


UNITED STATES DEPARTMENT OF TRANSPORTATION

	US DOT # 501313	Legal: GANGLOFF INDUSTRIES INC Operating (DBA):
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MC/MX #: 257394	Federal Tax ID: 35-1864606 (EIN)
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Review Type: Compliance Review (CR)		
Scope: Principal Office	Location of Review/Audit: Company facility in the U. S.	Territory: 18

Operation Types		Business: Corporation Gross Revenue: \$6,641,811.00 for year ending: 12/31/2011
Interstate	Intrastate	
Carrier: Non-HM	N/A	
Shipper: N/A	N/A	
Cargo Tank: N/A		

Company Physical Address:
1040 W CR 250 S Logansport, IN 46947

Contact Name: Randy Ferguson
Phone numbers: (1) 574-722-3888 (2) 800-655-3888 Fax 574-722-3893
E-Mail Address: randy@gangloffind.com

Company Mailing Address:
1040 W CR 250 S Logansport, IN 46947

Carrier Classification
Authorized for Hire

Cargo Classification
Refrigerated Foods
Does carrier transport placardable quantities of HM? No
Is an HM Permit required? N/A

Driver Information			
	Inter	Intra	Average trip leased drivers/month: 0
< 100 Miles:	0	0	Total Drivers: 41
>= 100 Miles:	41	0	CDL Drivers: 41

Equipment											
	Owned			Term Leased			Trip Leased				
Truck Tractor	22			18			0	Trailer	92	0	0
Power units used in the U.S.: 40											
Percentage of time used in the U.S.: 100											





GANGLOFF INDUSTRIES INC
U.S. DOT #: 501313

Review Date:
09/27/2012

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:

575 N Pennsylvania Minton-Capehart Fed. Building, RM 261
Indianapolis, IN 46204 Phone: (317)226-7474 Fax: (317)226-5757

This report will be used to assess your safety compliance.

Person(s) Interviewed

Name: Randy Ferguson

Title: CEO (Owner)

Name:

Title:





GANGLOFF INDUSTRIES INC
U.S. DOT #: 501313

Review Date:
09/27/2012

Part B Violations

1 FEDERAL	Primary: 392.1	Discovered 1	Checked 1	Drivers/Vehicles In Violation 1	Checked 1
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Description

On 09/24/2012 the FMCSA and Indiana State Police Commercial Vehicle Enforcement Division identified violations across multiple roadside inspections over the previous 24 months that are reflected in the Unsafe Driving BASIC of the Carrier Safety Management System.

Example

Driver (b) (6); (b) (7)(C). Trip date of 08/19/2012, OH inspection # 1516004696, was cited for speed

2 FEDERAL	Primary: 395.8(e)	Discovered 3	Checked 210	Drivers/Vehicles In Violation 1	Checked 7
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Description

False reports of records of duty status.

Example

Date of 08/6/2012, Driver (b) (6); (b) (7)(C), Drove interstate on 08/12/2012 between Logansport, IN and Shelbyville, KY. An intermittent driver logged Off duty between 08/06 and 08/11/2012. Worked as local driver for Slussers Green Thumb.

Safety Fitness Rating Information:		OOS Vehicle (CR): 0	
Total Miles Operated	3,781,449	Number of Vehicle Inspected (CR): 0	
Recordable Accidents	2	OOS Vehicle (MCMIS): 1	
Recordable Accidents/Million Miles	0.53	Number of Vehicles Inspected (MCMIS): 8	

Your proposed safety rating is : SATISFACTORY	Rating Factors	Acute	Critical
	Factor 1:	S	0 0
	Factor 2:	S	0 0
	Factor 3:	S	0 0
	Factor 4:	S	0 0
	Factor 5:	N	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. Notice: Recurring violations of the same or related acute or critical regulations (violations of the same Part in Title 49, Code of Federal Regulations) that result in three enforcement actions within a six year period will cause the maximum penalties allowed by law to be assessed for the third enforcement action.
2. 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>

For all Investigations that could result in a Notice of Claim:

•PLEASE NOTE: The violations discovered during this compliance review may affect the civil penalty proposed in any subsequent Notice of Claim. In addition, your history of prior violations of the Federal Motor Carrier Safety Regulations, Federal Hazardous Material Regulations or the Federal Motor Carrier Commercial Regulations may also affect the civil penalty proposed in any subsequent Notice of Claim. Receipt of this report acknowledges your understanding that the violations discovered by the FMCSA during this review may be used to calculate any civil penalty proposed as a result of this review.

