet a paper with information on sources of information for regulations etc. including phone numbers and web sites available from commercial entities and Government entities. Company officials made a copy of their profile. CSA educational materials and D&A educational materials were provided during the closeout. Federal Program Specialist, Frank Ross assisted this Investigator, one day of the review, and provided CSA education to the carrier officials.

<b>Upload Authorized:</b>	<b>Yes</b>	<b>No</b>	
<b>Authorized by:</b>			<b>Date:</b>
<b>Uploaded:</b>	<b>Yes</b>	<b>No</b>	<b>Failure Code:</b>
<b>Verified by:</b>			<b>Date:</b>

