

**UNITED STATES DEPARTMENT OF TRANSPORTATION**

	<b>US DOT #</b> 134697	<b>Legal:</b> HEARTLAND EXPRESS INC OF IOWA					
		<b>Operating (DBA):</b>					
<b>MC/MX #:</b> 115554		<b>Federal Tax ID:</b> 42-0758403 (EIN)					
<b>Review Type:</b> CR with SCR							
<b>Scope:</b> Principal Office		<b>Location of Review/Audit:</b> Company facility in the U. S.			<b>Territory:</b> D		
<b>Operation Types</b>		<b>Interstate</b>	<b>Intrastate</b>				
<b>Carrier:</b>	HM	N/A	<b>Business:</b> Corporation				
<b>Shipper:</b>	N/A	N/A	<b>Gross Revenue:</b> \$593,000,000.00 <b>for year ending:</b> 12/31/2007				
<b>Cargo Tank:</b>	N/A						
<b>Company Physical Address:</b>							
901 N KANSAS AVE NORTH LIBERTY, IA 52317							
<b>Contact Name:</b> Gary King							
<b>Phone numbers:</b> (1) 319-626-3600		(2) 800-553-1201		<b>Fax:</b> 319-626-3348			
<b>E-Mail Address:</b> gking@heartlandexpress.com							
<b>Company Mailing Address:</b>							
901 N KANSAS AVE NORTH LIBERTY, IA 52317							
<b>Carrier Classification</b>							
Authorized for Hire							
<b>Cargo Classification</b>							
General Freight		Building Materials		Beverages			
<b>Hazardous Materials</b>							
2.1 Flammable gas	Carried	Non-Bulk	2.2 Nonflammable gas	Carried	Non-Bulk		
3 Flammable liquid	Carried	Non-Bulk	3 Combustible liquid	Carried	Non-Bulk		
5.1 Oxidizer	Carried	Non-Bulk	8 Corrosive material	Carried	Non-Bulk		
9 Miscellaneous HM	Carried	Non-Bulk	ORM-D	Carried	Non-Bulk		
<b>Does carrier transport placardable quantities of HM?</b> Yes							
<b>Is an HM Permit required?</b> N/A							
<b>Driver Information</b>							
	<b>Inter</b>	<b>Intra</b>	<b>Average trip leased drivers/month:</b> 0				
<b>&lt; 100 Miles:</b>	0	0	<b>Total Drivers:</b> 2907				
<b>&gt;= 100 Miles:</b>	2907	0	<b>CDL Drivers:</b> 2907				
<b>Equipment</b>							
	<b>Owned</b>	<b>Term Leased</b>	<b>Trip Leased</b>		<b>Owned</b>	<b>Term Leased</b>	<b>Trip Leased</b>
Truck Tractor	0	2982	0	Trailer	0	8042	0
Power units used in the U.S.: 2982							
Percentage of time used in the U.S.: 100							





**HEARTLAND EXPRESS INC OF IOWA**  
U.S. DOT #: 134697

Review Date:  
01/30/2008

**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:

105 6th St  
Ames, IA 50010-6337  
Phone: (515)233-7400 Fax:(515)233-7494

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

**Person(s) Interviewed**

**Name:** Gary King

**Title:** Safety Director

**Name:** Mike Gerdin

**Title:** President





**Part B Violations**

1 FEDERAL	Primary: 382.303(b)	<b>Discovered</b> 2	<b>Checked</b> 38	<b>Drivers/Vehicles In Violation</b> 2	<b>Checked</b> 38
<b>Description</b> Failing to conduct post accident testing on driver for controlled substances. <b>Example</b> Jason Adams 12/06/2007					
2 FEDERAL	Primary: 382.303(d)(1)	<b>Discovered</b> 5	<b>Checked</b> 38	<b>Drivers/Vehicles In Violation</b> 5	<b>Checked</b> 38
<b>Description</b> Employer failing to cease attempt to administer alcohol tests after 8 hours. <b>Example</b> Norman Lee Hudson 12/28/2007					
3 FEDERAL	Primary: 395.3(a)(1)	<b>Discovered</b> 44	<b>Checked</b> 1313	<b>Drivers/Vehicles In Violation</b> 20	<b>Checked</b> 41
<b>Description</b> Requiring or permitting a property-carrying commercial motor vehicle driver to drive more than 11 hours <b>Example</b> Kenneth Todd 10/11/2007 Driver was over the 11 hour rule by 2.5 hours.					
4 FEDERAL	Primary: 395.3(a)(2)	<b>Discovered</b> 122	<b>Checked</b> 1313	<b>Drivers/Vehicles In Violation</b> 29	<b>Checked</b> 41
<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> Johnnie Allen 09/07/2007 Driver drove 8.25 hours after being on duty for 14 hours.					
5 FEDERAL	Primary: 395.3(b)(2)	<b>Discovered</b> 21	<b>Checked</b> 1006	<b>Drivers/Vehicles In Violation</b> 10	<b>Checked</b> 40
<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> Randall Barron 12/14/2007 Driver drove 2.75 hours over after being on duty more than 70 hours in an 8 day period.					





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**Part B Violations**

6 FEDERAL	Primary: 395.8(e)	<b>Discovered</b> 44	<b>Checked</b> 452	<b>Drivers/Vehicles In Violation</b> 21	<b>Checked</b> 41
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**Description**

False reports of records of duty status.

**Example**

James Culberson  
 09/24/2007

Driver fueled at Atlanta terminal at 18:18, but shows 15:15 on his record of duty status.