Attached to this report is Table 1, which identifies all the documented violations which were discovered during the course of this review.





Part B Requirements and/or Recommendations

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:

Division Administrator/State Director
Federal Motor Carrier Safety Administration
575 North Pennsylvania St, Room 261
Indianapolis, IN. 46204

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:

Division Administrator/State Director
Federal Motor Carrier Safety Administration
Mailing Address
City, State Zip Code

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:

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:

Field Administrator
Federal Motor Carrier Safety Administration
Midwest Service Center
4749 Lincoln Mall Drive Suite 300A
Matteson, IL. 60443

Ensure that a CC copy of the letter is mailed to:
Division Administrator/State Director





Part B Requirements and/or Recommendations

FMCSA, "Specific" Division
575 North Pennsylvania St, Room 261
Indianapolis, IN. 46204

This letter should be submitted as soon as possible.

For all Investigations resulting in a proposed unsatisfactory rating:

•Passenger & Placardable HM Carriers: This review will result in a Proposed Safety Rating. The findings indicate you are currently operating at an unsatisfactory level of safety compliance. A written notice of proposed unsatisfactory rating will be sent to you by the FMCSA via U.S. Mail. If you fail to obtain an improved rating within 45 days of the date that notice is sent, the unsatisfactory rating will become final and you must cease interstate operations.

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

•All Other Motor Carriers: This review will result in a Proposed Safety Rating. The findings indicate you are currently operating at an unsatisfactory level of safety compliance. A written notice of proposed unsatisfactory rating will be sent to you by the FMCSA via U.S. Mail. If you fail to obtain an improved rating within 60 days of the date that notice is sent, the unsatisfactory rating will become final and you must cease interstate operations.

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

3. UNSAFE DRIVING BASIC PROCESS BREAKDOWN: Meaningful Action

DESCRIPTION OF PROCESS BREAKDOWN Gangloff Industries has been alerted in Unsafe Driving every month since November 2010. Gangloff Industries needs to institute some type of positive and negative reinforcement, so that the drivers take notice of the need to become safer drivers.

BASIC SPECIFIC RECOMMENDED REMEDIES

Implement Safety Improvement Practices: The following are recommended practices related to Meaningful Action.

- Design and implement incentives and/or recognition programs in order to reward and encourage safe-driving behavior - for example, including bonuses, gift certificates, and/or verbal recognition for clean inspections, no crashes, and/or fuel efficiency.
- Reward dispatchers, terminal managers, and safety directors for having a low percentage of runs without unsafe-driving violations. Do not use on-time delivery incentives, which could encourage speeding.
- Consider paying drivers by the hour instead of by the load or mileage to encourage them not to speed.
- Give employees immediate feedback and require corrective action as soon as the company is aware that responsibilities related to unsafe-driving issues are not being fulfilled.
- Provide required remedial training to employees with unsafe-driving performance issues that can be addressed by enhancing their knowledge and skills.
- Implement a progressive disciplinary policy comprising warning letters, suspensions, and fines, and ultimately leading to termination, focused on taking corrective action to ensure that drivers comply with unsafe-driving-related regulations and company policies. Potential disciplinary measures should correspond to risk posed, with violations associated with high-consequence accidents or incidents being punished more severely.
- Discipline carrier officials for knowingly and willfully allowing violations of unsafe-driving regulations - for example for encouraging drivers to speed.
- If a problem related to unsafe driving is systemic, make adjustments to one or more of the Safety Management Processes (Policies and Procedures, Roles and Responsibilities, etc.).