**Safety Fitness Rating Information:**

**Total Miles Operated** 370,532,037  
**Recordable Accidents** 219  
**Recordable Accidents/Million Miles** 0.59

**OOS Vehicle (CR):** 0  
**Number of Vehicle Inspected (CR):** 0  
**OOS Vehicle (MCMIS):** 8  
**Number of Vehicles Inspected (MCMIS):** 125

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:	S	0	0
Factor 6:	S	-	-

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





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**Security Contact Q & A**  
**Sensitive Security Information**

(b) (3) (A)





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**Security Contact Q & A**  
**Sensitive Security Information**

(b) (3) (A)





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

1. 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.
2. Ensure all maintenance reports generated contain sufficient detail for all repairs conducted.
3. This review will result in a Safety Rating.
4. If you have any questions concerning this report, please contact the Federal Motor Carrier Safety Administration, 105 6th St., Ames, IA 50010, (515) 233-7400.
5. Within 15 days, send a letter to the FMCSA describing what actions you have taken in response to this review to ensure that you are complying with the Federal Motor Carrier Safety Regulations.





**Part C**

**Reason for Review:** Complaint Investigation IA-2008-0019-US1239  
**Planned Action:** Compliance Monitoring  
**Safestat Category:** D

**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**

3/16/2005  
9/24/1993  
8/2/1991

**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

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

**Corporate Contact:** Gary King

**Special Study Information:**

**Corporate Contact Title:** Safety Director

**Remarks:**

This review is a result of complaints alleging Heartland Express, Inc. of Iowa of hours of service violations. At the time of the review Heartland Express, Inc. of Iowa was listed as a Category "D" carrier with an Accident SEA of 75.16, a Driver SEA of 43.2, and a Vehicle SEA of 13.16. Heartland Express, Inc. of Iowa is a large motor carrier that hauls general freight, building materials, beverages, and Class 2.1, 2.2, 3, 5.1, 8, 9 of hazardous materials. Heartland Express, Inc. of Iowa has 11 terminals throughout the United States. The corporate office is located in North Liberty, Iowa. The rest of the terminals are located in Fort Smith, Arkansas; Atlanta, Georgia; Kingsport, Tennessee; Chester, Virginia; Phoenix, Arizona; Columbus, Ohio; Jacksonville, Florida; O'Fallon, Missouri; Carlisle, Pennsylvania; and Olive Branch, Mississippi.

Heartland Express, Inc. of Iowa's drivers are paid by mileage with approximately 150 of the drivers being owner/operators. Heartland Express, Inc. of Iowa hauls hazardous materials, but only approximately 1% of their freight is hazardous materials. Heartland Express, Inc. of Iowa's drivers either fuel at one of their terminals or fuel by using a Comdata fleet card. A security contact review was also conducted with the compliance review.

The opening interview was conducted with Gary King, Safety Director. All documents either reviewed or received were given to us by Mr. King.

**PART 40/382**

After reviewing Heartland Express, Inc. of Iowa's accident register and alcohol/controlled substances testing, it was discovered that Heartland Express, Inc. of Iowa failed to conduct post accident testing on a few drivers for controlled substances and also failed to cease attempts to administer alcohol tests after 8 hours. Since Heartland Express, Inc. of Iowa is such a large carrier they have monthly random tests conducted rather than quarterly.

**PART 387**

No violations discovered.

**PART 390**

No violations discovered.

**PART 391**







**Part C**

No violations discovered.

**PART 392**

No violations discovered.

**PART 395**

Heartland Express, Inc. of Iowa's drivers scan their records of duty status and supporting documents in (usually from a Heartland terminal). Heartland Express, Inc. of Iowa has their trucks speed set at a maximum of 64 miles per hour. During the compliance review several hours of service violations were discovered. Heartland Express, Inc. of Iowa had numerous 14 hour violations mostly due to drivers splitting their sleeper berths. It appeared a majority of the drivers violating the 14 hour violation did not fully understand how to use split sleeper berths and remain in compliance at the same time. Also numerous false records of duty status were discovered by using roadside inspections, time and distance, scale receipts, fueling, toll receipts, etc. The majority of the false records of duty status were off by no more than two hours. After looking at 41 drivers Heartland Express, Inc. of Iowa did not reach the critical level of false records of duty status or the 14 hour rule. There was a limited number of 11 and 70 hour violations discovered. Carrier officials also review a daily report called the "650 report". This report shows all drivers that have driven 650 miles or more within a 24 hour period. Carrier officials review the driver activity by truck movement and records of duty status of that driver for the day in question to see if the driver had a proper ten hour break, was speeding or split his sleeper berth time correctly.

The last day of the compliance review a tour of the logging department was taken. While discussing their process of reviewing records of duty status for accuracy it was discovered that Heartland Express, Inc. of Iowa counts every document for the day as part of their percentage of the overall percentage for accuracy. Such as if they had 5 time stamped documents for the day and one is false, they would have it as 80% accurate for the day unlike FMCSA that considers that day false if one document is false.

The allegations of the complainant were unfounded due to Heartland Express, Inc. of Iowa not exceeding the critical level of hours of service violations.

**PART 396**

Heartland Express, Inc. of Iowa was recommended to ensure their maintenance reports generated contain sufficient detail for all repairs conducted. An example would be when Heartland Express, Inc. of Iowa replaces a tire. Some of the maintenance reports were just stating replaced tire, rather than being more specific by stating driver side steer tire replaced, etc.

The closeout interview was conducted with Gary King, Safety Director, Mike Gerdin, President, Russ Gerdin, Owner, Dennis Wilkinson, Vice-President of Operations, and other company officials. All parts of the compliance review were discussed in detail. A copy of the company profile dated 01/29/2008 was given to Mr. King. Heartland Express, Inc. of Iowa was instructed to forward a compliance letter to the FMCSA Iowa Division Office, within 15 days, describing what corrective actions have been made towards violations cited on the report.

<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>