Seek Out Resources:





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.

4. FATIGUE DRIVING (HOS) BASIC PROCESS BREAKDOWN: Monitoring and Tracking

DESCRIPTION OF PROCESS BREAKDOWN Gangloff Industries uses part time drivers that they know are working for other carriers. When one of these drivers returns to Gangloff from a period off, and turns in prior 7 days and all are off duty they need to question this driver as to time spend at the discession of the other carrier

BASIC SPECIFIC RECOMMENDED REMEDIES

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

- 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 on of the Safety Management Processes (Policies and Procedures, Roles and Responsibilities, etc.).

Passenger Carriers:

- Monitor and track driver-fatigue-related passenger complaints and assess safety implications.
- Ensure that management ascertains that available hours account for rest periods, separate operations within-company, intermittent and relief drivers, and changes to itinerary that require "extended day." Check in with drivers at predesignated intervals.

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.

5. CRASH INDICATOR BASIC PROCESS BREAKDOWN: Meaningful Action

DESCRIPTION OF REAKDOWN

Gangloff Industries has not done enough to get voluntary compliance from its drivers to reduce or elimtate crashes. Gangloff has been alerted in the crash basic every month for the last 2 years. Gangloff needs to implemate both negative and positive reinforcement. Gangloff sends any driver that is involved in a DOT recordable to defensive





Part B Requirements and/or Recommendations

driving class, but the carrier is still involved in too many crashes.

BASIC SPECIFIC RECOMMENDED REMEDIES

Implement Safety Improvement Practices: The following are recommended practices related to Meaningful Action.

- Design and implement incentives and/or recognition programs to reward and encourage safe-driving behavior - for example, including bonuses, gift certificates, and/or verbal recognition for clean inspections, no crashes, and/or no moving citations.
- Examine monitoring and tracking data to see if a problem is an individual issue or a systematic breakdown in the Safety Management Cycle (i.e., Policies and Procedures, Roles and Responsibilities, etc.)
- Give employees immediate feedback and require corrective action as soon as the company is aware that responsibilities related to unsafe-driving issues are not being fulfilled.
- Provide remedial training to employees with unsafe-driving performance issues that can be addressed by enhancing their knowledge and skills.
- Implement a progressive disciplinary policy comprising warning letters, suspensions, and fines, and ultimately leading to termination, focused on taking corrective action to ensure that drivers comply with safety regulations and company policies. Align disciplinary measures to the severity of the risk posed and/or violations cited.
- Give feedback to employee as soon as the company is aware that an employee is not fulfilling his/her safety management responsibilities.

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.

6. Within 15 days, send a letter to our office describing what actions you have taken in response to this review to ensure you are complying with the Federal Motor Carrier Safety Regulations. Include in the letter the assigned Investigator's Name, Name of the Company and US DOT number.

Send letter to Indiana State Police,
C/O Master Trooper Jeff Rimel
1425 Miami Trail
Bremen, In. 46506

Federal Motor Carrier Safety Administration
575 N. Pennsylvanian Street,
Minton-Capehart Federal Bldg. Room 261
Indianapolis, IN 46204-1520





GANGLOFF INDUSTRIES INC
U.S. DOT #: 501313

Review Date:
09/27/2012

Part C

Reason for Review: Other AA Directed
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

Prior Prosecutions

12/7/2011
5/27/2011
5/4/2006

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?

Unsat/Unfit rule:

60-Day - no Interstate Passengers or Placardable HM

Corporate Contact: Randy Ferguson
Corporate Contact Title: CEO (Owner)

Special Study Information:

Remarks:

INVESTIGATIVE REPORT RECEIVED BY:

Name	Randy Ferguson
Title	Chief Executive Officer
Carrier/Shipper	Gangloff Industries Inc
Date	09/27/2012
Telephone Number	574-722-3888

REASON FOR INVESTIGATION:

This compliance review that was initiated because of an order by FMCSA Assistant Administrator John Van Steenburg dated 09/07/2012. This is because of the carrier wanting a rating upgrade from Conditional to Satisfactory. The Carrier has BASICs safety information as of 08/24/2012 for Unsafe Driving (83.7%), and Crash Indicator of (93.7%). The official contacted for the investigation was the CEO Randy Ferguson.

SCOPE OF THE INVESTIGATION:

This was a Full Compliance Review.

CARRIER OPERATION DESCRIPTION:

Gangloff Industries Inc. is an authorized for hire carrier operating mostly in the Midwest but takes loads to all of the lower 48 states. The carrier is an exclusive carrier for Tyson Foods Inc; pork division of Logansport.

The company started operation and incorporated in Indiana in 1991. The carrier has a current MCS-150 form indicating a renewal date of 06/12/2012.

The vehicles listed on Part A of the compliance review consist of Forty (40) truck tractors, Twenty-Two (22) owned by the company and Eighteen (18) leased. They also have Ninety-Two (92) trailers, all owned by the company. The trucks and trailers all have a GVWR of 26,000 +, the carrier also list Forty-One (41) drivers used in interstate, over 100 air miles.





Part C

Gangloff Industries Inc. is located at 1040 W. 250 South, Logansport, IN. 46947. 250 South is located approximately 1 mile south of the intersection of SR 25 and SR 29 on the southwest side of Logansport. The carrier is located approximately ½ mile west of SR 29, on the north side of the roadway. All documents used for this review were located at the above location and were provided by the owner Randy Ferguson. The company officers are CEO and Treasurer, Randy Ferguson, Vice-President, and Secretary Mark A Gangloff. Gross income of the carrier for fiscal year ending 12/31/2011 was listed as \$6,641,811.

PRE-INVESTIGATION:

I contacted the CEO Randy Ferguson on 09/18/2012 to set up the Compliance Review. I e-mailed him a Carrier Information Fact Sheet and requested that he send me a driver and vehicle list for the CR that would start on 05/12/2011. Mr. Ferguson was cooperative during the audit and was an active participant and assisted in the speed of this review. A motor carrier profile was obtained from MCMIS on 09/18/2012, and a second on 09/26/2012. Mr. Ferguson returned the information that I requested and I was able to do the CDLIS check prior to going to the carrier

CDLIS (DRIVERS LICENSE) CHECK:

A CDLIS check was performed on Twenty (20) company drivers, as per eFOTM. and they had valid Indiana Class A CDL's.

RED FLAG DRIVERS:

The carrier didn't have any Red Flag Drivers.

DRUG AND ALCOHOL SUPPLEMENTARY REVIEW:

A drug and Alcohol review was performed on this carrier, due to the fact that this was a full review. The carrier does not use a consortium but does their own. The carrier uses a random computer program off of the internet provided by J.J. Keller. The carrier hired 13 drivers in the last year. Per eFOTM I checked 5 driver files and found they carrier had completed everything that was required. The carrier met it's percentages for random drug and alcohol testing for calendar year 2011. The carrier had a few problems with its responsibilities for the D&A program. The prior minor issues that I found in the first CR were corrected but I again explained that it might be advisable to utilize a consortium to assist the carrier with their program. The carrier didn't want to have to trust someone else to do his program.

INVESTIGATION:

At the start of the CR, I asked for and received the documents requested for the focused CR. As the CR progressed I asked for certain logs from certain drivers. I received ComData fuel documentation, as well as copies of bills of lading. Mr. Ferguson was very accommodating and made copies of items that I requested. All of the documents for the drivers were located at the business address of Gangloff Industries Inc. in Logansport, IN. All supporting documents were separated by driver. In looking at logs I didn't find a single 11, 14 or 70 hr rule violation. The only violations were 3 false log violations by an intermittent driver. The carrier knew that this driver was working for another company and would take loads on the weekends. When Gangloff Industries would ask him for his prior 7 days upon his return he would list all as days off. I went to the other employer and found that one three (3) occasions he worked for the other company and had given the carrier logs indicating off time. I explained to the carrier that they knew that this driver was employed elsewhere and should have question logs indicating multiple days off between trips for them. Mr. Ferguson stated that they had a few part time drivers and would examine and question their logs more closely. Gangloff Industries has purchased one EBOR from Com-Data and they have a driver using and learning the system so that he will be able to teach other drivers as they purchase more. I asked the carrier to produce any communications that this driver would have had with the company. When checking Mr. Ferguson found that Com-Data had only records for the last 16 days. This is a default system set by Com-Data unless they are told differently. I explained that these are considered supporting documents and needed to be kept for 6 months. Mr. Ferguson had his default system for expunging reset to 180 days. Mr. Ferguson is still trying to do everything. Even after having a heart attack and having 6 stints put in his heart, he is doing all new driver files and the only person that check logs. When I asked him whom was looking at the logs during his stay in the hospital he stated that he looked at them when he returned to work. I again told Mr. Ferguson that he should delegate some of the responsibilities to other people in the office. The carrier has a computer program that does a good job looking at hour's violations but it can't check false logs very well. Mr. Ferguson stated that he was going to send one of his office people to log checking training but as of yet





Part C

haven't gotten it done. When I question Mr. Ferguson about his elevated numbers for Unsafe Driving and Crash he stated that the numbers were getting lower. While looking at the carrier profile I showed him that his number were consistently in low 80s for Unsafe driving and low to mid 90s for crash. I explained how a carrier would become a mandatory carrier, and stated that if he became elevated in any other category for two consecutive months he would be back on the FMCSA's radar again. Mr. Ferguson stated that he had a bonus system for drivers in place for good inspections and accident free miles. I explained some options for some negative reinforcement that might also help in his getting his drivers to be more compliant with regulations.

The carrier profile listed four (4) recordable collisions within the last 12 months. Gangloff Industries challenged 2 of these and per Daniel Beaver, State Program Manager two (2) were removed as non-preventable I looked at 20 vehicle maintenance files and found everything to be in order. The past violation of not have an identifier had been corrected. I also looked at 330 DVIR's and found each driver to be doing them. Using IFTA records, the carrier currently advises that the interstate mileage is 3,781,449 miles for the last 12 months.

This review revealed non-compliance with Parts 392, and 395 of the F.M.C.S.R.'s

Part 392.1 Date of investigation 04/18/2011, the FMCSA and State of local Commercial Vehicle Safety partners have identified violations from multiple inspections at the roadside during the last 24 months that are reflected in the (Unsafe Driving) BASIC of the Carrier Safety Management System. Operating a motor vehicle not in accordance with the laws, ordinances, and regulations of the jurisdiction in which it is being operated.

Part 395.8(e) False reports of records of duty status.

FOLLOW-ON ACTION:

While doing the Compliance Review, I looked at all of the carrier inspections with emphasis on the deficiencies noted by BASICs safety information. Unsafe Driving and Crash were discussed with the CEO. While conducting the CR and examining the inspections, Mr. Ferguson admitted that he had problems with the deficiencies noted in BASICs. Mr. Ferguson stated that of all of the office staff that he was the only one that knew how to read a log book and that he would take a bigger role in instructing the drivers or teaching someone else in the office to read logs.

DOCUMENTS PROVIDED TO THE CARRIER:

The Indiana Department of Revenue was contacted and the following information was obtained from Sandy Bowling. The US DOT number of 501313 was registered with the State of Indiana as authorized for hire interstate carrier. The UCR is up to date.

The carrier was provided with printed sections of the FMCSR's.

All documents used for this review were provided by the carrier

This compliance review was started on 09/24/2012, and finished on 09/27/2012.

Upload Authorized:	Yes	No
Authorized by:		Date:
Uploaded:	Yes	No
Verified by:		Failure Code:
		Date:

