RECEIPT

DATE 10/19/2026 No. 992999

RECEIVED FROM Oakley Trucking Inc $ 350 00 XXX

Three hundred FA ~~Dollars~~ ~~Cents~~ DOLLARS

○ FOR RENT
○ FOR NEW-DE-HW-0675

ACCOUNT	
PAYMENT	
BAL. DUE	

○ CASH
○ CHECK
○ MONEY ORDER
○ CREDIT CARD

FROM 282455 TO

BY EB

3-11

STATE OF DELAWARE
DEPARTMENT OF NATURAL RESOURCES
AND ENVIRONMENTAL CONTROL
DIVISION OF WASTE AND HAZARDOUS SUBSTANCES
COMPLIANCE AND PERMITTING SECTION

89 KINGS HIGHWAY
DOVER, DELAWARE 19901

TELEPHONE: (302) 739-9403
FAX: (302) 739-5060

RECEIVED
OCT 19 2026
DNREC WHS

Language Preference: English

HAZARDOUS WASTE TRANSPORTER PERMIT APPLICATION

Instructions: You must complete this application in its entirety and attach all applicable documentation.

(**Note:** For applicants renewing an existing permit, this application requires the submission of updated information and documentation.)

The application must be signed by the company owner or a corporate officer. A check payable to the "**State of Delaware"** must accompany this application.

Delaware Department of Natural Resources and Environmental Control
Compliance and Permitting Section
89 Kings Highway
Dover, DE 19901

1. Type of Permit

☑ New – Submit a check or money order, payable to the "State of Delaware," in the amount of $350.00.

☐ Renewal: Permit # DE-HW- _____ Expiration Date _____

Please indicate the term for which you desire your permit to be issued. Submit a check or money order, payable to the "State of Delaware," for the indicated permit fee.

☑ One Year - $350.00

☐ Two Years - $650.00

☐ Three Years - $950.00

☐ Four Years - $1250.00

☐ Five Years - $1550.00

2. Release to Public:

Do you wish to be included on the list of transporters that is provided to persons requesting a list of Delaware permitted hazardous waste transporters? ☑ Yes ☐ No

3. Company Information:

Company Name: Oakley Trucking, INC

Location Address:	Mailing Address:
3400 Gribble Street North Little Rock, AR 72114	3400 Gribble Street North Little Rock, AR 72114
191 Transport Dr Reserve, LA 70084	191 Transport Dr Reserve, LA 70084
11593 E 590 Rd Catoosa, OK 74015	11593 E 590 Rd Catoosa, OK 74015

Contact Person: Jeremy Paul Title: Director of Safety & Compliance

Business Phone: (501) 320-8556 Fax: (501) 945-5710

E-mail: jpaul@bruceoakley.com 24 hr. Emergency Phone: (501) 320-8556

EPA Identification Number: ARR000033381

Employer's Federal Tax ID Number: 71-0815144

4. Type of Company: (Check One)

- ☐ Proprietorship
- ☐ Partnership
- ☒ Corporation – City, State and Date of Incorporation: North Little Rock, AR September 28, 1998
- ☐ Municipality
- ☐ Public Institution
- ☐ Other – Explanation: _____

5. Parent Company Information:

Parent Company Name: Bruce Oakley, INC
Parent Company Address: 3400 Gribble Street
North Little Rock, AR 72114

6. Ownership/Stockholder Information:

For each owner, partner, or corporate officer, list the name, title, home address, and date of birth.

☒ List of owners, partners, or corporate officers: Attachment titled same as #6

List the name and address of all stockholders owning greater than 5% outstanding shares.

☐ List of stockholders: Attachment _____
☒ Not Applicable

6. Ownership/Stockholder Information:

Justin Oakley, Owner

Benny Weatherford, Vice President

Tim Cummins, CFO

William Mitchell, Controller

7. Company Affiliations:

List all other companies owned by the same owners, corporate officers, or parent company that are engaged in the business of solid or hazardous waste transportation, treatment, storage, disposal, recovery, or reclamation.

☐ List of company affiliates: Attachment _____
☒ No company affiliates

8. Type of Hazardous Waste to be Transported:

Indicate the waste types to be transported. (Note: Characteristic and listed hazardous wastes identified in Delaware's *Regulations Governing Hazardous Waste* (DRGHW) Part 261 are equivalent to RCRA 40 CFR Part 261 wastes.) Check all that apply.

☒ Part 261 characteristic or listed hazardous wastes
☐ Used or waste oils (as defined by Part 279, Used Oil Management Standards)
☐ Spent antifreeze exhibiting a characteristic of hazardous waste
☒ PCB-contaminated hazardous waste
☐ Spent fluorescent lighting tubes and ballasts when managed as non-universal waste

9. Treatment, Storage, and Disposal Facilities:

List all treatment, storage, and disposal facilities that have agreed to accept the hazardous wastes identified above.

☒ List of treatment, storage, and disposal facilities: Attachment see attachment, titled same as #9

10. Other Transporter Permits:

List all hazardous waste transporter permits held in other states.

☒ List of transporter permits: Attachment See attachment, titled same as #10
☐ No hazardous waste transporter permits held in other states

11. Federal DOT and Motor Carrier Numbers:

Indicate your Federal DOT number and Motor Carrier number:

DOT# 3259 MC# 156647

12. Proof of Insurance:

The transporter identified in this application must meet or exceed minimum insurance requirements as set forth in DOT Title 49 CFR Part 387. The DNREC Compliance and Permitting Section must be identified as the certificate holder. Also include a current MCS-90 endorsement or affirmation that the endorsement is still in effect.

☒ Certificate of insurance and MCS-90: Attachment Form MCS-90 followed by CoI.

9. Treatment, Storage, and Disposal Facilities

All Clean Harbors facilities but for waste originating in Delaware:

Waste Management
36964 AL Hwy 17
Emelle, AL 35459

10. Other Transporter Permits:

Alabama
Arizona
Arkansas
California
Florida
Georgia
Idaho
Illinois
Kansas
Kentucky
Louisiana
Michigan
Mississippi
Missouri
Nevada
New Hampshire
New Mexico
New York
North Dakota
Oklahoma
South Carolina
Tennessee
Texas
Virginia
West Virginia
Wisconsin

For FMCSA Use **Date Received:** 06/25/2026

Please note, the expiration date as stated on this form relates to the process for renewing the Information Collection Request for this form with the Office of Management and Budget. This requirement to collect information as requested on this form does not expire. For questions, please contact the Office of Registration, Financial Responsibility Filings Division.

A Federal Agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid OMB Control Number. The OMB Control Number for this information collection is 2126-0008. Public reporting for this collection of information is estimated to be approximately 2 minutes per response, including the time for reviewing instructions, gathering the data needed, and completing and reviewing the collection of information. All responses to this collection of information are mandatory. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to: Information Collection Clearance Officer, Federal Motor Carrier Safety Administration, MC-RRA, Washington, D.C. 20590.

United States Department of Transportation
Federal Motor Carrier Safety Administration

Endorsement for Motor Carrier Policies of Insurance for Public Liability under Sections 29 and 30 of the Motor Carrier Act of 1980

FORM MCS-90

Issued to Oakley Trucking Inc *(Motor Carrier name)* **of** Arkansas *(Motor Carrier state or province)* 3259 *(USDOT Number)*

Dated at 12:00 noon **on this** 25th **day of** June, 2026

Amending Policy Number: 595-104951-6 **Effective Date:** 06/25/2026

Name of Insurance Company: United States Fire Insurance Company

Countersigned by: Jeremy Lathrop *(authorized company representative)*

The policy to which this endorsement is attached provides primary or excess insurance, as indicated for the limits shown *(check only one)*:

- (●) *This insurance is primary and the company shall not be liable for amounts in excess of $* 5.000.000 *for each accident.*
- ( ) *This insurance is excess and the company shall not be liable for amounts in excess of $* _____ *for each accident in excess of the underlying limit of $* _____ *for each accident.*

Whenever required by the Federal Motor Carrier Safety Administration (FMCSA), the company agrees to furnish the FMCSA a duplicate of said policy and all its endorsements. The company also agrees, upon telephone request by an authorized representative of the FMCSA, to verify that the policy is in force as of a particular date. The telephone number to call is: 317-436-4900.

Cancellation of this endorsement may be effected by the company or the insured by giving (1) thirty-five (35) days notice in writing to the other party (said 35 days notice to commence from the date the notice is mailed, proof of mailing shall be sufficient proof of notice), and (2) if the insured is subject to the FMCSA's registration requirements under 49 U.S.C. 13901, by providing thirty (30) days notice to the FMCSA (said 30 days notice to commence from the date the notice is received by the FMCSA at its office in Washington, DC).

Filings must be transmitted online via the Internet at https://www.fmcsa.dot.gov/registration.

(continued on next page)

DEFINITIONS AS USED IN THIS ENDORSEMENT

Accident includes continuous or repeated exposure to conditions or which results in bodily injury, property damage, or environmental damage which the insured neither expected nor intended.

Motor Vehicle means a land vehicle, machine, truck, tractor, trailer, or semitrailer propelled or drawn by mechanical power and used on a highway for transporting property, or any combination thereof.

Bodily Injury means injury to the body, sickness, or disease to any person, including death resulting from any of these.

Property Damage means damage to or loss of use of tangible property.

Environmental Restoration means restitution for the loss, damage, or destruction of natural resources arising out of the accidental discharge, dispersal, release or escape into or upon the land, atmosphere, watercourse, or body of water, of any commodity transported by a motor carrier. This shall include the cost of removal and the cost of necessary measures taken to minimize or mitigate damage to human health, the natural environment, fish, shellfish, and wildlife.

Public Liability means liability for bodily injury, property damage, and environmental restoration.

The insurance policy to which this endorsement is attached provides automobile liability insurance and is amended to assure compliance by the insured, within the limits stated herein, as a motor carrier of property, with Sections 29 and 30 of the Motor Carrier Act of 1980 and the rules and regulations of the Federal Motor Carrier Safety Administration (FMCSA).

In consideration of the premium stated in the policy to which this endorsement is attached, the insurer (the company) agrees to pay, within the limits of liability described herein, any final judgment recovered against the insured for public liability resulting from negligence in the operation, maintenance or use of motor vehicles subject to the financial responsibility requirements of Sections 29 and 30 of the Motor Carrier Act of 1980 regardless of whether or not each motor vehicle is specifically described in the policy and whether or not such negligence occurs on any route or in any territory authorized to be served by the insured or elsewhere. Such insurance as is afforded, for public liability, does not apply to injury to or death of the insured's employees while engaged in the course of their employment, or property transported by the insured, designated as cargo. It is understood and agreed that no condition, provision, stipulation, or limitation contained in the policy, this endorsement, or any other endorsement thereon, or violation thereof, shall relieve the company from liability or from the payment of any final judgment, within the limits of liability herein described, irrespective of the financial condition, insolvency or bankruptcy of the insured. However, all terms, conditions, and limitations in the policy to which the endorsement is attached shall remain in full force and effect as binding between the insured and the company. The insured agrees to reimburse the company for any payment made by the company on account of any accident, claim, or suit involving a breach of the terms of the policy, and for any payment that the company would not have been obligated to make under the provisions of the policy except for the agreement contained in this endorsement.

It is further understood and agreed that, upon failure of the company to pay any final judgment recovered against the insured as provided herein, the judgment creditor may maintain an action in any court of competent jurisdiction against the company to compel such payment.

The limits of the company's liability for the amounts prescribed in this endorsement apply separately to each accident and any payment under the policy because of anyone accident shall not operate to reduce the liability of the company for the payment of final judgments resulting from any other accident.

(continued on next page)

SCHEDULE OF LIMITS — PUBLIC LIABILITY

Type of carriage	Commodity transported	January 1, 1985
(1) For-hire (in interstate or foreign commerce, with a gross vehicle weight rating of 10,001 or more pounds).	Property (nonhazardous)	$750,000
(2) For-hire and Private (in interstate, foreign, or intrastate commerce, with a gross vehicle weight rating of 10,001 or more pounds).	Hazardous substances, as defined in 49 CFR 171.8, transported in cargo tanks, portable tanks, or hopper-type vehicles with capacities in excess of 3,500 water gallons; or in bulk Division 1.1, 1.2, and 1.3 materials, Division 2.3, Hazard Zone A, or Division 6.1, Packing Group I, Hazard Zone A material; in bulk Division 2.1 or 2.2; or highway route controlled quantities of a Class 7 material, as defined in 49 CFR 173.403.	$5,000,000
(3) For-hire and Private (in interstate or foreign commerce, in any quantity; or in intrastate commerce, in bulk only; with a gross vehicle weight rating of 10,001 or more pounds).	Oil listed in 49 CFR 172.101; hazardous waste, hazardous materials, and hazardous substances defined in 49 CFR 171.8 and listed in 49 CFR 172.101, but not mentioned in (2) above or (4) below.	$1,000,000
(4) For-hire and Private (In interstate or foreign commerce, with a gross vehicle weight rating of less than 10,001 pounds).	Any quantity of Division 1.1, 1.2, or 1.3 material; any quantity of a Division 2.3, Hazard Zone A, or Division 6.1, Packing Group I, Hazard Zone A material; or highway route controlled quantities of a Class 7 material as defined in 49 CFR 173.403.	$5,000,000

*The schedule of limits shown does not provide coverage. The limits shown in the schedule are for information purposes only.

ACORD

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY): 10/12/2026

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Cottingham & Butler 800 Main St. Dubuque IA 52001	**CONTACT NAME:** To Request a Certificate **PHONE (A/C, No, Ext):** 888-785-4677 **FAX (A/C, No):** 563-587-5990 **E-MAIL ADDRESS:** certificates@cottinghambutler.com
INSURED BRUCOAK-01 Oakley Trucking, Inc. 3400 Gribble Street North Little Rock AR 72114	**INSURER(S) AFFORDING COVERAGE** / **NAIC #** **INSURER A :** United States Fire Insurance Company / 21113 **INSURER B :** **INSURER C :** **INSURER D :** **INSURER E :** **INSURER F :**

COVERAGES **CERTIFICATE NUMBER:** 1377463245 **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. *LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS. LIMITS SHOWN ARE INCLUSIVE OF AMOUNTS REQUESTED BY THE CERTIFICATE HOLDER AND MAY NOT REFLECT POLICY LIMIT AMOUNTS IN EXCESS OF THOSE REQUESTED. ***Not Applicable in WY**

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	X **COMMERCIAL GENERAL LIABILITY** CLAIMS-MADE [X] OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: [X] POLICY [ ] PRO-JECT [ ] LOC OTHER:			595-106733-6	7/31/2026	7/31/2027	EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG $	$ 1,000,000 $ 250,000 $ 5,000 $ 1,000,000 $ 2,000,000 $ 2,000,000 $
A	**AUTOMOBILE LIABILITY** ANY AUTO [X] OWNED AUTOS ONLY [ ] SCHEDULED AUTOS [X] HIRED AUTOS ONLY [X] NON-OWNED AUTOS ONLY			595-106733-6	7/31/2026	7/31/2027	COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident) $	$ 1,000,000 $ $ $ $
	[ ] **UMBRELLA LIAB** [ ] OCCUR [ ] **EXCESS LIAB** [ ] CLAIMS-MADE DED RETENTION $						EACH OCCURRENCE AGGREGATE $	$ $ $
A	**WORKERS COMPENSATION AND EMPLOYERS' LIABILITY** Y / N ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? [N] N / A **(Mandatory in NH)** If yes, describe under DESCRIPTION OF OPERATIONS below			408-758143-5	8/1/2026	8/1/2027	[X] PER STATUTE [ ] OTH-ER E.L. EACH ACCIDENT E.L. DISEASE - EA EMPLOYEE E.L. DISEASE - POLICY LIMIT	 $ 1,000,000 $ 1,000,000 $ 1,000,000
A	Cargo			595-106733-6	7/31/2026	7/31/2027	Limit	250,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

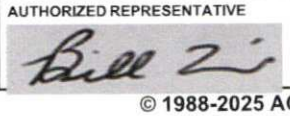
CERTIFICATE HOLDER

DNREC Compliance and Permitting Section
89 Kings Hwy
Dover DE 19901

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE



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13. Spill Control and Safety Equipment:

List all spill control and safety equipment that will be carried on each vehicle.

☒ List of spill control and safety equipment: Attachment Emergency Response to Hazardous Materials and Hazardous Waste

14. Spill Control Plan:

Attach a copy of the Spill Control Plan that describes prevention, containment, and clean up procedures during transportation. The plan must demonstrate compliance with the requirements outlined in DRGHW Sections 263.30, 263.31, and 263.105. **Spill Control Plans must contain the following Delaware Emergency Reporting Telephone Numbers: 1-800-662-8802 and 302-739-9401.**

☒ Spill Control Plan: Attachment Emergency Response to Hazardous Materials and Hazardous Waste

15. Driver Training:

Attach a copy of your driver training program. All drivers must be trained in current DOT Motor Carrier Safety Regulations and have knowledge of the proper handling procedures for the type of waste transported, the hazardous waste manifest system, and safe vehicle operation as provided in 49 CFR Parts 383, 390 – 399, and DRGHW Section 263.104. All drivers must be familiar with the approved Spill Control Plan.

☒ Driver Training Program: Attachment Oakley Trucking Safety Manual Table of Contents + following pages

16. Controlled Substance Testing:

Do you maintain a controlled substance testing program for drivers in your employment (including contract drivers) in compliance with Federal DOT 49 CFR Part 391?

☒ Yes
☐ No, Explain:

17. Vehicle Identification Information:

List all vehicles to be used for the transportation of hazardous waste into, out of, or through Delaware. You may use the form provided or another printout that contains all required information.

☑ Vehicle Identification Information: Attachment titled same

Emergency Response to Hazardous Materials and Hazardous Waste

Statement:

The Personal Safety of our contractors in the transporting of hazardous materials/ waste and reporting of spills is of primary importance. The prevention of spills and incidents is of such consequence that it will be given precedence over operating productivity whenever necessary. It is Oakley Trucking Inc.'s goal to maintain a safe and healthy environment for our contractors, customers, and the public when transporting these materials.

Hazardous Materials Program Includes:

1. Conducting inspections on our equipment, and proper placard placement.
2. Eliminating unsafe working conditions and practices while loading and unloading hazardous materials/ waste.
3. Provide necessary Personal Protective Equipment (PPE) and instructions for their proper usage and care.
4. Promptly investigate the root cause of all accidents and incidents.
5. Proper training for the transportation, and reporting of accidents or incidents involving hazardous materials/ waste.
6. Training on the proper use of spill kit.

Emergency Response:

1. Isolate tractor trailer as much as possible
    a) Know the product, shipping hazard class, and the UN number
    b) Have the ERG book on hand for quick reference of potential hazards
    c) Estimate quantity spilled
    d) If possible, estimate the extent of contamination to land, water, or air.

2. Prevent any materials from leaking from truck or trailer onto the highway, sewers, ditches and streams.
    a) Use your spill kit as appropriate to minimize the exposure to the environment.
    b) Use dirt to create a dam to prevent materials from spreading
    c) Dig a trench around the spill to prevent run-off.
    d) Use the 4 C's Contact, Control, Contain, Clean-up.

3. Keep all unauthorized people away.
    a) Keep public upwind, uphill, and upstream at the proper distances as specified in the ERG.
    b) Isolate all flammable devices from the immediate area.

4. Emergency equipment provided in the tractor.
    a) Hard Hat
    b) Safety Gloves
    c) Safety Glasses
    d) Steel Toed Boots
    e) Shovel
    f) Reflective Triangles
    g) DOT ERG booklet
    h) 10 lb. 10 B/C Fire Extinguisher
    i) Reflective Safety Vest
    j) Spill Kit
        I. (20) Oil only absorb pads (White)
        II. (10) Hazmat pads (yellow)
        III. (3) 3" x 48" absorbent socks
        IV. (1) Pair nitrile gloves
        V. (2) Disposal bags
        VI. (1) Pair of goggles
        VII. (1) Set of 9 plugs
        VIII. (1) ½ lb. jar of 3B putty

5. Call the Police and Fire Department **IF NECESSARY**.
   a) Have information ready to pass on to EMS dispatcher such as UN number, location, people involved.
   b) Most fire departments are trained in the proper ways to manage a Hazmat spill.
   c) Oakley's safety department will authorize a clean-up contractor.

6. Notify the Safety Department & Delaware Emergency Reporting

Roger Carson: Work: (501) 320-8424 [redacted]

Dustin Barnett: Work: (501) 320-8461 [redacted]

Jeremy Paul: Work: (501) 320-8556 [redacted]

Delaware Emergency Reporting
1-800-662-8802
302-739-9401

7. In the event the material can't be handled by the attending fire department. Oakley's safety department will notify one of its contracted Hazmat clean-up services
   a) Chemtrec 1 (800) 262-8200
   b) US Environmental Services (501) 945-0092
   c) Haz-Mat One Response Inc. 1 (800) 229-5252
   d) E3 Environmental Services (662) 469-3020

8. O/O Scene Requirements.
   a) Stay on scene if there is a risk to the public
   b) Stay on scene until the material is contained or cleaned up
   c) Stay on scene unless you are released by an emergency personnel who has the proper authority to supervise the scene in your absence.

9. Incident Investigation.
    a) Contact safety and discuss the probable root cause of the incident and what steps are needed to be completed on scene before continuing your trip.
    b) Follow up with safety to obtain guidance on lessons learned on how to prevent future incidents.

10. Training Programs for Owner Operators.
    a) Hazardous Material BOL and Waste Manifest Overview
    b) Special State permit requirements
    c) Proper placarding of the load
    d) Proper use of ERG booklet
    e) Emergency procedures and product compatibility
    f) How to respond to a spill
    g) Inspection requirements before and during trip
    h) Driving rules and hazmat restricted route planning.
    i) Proper usage of PPE

Contractor's Signature _____ Date:_____

Safety Representative_____ Date:_____

Oakley Trucking Safety Manual
Table of Contents

1.0	Company Policies and Requirements		2-3
2.0	30 Minute Break HOS Fact Sheet		4
3.0	Geotab and Netradyne Elections		5-7
4.0	Geotab ELD Training Certificate		8
5.0	DOT ELD Cards		9
	5.1	HOS Log Transfer Instructions	9
	5.2	Driver's Guide to HOS and Inspection Reports	10-11
6.0	HOS Split Sleeper Berth Provisions		12
7.0	HOS Log Printout		13
8.0	Evaluation Policies		14
	8.1	Driving Behaviors	14
	8.2	HOS Violations & Turned over trailer	15
	8.3	Maintenance Violations	16
9.0	Candian HOS Requirements		17
10.0	Yard Move & Personal Conveyance		18
	10.1	Policies	18
	10.2	Penalties	19
11.0	Log Quiz		20-21
12.0	Logging Meal Stops Off-Duty		22
13.0	Driver Log Data Sheet		23
14.0	Hand-Held Mobile Policies		24
15.0	Brake Inspection Certification		25
	15.1	Brake Adjustment Quiz	26
16.0	Monthly Maintenance Reports		27
	16.1	Maintenance Report Example	27
	16.2	In Service Report	28
	16.3	Extra Copies	29-31
17.0	CSA Driver Information		32
	17.1	Introduction	33
	17.2	Unsafe Driving	34
	17.3	Fatigue Basic	35
	17.4	Driver Fitness Basic	36
	17.5	Controlled Substance Basic	37
	17.6	Vehicle Maintenance Basic	38
	17.7	Cargo Securement Basic	39
	17.8	Crash Indicator Basic	40
	17.9	Summary	41

17.9.1 CSA Knowledge Transfer Quiz..... 42
18.0 Certificate of Receipt..... 43
18.1 Alcohol and Controlled Substances..... 43
18.2 Emergency Response Guidebook..... 44
19.0 Hazmat..... 45
19.1 HM 232 Security Plan..... 45-47
19.2 Emergency Response to Hazardous Materials and Waste..... 48-50
19.3 Hazmat Test..... 51
19.3.1 General Awareness & Familiarization Test..... 51-52
19.3.2 Function Specific Test..... 53-54
19.3.3 Safety Specific Test..... 55-56
19.3.4 Driver Test..... 57-58
19.3.5 HM 232 Security Plan Test..... 59
19.4 Hazmat BOL Requirements..... 60
19.5 Hazmat Placard Examples..... 61
19.6 Hazmat Training & Testing Certificate..... 62
20.0 Passenger Authorization Form..... 63-64
21.0 Policy Acknowledgement..... 65
22.0 Road Test..... 66-67
23.0 Infinit-I Video Training..... 68
23.1 Website Login Instructions..... 68
23.2 App Login Instructions..... 69

OAKLEY TRUCKING

WELCOME

OWNER-OPERATOR PERMIT AND SAFETY GUIDE

Name _____

OAKLEY TRUCKING HOURS OF SERVICE POLICY AND REVIEW OF REGULATIONS

COMPANY POLICY

Oakley Trucking's goal is to provide accident free, claim free, on time service in compliance with the Hours of Service Regulations. We will make loads available to contractors that will not require exceeding speed limits or hours of service limitations for scheduled pickup or delivery. We will assist our contractors to the extent they request, in how to efficiently manage and record their hours to meet customer needs and follow government regulations. We will provide counseling to meet these goals.

REQUIREMENTS

1. All paperwork logs, receipts, toll tickets, fuel receipts, and scale tickets must be scanned in at the end of each trip. Any delay in any of the required paperwork may result in non-payment of that particular load.

2. Actual miles driven are required to be noted on the log. Team miles should be listed separately on each driver's log, not combined. Your speed needs to be appropriate. Odometer readings provide accuracy, do not pattern log. Your e-log figures your miles.

3. Total hours- the sum of all hours for each duty status will be placed in the appropriate space at the end of the grid, always check your addition. Your e-log completes this task.

4. Remarks section- the name of the nearest city along with the state abbreviation must be shown for each change of duty. Your e-log will post your GPS location on the log. Also, indicate when you pre-trip, post-trip, fuel, load and unload.

5. Shipping document number- the driver must show one of the following: Bill of Lading number, shippers name and commodity. Also, when not under a load for the day you must enter Empty or Deadhead for shipping information.

6. On Duty (not driving)- time spent on any of the following activities must be shown on line 4:

    a. Pre/Post Trip Inspection
    b. Fueling
    c. Loading
    d. Unloading
    e. Roadside Inspections (DOT)
    f. Accidents
    g. Citations of any kind
    h. Random drug screen
    i. Post-accident test

7. Drivers need to approve/certify logs daily.

8. You are responsible for keeping up with your available hours and report your hours worked to your dispatcher daily.

9. Logs must match all documents (date and time) that pass between the contractor and carrier. Check paperwork before leaving shipper. **Do not mark out or alter any receipts.** If a receipt has a wrong date or time, have the attendant issue you a new receipt or correct that one.

10. Inaccurate logs will be returned to the contractor for correction along with a copy or copies of documents that don't match. The driver will have 30 days to correct the log and return it to Oakley Trucking. **If the corrected log is not received within 30 days, the next settlement will be delayed. Oakley Trucking will not accept inaccurate logs.**

11. The Safety Department will be happy to answer any questions you have about the Hours of Service Regulations.

Contractor's Signature _____ Date _____

Safety Representative _____ Date _____

HOURS OF SERVICE (HOS) FACT SHEET
30-MINUTE BREAK

30-Minute Break Changes

This fact sheet explains the difference between how the 30-minute break requirement is satisfied under the previous HOS rule and the new rule that takes effect on September 29, 2020.

Per §395.3(a)(3)(ii), property-carrying CMV drivers are required to take a 30-minute break after:

Previous	New
8 hours **on-duty**	8 hours of **driving** without at least a 30-minute break
30-minute break is satisfied by time: ✓ Off-duty ✓ In sleeper birth	**30-minute break is satisfied by time:** ✓ Off-duty ✓ In sleeper birth ✓ On-duty, not driving 30 minutes must be consecutive, but can be satisfied by any combination of the above activities

HOURS OF SERVICE FINAL RULE

On June 1, 2020, the Federal Motor Carrier Safety Administration (FMCSA) published the Hours of Service (HOS) final rule that revises the HOS regulations in 49 CFR Part 395, which prescribe driving limits for commercial motor vehicle (CMV) drivers.

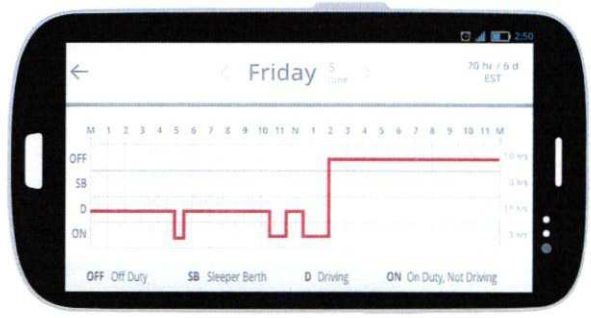
The rule includes changes designed to **offer drivers greater flexibility, while maintaining the highest safety standards on our Nation's roads,** and was developed based on extensive public and industry input.

https://www.fmcsa.dot.gov/regulations/hours-of-service

hoursofservice@dot.gov

Examples

No Violation After 10 hours off-duty the driver comes on-duty at midnight and drives for 5 hours, goes on-duty (not driving) for a ½ hour, drives for 5 more hours, goes on-duty (not driving) for 1 hour, drives for 1 hour, goes on-duty (not driving) for 1 ½ hours, and then takes 10 consecutive hours off-duty. Under the new HOS rule, the 30-minute on-duty break taken between 5 and 5:30 a.m. will suffice for the mandatory 30-minute break, and the property-carrying driver is allowed to drive up to the maximum of 11 hours (6 more hours in this example), before needing 10 consecutive hours off-duty.



Violation There is a violation between 9 and 9:30 a.m. After 10 hours off-duty, the driver comes on-duty (not driving) at midnight for 1 hour, drives for 8 ½ hours, goes on-duty (not driving) for a ½ hour, drives for 2 hours, goes off-duty for 1 hour, goes on-duty (not driving) for a ½ hour, drives for a ½ hour, and then takes 10 consecutive hours off-duty. The violation occurs at 9 a.m., as the driver drives for more than 8 consecutive hours without at least a 30-minute rest break. A consecutive 30-minute interruption of driving status may be satisfied either by off-duty, sleeper berth, or on-duty (not driving) time; or by a combination of off-duty, sleeper berth, and on-duty (not driving) time. That did not happen in this example, which led to the violation.

FMCSA-MCE-20-007
June 2020

OAKLEY TRUCKING

ELD Training Certificate

Training for GeoTab unit

Tractor # _____

I, _____ have received training for successful operation of GeoTab electronic logging device in accordance with ELD Mandate HOS Rules,

- ☑ Messaging and Loads
- ☑ Hours of Service
- ☑ Vehicle Inspection Report
- ☑ Transmit Hours of Service to officials
- ☑ Reporting ELD Malfunction to Oakley

_____ _____

Owner/Operator Date

Jeremy Paul

_____ _____

Instructor Date

TRANSFLO® Telematics

Roadside Inspection - Transfer HOS Data

1. On the Dashboard, select **Inspection.**
2. Entering the officer code or a comment is optional.
3. Choose your desired transfer method of **Email** or **Web Services**. (Web Services is recommended).
4. If you are unable to use the transfer option, select **Compliance Print**. This will display the report on the mobile device.

Important: Keep this card in the vehicle at all times.

Transflo Support: eldsupport@transflo.com or 1-813-386-2378

Pegasus TransTech has partnered with Geotab to meet the requirements of §395.20 of 49 CFR Part 395 under the conditions it will be used, as set forth in the Geotab Drive System Operation Guide.

TRANSFLO® Telematics

Inspección de Carretera - Transferencia de Datos HOS

1. En el panel de control, seleccione "**Inspection.**"
2. Ingresar el código del oficial o un comentario (Opcional).
3. Elija su método de transferencia deseado de "**Email**" o "**Web Services**." (Se recomienda Web Services).
4. Si no puede utilizar la opción de transferencia, seleccione "**Compliance Print**." Esto mostrará el informe en el dispositivo móvil.

Importante: Mantenga esta tarjeta en el vehículo en todo momento.

Soporte de Transflo eldsupport@transflo.com o 1-813-386-2378

Pegasus TransTech se ha asociado con Geotab para cumplir con los requisitos de §395.20 de 49 CFR Parte 395 bajo las condiciones en las que se utilizará, según lo establecido en la Guía de funcionamiento del sistema Geotab Drive.

Driver's Guide to HOS and Inspection Reports

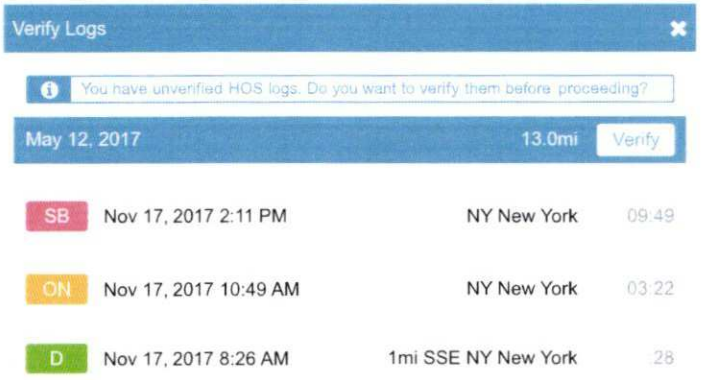
Note: Pegasus TransTech has partnered with Geotab to meet the requirements of § 395.20 of 49 CFR Part 395 under the conditions it will be used, as set forth in the Transflo T7 App Manual.

Logging In

1. Enter your username and password. If you face difficulties logging in, contact your manager.
2. Select your vehicle. If you're unable to locate any nearby vehicles, use the provided field to search by vehicle name, T7 device serial number, VIN, or license plate. If you have no vehicle available to you, press the **No Vehicle** button to continue into the App without an active vehicle.
3. Select an existing trailer. If you are unable to locate a trailer, search for it by trailer name in the provided field. (See Selecting Assets for instructions on adding a new trailer or shipment.)

Verify Logs

1. If you have unverified logs, you will be ask to verify them by day before proceeding. Select **Verify** next to the log creation date.



Claim Unassigned Logs

1. If the vehicle has been driven before without a driver logged in, it will have created unassigned logs. You will be asked to review these logs and claim the ones belonging to you by selecting the **Assign to me** button.
2. You can select **Skip**, if this step if you do not believe any unassigned logs belong to you.

CAUTION! Claiming unassigned logs belonging to other drivers will cause your logs to be inaccurate.

DVIR

1. You may be prompted to perform a DVIR inspection for the selected assets. For DVIR instructions, see the Driver's Guide to DVIR.
2. If DVIR is not needed, select **Skip**.

Co-Driver(s)

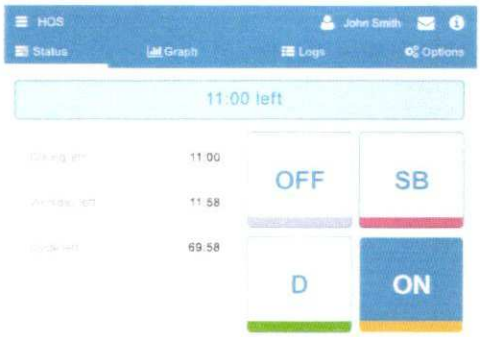
1. To add a co-driver, click on the **User Options** at the top of the screen, then select **Add a driver**. The co-driver will be asked to log in.
2. Once the co-driver has logged in, the wheel icon will indicate which driver is currently responsible for operating the vehicle.

Data Diagnostics/Malfunctions & Other Settings

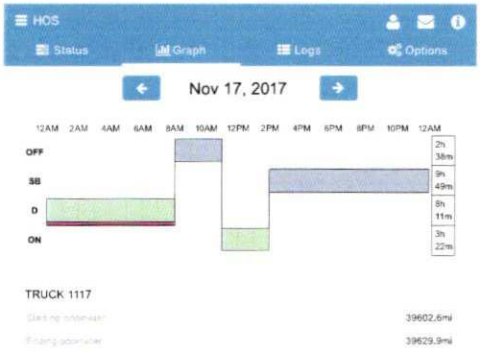
1. If a warning message is displayed at the top of your screen stating, "Your Electronic Logging Device is malfunctioning and you may be out of compliance. Tap for details," then select the red bar. For more instructions on this, review the Data Diagnostic & Malfunctions Guide.
2. Also, select the **information panel** at the top right hand corner to verify there are no warning message. If one occurs, select the question mark for help text.

Selecting Assets

1. Modify vehicle, trailer, or shipment information by selecting the **Vehicle, Trailer and Shipments Configuration** button from the Dashboard.
2. To select an existing trailer, select **Attach**.
3. To switch to a different vehicle, select the **Change** button and complete the DVIR workflow for the new vehicle.
4. To add a new trailer or shipment, select the **New** button beside the appropriate asset type, name the asset, and click **Add**.
5. Similarly, select ⊖ to detach a trailer or shipment when it reaches its destination.

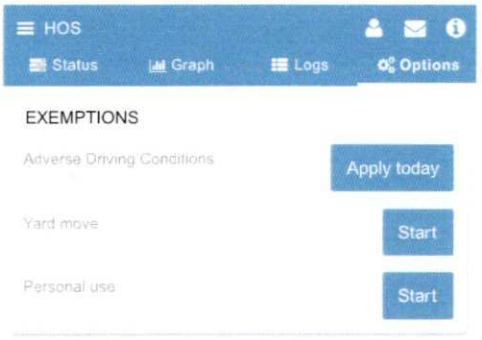


Status Log

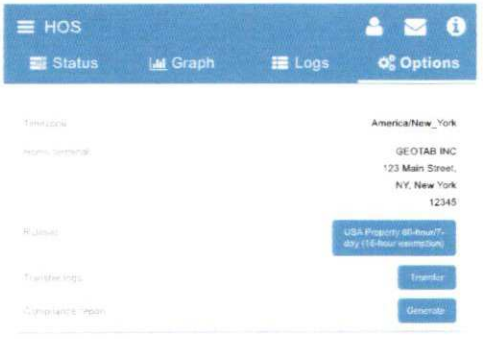


Graph Log

Log Tab



Exemptions



Data Transfer

Status Log

1. To access HOS, select the **HOS** button on the Dashboard.
2. Change your duty status by selecting: OFF, SB, D, or ON.
3. The values on the left indicate the remaining time for each duty status.
4. The time in the blue bar above the duty statuses shows the remaining driving time. If the bar is red, then the driver is in violation of the rule set.
5. When the vehicle reaches a speed of 5mph, the duty status will automatically switch to **Drive (D)**. When this occurs, the screen will lock. If this doesn't occur, check the **Information Panel** to see if there are any connection errors.
6. If the vehicle remains motionless for **5 minutes**, you will be prompted to change your duty status. If you do not respond within a minute, your status will automatically switch from **Drive (D)** to **ON** Duty. If this doesn't occur, check the **Information Panel** to see if there are any connection errors.

Graph Log

1. The time to the right of each section of the graph is the total time spent in the respective duty status.
2. To access logs for different days, use the ← or → buttons beside the date.
3. The following are the colors associated with each log type in the graph:

Unverified Logs (Gray) **Verified Logs** (Green)

Edited Logs (Yellow) **Drive Time Violation** (Red)

Log Tab

1. The Logs tab shows a summary of the record of duty status (RODS) for the past 14 days. It includes: date and time, total distance driven per day, duration spent in each status, location (city, state/province).
2. Click on a log to see additional details. Remarks can be added to the log on this page.
3. Logs can be added manually using the **Add Log** button. If needed, logs can be edited by selecting the pencil icon
4. If you see the **Where was this?**, enter in the appropriate location information of where the log occurred.
5. If a log is highlighted in yellow, it contains edits made by an administrator. Review the changes made to the logs, then select **Accept** or **Reject** to the edits.
6. Click the **Verify** button beside the date that you wish to verify logs for. On the prompt that follows, select Agree to verify that the logs are accurate and true. It is recommended that drivers verify logs at the end of each day.

CAUTION! Logs have to be verified within 14 days of their creation.

Options Tab

Applying Exemptions

1. Any exemptions available to the driver can be enabled by clicking **Apply** today or **Start**. When the use of the exemption has ended, select **Stop**.

Transfer Logs at Roadside Inspection

1. Scroll down to Transfer Logs and select **Transfer**.
2. Select between the transfer method of **Email** or **Web Services**.

Note: Geotab certifies that the Geotab Drive in-cab solution is compliant with Federal Motor Carrier Safety Regulation 49 CFR §395.20

Display Logs at Roadside Inspection

1. Scroll down to Compliance Report and select **Generate**.

HOURS OF SERVICE (HOS) FACT SHEET

SLEEPER BERTH

Sleeper Berth Provision Changes

This fact sheet explains the differences between the sleeper berth provision under the previous HOS rule and the new rule that takes effect on September 29, 2020.

The sleeper berth provision (§395.1(g)) allows property-carrying* drivers to split their 10-hour off-duty period when the following requirements are met:

Previous	New
✓ Minimum of 8 hours are in the sleeper berth, and this period is **excluded** from the calculation of the 14-hour driving window	✓ **One off-duty period** (whether in or out of the sleeper berth) **is at least 2 hours long,** and
✓ The other rest period of 2 or more hours is **included** in the 14-hour driving window	✓ **The other involves at least 7 consecutive hours in the sleeper berth**
	✓ Both periods added together must equal at least 10 hours
	✓ When paired, **neither** time period **counts against the 14-hour driving window**
	✗ 8-hour sleeper-berth period by itself can no longer be excluded from the 14-hour driving window

**The new rule does not change sleeper berth provisions unique to the drivers of CMVs transporting passengers found in §395.1(g)(3).*

HOURS OF SERVICE FINAL RULE

On June 1, 2020, the Federal Motor Carrier Safety Administration (FMCSA) published the Hours of Service (HOS) final rule that revises the HOS regulations in 49 CFR Part 395, which prescribe driving limits for commercial motor vehicle (CMV) drivers.

The rule includes changes designed to **offer drivers greater flexibility, while maintaining the highest safety standards on our Nation's roads,** and was developed based on extensive public and industry input.

Example

No Violation In this example, we are going to look at how the sleeper berth provision affects both the 11-hour driving limit and the 14-hour driving window for a property-carrying CMV. There are no violations in this example.

The driver comes on-duty at midnight after having 10 consecutive hours off-duty, which means he or she can drive for up to 11 hours within a 14-hour window (indicated by the arrows). The driver used those 11 hours by 5 p.m. then entered the sleeper berth for 7 consecutive hours. Because the driver accumulated at least 10 hours of rest using a combination of 3 consecutive hours off-duty (7-10 a.m.) and 7 consecutive hours in the sleeper berth (5 p.m. to midnight), the driver has not violated the 11-hour driving limit. Because both periods are qualifying rest breaks, when used together, they can both be excluded from the 14-hour driving window, so there is no 14-hour violation.

NOTE: When using the sleeper berth provision, the order of the qualifying breaks does not matter—the break of "at least 2 hours" can fall before or after the sleeper berth period of "at least 7 hours."

Web:
https://www.fmcsa.dot.gov/regulations/hours-of-service

Email:
hoursofservice@dot.gov

FMCSA-MCE-20-008
June 2020

Driver Log

[redacted]
(8 day cycle)

Carrier:
Oakley Trucking Inc

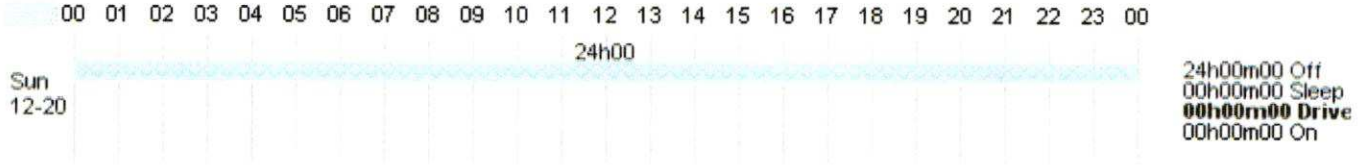
Main Office:
3700 Lincoln Avenue
North Little Rock, AR
72114

Depot Location:
north little rock, AR

12/20/2020 Start of Day: Midnight Central

Document(s):
Trailer(s):
Tractor(s):
Co-Driver(s):
Edits: 0
Sensor Failures: 0

Off Duty: 24h00m00
Sleeper Berth:
Driving:
On Duty Not Driving:
Total Hours On Duty Today:
Total Hours On Duty for Week:
Distance Driven (mi): 0



Start Time	Duration	Activity	Location	Flags*	Remarks
00:00:00	24h00m00	Off-Duty	3 mi ESE of North Little Rock, AR		

Driver's Signature

DRIVER LOG

Evaluation Policy

Hours of Service / Falsifications / Violations / Complaints / Out of Service / Contaminations / Spills

Oakley Trucking's goal is to provide accident free on time customer service while complying to the Federal Hours of Service regulations. Load times will not require exceeding speed limits or hours of service violations. The safety department will assist contractors to the extent they request, in how to efficiently manage and record hours to meet customer needs and follow government regulations.

Report all accidents, roadside inspections, and citations to the Safety Department. Log and maintenance violations will be counseled. If an Owner Operator receives three months of counseling the third month could result in lease termination.

Six - Month Evaluation

An owner operator will be placed on a 6-month contract evaluation if placed out of service for any violation. If placed out of service for any violation during this time, the independent contractor's lease could be terminated.

Any spills, contaminations, or turned over trailers due to negligence of the contractor will result in a 6-month evaluation of contract or possible lease termination.

Two - Year Evaluation

Receiving any unsafe moving violation, warning, or citation in accordance with FMCSR392, such as: following too close, speeding 6-14 over posted speed limit, dangerous driving, cell phone usage, and/or seat belt will result in a 2-year contract evaluation period. Unsafe operations, 15 MPH or more over posted speed, or any moving infraction while on an evaluation period could result in termination of lease.

Three - Year Evaluation

If contractor is involved in a preventable, recordable (fatality, injury, and/or tow) accident the contractor could be terminated. All other accidents will be referred to the following:

1st offense: If involved in a preventable accident, contractor will receive training and counseling specific to the crash along with a 3-year contract evaluation period.

2nd offense: Any involvement in another preventable accident within 3 years of the 1st preventable accident could result in termination of contract.

Contractor Signature: _____ Date: _____

Printed Name and Truck Number: _____ #: _____

Evaluation End Date: _____

Safety Manager Signature: _____

O·A·K·L·E·Y TRUCKING, INC.
NO. LITTLE ROCK, AR 1-800-662-0875

Revised 4/20/2021

SAFETY VIOLATIONS POLICIES

DOT INSPECTIONS RESULTING IN OOS OR LOG VIOLATION:

Any OOS received during a DOT inspection will result in six month evaluation, any OOS received in the six month period will result in termination.

Any O/O that receives a log violation through a DOT inspection will result in below;

HOURS OF SERVICE:

If an O/O receives an in-house violation with the following violations:

- Exceeding the 11 hour, 14 hour, 70 hour
- Failing to take 30 minute break in the first 8 hours
- Falsifying a log, fuel stop, scale ticket, demurrage ticket, etc....
- Not completing your 10 hour break

1st Offense: Written warning and training will be provided specific to the violation.

2nd Offense: Face to Face counseling and training specific to the violation.

3rd Offense: Termination of contract may result

TURNED OVER TRAILER:

If turnover is determined due to drivers neglect the following will occur:

- $5,000 (Tanks/Dumps/Hoppers) Escrow
- Loss of safety bonus
- Driver will receive training on proper unloading techniques or driving skills

CRASH INDICATORS:

If contractor is involved in a preventable rear-end accident that results in a recordable accident (fatality, injury, or tow) the contractor could be terminated. All other accidents will be referred to the following:

1st Offense: If involved in a preventable accident, contractor will receive training specific to the crash and Loss of safety bonus .

2nd Offense: any involvement in another preventable accident with 3 years of the 1st preventable accident will result in Immediate Termination of Contract.

MAINTENANCE VIOLATIONS:

Any Maintenance Violations associated with roadside inspections pertaining to:

- Lights (Brake, stop, turn signal, headlights)
- Brake Adjustments
- Chaffing or Leaking Airlines
- Tires

1st Offense: Written warning and specific training that resulted in the violation.

2nd Offense: Face to Face counseling, training specific to the violation and loss of safety bonus.

3rd Offense: All listed above in 2nd offense, Plus 6 month evaluation of contract and quarterly Level 1 inspections.

4th Offense: Should violation occur while on evaluation period; Termination of Contractors Lease.

*Multiple violations in a roadside inspection could result in quarterly Level 1 Inspections, if infractions could have been discovered during a Pre or Post Trip Inspection.

All terminations of contract due to any of the above infractions or accidents will be reviewed by the Safety Committee.

Drivers Name (print) _____ **Date**_____

Drivers Signature _____ **Truck #**_____

Evaluation Period From _____ **To** _____

Safety Manager _____ **Dispatcher** _____

Oakley Trucking Inc.

Canadian Hours of Service & Requirements

- Maximum road speed to be set at 105km/h (65.2 MPH) (Quebec/Ontario)
- If the wheel base of your truck exceeds 6.2 Meters (244.0 inches) contact Oakley Permit department before entering Canada.

LOG REQUIREMENTS:

- Choose "Cycle 1".
- You must have in your possession previous 14 days (Copies) of logs.
- You must have a period of 24 continuous hours "Off Duty" in the prior 14 days.
- License plate numbers for both tractor/trailer.
- Beginning and ending odometer reading for that day.
- Beginning and ending odometer reading for personal use if any.
- Oakley prefers you operate under U.S. Log Limits while in Canada, so when you return to the U.S. you are within U.S. HOS guidelines.

Yard Move/ Personal Conveyance Policy

Oakley Trucking's goal is to provide accident free on time customer service while complying to the Federal Hours of Service regulations. Load times will not require exceeding speed limits or hours of service violations. The safety department will assist contractors to the extent they request, in how to efficiently manage and record hours to meet customer needs and follow government regulations.

Personal conveyance can only be utilized by Owner operators in three separate occasions. (Restricted to 1 hour or 50 miles within a 24-hour period)

1. While off – duty on his/her 10-hour break or 34-hour restart the driver may use personal conveyance, whether bobtailing, loaded or unloaded to drive locally (usually short distances) to restaurants, motels, laundromats, or to obtain personal supplies. Properly note this on your log.
2. After extinguishing his or her 14-hour rule while at a shipper or consignee and the shipper or consignee will not allow the driver to obtain their 10-hour break at their location, a driver may use personal conveyance to travel to the closest safe haven (legal parking place) to obtain required rest. Properly note this on your log.
3. Moving a CMV at the request of an officer that interrupts your required break can be shown as personal conveyance. Properly note this on your log.

Below are not authorized uses of personal conveyance.

1. Advancing to your next loading or unloading point.
2. Taking your truck in for service or your return trip home from the shop.
3. By no means can you use personal conveyance to extend your 11- or 14- hour duty status.
4. Returning home (domicile) or to the terminal from a dispatched trip is a continuation of the trip and cannot be logged using personal conveyance.

Yard move can only be utilized on one occasion. (Not restricted by time or mileage)

1. If the owner operator is operating on the confined grounds of a shipper/receiver, the owner operator is permitted to utilize yard move to conduct loading and unloading operations.

Both exemptions are regulated by the Department of Transportation and further by company policies. These standards are in place to ensure that Oakley Trucking as well as all owner operators are operating within compliance of these regulations and in a safe manner.

Failure to abide by any of the following regulations could result in the following penalties.

PENALTIES

First offense- Personal Conveyance/ Yard move verbal warning

-if the owner operator violates one of the above regulations stated on the previous page, the exemption that was violated, driver will receive a warning for exemption violated.

Second offense-Personal Conveyance/ Yard move revoked for 30 days.

-if the owner operator violates one of the above regulations stated on the previous page for a second time proceeding the first offense, the exemption violated could be revoked for a 30-day time frame.

Third offense-Personal Conveyance/ Yard move revoked permanently.

-if the owner operator violates one of the following regulations above for a third time proceeding the first two offenses, the exemption violated could be revoked permanently.

Date:

_____

Owner Operation Signature:

_____

Safety Signature:

_____

Name _____

Oakley Trucking, Inc.

Log Quiz

1. A driver cannot work after being on-duty 14 hours.
   a. True
   b. False

2. Off duty and sleeper berth times may be combined to obtain a 10 hour break, if continuous.
   a. True
   b. False

3. D.O.T. inspections must be logged on line 4, on duty, not driving with times corresponding to inspection times.
   a. True
   b. False

4. All logs, paperwork, receipts, and scale tickets must be sent in at the end of ever _____.
   a. Week
   b. Month
   c. Trip

5. When does a driver know that he has reached the end of his 70 hour work period?
   a. When his dispatcher tells him
   b. On Friday
   c. When he does a "recap"

6. When a driver is sitting in traffic, waiting for traffic to start moving again, can the time be entered as "on duty, not driving"?
   a. YES
   b. NO

7. A driver cannot drive after being on duty for 14 hours.
    a. True
    b. False

8. All entries on the driver's e-log must be compliant and approved/certified by the driver daily.
    a. True
    b. False

9. Fueling, loading and unloading, requires a minimum of 15 minutes on line 4, on duty, not driving.
    a. True
    b. False

10. Drivers are responsible for keeping up with their available hours and reporting them to their dispatcher _____.
    a. Weekly
    b. Daily
    c. Monthly

11. The 30 minute break every 8 hour period can be taken OFF-duty in a parked CMV.
    a. True
    b. False

12. In Order to qualify for a 34 hour restart the driver must first complete:
    a. 168 hours
    b. 2 periods 1a.m. – 5a.m.
    c. 7-days
    d. Anytime you complete a 34 hour break

13. Can personal conveyance be used when attached to a trailer?
    a. True
    b. False

Contractor's Signature _____ Date _____

Safety Representative _____ Date _____

OAKLEY TRUCKING INC

Name_____

Written Instructions on Logging Meal Stops as Off-Duty Time

The purpose of the Federal House of Service Regulations is to insure that fatigued drivers are not operating motor vehicles on the public highways. In Certain limited circumstance such as a meal stop, driver's fatigue is reduced. Therefore, it is permissible to log such time on line 1 as off-duty, provided the following criteria are fulfilled:

1. You vehicle is properly parked and secured on private property, such as a truck stop, motel, eating facility, or other approved parking premises.

2. The time spent for the meal must be of sufficient length to insure reduction of fatigue. An off-duty meal stop must be at least thirty (30) minutes in duration. Normally, thirty minutes to one hour and thirty minutes is sufficient time to eat. **Any time less than thirty (30) minutes must be logged in line 4, on-duty, not driving.**

3. During the meal stop you are essentially free to pursue activities of your choosing. However, this free time is not to be interpreted as permission to enter establishments which serve beer or other intoxicating beverages.

4. Time logged on line 1 for meal stop must be identified in the remarks column of the daily log as "meal stop", as well as the location.

Other routine stops such as clearing a port of entry, weighting scales, DOT or State Inspections, fueling, tire repair, time spent at an accident scene, normal loading and unloading times etc. require your time an attention. Therefore, they must be logged on line 4, on-duty, not driving.

Contractor's Signature _____ Date _____

_____ Date _____

Roger Carson – Director of Safety

O • A • K • L • E • Y

TRUCKING, INC.

DRIVER DATA SHEET

For New Hires, Casuals, and Other Temporary Drivers

1. GENERAL (to be completed by all drivers)

Printed Name:_____ Social Security Number:_____

Home Address:_____

Driver's License: State_____ Class_____ Number:_____

2. HOURS OF SERVICE Every driver, when first employed, or being employed temporarily must comply with 49 CFR 395.8(j) by completing the information below for each of the last 7 days, and indicating the date and time at which that person was last relieved from work.

DAY	1	2	3	4	5	6	7	TOTAL
DATE								
HOURS WORKED								

I was last relieved from work at: Date:_____ Time:_____ A.M. P.M.

I hereby certify that the above information is correct to the best of my knowledge and belief:

Driver's Signature:_____

3. EMPLOYMENT CHECKLIST FOR CASUALS In compliance with 49 CFR 391.51(d), the following information must be secured and retained in the driver qualification file for every person used as a driver on an intermittent, casual, or occasional basis. The person obtaining the information from the driver must initial each item in the space provided.

	ON FILE
A. Medical Certificate– The medical examiner's certificate that the driver is physically qualified, or a legible copy, not more than 2 years old.	_____
B. Compliance with Controlled Substances Testing Requirements.	_____

Processed by:_____ Date:_____

NOTICE REGARDING FEDERAL BAN ON USE OF HAND-HELD MOBILE TELEPHONES

Effective January 3, 2012 the Federal Motor Carrier Safety Regulations will prohibit the use of a hand-held mobile telephone by drivers operating commercial motor vehicles ("CMVs"). The rule prohibits the following actions while driving a CMV:

- Using at least one hand to hold a mobile telephone to conduct a voice communication.
- Dialing or answering a hand help mobile telephone by pressing more than a single button; or
- Reaching for a mobile telephone in a manner that requires a driver to maneuver so that he or she is no longer in a seated driving position, restrained by a seat belt that is installed in accordance with federal regulations that has been adjusted in accordance with the manufacturer's instructions.

For purposes of the rule, 'driving' means operating a CMV on a highway, including while temporarily stopped in traffic because of a traffic control device or other momentary delay. 'Driving' does not include operating a commercial motor vehicle when the driver has moved the vehicle to the side of, or off, a highway and has halted in a location where the vehicle can safely remain stationary (please note, however, that pulling to the side of a highway may not, in some instances, be allowed under applicable law) The rule is in addition to the existing federal ban on texting while driving a CMV.

Violations can result in a civil penalty against the driver of up to $2,750, and against the carrier of up to $11,000. In addition, drivers convicted of violating this rule twice in a three-year period are subject to disqualification by state or federal authorities from driving a CMV for 60 days. Three violations of this rule in any three-year period result in disqualification for 120 days. Additionally, violation of state or local rules restricting or prohibiting the use of hand-held mobile telephones while driving can also result in disqualification.

ACKNOWLEDGEMENT: In order to ensure compliance with 49 C.F.R. § 390.3(e)(2), drivers will not be dispatched on or after January 13, 2012 until the acknowledgement below has been signed and returned to the company. **BY SIGING BELOW, THE UNDERSIGNED CONTRACTOR ACKNOWLEDGES RECEIPT OF THIS NOTICE, AGREES THAT CONTRACTOR WILL REQUIRE THAT ITS DRIVERS COMPLY WITH THE LIMITATIONS SET FORTH HEREN, AND AGREES THAT CONTRACTOR AND/OR CONTRACTOR'S DRIVERS WILL COMPLY WITH ANY AND ALL APPLICABLE FEDERAL, STATE AND LOCAL LAWS REGARDING USE OF MOBILE TECHNOLOGY WHILE OPERATING A CMV. CONTRACTOR FUTHER ACKNOWLEDGES THAT VIOLATION OF FEDERAL, STATE AND LOCAL LAWS, RULES, REGULATIONS, OR ORDINANCES REGARDING USE OF MOBILE TECHNOLOGY WHILE OPERATING A CMV MAY TRIGGER OBLIGATIONS UNDER CONTRACTOR'S AGREEMENT WITH THE COMPANY, INCLUDING, BUT NOT LIMITED TO, HOLD HARMLESS AND INDEMNITY OBLIGATIONS. IN ADDITION TO THE FOREGOING, FAILURE TO COMPLY WITH SUCH PROHIBITIONS OR LIMITATIONS MAY RESULT IN DISQUALIFICATION OF THE DRIVER INVOLVED AND/OR TERMINATION OF CONTRACT.**

Please sign and return to _OAKLEY SAFETY DEPT._ prior to January 13, 2012, or as quickly thereafter as possible, to ensure uninterrupted ability to receive dispatch. If you have questions, please feel free to contact us as (800) 662-0875.

_____
Contractor Name (printed)

_____
Signature

_____
Date

OAKLEY TRUCKING INC
Brake Inspection Certification

I, _____ hereby certify that I am knowledgeable and understand the requirements for performing brake service or inspection tasks and I can identify the defective components in compliance with the regulations of the U.S. Department of Transportation for brake service or inspection tasks contained in 49 CFR Part 396 Appendix G. I hereby agree to comply with all such regulations governing the annual brake and inspection tasks.

A qualified inspector must meet one or more of the following requirements. Please check those applicable.

_____ Has successfully completed an apprenticeship program sponsored by a State, Canadian Province, Federal Agency, or a labor union.

_____ Has successfully completed a training program approved by a state or federal agency.

_____ Has a certificate from a State or Canadian Province qualifying me to perform the assigned brake service or inspection task.

__X__ Have brake related training or experience or a combination totaling at least one year. Such training may consist of:

_____ Participation in a training program sponsored by a brake or vehicle manufacturer or similar commercial training program designed to train students in brake maintenance or inspection similar to the assigned brake service or inspection tasks.

_X__ Experience performing brake maintenance or inspection similar to the assigned brake service or inspection task in a motor carrier maintenance program.

_____ Experience performing brake maintenance or inspection similar to the a assigned brake service or inspection task at a commercial garage, fleet leasing company or similar facility.

__X__ Have passed the air brake knowledge and skills test for a commercial Driver's License.

I, Roger Carson hereby certify that _____ has met the requirements for a Qualified inspector to perform the brake service or inspection task to compliance with the regulations of the U.S. Department of Transportation for qualified inspectors contained n 49 CFR Part 396.25.

Dated this _____ day of _____, 20___. _____
(Instructor Signature)

Name: _____ Date: _____

Bruce Oakley, Inc.

Brake adjustment quiz

1. How many brakes need to be out of adjustment to be put out of service?

    a. Three
    b. One
    c. Four
    d. Two

2. Are you allowed to adjust your own brakes?

    a. YES
    b. NO

3. Is there any time you would adjust a brake that has a automatic slack adjuster?

    a. Never, they adjust automatically
    b. Before going down a steep hill
    c. Only when you have the time
    d. Any time you feel that it needs it

4. When is the best time to adjust your brakes?

    a. After coming down a hill to fast
    b. At the end of my shift
    c. Before my tour of duty starts, after the brakes have cooled down

5. Can the brakes be adjusted when hot?

    a. YES
    b. NO

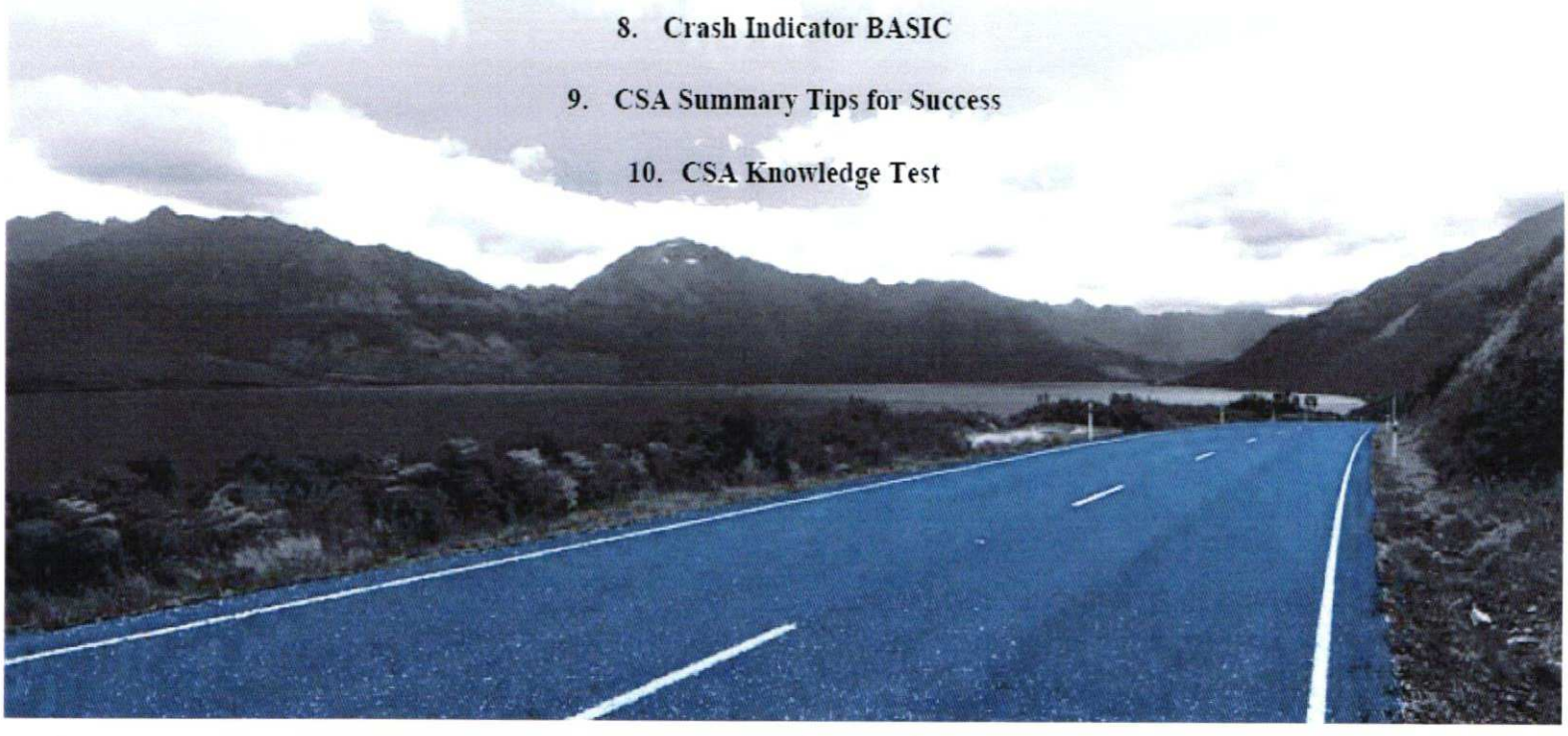
O·A·K·L·E·Y
T R U C K I N G, *Inc.*
NORTH LITTLE ROCK, AR

CSA Driver Information

Drivers need to understand how their behavior and compliance with Federal Motor Carrier Safety Administration regulations affect their driver history and the motor carrier's CSA scores. The information in this packet will explain key areas of the CSA program and offer tips for success as a professional driver as the most sweeping change in on-highway DOT performance scoring takes effect Dec. 2010.

Contents:

1. CSA Overview
2. Unsafe Driving (Behavioral Analysis Safety Improvement Category) BASIC
3. Fatigued Driving BASIC
4. Driver Fitness BASIC
5. Controlled Substances – Alcohol BASIC
6. Vehicle Maintenance BASIC
7. Improper Loading/Cargo Securement/Hazardous Materials BASIC
8. Crash Indicator BASIC
9. CSA Summary Tips for Success
10. CSA Knowledge Test



Compliance, Safety & Accountability

CSA

The roadside inspection is how you, a driver, and your company are judged regarding compliance with all Federal, State and Local laws.

The experience of getting pulled over when you KNOW everything is in good order with your log book and truck is nerve racking at best. We all know and understand that law enforcement is just doing their job. If we do ours, there is nothing to worry about, even though we still don't like to have to go through these inspections!!

Our industry and your company have focused for several years on providing you the education and support you need to avoid being Out of Service (OOS). For the most part your attention to this goal has been successful with Driver OOS rates steadily dropping in most of the carriers we work with.

The world is about to change and we need your attention and support as an industry to make this change a success. **It's called Compliance, Safety & Accountability, or CSA.**

The inspection you're given won't change, but how that inspection is managed and the performance score it produces for the company will...

What will also change is the DOT and CSA will monitor for patterns of violations. This will not only affect your company, but you!
In the past, if you weren't placed OOS or given a citation for the violation it was a good day. Now, when a pattern of violations is noted by the DOT using CSA in the 7 areas monitored, the DOT will conduct what they have termed an "intervention."

An intervention could be a letter to your company, a focused roadside and scale inspection campaign (meaning they will stop ALL of your companies trucks), or an onsite audit where they might look specifically at one area OR SPECIFIC DRIVERS.

If sufficient non-compliance is found in any of these "interventions," **it could result in reduced safety ratings, fines or a "stop operation" order.**

Many companies have taken the stance of NO VIOLATIONS as the only good inspection result. This will be the only way to truly be successful under CSA.

We will cover the 7 areas that CSA will monitor in the coming months to help you, the Professional Driver, be aware and prepared for this change.

Thanks for your time and attention to this important Driver Education Topic.

Information provided is advisory in nature.

Review of the 7 BASICs – CSA

Unsafe Driving

You, the Professional Driver, are the foundation of our nation's economy. The things we need to live our lives come by all kinds of vehicles driven by possibly the most diverse group of citizens in this country.

The Federal government sets forth standards or laws that we have all agreed to as citizens to keep us safe; including laws regarding the transport of goods.

The intent of these laws, for drivers, is to assure there are controls in place to allow everyone to share the road and enjoy the freedom of this nation safely.

The success of following these laws is monitored when you are inspected at scales or on the road. The results of these inspections are entered in a computer and scores are created allowing the Federal Motor Carrier Safety Administration (FMCSA) (DOT) to focus extra efforts on those drivers and companies who are not following the laws.

The system used to analyze this will soon change from SafeStat to Compliance, Safety & Accountability (CSA). CSA covers 7 Behavioral Analysis and Safety Improvement Categories or **BASIC's**. We will examine the first of these below: **Unsafe Driving**.

Driving safely is natural for most of us. We don't want to be hurt in a crash nor do we want to hurt other people on the highways. The stresses of life and the road are usually what reduce our focus towards this basic human instinct and cause good, professional drivers to drive unsafely.

The driving actions monitored in the Unsafe Driving **BASIC** include: Failing to use a seat belt while operating a Commercial Motor Vehicle (CMV); Failure to obey a traffic control device; Following too close; Improper Lane Change; Improper passing; Speeding; Failure to yield right-of-way; Unauthorized passenger on a CMV; and Using or Equipping a CMV with a radar detector.

Review this list again! ALL of these "violations" are an UNSAFE act or behavior. If these acts are avoided by a driver it WILL prevent crashes. Notice that the word "ACCIDENT" is not used. The word accident implies unintended or unexpected conditions as a "cause" of an accident, which in the profession of driving does not happen. Traffic crashes occur due to the lack of attention or action in response to the driving environment you work in.

Driving safely and sharing the road will automatically assure that you avoid the violations found in the Unsafe Driving BASIC.

This becomes a "win-win" for everyone. You and the families we provide services for all come home safely. "No Violations" inspections keep you and your company in good standing under the law of the land and you can count yourself proudly as being a Professional Driver.

Next, the BASIC Fatigue will be examined.

Thanks for your time and attention to this important Driver Education Topic.

Information provided is advisory in nature.

Fatigue BASIC – CSA

The second of the 7 Behavioral Analysis and Safety Improvement Categories (BASIC's) is Fatigued Driving.

As you might guess, the majority of the items monitored in this area are Hours of Service and Log related. These areas (and their regulatory reference) are:

- Operating a CMV while ill / fatigued (392.3)
- Requiring or permitting driver to drive more than 11 hours (395.3A1)
- Requiring or permitting driver to drive after 14 hours on-duty (395.3A2)
- 60/70 hour rule violation (395.3B)
- Log violation [general / form and manner] (395.8)
- No drivers record of duty status (395.8A)
- False report of drivers record of duty status (395.8E)
- Driver record of duty status not current (395.8F1)
- Driver failing to retain previous 7 days logs (395.8K2)

Violations are weighted for time and severity. Recent violations carry more value in the calculations than those 23 months ago. Certain types of violations are more severe than others and carry more value in the calculations. Operating a CMV while ill/fatigued carries the highest severity weight of 10. 11, 14 and 60/70 hour and false log violations have a severity weight of 7 as examples of this time and severity weighting.

Logs have been and will be a fact of life for professional drivers. Electronic logs are still on the horizon and will effectively remove issues with false logs and logs not current. The system will always know where the truck is and will automatically record and report your current hours used and available status.

Until electronic logs are required by the DOT or adopted voluntarily by the industry, log compliance will remain a very important part of your job. CSA and the 7 BASIC's also change the way you and your company are rated on your compliance success. Driver Out of Service (OOS) is still a negative result from an inspection and increases the score significantly, but what these BASIC's really monitor are patterns of violations.

How many times have you gotten up, jumped in the seat and started driving without bringing your log book current before you leave? (Many more times than we would admit, I'm sure!) If you are stopped and present a professional image to the enforcement officer and told the truth, you probably were not placed OOS but an entry was still made on the inspection stating: "Driver log not current." Under the old system, you breathe a sigh of relief and go on down the road knowing you will likely get some counseling from your safety department, but no citation or cost to you.

Under CSA these violations are monitored for both you and your company. When a pattern of violation is detected by the computer it flags you or your company for an "intervention." Your company has to answer these interventions and state what they will do to prevent violations in the future. If the violations do not go down in numbers to stop the pattern, further interventions are required up to and possibly including fines to the company, fines to you and loss of driving privileges.

The bottom line is… we all know the regulations and we all know we are supposed to comply. Up until now, there was no real downside for you, the driver, but now this is changing. Compliance will be monitored and managed; so avoid problems by complying with the regulations and CSA will not be an issue for you or your company.

Thanks for your time and attention to this important Driver Education Topic.

Information provided is advisory in nature.

Driver Fitness – CSA

The Driver Fitness BASIC name may cause you to think that the Federal Motor Carrier Safety Administration (FMCSA) will now control your personal fitness as a driver, and to some degree, this is true.

As a professional driver you have to maintain minimum levels of health standards to operate a Commercial Motor Vehicle (CMV); note that these are minimums required by law. It is an excellent idea to take care of your health. You cannot earn a living in your chosen career without a medical examiner certification or being physically able to perform the functions associated with driving and generally operating the truck.

CSA is active for public review. As we have mentioned in previous articles, it will change the way both you and your company are monitored for compliance by analyzing data from the road and scale inspections conducted by enforcement personnel.

The 3rd of the 7 BASIC's (Behavioral Analysis and Safety Improvement Categories) is Driver Fitness, which examines regulations regarding your medical qualifications and CDL status to legally operate a CMV (as found in parts 383 and 391). Examples of these regulations include but are not limited to: Possessing multiple CDL's [383.21]; Failure to notify state of a traffic conviction [383.31(a)]; Driving a CMV while disqualified [383.51(a); Operating without a valid CDL [383.23]; Driver not physically qualified [391.11(b) (4)]; and No medical certificate in possession [391.41(a)].

Success in this BASIC is easy. Monitor and renew all credentials before they expire, such as your medical card and CDL. Have these credentials in your possession at all times when operating a CMV.

The FMCSA has a system developed to allow a driver's past roadside and scale inspection history to be examined, similar to how your history is examined from the Motor Vehicle Conviction (MVR) and past employment performance history. It is called Pre-employment Screening Process or PSP. The FMCSA is very serious about taking all actions necessary to prevent crashes and save lives on our nation's highways. This new process will provide additional data for carriers to use during the qualification process. You will be asked to sign a release document allowing your current or a prospective carrier to review your records. If your records show a pattern of non-compliance and you choose to not sign the release, it will inhibit your chances to seek out new opportunities as a professional driver.

Protect your future: follow the regulations prescribed by the FMCSA and your company. They are designed to keep you and the motoring public safe. In addition to your records being accessible, they will also be monitored by the second phase of CSA called the Driver Safety Measurement System due to be activated in 2011.

Your compliance with all rules and regulations today will help maintain your ability to operate a CMV and continue your career as a professional driver tomorrow.

Thanks for your time and attention to this important Driver Education Topic.

Information provided is advisory in nature.

Controlled Substances – Alcohol – CSA

As a professional driver, one of your most important safety responsibilities is covered by the 4th BASIC, Controlled Substances – Alcohol.

A professional driver must **NEVER** be under the influence while operating a Commercial Motor Vehicle (CMV).

The regulatory sections covered in this BASIC are few and straight forward… they are:

- 392.5(c)(2) – Violating Out of Service Order under 392.5(a)/(b) (Severity Weight = 10)
- 392.4(a) – Driver uses or in possession of drugs (Severity Weight = 10)
- 392.5(a) – Possession/use/under the influence of alcohol- 4 hours prior to duty (Severity Weight = 5)

As with all the BASIC's we have covered up to this point, please note these are VIOLATIONS on a roadside inspection and DO NOT need a citation OR conviction to place them on your record and the carrier you are qualified with.

Under the Driver Safety Measurement System (DSMS) and Pre-employment Screening Process, these and ALL roadside inspection violations will become a part of your driving record. A 3 year window of information will be available to current and future companies.

As a professional driver, your commitment to safety and not using controlled substances or alcohol is the best practice to follow. If this is your safety culture and belief, success in this BASIC is automatic, easy, and the right thing to do.

Driving under the influence is never acceptable in any size vehicle.

Next, we will examine the 5th of the 7 BASIC's - Vehicle Maintenance. This topic is a critical safety area and as we all know, a poorly maintained vehicle can certainly contribute to an accident. This connection to behaviors and issues that can cause accidents is the primary focus of CSA and a major reason for its creation.

Thanks for your time and attention to this important Driver Education Topic.

Information provided is advisory in nature.

Vehicle Maintenance BASIC – CSA

The 5th of the 7 BASIC's is Vehicle Maintenance. This BASIC covers all regulations relating to the inspection, repair and maintenance of commercial motor vehicles of all sizes and types.

Below are examples of violations in this BASIC:

- Operating an Out of Service (OOS) Vehicle [396.9(c)] Severity – 10
- Tire – flat and /or audible air leak [393.75(a)(3)] Severity – 8 (NOTE: Most tire related violations carry an 8 Severity score.)
- All Suspension violations [393.207] Severity – 7
- All Steering violations [393.209] Severity – 6
- Stop lamp violations [393.25(f)] Severity – 6
- Emergency GladHand –Audible Air leak [393.45(a)] Severity – 4
- Inadequate/contaminated brake linings [393.47] Severity – 4
- No/discharged/unsecured fire extinguisher [393.95(a)(1)(i) Severity – 2

Notice the pattern of these examples. The violations with high severity scores are those that are more likely to cause a crash. Suspension issues are very serious and could cause the vehicle to lose control and cause a crash. A bad tire or steering systems can also cause a crash, but not having a proper or secured fire extinguisher, while still a regulation and requirement is not as likely to cause a crash.

The Vehicle Maintenance BASIC has one of the longest lists of violations in the entire CSA Carrier Safety Measurement System; approximately 220. If you would like to review them for yourself, go to the CSA web site:
http://csa.fmcsa.dot.gov/yourrole/motorcarriers.aspx
Click on Motor Carriers and Drivers, go all the way to the bottom of the page, click on CSA related materials and click on Safety Measurement System (SMS) to open the PDF file with this information.

Vehicle Maintenance violations are easy to find by enforcement personnel and are why a detailed pre and post-trip inspection is a must.

The following steps will bring success in the Vehicle Maintenance BASIC.

1. A detailed PRE-TRIP inspection every time a vehicle is taken on the public highway.
2. A solid repair and maintenance program which will keep the vehicles in proper condition and document the necessary repairs done for items noted during the pre-trip.
3. Complete all paperwork, including Driver Vehicle Inspections Reports and log inspections on your daily log book.

Remember, many of these violations are noted in the Severity charts as "driver responsible," which means even though it is a maintenance item, the driver is responsible for noting defects before taking the vehicle onto the highway. The violations noted as Driver Responsible will be recorded against the driver's record and be used in the Driver Safety Measurement System when it is activated sometime in 2011.

Protect your ability to drive. Follow the rules. Pre-trip the vehicle thoroughly, fix items noted during the inspections and complete the necessary forms.

Thanks for your time and attention to this important Driver Education Topic.

Information provided is advisory in nature.

Improper Loading/Cargo Securement/Hazardous Material BASIC

The 6th of the 7 BASIC's (Behavioral Analysis and Safety Improvement Categories) is Improper Loading / Cargo Securement. Though not named in this BASIC's title, it also includes Hazardous Materials safety and compliance.

This BASIC covers a wide range of regulations and is the largest of the 7 BASIC's.

Some examples of the items tracked and scored:

- Vehicle not placarded as required [172.504(a)]
  Severity – 1,
  Driver Responsible – Yes
- Package not secure in vehicle (Haz Mat)
  [177.834(a)] Severity – 10,
  Driver Responsible – Yes
- Placard holder obscures placard
  [172.516(d)] Severity -1,
  Driver Responsible – NO
- Failing to secure Cargo
  [392.9(a)(1)] Severity – 10,
  Driver Responsible – Yes
- Failing to meet minimum Tie down requirements
  [393.110] Severity – 10,
  Driver Responsible – Yes
- All corners of chassis not secured
  [393.126(c)(2) Severity – 10,
  Driver Responsible – Yes

Notice the pattern in the violation samples shown above. High severity scores indicate violations more likely to cause a crash, such as not securing a package properly in a vehicle or a violation of the minimum tie down requirement.

The Improper Loading / Cargo Securement BASIC will be an area enforcement will monitor closely during scale and roadside inspections. A crash resulting from items covered in this BASIC usually get coverage by the news media and draw attention to the trucking industry.

To be successful in this BASIC, following the regulations regarding cargo securement and a detailed pre and post-trip inspection is critical. Block and brace packages in enclosed trailers. Check tie downs for condition and use the proper type and tie down pattern on open trailers. Weigh your load and be sure you are in compliance.

The pattern for success in nearly ALL of the BASIC's we have discussed so far is: know the regulations and be certain you are following the regulations covering you and the particular cargo you are transporting both before, during and after the trip is complete.

Enforcement personnel are being trained in the function of CSA and will be knowledgeable in the violations covered in each of the 6 "working" BASIC's.

You can protect both your driving record and the DOT rating of your company by striving for NO VIOLATION inspections every time you leave the yard. Rest assured, CSA will bring a new level of detail to monitoring and correcting safety performance and compliance.

Thanks for your time and attention to this important Driver Education Topic.

Information provided is advisory in nature.

CSA – Crash Indicator – The 7th BASIC

This month we examine and discuss the last of the 7 Behavioral and Safety Improvement Categories (BASIC's) - the Crash Indicator.

Avoiding accidents is one of the commons goals to all safety programs and a focus of every safety culture regardless of the size of the vehicle or the type of operation.

The Crash Indicator BASIC tracks and monitors the crash avoidance performance within CSA. CSA has adopted and will use the definition of accidents found in 49 CFR 390.5 as SafeStat did. This definition states: an accident involving a Commercial Motor Vehicle operating on a highway in interstate or intrastate commerce which results in:

> **(i)** A fatality;
>
> **(ii)** Bodily injury to a person who, as a result of the injury, immediately receives medical treatment away from the scene of the accident; or
>
> **(iii)** One or more motor vehicles incurring disabling damage as a result of the accident, requiring the motor vehicle(s) to be transported away from the scene by a tow truck or other motor vehicle.

This is the same definition state enforcement personnel follow as they respond to and document crashes that are entered into the FMCSA records.

This definition **DOES NOT** reflect who is at **FAULT** in the crash. All accidents both Preventable and Non-preventable that fit this definition are entered into the system and are considered by the equations to create a score in this BASIC.

How can professional drivers contribute to low scores in this BASIC? The answer is a key factor to success as a professional driver in ALL areas. Drive defensively to avoid crashes.

As a professional driver, we carry an extra measure of responsibility to make adjustments to our own driving AND for the driving errors of the NON-professional drivers we share the road with.

We share the nation's highways with people who are not experienced and focused on the act of driving safely. We see people everyday doing things while driving they **SHOULD NOT** do, such as reading, texting and any number of other distracting activities. Even with these drivers doing things they clearly should not be doing, it is still our responsibility to observe these unsafe acts and give extra space to help them get home safely, **IN SPITE OF THEMSELVES!!**

You would want the professional drivers that your family shares the roads with to do the same for them!!

Defensive driving to this high level of performance will accomplish the goal of avoiding crashes of all types.

This will bring success in this BASIC, keep the families safe, who are ultimately our customers, and result in success as a professional driver.

Thanks for your time and attention to this important Driver Education Topic.

Information provided is advisory in nature.

CSA Summary and Tips for Success

In our Professional Driver Education series we have provided an overview of how the Compliance, Safety & Accountability, known as CSA, will monitor driver and carrier safety performance from road and scale inspections and tracking DOT recordable crashes.

In this summary, we will cover key points as a refresher and offer tips for success under CSA as a professional driver.

CSA has replaced SafeStat as the method the Federal Motor Carrier Safety Administration (FMCSA) uses to monitor and score a motor carriers.
Goals of CSA are:

- FMCSA's plan to reduce highway crashes and fatalities
- Move focus from compliance to safety behaviors
- Increase accountability to drivers for safe behaviors and actions on the highway
- Allow FMCSA to intervene and correct behaviors before they cause crashes

How CSA works:

- Behavioral Analysis and Safety Improvement Categories (BASIC's) will monitor 7 key safety areas. These are:
    1. Unsafe Driving - Moving violations, such as speeding, lane changes, etc.
    2. Fatigued Driving – Hours of Service and Logs
    3. Driver Fitness – renewable documents and your "legal" status to drive a CMV
    4. Controlled Substance and Alcohol - Drug and Alcohol violations
    5. Vehicle Maintenance – All repair, maintenance and inspection issues
    6. Improper Loading / Cargo Securement/ Hazardous Materials – tie-downs, HM compliance
    7. Crash Indicator – involvement in a DOT Recordable crash both Preventable and Non-Preventable
- All violations noted on roadside or scale inspections are assigned points based on severity and when the violation occurred. The violations more likely to cause a crash carry higher points and current violations are rated higher than those in the past
- Violations will be recorded in BOTH the drivers records as well as the motor carrier's
- Out of Service violations increase the severity score by 2 points in most of the BASIC's

CSA SCORE	MILEAGE PAY
0 pts	$0.25
1-15pts	$0.21
16-30pts	$0.19
31-60pts	$0.17

- FMCSA will conduct "interventions" based on scores in each BASIC. These can range from warning letters to focused roadside inspections to focused and comprehensive on-site investigations at a motor carrier's office
- Drivers will NOT be individually rated when first activated, but violations WILL be recorded in the driver history record and be used by FMCSA during motor carrier interventions and investigations

Tips for CSA success:

- No Violations inspections are vital to good scores under CSA
- Drive defensively to prevent crashes. Protect yourself and the families we share the highways with
- Conduct detailed inspections and correct defects before taking the vehicle on the highway
- Comply with ALL Federal Motor Carrier Safety Regulations to avoid violations on roadside and scale inspections

CSA is active for public viewing. As a professional driver, you must accept this fact. Focus on safety, compliance and quality of your work as you transport customer's goods on the public highway. You and the motor carrier will be held responsible and accountable for your success.

You can protect both your driving record and the DOT rating of your company by striving for NO VIOLATION inspections every time you leave the terminal.

Thanks for your time and attention to this important Driver Education Topic.
Information provided is advisory in nature.

CSA Knowledge Transfer

Name: _____
Date: _____

To assure you understand the key elements of CSA, please answer the following questions:

1. CSA Stands For:
   __ Certified Safety Associate
   __ Compliance, Safety & Accountability
   __ Comprehensive Seamless Action
   __ Cummins Service Advice

2. CSA Replaces Safestat:
   __ True __ False

3. BASIC is an Abbreviation for:
   __ Big and Safe in Cruise
   __ Behavioral Analysis and Safety/Improvement Categories
   __ Beginning a Safe Inner Comfort
   __ Bet a Shoe it's Chrome

4. The Unsafe Driving BASIC tracks and monitors violations such as speeding, lane changes, obeying traffic control devices.
   __ True __ False

5. Hours of Service and Log Violations are Covered by which BASIC:
   __ Cargo Securement
   __ Crash Indicator
   __ Fatigued Driving
   __ Driver SEA

6. Electronic Logs will be required by CSA.
   __ True __ False

7. The Driver Fitness BASIC will cause drivers to have to begin an exercise and health management program.
   __ True __ False

8. An expired DOT Medical card noted during a roadside inspection would fall under with BASIC:
   __ Fatigued Driving
   __ Driver Fitness
   __ Crash Indicator
   __ Unsafe Driving

9. Vehicle Maintenance BASIC is only for Mechanics and Shop Managers.
   __ True __ False

10. A flat tire carries a CSA Severity score of:
   __ 2
   __ 5
   __ 8
   __ 10

11. Only Flatbed drivers have to worry about the Improper Loading/Cargo Securement BASIC
   __ True __ False

12. A log not current violation noted on a roadside inspection carries a CSA Severity score of:
   __ 1
   __ 3
   __ 5
   __ 7

13. All DOT recordable crashes, (tow, injury or fatal) are included in the Crash Indicator.
   __ True __ False

14. The best way to Improve your CSA Score is:
   __ Avoid ANY Violations on a Roadside Inspection
   __ Pre-trip your Vehicle and Fix Defects
   __ Be sure your Logs are Current and in Compliance
   __ Drive Safely (Check all that may apply)

15. CSA affects both my driving history records and my companies CSA scores and status.
   __ True __ False

Thanks for your time and attention to this important Driver Education Topic.

Information provided is advisory in nature.

O•A•K•L•E•Y
TRUCKING, INC.

Certificate of Receipt

I certify that I have received, read, and understand the copy of the Alcohol and Controlled Substances Policy for the Company and have been provided information and/or materials concerning the effects of alcohol and controlled substances use as required by the Federal Motor Carrier Safety Regulations (FMCSR) Part § 382.601.

I agree to comply with all of the federal regulations and company policies dealing with the use and possession of alcohol and controlled substances.
I acknowledge receipt of Kellers Drug & Alcohol Testing, Training, and Awareness Driver Handbook.

Signature: _____

Printed Name: _____ Date: _____

Company Certification

I certify that I have given the above named person a copy of the Alcohol and Controlled Substances Policy of the company and that the requirements of the Federal Motor Carrier Safety Regulations (FMCSR) Part § 382.601. "Employer obligations to promulgate a policy on the misuse of alcohol and use of controlled substances" have been met.

Signature: _____

Printed Name:

3700 Lincoln Avenue; North Little Rock, AR 72114
Toll Free: (800) 662-0875 Local: (501) 945-0875 Fax: (501) 945-5722
www.bruceoakley.com

Driver's Receipt

I acknowledge receipt of the "Emergency Response Guidebook" (14-ORS-4), detailing emergency response procedures prepared by the staff of U.S. Department of Transportation, Transport Canada and the Secretariat of Communications and Transport of Mexico.

Contractor Signature

Contractor Printed Name

Date

Bruce Oakley Trucking, INC

Company

Company Representative Signature

Note: This receipt shall be signed by the Owner Operator. A responsible company representative shall countersign. This receipt shall be placed in the O/O's personnel file.

Emergency Response to Hazardous Materials and Hazardous Waste

Statement:

The Personal Safety of our contractors in the transporting of hazardous materials/ waste and reporting of spills is of primary importance. The prevention of spills and incidents is of such consequence that it will be given precedence over operating productivity whenever necessary. It is Oakley Trucking Inc.'s goal to maintain a safe and healthy environment for our contractors, customers, and the public when transporting these materials.

Hazardous Materials Program Includes:

1. Conducting inspections on our equipment, and proper placard placement.
2. Eliminating unsafe working conditions and practices while loading and unloading hazardous materials/ waste.
3. Provide necessary Personal Protective Equipment (PPE) and instructions for their proper usage and care.
4. Promptly investigate the root cause of all accidents and incidents.
5. Proper training for the transportation, and reporting of accidents or incidents involving hazardous materials/ waste.
6. Training on the proper use of spill kit.

Emergency Response:

1. Isolate tractor trailer as much as possible
    a) Know the product, shipping hazard class, and the UN number
    b) Have the ERG book on hand for quick reference of potential hazards
    c) Estimate quantity spilled
    d) If possible, estimate the extent of contamination to land, water, or air.

2. Prevent any materials from leaking from truck or trailer onto the highway, sewers, ditches and streams.
    a) Use your spill kit as appropriate to minimize the exposure to the environment.
    b) Use dirt to create a dam to prevent materials from spreading
    c) Dig a trench around the spill to prevent run-off.
    d) Use the 4 C's Contact, Control, Contain, Clean-up.

3. Keep all unauthorized people away.
    a) Keep public upwind, uphill, and upstream at the proper distances as specified in the ERG.
    b) Isolate all flammable devices from the immediate area.

4. Emergency equipment provided in the tractor.
    a) Hard Hat
    b) Safety Gloves
    c) Safety Glasses
    d) Steel Toed Boots
    e) Shovel
    f) Reflective Triangles
    g) DOT ERG booklet
    h) 10 lb. 10 B/C Fire Extinguisher
    i) Reflective Safety Vest
    j) Spill Kit
        I. (20) Oil only absorb pads (White)
        II. (10) Hazmat pads (yellow)
        III. (3) 3" x 48" absorbent socks
        IV. (1) Pair nitrile gloves
        V. (2) Disposal bags
        VI. (1) Pair of goggles
        VII. (1) Set of 9 plugs
        VIII. (1) ½ lb. jar of 3B putty

5. Call the Police and Fire Department **IF NECESSARY**.
    a) Have information ready to pass on to EMS dispatcher such as UN number, location, people involved.
    b) Most fire departments are trained in the proper ways to manage a Hazmat spill.
    c) Oakley's safety department will authorize a clean-up contractor.

6. Notify the Safety Department.

Roger Carson: Work: (501) 320-8424

Dustin Barnett: Work: (501) 320-8461

[redacted]

Jeremy Paul: Work: (501) 320-8556

Ben Huminski: Work: (501) 320-8566

[redacted]

[redacted]

Joey Overbey: Work: (501) 320-853[redacted]

7. In the event the material can't be handled by the attending fire department. Oakley's safety department will notify one of its contracted Hazmat clean-up services
    a) Chemtrec 1 (800) 262-8200
    b) US Environmental Services (501) 945-0092
    c) Haz-Mat One Response Inc. 1 (800) 229-5252
    d) E3 Environmental Services (662) 469-3020

8. O/O Scene Requirements.
    a) Stay on scene if there is a risk to the public
    b) Stay on scene until the material is contained or cleaned up
    c) Stay on scene unless you are released by an emergency personnel who has the proper authority to supervise the scene in your absence.

9. Incident Investigation.
    a) Contact safety and discuss the probable root cause of the incident and what steps are needed to be completed on scene before continuing your trip.
    b) Follow up with safety to obtain guidance on lessons learned on how to prevent future incidents.

10. Training Programs for Owner Operators.
    a) Hazardous Material BOL and Waste Manifest Overview
    b) Special State permit requirements
    c) Proper placarding of the load
    d) Proper use of ERG booklet
    e) Emergency procedures and product compatibility
    f) How to respond to a spill
    g) Inspection requirements before and during trip
    h) Driving rules and hazmat restricted route planning.
    i) Proper usage of PPE

Contractor's Signature _____ Date:_____

Safety Representative_____ Date:_____

OAKLEY TRUCKING INC
HM 232 SECURITY PLAN

Statement of Purpose:

Oakley Trucking Inc. is committed to the safety and security of our employees, the customers we serve, and the general public. We all are aware of the reason that we must be more vigilant to prevent or inhibit the use of our equipment, terminals, or the products we transport by terrorist. We urge all employees to help us implement this plan and to continuously improve our security efforts.

Regulations of the United States Department of Transportation require that any employee of this company (including independent contractors) who is a "hazmat employee" be trained and familiar with our company's security plan. According to those regulations, a "hazmat employee" is a person who is employed by a hazmat employer and directly affects hazmat transportation safety, including an owner-operator of a motor vehicle, which transports hazardous materials, a person (including a self employed person) who:

- loads, unloads, or handles hazmat;
- test, reconditions, repairs, modifies, marks, or represents packaging as qualified for use in the transportation of hazmat;
- prepares hazmat for transportation;
- is responsible for safety of transporting hazmat; or
- operates a vehicle used to transport hazmat.

Personnel Security:

Oakley Trucking Inc. will implement the following provisions with regard to the employment (including applications for employment) of drivers. Additionally, the company may (at its discretion) implement some or all of these provisions relevant to the employment of non-driver employees who perform functions regulated by the U.S. Department of Transportation's "Hazardous Materials Regulations" with Title 49 of the Code of Federal Regulations.

1. Perform detailed background checks on all applications for any driver or leased operator position.
2. To the extent possible, check for criminal convictions.
3. Contact previous employers and references.
4. Investigate gaps in employment.
5. To the extent possible, have at lease 10 years consecutive employment/education records.
6. Maintain employee information in a confidential and secure manner, and in compliance with all relevant federal and state regulations and statues regarding confidentiality and individual privacy.
7. Verify that drivers are U.S. Citizens or that non-citizens have documentation appropriate to their immigration status.
8. Ensure drivers have current CDL with appropriate endorsements, and a current medical card.
9. Cancel passwords to prohibit computer access by former employees.

Unauthorized Access:

1. Management will designate who is in charge of security for the company and at each facility.
2. Management will conduct security awareness training for all employees, including how to report suspicious incidents or events.
3. Supervisors will require all visitors and outside vendors to a terminal to sign in.
4. Designated personnel will perform daily yard checks and equipment reconciliation.
5. Designated personnel will remove keys from trucks not in use and store in a lock box.
6. All employees should control access to computers, especially those with product or routing information.
7. The Company may request periodic checks of facility areas by local law enforcement, especially when facility is not open, and consider professional security force at higher risk terminals or during Orange or Red conditions.
8. The Company may develop specific actions for each security level alert that might be set by the Department of Homeland Security. (e.g. no preloading during condition Red).
9. The Company will post Nation's threat level in driver's room and other public areas.
10. The Company will post and periodically review driver anti-terrorism tips.
11. Management should inspect facility grounds, maintenance areas, and buildings to identify points of possible unauthorized entry to the property. This will be important considerations, particularly at facilities having more than one point for access and egress.
12. Periodically, the Company may test emergency response communications equipment and procedures.

En Route Security:

1. Sales and supervisory employees should not accept business from an unknown party before verifying company legitimacy.
2. Drivers and terminal personnel should lock tractor doors at all times and take keys anytime driver is not with the vehicle. Ensure windows are closed.
3. If possible, drivers and terminal personnel should lock steering columns when truck is not in service.
4. Drivers should perform "walk around" inspection of the vehicle after every stop, including deliveries and breaks. Be sure to look under the trailer and in hose tubes where a device could be attached.
5. Supervisors should develop "parking instructions" for any locations away from terminal. Look for lighted and fenced areas, visibility, and security.
6. Supervisors should include security considerations in route selection and times for pick-up and delivery. When possible, avoid bridges, tunnels and dense population areas.
7. Dispatchers and supervisors should minimize driver "down-time" while en route. Schedule and dispatch with as few required stops as possible.
8. Management will establish procedures to communicate emergency messages to all facilities and to drivers on the road. Options may include satellite communications systems, cell phones, or scheduled call-in times. Management will include

communications procedures for drivers to report any unexpected occurrence with equipment, load, or route.

9. Drivers (and other knowledgeable employees) should not discuss any details about their load or pick-up points and destinations with unauthorized personnel, such as over the CB radio, cell phones or at truck stops.
10. Drivers should not pick up hitchhikers or allow any unauthorized personnel in the truck cab.
11. Drivers should not stop to help disabled vehicles or motorists. Call local authorities and notify them of anyone needing assistance. Be especially suspicious of vehicles with three or more people in them.
12. Supervisors should develop a procedure for detecting "late loads." Investigate any late load more than an hour late for delivery.
13. Drivers should not change delivery destination unless authorized by dispatch.
14. Supervisors should develop a procedure for drivers when being asked to pull over by law enforcement or unmarked vehicles.
15. Supervisors may arrange with shippers to schedule teams for long trips with high hazard materials.
16. Supervisors should consult with shippers to ensure security of consignee delivery areas. Request well-lighted and marked delivery areas and that customer personnel be available to answer safety or security questions.
17. All Employees are to report any suspicious events to company and local law enforcement.

Tank Wash Security:

1. Control wash rack and facility security:
    - Establish visitor procedures, including drivers and vendors.
    - Establish visitor sign in and visitor pass.
    - Establish vehicle parking area and vehicle parking tags.
2. Establish daily chemical inventory.
3. Establish procedures for releasing equipment, including driver ID.
4. Perform daily trailer inventory checks at terminals.
5. Train all employees, including front office, on security and notification procedures, including the company official and public agency to notify.
6. Designate a facility manager and/or shift supervisor in charge of security.

Controlled Substance Testing

K. Policy Statement

Oakley Trucking Inc ("Company") recognizes the significant problems caused by alcohol and drug use in the transportation industry. These problems can adversely affect the safety of drivers, and jeopardize the safety and well-being of the general public. Accordingly, because the safety and well-being of our drivers and the general public are important to us, the Company has adopted the following alcohol and drug testing policy in compliance with the U.S. Department of Transportation ("DOT") regulations. The Policy is intended to accurately detect and deter alcohol and drug use among our drivers. Additional information regarding alcohol and drug use or this Policy is available from [list individual who will be responsible for administering this policy, along with his/her title] who has been designated by Company to answer our drivers' questions on these important issues.

The Policy has been developed to keep our highways free from alcohol or drug-influenced drivers. It has also been developed so as to respect and recognize the dignity and privacy of all of our drivers and to fully comply with DOT regulations under 49 C.F.R. Parts 40 and 382. In order to protect drivers from inaccurate test results, the most reliable tests in the industry will be used. All initial positive test results will be confirmed by another more precise test, when possible, and any driver who desires to review the results of any positive test will be allowed to do so. By taking this positive approach in conjunction with the DOT regulations, the Company will be helping to make the highways safer for everyone.

L. Who Must Be Tested?

Under DOT regulations, all individuals who drive "commercial motor vehicles" requiring a Commercial Drivers' License ("CDL"), including independent contractors, in interstate or intrastate commerce must be tested. For the Company's purposes, commercial motor vehicles are vehicles with a gross vehicle weight rating of 26,001 pounds or greater. Employees, such as mechanics and supervisors, who occasionally fill in for drivers and operate a commercial motor vehicle requiring a CDL will also be subject to testing. In brief, any individual who may be called upon to drive a commercial motor vehicle on behalf of Company must be tested, and references throughout this Policy to drivers will include all individuals subject to testing.

M. Definitions

For purposes of this Policy, the following definitions apply:

- **Alcohol** means the intoxicating agent in beverage alcohol, ethyl alcohol, or other low molecular weight alcohols, including methyl and isopropyl alcohol.

- **Applicant** means a person who has applied to drive as a CDL driver with Company.

- **Company Property** means any land, building, parking lot, vehicle, or other property owned or leased by Company or otherwise being used for company business.

- **Commercial Motor Vehicle** means a motor vehicle or a combination of vehicles used in commerce if (i) the vehicle has a gross vehicle weight rating of 26,001 pounds or greater; (ii) the vehicle has a gross combination weight rating of 26,001 pounds or greater, inclusive of a towed unit with a gross vehicle weight rating of 10,001 pounds or greater; (iii) the vehicle is of any size and is used in the transportation of hazardous material requiring vehicle placarding; or (iv) the vehicle is designed to transport 16 or more passengers including the driver.

- **Drugs or Controlled Substances** mean any substance identified in 49 C.F.R. 40.85 of the DOT regulations, including marijuana, cocaine, amphetamines, opioids, and phencyclidines ("PCP").

- **Medical Review Officer ("MRO")** means a licensed physician who is responsible for receiving and reviewing laboratory results generated by Company's drug testing program and evaluating medical explanations for certain drug test results.

- **Refusal to Submit to Test** means (i) failing to appear for a test within a reasonable time as determined by Company; (ii) failing to remain at the testing site until the testing process is complete; (iii) failing to provide a urine specimen (or a sufficient amount of urine without adequate medical explanation) for any drug test; (iv) failing or declining to take a second test Company or the collector has requested the driver to take; (v) failing to undergo a medical examination or evaluation as directed by the MRO as part of the verification process; (vi) failing to cooperate with any part of the testing process; or (vii) a driver who is reported by the MRO as having a verified adulterated or substituted test result.

- **Safety Sensitive Function** means all time from the time a driver begins work for Company or is required to be in readiness to work until the time the driver is relieved from work by Company. Safety sensitive functions include (i) all time at Company's offices, customer facilities or any public property waiting to be dispatched unless Company has relieved the driver from duty; (ii) all time inspecting, servicing or conditioning a commercial motor vehicle; (iii) all time spent at the driving controls of a commercial motor vehicle in operation; (iv) all time, other than driving time, in or upon any commercial motor vehicle; (v) all time loading or unloading (or assisting in loading or unloading) a commercial motor vehicle; or (vi) all time repairing, obtaining assistance or remaining in attendance upon a disabled commercial motor vehicle.

N. Alcohol Use Prohibition

The following alcohol use prohibitions will be strictly enforced by Company:

- Drivers are prohibited from using or possessing alcohol while on duty or performing a safety-sensitive function.
- Drivers shall not report to duty or perform safety-sensitive functions within four hours after using alcohol.
- Drivers that test positive for alcohol at an alcohol concentration level of between 0.02 percent and 0.04 percent are not permitted to drive or perform safety-sensitive functions for a minimum of 24 hours and must undergo return-to-duty testing before being allowed to return to work.
- Any driver that tests positive for alcohol at an alcohol concentration level of greater than 0.04 percent is medically unqualified to operate a commercial motor vehicle.
- Drivers shall not use, sell, manufacture, purchase or possess any alcohol on Company property.

Drivers that fail to comply with these prohibitions are subject to appropriate actions set forth in Section H of this Policy.

O. Drug Use Prohibition

Drivers are prohibited from using those drugs specified in the DOT regulations. Any driver that tests positive for the use of drugs is medically unqualified to operate a commercial motor vehicle and is subject to the actions set forth in Section H of this Policy. In addition, the use, sale, attempted sale, manufacture, purchase, attempted purchase, possession or transfer of any drug on Company property or in Company vehicles at any time shall result in immediate discharge.

Medical Marijuana

49 CFR Part 40.151 does not authorize "medical marijuana" under state law to be a valid medical explanation for an contractor's positive drug test result. Marijuana remains a schedule I drug and the use of marijuana by safety sensitive employees is prohibited. This includes the use of CBD oils for any purposes, including medical, when THC is found in sufficient quantity. Company will not accept a prescription for medical marijuana as an explanation for a positive drug screen result.

P. Required Tests

Under DOT regulations, the following tests are required:

1. Pre-Employment Testing

All driver applicants that Company intends to qualify to operate a commercial motor vehicle will be tested for the use of drugs only as a pre-qualification condition as part of their pre-qualification DOT physical examination. Company's qualification of a driver applicant is conditioned upon the applicant's passage of the pre-employment drug test. No driver applicant will be allowed to drive or perform other safety-sensitive functions until the driver has received a drug test result from the MRO indicating a verified negative test result.

2. Reasonable Suspicion Testing

Drivers will be required to submit to a drug and alcohol test immediately whenever Company has reasonable suspicion to believe that the driver is under the influence of alcohol or drugs. When a driver is acting in an abnormal manner and at least one supervisor or other Company official (two, if available) has reasonable suspicion to believe that the driver is under the influence of alcohol or drugs, Company may require the driver to be transported immediately to a medical clinic and, once there, to provide urine, blood or breath specimens for laboratory testing. Reasonable suspicion means suspicion based upon specific personal observations that a supervisor or other Company official, who has received training in the signs of alcohol and drug intoxication in a prescribed training program endorsed by Company, can describe concerning the actions, appearance, conduct, behavior, speech or breath odor of the driver. The supervisor or Company official must make a written statement of these observations within 24 hours of the observed behavior or before the results of the tests are released, whichever is earlier. Drivers required to undergo reasonable suspicion testing will be considered unqualified to work for Company and immediately removed from safety-sensitive functions pending the results of their tests.

3. Post-Accident Testing

Drivers will be tested for the use of alcohol and drugs as soon as possible, but in any case no later than 8 hours (for alcohol testing) or 32 hours (for drug testing), after an accident if a human fatality is involved or if the driver receives a citation for a moving traffic violation arising from the accident. An accident means an accident which results in the death of a human being, bodily injury to a person who, as a result of the injury, immediately receives medical treatment away from the scene of the accident or disabling property damage requiring one or more vehicles involved in the accident to be transported away from the scene by a tow truck or other vehicle. The following chart summarizes when a post-accident test will be required of a driver:

Type of Accident	Citation Issued to Driver?	Post-Accident Test Required?
Human fatality	Yes	Yes
	No	Yes
Bodily injury requiring treatment away from the scene	Yes	Yes
	No	No
Disabling damage to vehicle requiring tow	Yes	Yes
	No	No

When involved in an accident, the driver should contact Company as soon as possible to determine if a post-accident test is required. Drivers who are to be tested following an accident must remain in contact with Company while awaiting their test results. Drivers must refrain from taking alcohol after any accident until a post-accident test is performed. Drivers must contact Company at least once every five hours in order to determine the need to consult with the MRO, if necessary, regarding test results and to advise of their whereabouts. Drivers who fail to maintain contact with Company will be subject to the actions described in Section H.

4. Random Testing

Drivers will be subject to testing for the use of drugs as a part of a random selection process with at least 25 percent of the drivers subject to testing during each calendar year. In addition, drivers will be subject to random testing for alcohol use at the rate of at least 10 percent of the drivers subject to testing during each calendar year. The method of selection for random testing will be neutral so that all drivers subject to testing will have an equal chance to be randomly selected. Once a driver has been tested, he/she will immediately become subject to random testing again. Consequently, any driver can conceivably be subject to random testing more than once in a given year.

5. Return-to-Duty Testing

Drivers that have tested positive to a drug or alcohol test will be required to submit to another drug or alcohol test prior to returning to duty requiring the performance of a safety-sensitive function. Drivers will not be allowed to return to duty until the Company has received a negative drug test result and/or alcohol results which indicate an alcohol concentration of less than 0.02 percent.

Q. Testing Procedures

1. Consent Forms

If requested, the driver shall sign a consent form authorizing the medical clinic or, in the case of an alcohol test, a certified breath alcohol technician, to withdraw a specimen of blood, urine and/or breath and the release of the results of the laboratory testing to Company and the MRO.

2. Collection Site

All drivers tested must provide a blood, urine and/or breath specimen for testing purposes at a Company designated collection site. The collection site will have necessary personnel, materials, equipment, facilities and supervision to provide for the collection, security, temporary storage and, if necessary, the transportation or shipment of the samples to an approved laboratory.

3. Accreditation

In accordance with applicable DOT regulations, all laboratories used by Company to perform drug tests will be required to perform all of the necessary testing procedures and will be certified by the U.S. Department of Health and Human Services ("DHHS") under the National Laboratory Certification Program. In addition, all breath alcohol technicians ("BAT") or screening test technicians ("STT") used by Company to perform alcohol breath tests will be qualified pursuant to the requirements of 49 C.F.R. 40.213. In addition, each evidential breath testing device ("EBT") used for alcohol breath testing will meet the minimum requirements of 49 C.F.R. 40.229.

4. Medical Review Officer

A qualified MRO has been appointed by Company to review, interpret and report positive drug test results. The MRO is a licensed physician knowledgeable in the medical use of prescription drugs and the pharmacology and toxicology of alcohol and other drugs. The MRO is knowledgeable of substance abuse disorders and has appropriate medical training to interpret and evaluate a driver's positive drug test result together with his or her medical history and other relevant biomedical information. The MRO shall perform the responsibilities of that position as required under applicable DOT regulations.

5. Chain of Possession Procedures

All chain of possession procedures shall be in accordance with applicable DOT regulations to ensure that the samples tested are those of the drivers from whom they were obtained.

6. Laboratory Testing Methodology

Drug tests will be conducted to screen the presence of the following drugs and their metabolites: marijuana, cocaine, opioids, amphetamines and PCPs. All specimens identified as positive on the initial test shall be confirmed using chromatography/mass spectrometry (GC/MS) techniques. Specimens which test negative on either the initial test or the GC/MS confirmatory test shall be reported as negative. "Under the influence" is defined as having the presence of an illegal drug or a drug metabolite in a driver's system as determined by appropriate testing of a bodily specimen that is equal to or higher than the levels specified below for the confirmation test. Equal to or higher test levels shall constitute a positive test subject to verification by the MRO. The following table establishes the current acceptable cutoff levels for testing purposes, and, if these established cutoff levels are changed, modified or revised by DOT or any other federal regulatory agency, the cutoff levels set forth below will automatically be changed to comply with the revised levels:

Substance	Initial Test Level	Confirmatory Test Level
Marijuana Metabolite	50 ng/ml	15 ng/ml
Cocaine Metabolite(s)	150 ng/ml	100 ng/ml
Opioid Metabolites (Morphine, Codeine)	2000 ng/ml	2000 ng/ml
Opioid Metabolites (Hydrocodone, Hydromorphone)*	300 ng/ml	100 ng/ml
Opioid Metabolites (Oxycodone, Oxymorphone)*	100 ng/ml	100 ng/ml
6-Acetylmorphine	10 ng/ml	10 ng/ml
Amphetamines (Amphetamine, Methamphetamine)	500 ng/ml	250 ng/ml
Phencyclidine (PCP)	25 ng/ml	25 ng/ml
MDMA / MDA	500 ng/ml	250 ng/ml

*Effective January 1, 2018.

All testing procedures will be performed in accordance with DOT regulations.

Alcohol tests will be conducted by a certified BAT or STT using a calibrated EBT device or other such device or testing method approved in accordance with applicable DOT regulations. The BAT will first complete a Breath Alcohol Testing Form, which is to be signed by the tested driver. Prior to completing the test, the BAT will require the driver to provide a photo identification. The BAT will then explain the alcohol testing procedure to the driver. Refusal by the driver to sign the form shall be regarded as a refusal to take the test. The BAT will next instruct the driver to blow forcefully into the mouthpiece of the testing device for at least six seconds or until the testing device indicates that an adequate amount of breath has been obtained. If the result of the screening test is a breath alcohol concentration of less than 0.02 percent, the BAT shall sign the testing form certification noting the negative result.

If a tested driver shows a breath alcohol concentration of at least 0.02 percent, a confirmation test must be conducted within 20 minutes after completing the screening test. Before the confirmation test is administered, the BAT shall ensure that the testing device registers at 0.00 percent on an air blank. The result of the confirmation test shall be affixed to the back of the Breath Alcohol Testing Form. All alcohol testing procedures will be performed in accordance with DOT regulations.

7. Split Specimen Testing

A driver or driver-applicant may request that a second analysis be performed on a split specimen. Such request must be made by the driver to the MRO within 72 hours of the driver's notification of the positive, adulterated or substituted test results. The second analysis must be performed by a second certified DHHS laboratory. The driver or driver-applicant is responsible for paying all costs associated with testing of the split specimen.

8. Notification of Test Results

With regard to drug tests only, the MRO will report in writing to Company whether a drug test was positive or negative, and, if positive, the identity of the controlled substance for which the test was positive. Before doing so, however, the MRO shall afford the tested driver the opportunity to discuss a positive drug test result with the MRO before reporting the positive test result to Company. If the MRO, after making and documenting all reasonable efforts, is unable to contact the tested driver, the MRO shall contact a designated management official of Company to arrange for the tested driver to contact the MRO prior to going on duty. The MRO may verify a positive drug test without having communicated with the driver about the results of the test as allowed for in the DOT regulations.

Company shall notify a driver-applicant of the results of the pre-qualification test if the driver-applicant makes a request within 60 days of being notified of Company's disposition of his or her qualification. Company shall notify drivers of the results of random, reasonable cause or post-accident drug tests and, if positive, the identity of the controlled substances for which the tests were positive.

With regard to alcohol use tests only, the BAT shall immediately notify a designated Company official by writing, in person or by telephone or electronic means of the results of the alcohol use test. If the initial transmission is not in writing, Company will verify the identity of the testing BAT and follow-up the initial transmission by receiving from the BAT the Breath Alcohol Testing Form. All initial and follow-up transmissions of alcohol use test results will be handled in a confidential manner in accordance with DOT regulations. Company shall release copies of a driver's records pertaining to alcohol use testing upon written request by the driver.

9. Confidentiality

Any and all communications involved in the testing procedures and results will be handled in a confidential manner. Regardless of the type of test given, the MRO will report to Company the result of the test and, if positive, the identity of the substance for which the driver tested positive. Company will maintain, in the driver's confidential file, the following information: the types of tests to which the driver submitted; the date and location of the collection; the identity of the person or entity performing the collection, analyzing the specimens and serving as the MRO; and whether the test finding was positive or negative, and, if positive, the controlled substance(s) identified in any positive test. The MRO shall maintain individual test results for a minimum of 5 years. None of the information concerning test results maintained by Company or the MRO may be released to other persons except in accordance with DOT regulations or with the express written consent of the driver.

R. Consequences of Positive Test Results/Refusal to Submit to Testing

Consistent with its established policy and DOT regulations, Company strictly prohibits drivers from being on duty and possessing, using or being under the influence of alcohol or drugs. Drivers are similarly prohibited from consuming alcohol within 4 hours of reporting for duty and from using any drugs. Drivers engaging in such conduct will be subject to discipline, up to and including contract termination.

1. Action Based on Positive Test Results

If the results of any pre-employment drug test administered to a driver applicant indicate a positive test result for the use of drugs, the driver-applicant will not be qualified to operate for Company and will be notified of the same. A driver already qualified by Company who tests positive for the use of alcohol or drugs is medically unqualified to operate a commercial motor vehicle or other equipment and will not be dispatched by Company. If test results show a breath alcohol concentration equal to or above 0.02 percent, the driver shall be immediately removed from all safety-sensitive functions.

2. Qualification After a Positive Test

Any driver testing positive for drugs or alcohol at a concentration level of greater than 0.04 percent will be provided with the name and telephone number of a Substance Abuse Professional ("SAP"), who is a licensed physician, licensed or certified psychologist, social worker or certified addiction counselor, with knowledge of and clinical experience in the diagnosis and treatment of alcohol and controlled substances-related disorders. A driver testing positive for drugs or

alcohol may be eligible for re-qualification with Company at the Company's discretion if the driver successfully completes any treatment program that is recommended by the SAP and otherwise completes the return-to-duty process. The driver will be solely responsible for all costs and expenses associated with the initial evaluation by the SAP and any subsequent treatment program that is required by the SAP.

3. Action Based on Refusal to Submit to Testing

A driver who refuses to be tested for any of the required tests specified in Section F shall not be permitted to operate a commercial motor vehicle or perform any safety-sensitive function. Such refusal shall constitute a presumption of intoxication or being under the influence, shall be treated as a positive test result and shall result in immediate disqualification.

S. Drug and Alcohol Clearinghouse

Effective January 6, 2020, Company will be required to report the following information to the DOT Drug and Alcohol Clearinghouse:

(i) A verified positive, adulterated, or substituted drug test result;
(ii) An alcohol confirmation test with a concentration of 0.04 or higher;
(iii) A refusal to submit to any test required by subpart C of this part;
(iv) An employer's report of actual knowledge, as defined at §382.107:
  (A) On duty alcohol use pursuant to §382.205;
  (B) Pre-duty alcohol use pursuant to §382.207;
  (C) Alcohol use following an accident pursuant to §382.209; and
  (D) Controlled substance use pursuant to §382.213;
(v) A substance abuse professional (SAP as defined in §40.3 of this title) report of the successful completion of the return-to-duty process;
(vi) A negative return-to-duty test; and
(vii) An employer's report of completion of follow-up testing.

T. Frequently Asked Questions

As a driver performing safety-sensitive functions in the transportation industry, you are responsible for providing safe highways for the traveling public. This requires following the DOT's rules on drug use and alcohol misuse.

The following questions and answers, found at **http://www.dot.gov/odapc/**, will help you better understand the DOT's drug and alcohol testing regulations, as well as, provide resources in the event you or a co-driver need help with a drug or alcohol abuse problem.

Why am I being tested?

After several significant transportation accidents, Congress passed the Omnibus Transportation Employee Testing Act of 1991, because they recognized the safety need for ensuring drug- and alcohol-free transportation workers. The "Act" required DOT Agencies to implement drug testing of safety-sensitive transportation workers in the aviation, trucking (including school bus drivers, and certain limousine and van drivers), railroads, mass transit, and pipelines industries. In 1994, DOT added alcohol testing requirements to its regulations.

What are the drug & alcohol testing rules and where do I find them?

The DOT agencies (the Federal Aviation Administration [aviation], the Federal Motor Carrier Safety Administration [trucking], the Federal Railroad Administration [rail], the Federal Transit Administration [mass transit] and the Pipeline and Hazardous Materials Safety Administration [pipeline]) and the United States Coast Guard (USCG) [maritime]) each have industry specific regulations which in total cover approximately 12.1 million transportation workers who perform safety-sensitive functions. These regulations spell out who is subject to testing, when and in what circumstances.

If you are an employer in the aviation, trucking, railroad, mass transit, pipeline or maritime industries, or if you have workers who perform DOT identified safety-sensitive positions, you must implement whichever regulation(s) apply.

If you are a worker in the aviation, trucking, railroad, mass transit, pipeline or maritime industries, or if you work in a DOT identified safety-sensitive position, you must comply with whichever regulation(s) apply.

The DOT also has procedures which apply to all transportation workers Federal testing which can be found in another regulation, referred to here as "Part 40." Each of the DOT agencies and the USCG follow Part 40 by including its procedures in their regulations. Part 40 states: what specimens are collected; who performs the drug and alcohol tests; how to conduct those tests; what procedures to use when testing, and the mandatory return to duty requirements of a worker returning to safety-sensitive service following a DOT drug and/or alcohol rule violation. Part 40 can be found on the DOT web site at http://www.dot.gov/odapc.

Should I refuse a test if I believe I was unfairly selected for testing?

A good rule of thumb is "comply, then complain." If you are instructed to submit to a DOT drug and/or alcohol test and you don't agree with the reason or rationale for the test, you should take the test.

Don't interfere with the testing process or refuse the test. Instead, after the test express your concerns about the testing event to the Company (for example, a detailed letter to your company or by an agreed upon grievance procedure if you are a member of labor organization). You can also express your concern to the Drug and Alcohol Program Manager (DAPM) for the DOT agency that regulates you. The DAPM contact information can be found on the DOT web site at http://www.dot.gov/odapc.

What will happen to me if the laboratory identifies my specimen as positive for one or more drugs, or as adulterated or substituted?

You will have the opportunity to speak directly with an MRO. During your interview you will have an opportunity to provide information and/or medical documentation to explain/support why your specimen was positive, adulterated or substituted. Based on the information you provide, the MRO will "verify" your result by determining whether or not there is a legitimate medical reason for your test result. The MRO will report your result to the Company only after making this determination.

During the interview the MRO will ask if you would like to verify the laboratory's result by having your split or "B" specimen (your primary specimen is the "A" sample) sent to another laboratory for analysis. You will have 72 hours from the time the MRO verifies your result to request an analysis of your "B" specimen. Who pays for the analysis is between you and the Company, but the MRO cannot reject or hold up your request because of payment issues. The Company has agreed by policy to pay for the analysis.

What will happen to me if I violate a DOT drug & alcohol rule (e.g. test positive, or refuse a test)?

The Company is required to immediately remove you from performing safety-sensitive functions. You will not be permitted to return to DOT regulated safety-sensitive functions until you have:

- Undergone an evaluation by a Substance Abuse Professional (SAP). The Company must provide you with a list of SAPs that you can use;
- Successfully completed any course, counseling or treatment prescribed by the SAP prior to returning to service;
- Undergone a follow up evaluation by the same SAP to determine your compliance with their recommendations; AND
- Provided a breath and/or urine specimen that tests negative for drugs and/or alcohol prior to returning to DOT regulated safety-sensitive functions.

You will also be subject to unannounced testing for drugs and/or alcohol for at least 6 times during the first 12 months of active service with the possibility of unannounced testing for up to 60 months (as prescribed by the SAP).

Will I be discharged if I violate a DOT Agency drug and alcohol rule?

DOT regulations do not address actions such as company qualification. DOT regulations may prohibit you from performing your safety-sensitive functions after a positive test result or refusal to submit to testing. You should be aware that a positive, adulterated or substituted DOT drug or alcohol test may trigger consequences based on company policy.

Are my results confidential?

Your test results are confidential. A company or service agent (e.g., a testing laboratory, Medical Review Officer or Substance Abuse Professional) is not permitted to disclose your test result(s) without your written consent. In certain situations, however, your test information may be released without your consent; such as legal proceedings, grievances, or administrative proceedings brought on by you or on your behalf, which resulted from a positive, adulterated, substituted test result or refusal. When the Company releases your drug and alcohol testing records, it must notify you in writing.

Will my results follow me to other companies?

Yes, your drug and alcohol testing history will follow you to future companies. Motor carriers are required by law to provide certain records of your DOT drug and alcohol testing history to other carriers. This is to ensure that, when necessary, you complete the return-to-duty process and your follow up testing program.

What should I do if I believe I or my co-worker has an alcohol or substance abuse problem?

Most every community in the country has resources available to confidentially assist you through the evaluation and treatment of your problem. If you would like to find a treatment facility close to you, check with your local yellow pages, local health department or visit the U.S. Department of Health and Human Services treatment facility locator at http://findtreatment.samhsa.gov. This site provides contact information for substance abuse treatment programs by state, city and U.S. Territory.

Also, work-place programs are in place to assist workers and family members with substance abuse, mental health and other problems that affect their job performance.

17. Vehicle Identification Info

trc_number	trc_year	trc_make	trc_serial	trc_licstate	trc_licnum	GVWR
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10030	2022	KNWT	1XKYD49X3NJ485013	OK	3PG820	80000
1005	2026	KNWT	1XKYD49X6TJ224200	OK	3NB565	80000
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1008	2027	KNWT	1XKYD49X2VJ235827	OK	3NM972	80000
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10100	2022	PTRB	1NPXD49X0ND782108	OK	3NX244	80000
10105	2017	FRHT	3AKJGHDV6HSHP8141	OK	3NL674	80000
1012	2027	KNWT	1XKYD49X7VJ265065	OK	3PC641	80000
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10228	2015	PTRB	1XPBD49X4FD256422	OK	3NE612	80000
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10254	2015	FRHT	3AKJGHDV4FSFZ8511	OK	3GM237	80000
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10323	2021	PTRB	1XPBDP9X1MD749585	OK	3NJ479	80000
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10427	2020	WSTR	5KJJBHD18LLLS7512	OK	3LJ935	80000
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10457	2015	PTRB	1XPHD49X1FD247560	OK	3LJ937	80000
10464	2020	PTRB	1XPXD49X7LD642480	OK	3LL042	80000
10503	2018	PTRB	1XPBDP9XXJD459020	OK	3MZ785	80000
10532	2013	MACK	1M1AW07Y7DM030450	OK	3ND845	80000
10534	2015	FRHT	3ALXFBCG9FDGJ3369	OK	3HT814	80000
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10583	2022	KNWT	1XK1D49X3NJ148312	OK	3KF425	80000
10595	2021	KNWT	1XKYDP9XXMJ470265	OK	3HX711	80000
10599	2020	KNWT	1XK1D49XXLJ396487	OK	3NF860	80000
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10661	2013	FRHT	3ALXFB00XDDFD1702	OK	3NJ686	80000
10684	2020	KNWT	1XKYDP9X0LJ360596	OK	3JJ707	80000
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10775	2022	PTRB	1XPXDP9X9ND789338	OK	3JM857	80000
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10808	2024	WSTR	5KJJBWDR3RLVA2165	OK	3JV487	80000
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10828	2020	INTL	3HSDZAPR2LN812694	OK	3JV492	80000
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10850	2012	WSTR	5KKXAFCG4CPBP9597	OK	3JZ136	80000
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10905	2019	PTRB	1XPBDP9X4KD607227	OK	3KC348	80000
10926	2021	PTRB	1XPXD49X9MD761813	OK	3KC940	80000
10931	2019	PTRB	1XPBD49X0KD362618	OK	3KC719	80000
10935	2019	KNWT	1XKYD49X8KJ175743	OK	3KC946	80000
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10940	2024	MACK	1M1AN4GY6RM044583	OK	3KD028	80000
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10960	2017	FRHT	3AKJGLDR5HSHY5183	OK	3KE649	80000
10966	2015	PTRB	1XPXD49X0FD248078	OK	3LD373	80000
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10983	2020	PTRB	1XPXDP9XXLD651983	OK	3KF125	80000
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11016	2020	KNWT	1XKYD49X0LJ382645	OK	3KJ262	80000
11020	2023	VOLV	4V4NC9EHXPN341472	OK	3KJ269	80000
11021	2021	KNWT	1XKYDP9X6MJ439806	OK	3LK334	80000
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11041	2025	VOLV	4V4NC9EH0SN653101	OK	3KJ274	80000
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11055	2021	PTRB	1XPXD49X8MD669690	OK	3KK889	80000
11072	2019	PTRB	1XPXD49X4KD620466	OK	3KL026	80000
11078	2019	INTL	3HSDZAPR3KN714546	OK	3KM181	80000
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11142	2022	KNWT	1XKYD49X7NJ482325	OK	3LB222	80000
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11177	2022	PTRB	1XPCDP9X1ND779367	OK	3LC767	80000
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11197	2024	INTL	3HSDZTZRXRN187091	OK	3LC753	80000
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11304	2020	VOLV	4V4NC9EH1LN240783	OK	3LK831	80000
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11385	2025	KNWT	1XKWD49X4SR121283	OK	3LV209	80000
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11424	2020	MACK	1M1AN4GY8LM019532	OK	3LU330	80000
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11456	2025	KNWT	1XKWD49X5SR156804	OK	3NE073	80000
11461	2022	PTRB	1XPBDP9X9ND765762	OK	3LW561	80000
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11477	2022	KNWT	1XKYD49X6NJ481893	OK	3LX672	80000
11479	2025	PTRB	1XPED49X5SD752742	OK	3LX667	80000
11486	2020	PTRB	1XPBDP9X2LD650563	OK	3NX242	80000
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11501	2019	MACK	1M1AN4GY0KM001329	OK	3LY192	80000
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11510	2022	PTRB	1XPBDP9X3ND707890	OK	3ME992	80000
11513	2025	FRHT	3AKJHHDV6SSVU2624	OK	3ME994	80000
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11522	2020	PTRB	1XPXD49X0LD648346	OK	3ME663	80000
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11529	2026	KNWT	1XKYD49X9TJ202028	OK	3MH651	80000
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11554	2020	INTL	3HSDZAPR9LN851203	OK	3MJ359	80000
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11571	2026	PTRB	1XPCDP9X7TD783971	OK	3MJ365	80000
11576	2023	PTRB	1XPBDP9X3PD854858	OK	3MJ994	80000
11577	2019	KNWT	1XKYDP9X7KJ281652	OK	3MJ791	80000
11582	2025	KNWT	1XKWD49X6SR156813	OK	3MU437	80000
11583	2021	KNWT	1XKYD49X1MJ432034	OK	3MU435	80000
11586	2021	KNWT	1XKYDP9X2MJ438183	OK	3MU767	80000
11593	2020	PTRB	1XPBDP9XXLD672066	OK	3MV492	80000
11594	2020	MACK	1M1AN4GY3LM012813	OK	3MV494	80000
11595	2020	PTRB	1XPCD49XXLD686438	OK	3MV491	80000
11597	2020	PTRB	1XPBDP9X1LD683960	OK	3MV495	80000
11601	2020	KNWT	1XKYD49X8LJ401362	OK	3MV738	80000
11604	2026	PTRB	1XPED49X6TD786481	OK	3MX233	80000
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11609	2025	KNWT	1XKWD49X2SR121122	OK	3MX232	80000
11611	2023	PTRB	1NPXD49X1PD850368	OK	3MX234	80000
11615	2023	KNWT	1XK1D49X7PJ248657	OK	3MX225	80000
11620	2016	PTRB	1XPBD49X4GD204354	OK	3MX226	80000
11621	2019	KNWT	1XKYD49X2KJ245155	OK	3MX227	80000
11624	2023	FRHT	3AKJHHFG6PSNF8307	OK	3MX584	80000
11628	2021	KNWT	1XKYDP9X1MJ440281	OK	3NB559	80000
11631	2020	PTRB	1XPBD49X0LD706675	OK	3NB554	80000
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11638	2020	FRHT	3ALXA7004LDLG0162	OK	3NB560	80000
11640	2026	PTRB	1XPCD49X8TD792872	OK	3NB563	80000
11641	2020	PTRB	1XPBDP9X3LD643525	OK	3NB948	80000
11642	2022	VOLV	4V4NC9EH8NN282578	OK	3NE012	80000
11645	2021	KNWT	1XKWD49X5MR432689	OK	3NB947	80000
11650	2019	INTL	3HSDZAPR8KN124715	OK	3NB959	80000
11654	2023	KNWT	1XKWD49X0PR215653	OK	3NE009	80000
11658	2020	KNWT	1XKYDP9X7LJ227558	OK	3NE016	80000
11669	2019	PTRB	1XPBDP9X7KD494518	OK	3NE071	80000
11670	2020	PTRB	1XPCD49X3LD715293	OK	3PD380	80000
11679	2021	PTRB	1XPBD49XXMD759854	OK	3NG350	80000

11680	2021	PTRB	1XPBD49X3MD758156	OK	3NE023	80000
11683	2022	FRHT	3AKJGNDR4NDNH7641	OK	3NE069	80000
11684	2022	WSTR	5KJJBHDR0NLNC1715	OK	3NE070	80000
11688	2023	MACK	1M1AN4GY2PM039913	OK	3NF437	80000
11692	2020	PTRB	1XPBD49X2LD664493	OK	3NE609	80000
11697	2026	KNWT	1XKWD49X4TR197524	OK	3NF442	80000
11706	2026	PTRB	1XPCD49X6TD792871	OK	3NF436	80000
11710	2020	FRHT	1FUJHHDR2LLLN1976	OK	3NF447	80000
11716	2018	KNWT	1XKWD49X5JJ213970	OK	3NG996	80000
11717	2022	PTRB	1XPXD49X4ND791903	OK	3NG997	80000
11718	2022	PTRB	1XPXD49X5ND781994	OK	3NG998	80000
11719	2023	KNWT	1XKWD49X2PR232132	OK	3NG639	80000
11722	2019	PTRB	1XPBDP9X2KD616427	OK	3NG640	80000
11723	2021	KNWT	1XKYDP9XXMJ445737	OK	3NG642	80000
11724	2022	PTRB	1NPXD49X3ND773399	OK	3NG641	80000
11726	2022	PTRB	1XPCDP9X4ND786796	OK	3NG638	80000
11727	2022	KNWT	1XKYD49X4NJ481908	OK		80000
11728	2026	KNWT	1XKZD49X1TJ214677	OK	3PG817	80000
11729	2023	PTRB	1XPBD49X0PD799834	OK	3NJ665	80000
11730	2026	KNWT	1XKYD49X8TJ227843	OK	3NG988	80000
11731	2022	KNWT	1XKYD49X1NJ481526	OK	3NJ681	80000
11732	2022	KNWT	1XKZDP9X1NJ486067	OK	3NG989	80000
11733	2022	INTL	3HSDZAPR7NN168757	OK	3NJ674	80000
11736	2021	KNWT	1XKYDP9X5MJ436816	OK	3NG990	80000
11737	2026	PTRB	1XPCD49XXTD813611	OK	3NJ666	80000
11739	2020	KNWT	1XKYDP9X7LJ341060	OK	3NG992	80000
11740	2022	FRHT	3AKJHHFG9NSNF8301	OK	3NL547	80000
11741	2014	FRHT	1FUJGLDV0ELFS4662	OK		80000
11743	2021	PTRB	1XPBDP9X2MD758523	OK	3NJ661	80000
11744	2021	KNWT	1XKYDP9X1NJ100484	OK	3NJ668	80000
11748	2023	PTRB	1XPXD49X1PD799024	OK	3NJ672	80000
11750	2022	KNWT	1XKYDP9X3NJ496577	OK	3NJ673	80000
11752	2026	VOLV	4V4BC9EH8TN716871	AR	K824213	80000
11754	2022	PTRB	1XPCD49X3ND785170	OK	3NJ662	80000
11756	2025	KNWT	1XKYDP9XXSJ185532	OK	3NJ663	80000
11757	2021	KNWT	1XK1DP9X2MJ439948	OK	3NJ660	80000
11758	2019	PTRB	1XPXDP9X4KD601966	OK	3NJ657	80000
11761	2022	PTRB	1XPBD49X7ND759750	OK	3NJ659	80000
11762	2022	KNWT	1XKYDP9X2NJ100493	OK	3NJ678	80000
11765	2020	PTRB	1XPBDP9X2LD719980	OK	3NJ677	80000
11770	2023	KNWT	1XK1DP9X3PJ235941	OK	3NJ667	80000
11771	2019	KNWT	1XKYDP9X4KJ247829	OK	3NL669	80000
11772	2022	VOLV	4V4NB9EH3NN607477	OK	3NL671	80000
11775	2026	PTRB	1XPBD49X6TD802293	OK	3NL668	80000

11778	2026	PTRB	1XPCD49X9TD814300	OK	3NL660	80000
11779	2021	KNWT	1XKYDP9X4MJ445748	OK	3NM537	80000
11782	2018	FRHT	3AKJGLDV7JSJX0277	OK	3NL666	80000
11784	2019	KNWT	1NKWGGGGX0J254048	OK	3NL663	80000
11786	2019	PTRB	1XPCD49X1KD607558	OK	3NL665	80000
11787	2023	PTRB	1XPCD49XXPD830706	OK	3NL655	80000
11788	2023	MACK	1M1AN4GY4PM034938	OK	3NL658	80000
11789	2022	PTRB	1XPBD49X0ND768760	OK	3NL654	80000
11791	2022	FRHT	3AKJGNDR0NDMZ3787	OK	3NY901	80000
11794	2021	INTL	3HSDZAPR0MN116420	OK	3NL653	80000
11800	2019	PTRB	1XPXDP9X0KD616982	OK	3NM440	80000
11803	2019	PTRB	1XPXD49X4KD265752	OK	3NM536	80000
11804	2021	PTRB	1XPBDP9X2MD753287	OK	3NM534	80000
11806	2022	INTL	3HSDZTZR3NN169025	OK	3NM966	80000
11809	2026	PTRB	1XPCD49X5TD809935	OK	3NM970	80000
11810	2023	INTL	3HSLGAPR5PN299335	OK	3NM971	80000
11813	2019	PTRB	1XPBDP9XXKD446091	OK	3NM969	80000
11816	2026	PTRB	1XPCD49X9TD809937	OK	3NN485	80000
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11821	2024	PTRB	1XPXD49X4RD644857	OK	3NP734	80000
11822	2023	INTL	3HSLGAPR8PN606058	OK	3NP732	80000
11823	2023	PTRB	1XPBD49X9PD820647	OK	3NP088	80000
11826	2021	INTL	3HSDZAPR1MN273292	OK	3NP086	80000
11832	2020	FRHT	3AKJGLDR1LDLW9464	OK	3NS090	80000
11834	2021	PTRB	1XPXD49X7MD739874	OK	3NP730	80000
11835	2021	FRHT	3AKJHHDR2MSMN4076	OK	3NP735	80000
11836	2021	KNWT	1XKYDP9X6NJ100481	OK	3NP728	80000
11840	2021	KNWT	1XKWD49X2MR453483	OK	3NS092	80000
11844	2024	PTRB	1XPXD49X6RD644858	OK	3NS511	80000
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11850	2025	KNWT	1XKWD49X6SR121138	OK	3NS512	80000
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11857	2015	PTRB	1XPXD49X6FD297267	OK	3NT948	80000
11861	2022	KNWT	1XKYDP9XXNJ100483	OK	3NT103	80000
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11866	2022	PTRB	1XPBDP9X3ND754028	OK	3NT107	80000
11867	2019	KNWT	1XKYDP9X5KJ370295	OK	3NJ671	80000
11870	2027	KNWT	1XK1D49X9VJ237169	OK	3PC162	80000
11871	2021	PTRB	1XPCDP9X4MD749603	OK	3NT487	80000
11872	2022	KNWT	1XKYDP9X8MJ438219	OK	3NT482	80000
11873	2021	PTRB	1XPBDP9X0MD753532	OK	3NT480	80000
11874	2027	PTRB	1XPED49X6VD824441	OK	3NT483	80000
11878	2021	KNWT	1XKYD49X3MJ453550	OK	3NT479	80000
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11887	2026	PTRB	1XPED49X6TD798985	OK	3NW457	80000
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11890	2020	MACK	1M1PN4GY7LM006443	OK	3NW461	80000
11892	2022	KNWT	1XKYDP9X4NJ100480	OK	3NW459	80000
11897	2022	KNWT	1XKYD49X2NJ483866	OK	3NX234	80000
11899	2026	PTRB	1XPBD49X6TD802780	OK	3NW463	80000
11900	2027	PTRB	1XPCD49X9VD838518	OK	3NW458	80000
11902	2027	KNWT	1XKYD49XXVJ243352	OK	3NX614	80000
11906	2022	PTRB	1XPXD49X5ND785334	OK	3NX237	80000
11908	2027	PTRB	1XPED49X4VD839553	OK	3PA938	80000
11910	2021	KNWT	1XKYD49X7MJ433964	OK	3NY885	80000
11913	2022	INTL	3HSDZAPR1NN235725	OK	3NY889	80000
11914	2021	KNWT	1XKYDP9X9MJ449035	OK	3NY888	80000
11915	2026	KNWT	1XKWD49X5TR220924	OK	3NX238	80000
11917	2023	KNWT	1XKYD49X4PJ215663	OK	3PA936	80000
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11921	2020	PTRB	1XPBDP9X9LD734461	OK	3NY896	80000
11922	2023	INTL	3HSDZAPRXPN220207	OK	3NY893	80000
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11929	2027	KNWT	1XKYD49X1VJ250383	OK	3PA933	80000
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11937	2022	KNWT	1XKZD49X7NJ480885	OK	3PB547	80000
11941	2022	KNWT	1XKWD49X1NR474018	OK	3PB551	80000
11943	2020	FRHT	1FUJHHDR6LLLU8594	OK	3PB552	80000
11944	2025	PTRB	1XPED49X6SD708961	OK	3PC643	80000
11945	2022	FRHT	3AKJHHDV8NSNA3940	OK	3PC660	80000
11946	2021	PTRB	1XPXD49X2MD764794	OK	3PC649	80000
11947	2022	PTRB	1XPBD49X1ND782344	IN	3819804	80000
11948	2023	KNWT	1XKYDP9X9PJ220827	OK	3PC646	80000
11956	2021	PTRB	1XPXD49X8MD752813	OK	3PC652	80000
11958	2022	PTRB	1XPBD49X8ND787329	OK	3PC653	80000
11959	2021	WSTR	5KJJABD13MPME5019	OK	3PC654	80000
11960	2026	PTRB	1XPBD49X0TD802239	OK	3PC647	80000
11964	2026	PTRB	1XPBD49X7TD802304	OK	3PC658	80000
11967	2027	INTL	3HSDZAPR1VN872050	MS	A5630366	80000
11968	2022	KNWT	1XKYDP9X7NJ142741	OK	3PD704	80000
11970	2016	KNWT	1XKWD49X6GJ133456	OK	3PD714	80000
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11972	2022	KNWT	1XKYDP9X2NJ100154	OK	3PD707	80000
11973	2023	PTRB	1XPXDP9X6PD850230	OK	3PD764	80000

11974	2022	INTL	3HSDZAPR2NN819230	OK	3PD713	80000
11977	2017	KNWT	1XKYDP9X7HJ146955	OK	3PD708	80000
11979	2019	KNWT	1XKYDP9X1KJ241602	OK	3PD770	80000
11980	2022	KNWT	1XKYD49XXNJ479600	OK	3PD765	80000
11981	2027	KNWT	1XK1D49X8VJ266176	OK	3PD766	80000
11983	2021	INTL	3HSDZAPR3MN066841	OK	3PD762	80000
11985	2027	KNWT	1XKYD49X4VJ264956	OK	3PD769	80000
11986	2016	PTRB	1XPXD49X7GD369787	OK	3PD768	80000
11987	2027	INTL	3HSDZAPR6VN183878	OK	3PD763	80000
11990	2027	PTRB	1XPCD49X8VD842544	OK	3PD772	80000
11991	2020	PTRB	1XPBD49X6LD692121	OK	3PD773	80000
11992	2022	PTRB	1XPCDP9X1ND781037	OK	3PD774	80000
11993	2021	PTRB	1XPXD49X2MD765802	OK	3PD771	80000
11994	2021	INTL	3HSDZAPR8MN317126	OK	3PG816	80000
11995	2027	PTRB	1XPED49X1VD835203	OK	3PD705	80000
11996	2021	FRHT	3AKJGNDR8MDME1382	AR	K834808	80000
11997	2019	KNWT	1XKYDP9X5KJ242090	OK	3PH288	80000
11998	2024	MACK	1M1AN4GY1RM043938	OK	3PG815	80000
12003	2022	KNWT	1XKZDP9X2NJ155563	OK	3PH283	80000
12005	2022	KNWT	1XKWD49X5NR482073	OK	3PH285	80000
12008	2023	FRHT	3AKJHHDR1PSUK7097	OK	3PH287	80000
12010	2025	PTRB	1XPED49X8SD756350	OK	3PH289	80000
12011	2019	PTRB	1XPBDP9X5KD269417	OK	3PH364	80000
12012	2020	FRHT	3AKJGEFG3LDLT7073	OK	3PH976	80000
12013	2022	PTRB	1XPBD49X4ND764498	OK	3PH977	80000
12014	2022	PTRB	1XPBD49X7ND764575	OK	3PH979	80000
12015	2023	PTRB	1XPCDP9X8PD866914	OK	3PH366	80000
12017	2026	PTRB	1XPCD49X0TD809938	OK	3PH365	80000
12019	2022	PTRB	1XPBDP9X0ND707829	OK	3PH362	80000
12020	2027	INTL	3HSDZAPR4VN163595	OK	3PH980	80000
12021	2019	PTRB	1XPXD49XXKD617541	OK	3PH623	80000
12023	2027	PTRB	1XPBD49X5VD842433	OK	NULL	80000
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12033	2019	KNWT	1XKWD49X9KJ291735	NULL	NULL	80000
12034	2023	MACK	1M1AN4GY8PM033422	OK	NULL	80000
12038	2020	FRHT	3AKJGLDR0LDLV8794	OK	NULL	80000
12047	2026	KNWT	1XKYD49X2TJ224128	OK	NULL	80000
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3785	2004	PTRB	1XP5DB9X34D815411	OK	1XU101	80000
6637	2006	PTRB	1XP5DB9X96D870304	OK	3AE608	80000
7114	2009	PTRB	1XPWD49X39D791523	OK	3LE728	80000

7833	2016	FRHT	3ALXFBCG1GDGS5257	OK	2XA784	80000
7851	2005	PTRB	1XP5DB9X45N840829	OK	2XC586	80000
8150	2016	FRHT	3ALXFBCG4GDGS5253	OK	2XY606	80000
8262	2016	FRHT	3ALXFBCG2GDGR5365	OK	3AE716	80000
8288	2017	PTRB	1XPBDP9X9HD450934	OK	3HV875	80000
8366	2017	KNWT	1XKWD49X6HJ168256	OK	3GQ715	80000
8411	2017	KNWT	1XKYDP9X5HJ148851	OK	3LD377	80000
8441	2013	FRHT	3ALXFBCG9DDFH9751	OK	3JZ796	80000
8498	2010	KNWT	1XKADU9X0AJ273326	OK	3KB507	80000
8525	2016	PTRB	1XPXDP9X8GD337528	OK	3JC933	80000
8707	2018	FRHT	3ALXFB003JDJR5694	OK	3MJ366	80000
8863	2019	INTL	3HSLGAPRXKN500011	OK	3NT108	80000
8900	2017	KNWT	1XKAD49XXHJ160011	OK	3CE673	80000
8949	2018	FRHT	3AKJHHDV0JSJN2083	OK	3LC295	80000
9021	2015	MACK	1M1AW07Y2FM044503	OK	3LR676	80000
9066	2006	KNWT	1XKWD49X76J141841	OK	3NF858	80000
9107	2016	PTRB	1XPXD49X6GD322251	OK	3KB508	80000
9402	2020	KNWT	1XKWD49X7LJ291539	OK	3MI559	80000
9410	2020	KNWT	1XKWD49X8LR403346	OK	3HT825	80000
9450	2020	PTRB	1XPBD49X1LD656644	OK	3GM766	80000
9458	2019	PTRB	1XPXD49X2KD265586	OK	3NB569	80000
9505	2020	FRHT	3ALXFB005LDLT4663	OK	3LE180	80000
9530	2020	MACK	1M1AN4GY3LM011614	OK	3KR301	80000
9557	2020	PTRB	1XPXD49X5LD668480	OK	3NY899	80000
9580	2020	PTRB	1XPXD49XXLD669673	OK	3HM932	80000
9656	2014	PTRB	1XPWD49X0ED220114	OK	3EL677	80000
9690	2021	KNWT	1XKWD49X8MR427244	OK	3PC165	80000
9715	2020	PTRB	1XPCD49X0LD732262	OK	3KK900	80000
9786	2019	PTRB	1XPXD49XXKD607799	MS	A539678	80000
9788	2017	PTRB	1XPBD49X2HD297778	OK	3KF853	80000
9842	2017	PTRB	1XPBD49X5HD297788	OK	3HT597	80000
9850	2016	VOLV	4V4NC9EH9GN952531	OK	3LR675	80000
9879	2016	FRHT	3AKJGLDV3GSGY3263	OK	3LE178	80000
9898	2021	KNWT	1XKWD49X3MR432674	OK	3MJ793	80000
9900	2021	FRHT	3AKJGNDR5MDMA6489	OK	3LC770	80000
9934	2021	PTRB	1XPCD49X5MD757918	OK	3KG443	80000
9937	2016	FRHT	3AKJGLD61GSGZ4982	OK	3MH641	80000
9951	2019	MACK	1M1AN4GY9KM001779	OK	3LN452	80000

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1354	2013	MAC	DUMP 4X4	5MADN4025DC026425	OK	7018JJ
1467	2015	MAC	STEEL HALF	5MADN4026FC030941	OK	CF1939
1468	2015	MAC	STEEL	5MADN4028FC030942	OK	CF3668
1469	2015	MAC	STEEL HALF	5MADN402XFC030943	OK	CF3631
1470	2015	MAC	STEEL HALF	5MADN4021FC030944	OK	CE5995
1471	2015	MAC	STEEL HALF	5MADN4023FC030945	OK	CE8390
1500	2015	MAC	STEEL DUMP	5MADN4024FC032610	OK	CF6314
1502	2015	MAC	STEEL DUMP	5MADN4028FC032612	OK	4515LX
1543	2015	MAC	DUMP	5MADN402XFC033776	OK	CF6981
1544	2015	MAC	DUMP	5MADN4021FC033777	OK	CJ3264
1575	2016	MAC	DUMP	5MADN4024GC034407	OK	CK5945
1576	2016	MAC	DUMP	5MADN4026GC034408	OK	CK3329
1577	2016	MAC	DUMP	5MADN4028GC034409	OK	CE3893
1578	2016	MAC	DUMP	5MADN4024GC034410	OK	CK4976
1579	2016	MAC	DUMP	5MADN4026GC034411	OK	CK5178
1580	2016	MAC	DUMP	5MADN4028GC034412	OK	CK5634
1581	2016	MAC	DUMP	5MADN402XGC034413	OK	BD9352
1582	2016	MAC	DUMP	5MADN4021GC034414	OK	CK2458
1583	2016	MAC	DUMP	5MADN4023GC034415	OK	CF6988
1584	2016	MAC	DUMP	5MADN4025GC034416	OK	CK4363
1586	2016	MAC	HALF ROUND	5MADN4024GC035234	OK	BD4349
1591	2016	MAC	HALF ROUND	5MADN4023GC035239	OK	7725KT
1592	2016	MAC	HALF ROUND	5MADN402XGC035240	OK	CK8450
1593	2016	MAC	HALF ROUND	5MADN4021GC035241	OK	7727KT
1605	2016	MAC	Steel Half	5MADN402XGL036808	OK	CF8320
1606	2016	MAC	Half Steel	5MADN4021GL036809	OK	CK2771
1608	2016	MAC	STEEL HALF	5MADN402XGL036811	OK	CE7934
1609	2016	MAC	STEEL HALF	5MADN4021GL036812	OK	CF7919
1610	2016	MAC	STEEL HALF	5MADN4023GL036813	OK	CK2465
1622	2016	MAC	DUMP	5MADN4020GC036865	OK	CK8678
1623	2016	MAC	DUMP	5MADN4022GC036866	OK	CK9439
1624	2016	MAC	DUMP	5MADN4024GC036867	OK	CK9449
1625	2016	MAC	DUMP	5MADN4026GC036868	OK	CK8054
1626	2016	MAC	DUMP	5MADN4028GC036869	OK	CK4983
1627	2016	MAC	DUMP	5MADN4024GC036870	OK	CJ5744
1628	2016	MAC	DUMP	5MADN4026GC036871	OK	CK7690
1629	2016	MAC	DUMP	5MADN4028GC036872	OK	CK5943
1630	2016	MAC	DUMP	5MADN402XGC036873	OK	CK7774
1631	2016	MAC	DUMP	5MADN4021GC036874	OK	CF6237
1632	2016	MAC	DUMP	5MADN4023GC036875	OK	CK2750
1633	2016	MAC	DUMP	5MADN4025GC036876	OK	CJ5284
1634	2016	MAC	DUMP	5MADN4027GC036877	OK	CF1382

1635	2016	MAC	DUMP	5MADN4029GC036878	OK	CK8055
1636	2016	MAC	DUMP	5MADN4020GC036879	OK	CK2205
1637	2016	MAC	DUMP	5MADN4027GC036880	OK	CF8232
1638	2016	MAC	DUMP	5MADN4029GC036881	OK	CK5941
1639	2016	MAC	DUMP	5MADN4020GC036882	OK	CE5647
1640	2016	MAC	DUMP	5MADN4022GC036883	OK	CJ5279
1641	2016	MAC	DUMP	5MADN4024GC036884	OK	CJ3697
1657	2016	MAC	DUMP	5MADN4028GC037438	OK	CK5951
1658	2016	MAC	DUMP	5MADN402XGC037439	OK	CK8059
1659	2016	MAC	DUMP	5MADN4026GC037440	OK	CK7906
1660	2016	MAC	DUMP	5MADN4028GC037441	OK	CK8052
1661	2016	MAC	DUMP	5MADN402XGC037442	OK	CK3345
1662	2016	MAC	DUMP	5MADN4021GC037443	OK	CK8753
1663	2016	MAC	DUMP	5MADN4023GC037444	OK	CF6985
1664	2016	MAC	DUMP	5MADN4025GC037445	OK	CK4974
1665	2016	MAC	DUMP	5MADN4027GC037446	OK	CF6656
1666	2016	MAC	DUMP	5MADN4029GC037447	OK	CK2969
1667	2016	MAC	HALF ROUND	5MADN4020GK037567	OK	CF1384
1669	2016	MAC	HALF ROUND	5MADN4024GK037569	NULL	1856LO
1670	2016	MAC	HALF ROUND	5MADN4020GK037570	OK	CF8693
1671	2016	MAC	HALF ROUND	5MADN4022GK037571	OK	1854LO
1673	2016	MAC	HALF ROUND	5MADN4026GK037573	OK	1855LO
1674	2016	MAC	HALF ROUND	5MADN4028GK037574	OK	CF3784
1675	2016	MAC	HALF ROUND	5MADN402XGK037575	OK	CF4782
1685	2016	MAC	HALF ROUND	5MADN4023GK037577	OK	2549LO
1686	2016	MAC	HALF ROUND	5MADN4025GK037578	OK	2551LO
1687	2016	MAC	HALF ROUND	5MADN4027GK037579	OK	CJ3694
1688	2016	MAC	HALF ROUND	5MADN4023GK037580	OK	2852LO
1689	2016	MAC	HALF ROUND	5MADN4025GK037581	OK	CK7689
1690	2016	MAC	HALF ROUND	5MADN4027GK037582	OK	CF6313
1691	2016	MAC	HALF ROUND	5MADN4029GK037583	OK	2853LO
1692	2016	MAC	HALF ROUND	5MADN4020GK037584	OK	2854LO
1693	2016	MAC	HALF ROUND	5MADN4022GK037585	OK	2855LO
1694	2016	MAC	HALF ROUND	5MADN4024GK037586	OK	CE8456
1695	2016	MAC	HALF ROUND	5MADN4026GK037587	OK	CK2966
1696	2016	MAC	HALF ROUND	5MADN4028GK037588	OK	CK7973
1697	2016	MAC	HALF ROUND	5MADN402XGK037589	OK	2920LO
1698	2016	MAC	HALF ROUND	5MADN4026GK037590	OK	CK7686
1699	2016	MAC	HALF ROUND	5MADN4028GK037591	OK	6077LO
1700	2016	MAC	HALF ROUND	5MADN402XGK037592	OK	BD7682
1701	2017	EAST	DUMP	1E1F9U286HR059154	OK	CF4025
1702	2017	EAST	DUMP	1E1F9U288HR059155	OK	CK4443
1703	2017	EAST	DUMP	1E1F9U28XHR059156	OK	CK8893
1704	2017	EAST	DUMP	1E1F9U281HR059157	OK	CJ3795

1705	2017	EAST	DUMP	1E1F9U283HR059158	OK	CK8457
1706	2017	MAC	DUMP	5MADN4028HT038932	OK	CK2528
1707	2017	MAC	DUMP	5MADN402XHT038933	OK	CK6167
1708	2017	MAC	DUMP	5MADN4022HC040515	OK	CK8684
1709	2017	MAC	DUMP	5MADN4024HC040516	OK	CK5177
1710	2017	MAC	DUMP	5MADN4026HC040517	OK	CK9308
1711	2017	MAC	DUMP	5MADN4028HC040518	OK	CK6476
1712	2017	MAC	DUMP	5MADN402XHC040519	OK	CK5942
1713	2017	MAC	DUMP	5MADN4026HC040520	OK	CK8754
1714	2017	MAC	DUMP	5MADN4028HC040521	OK	CK4574
1715	2017	MAC	DUMP	5MADN402XHC040522	OK	CK3152
1737	2016	MAC	HALF ROUND	5MADN4025GK036771	OK	CJ3793
1738	2016	MAC	HALF ROUND	5MADN4020GC034372	OK	6631LO
1739	2017	MAC	HALF ROUND	5MADN4028HW040095	OK	9061LO
1740	2017	MAC	HALF ROUND	5MADN402XHW040096	OK	BD8843
1751	2017	MAC	DUMP	5MADN4024HS039825	OK	CK4440
1752	2017	MAC	DUMP	5MADN4026HS039826	OK	CK6396
1753	2017	MAC	DUMP	5MADN4028HS039827	OK	CK3344
1754	2017	MAC	DUMP	5MADN402XHS039828	OK	CK7784
1755	2017	MAC	DUMP	5MADN4021HS039829	OK	CK9438
1756	2017	MAC	DUMP	5MADN4025HT039830	OK	CF7243
1757	2017	MAC	DUMP	5MADN4027HT039831	OK	CK7974
1758	2017	MAC	DUMP	5MADN4029HT039832	OK	CK9783
1759	2017	MAC	DUMP	5MADN4020HT039833	OK	CK9574
1760	2017	MAC	DUMP	5MADN4022HT039834	OK	CK9786
1761	2017	MAC	TRI-AXLE	5MADN353XHC040788	OK	CE5550
1762	2018	MAC	TRI-AXLE	5MADN3533JC041545	OK	CE4465
1763	2018	MAC	TRI-AXLE	5MADN3535JC041546	OK	CF3672
1764	2018	MAC	TRI-AXLE	5MADN3537JC041547	OK	CF8961
1765	2018	MAC	TRI-AXLE	5MADN3539JC041548	OK	CF1938
1766	2017	MAC	DUMP	5MADN402XHC041122	OK	CK4365
1767	2017	MAC	DUMP	5MADN4021HC041123	OK	CK7775
1768	2017	MAC	DUMP	5MADN4023HC041124	OK	CK6627
1769	2017	MAC	DUMP	5MADN4025HC041125	OK	CK7902
1770	2017	MAC	DUMP	5MADN4027HC041126	OK	CK8959
1771	2017	MAC	DUMP	5MADN4029HC041127	OK	CK8892
1772	2017	MAC	DUMP	5MADN4020HC041128	OK	CK4448
1773	2017	MAC	DUMP	5MADN4022HC041129	OK	CK4964
1774	2017	MAC	DUMP	5MADN4029HC041130	OK	CK6889
1775	2017	MAC	DUMP	5MADN4020HC041131	OK	CK9304
1776	2018	MAC	DUMP	5MADN402XJC041725	OK	CK7695
1777	2018	MAC	DUMP	5MADN4021JC041726	OK	CK4566
1778	2018	MAC	DUMP	5MADN4023JC041727	OK	CK8460
1779	2018	MAC	DUMP	5MADN4025JC041728	OK	CK7779

1780	2018	MAC	DUMP	5MADN4027JC041729	OK	CK5629
1781	2018	MAC	DUMP	5MADN4023JC041730	OK	CK8459
1782	2018	MAC	DUMP	5MADN4025JC041731	OK	CK9570
1783	2018	MAC	DUMP	5MADN4027JC041732	OK	CK8451
1784	2018	MAC	DUMP	5MADN4029JC041733	OK	CK9450
1785	2018	MAC	DUMP	5MADN4020JC041734	OK	CK4752
1827	2019	MAC	DUMP	5MADN4021KC050668	OK	CK9445
1828	2019	MAC	DUMP	5MADN4023KC050669	OK	CK6893
1829	2019	MAC	DUMP	5MADN402XKC050670	OK	CK9789
1830	2019	MAC	DUMP	5MADN4021KC050671	OK	CK4977
1831	2019	MAC	DUMP	5MADN4023KC050672	OK	CK4206
1832	2019	MAC	DUMP	5MADN4025KC050673	OK	CK9794
1833	2019	MAC	DUMP	5MADN4027KC050674	OK	CK4750
1834	2019	MAC	DUMP	5MADN4029KC050675	OK	CK9310
1835	2019	MAC	DUMP	5MADN4020KC050676	OK	CK9795
1836	2019	MAC	DUMP	5MADN4022KC050677	OK	CK7778
1837	2019	MAC	DUMP	5MADN4020KC050788	OK	CK4570
1838	2019	MAC	DUMP	5MADN4022KC050789	OK	CJ5746
1839	2019	MAC	DUMP	5MADN4029KC050790	OK	CK8680
1840	2019	MAC	DUMP	5MADN4020KC050791	OK	CK6888
1841	2019	MAC	DUMP	5MADN4022KC050792	OK	CK6895
1842	2019	MAC	DUMP	5MADN4024KC050793	OK	CK4978
1843	2019	MAC	DUMP	5MADN4026KC050794	OK	CE9221
1844	2019	MAC	DUMP	5MADN4028KC050795	OK	CF4133
1845	2019	MAC	DUMP	5MADN402XKC050796	OK	CK8957
1846	2019	MAC	DUMP	5MADN4021KC050797	OK	CK9572
1888	2020	MAC	DUMP	5MADN4023LC053590	OK	CK9447
1889	2020	MAC	DUMP	5MADN4025LC053591	OK	CK7688
1890	2020	MAC	DUMP	5MADN4027LC053592	OK	CK4575
1891	2020	MAC	DUMP	5MADN4029LC053593	OK	CK4449
1892	2020	MAC	DUMP	5MADN4020LC053594	OK	CK9796
1893	2020	MAC	DUMP	5MADN4022LC053595	OK	CJ4408
1894	2020	MAC	DUMP	5MADN4024LC053596	OK	CK8958
1895	2020	MAC	DUMP	5MADN4026LC053597	OK	CJ3544
1896	2020	MAC	DUMP	5MADN4028LC053598	OK	CK5702
1897	2020	MAC	DUMP	5MADN402XLC053599	OK	CK8890
1898	2020	MAC	DUMP	5MADN4022LC053600	OK	CK9781
1899	2020	MAC	DUMP	5MADN4024LC053601	OK	CE7330
1900	2020	MAC	DUMP	5MADN4026LC053602	OK	CK8462
1901	2020	MAC	DUMP	5MADN4028LC053603	OK	CK7977
1902	2020	MAC	DUMP	5MADN402XLC053604	OK	CK5697
1903	2020	MAC	DUMP	5MADN4021LC053605	OK	CK9797
1904	2020	MAC	DUMP	5MADN4023LC053606	OK	CK5401
1905	2020	MAC	DUMP	5MADN4025LC053607	OK	CK7694

1906	2020	MAC	DUMP	5MADN4027LC053608	OK	CK7979
1907	2020	MAC	DUMP	5MADN4029LC053609	OK	CF7104
1908	2020	MAC	DUMP	5MADN4025LC053610	OK	CK8683
1909	2020	MAC	DUMP	5MADN4027LC053611	OK	CK7903
1910	2020	MAC	DUMP	5MADN4029LC053612	OK	CK8053
1911	2020	MAC	DUMP	5MADN4020LC053613	OK	CK6477
1912	2020	MAC	DUMP	5MADN4022LC053614	OK	CK4962
1913	2020	MAC	DUMP	5MADN4024LC053615	OK	CK9787
1914	2020	MAC	DUMP	5MADN4026LC053616	OK	CK4779
1915	2020	MAC	DUMP	5MADN4028LC053617	OK	CK1583
1916	2020	MAC	DUMP	5MADN402XLC053618	OK	CJ4268
1917	2020	MAC	DUMP	5MADN4021LC053619	OK	CK4210
1918	2019	MAC	STEEL Flat F	5MADN4022KC051330	OK	CK5244
1929	2020	MAC	STL QTR RD	5MADN4022LC051331	OK	CE3233
1930	2020	MAC	STL QTR RD	5MADN4024LC051332	OK	BD5756
1931	2020	MAC	STL QTR RD	5MADN4026LC051333	OK	CE2946
1932	2020	MAC	STL QTR RD	5MADN4028LC051334	OK	CE7532
1933	2020	MAC	STL QTR RD	5MADN402XLC051335	OK	CK1587
1969	2020	MAC	DUMP	5MADN4029LC056395	OK	CK5631
1970	2020	MAC	DUMP	5MADN4020LC056396	OK	CK8755
1971	2020	MAC	DUMP	5MADN4022LC056397	OK	CK5402
1972	2020	MAC	DUMP	5MADN4024LC056398	OK	CK5698
1974	2020	MAC	DUMP	5MADN4029LC056400	OK	CK7975
1975	2020	MAC	DUMP	5MADN4020LC056401	OK	CF7556
1976	2020	MAC	DUMP	5MADN4022LC056402	OK	CK4576
1977	2020	MAC	DUMP	5MADN4024LC056403	OK	CK4207
1978	2020	MAC	DUMP	5MADN4026LC056404	OK	CK5696
1979	2020	MAC	DUMP	5MADN4028LC056405	OK	CK7781
1980	2020	MAC	DUMP	5MADN402XLC056406	OK	CF7640
1981	2020	MAC	DUMP	5MADN4021LC056407	OK	CK6474
1982	2020	MAC	DUMP	5MADN4023LC056408	OK	CK9451
1983	2020	MAC	DUMP	5MADN4025LC056409	OK	CK7692
1984	2020	MAC	DUMP	5MADN4021LC056410	OK	CK9307
1985	2020	MAC	DUMP	5MADN4023LC056411	OK	CK6894
1986	2020	MAC	DUMP	5MADN4025LC056412	OK	CK8455
1987	2020	MAC	DUMP	5MADN4027LC056413	OK	CF3534
1988	2020	MAC	DUMP	5MADN4029LC056414	OK	CK9448
2038	2020	MAC	DUMP	5MADN4025LC057091	OK	CK3190
2039	2020	MAC	DUMP	5MADN4027LC057092	OK	CK4571
2040	2020	MAC	DUMP	5MADN4029LC057093	OK	CF1906
2041	2020	MAC	DUMP	5MADN4020LC057094	OK	CK6890
2042	2020	MAC	DUMP	5MADN4022LC057095	OK	CK9784
2043	2020	MAC	DUMP	5MADN4024LC057096	OK	CK9440
2044	2020	MAC	DUMP	5MADN4026LC057097	OK	CK4963

2045	2020	MAC	DUMP	5MADN4028LC057098	OK	CK8682
2046	2020	MAC	DUMP	5MADN402XLC057099	OK	CK3263
2047	2020	MAC	DUMP	5MADN4022LC057100	OK	CK8463
2048	2020	MAC	DUMP	5MADN4024LC057101	OK	CF8730
2049	2020	MAC	DUMP	5MADN4026LC057102	OK	CF4029
2050	2020	MAC	DUMP	5MADN4028LC057103	OK	CK9798
2051	2020	MAC	DUMP	5MADN402XLC057104	OK	CK8888
2052	2020	MAC	DUMP	5MADN4021LC057105	OK	CK4967
2053	2020	MAC	DUMP	5MADN4023LC057106	OK	CK9444
2054	2020	MAC	DUMP	5MADN4025LC057107	OK	CF1027
2055	2020	MAC	DUMP	5MADN4027LC057108	OK	CE9050
2056	2020	MAC	DUMP	5MADN4029LC057109	OK	CK5707
2057	2020	MAC	DUMP	5MADN4025LC057110	OK	CK1589
2058	2020	MAC	DUMP	5MADN402XLC056261	OK	CK8454
2059	2020	MAC	DUMP	5MADN4021LC056262	OK	CJ2596
2060	2020	MAC	DUMP	5MADN4023LC056263	OK	CK5947
2061	2020	MAC	DUMP	5MADN4025LC056264	OK	CK4205
2062	2020	MAC	DUMP	5MADN4027LC056265	OK	CK3269
2063	2020	MAC	DUMP	5MADN4029LC056266	OK	CF5629
2064	2020	MAC	DUMP	5MADN4020LC056267	OK	CK7900
2065	2020	MAC	DUMP	5MADN4022LC056268	OK	CK4208
2066	2020	MAC	DUMP	5MADN4024LC056269	OK	CK8453
2067	2020	MAC	DUMP	5MADN4020LC056270	OK	CJ4269
2068	2020	MAC	DUMP	5MADN4022LC056271	OK	CK9782
2069	2020	MAC	DUMP	5MADN4024LC056272	OK	CK9446
2070	2020	MAC	DUMP	5MADN4026LC056273	OK	CK7904
2071	2020	MAC	DUMP	5MADN4028LC056274	OK	CK5632
2072	2020	MAC	DUMP	5MADN402XLC056275	OK	CK8677
2073	2020	MAC	DUMP	5MADN4021LC056276	OK	CK4269
2074	2020	MAC	DUMP	5MADN4023LC056277	OK	CK5530
2075	2020	MAC	DUMP	5MADN4025LC056278	OK	CK6166
2076	2020	MAC	DUMP	5MADN4027LC056279	OK	CK7780
2077	2020	MAC	DUMP	5MADN4023LC056280	OK	CK5952
2078	2020	MAC	DUMP	5MADN4025LC056281	OK	CK9575
2079	2020	MAC	DUMP	5MADN4027LC056282	OK	CK6322
2080	2020	MAC	DUMP	5MADN4029LC056283	OK	CF4028
2081	2020	MAC	DUMP	5MADN4020LC056284	OK	CK6327
2082	2020	MAC	DUMP	5MADN4022LC056285	OK	CK9302
2083	2020	MAC	DUMP	5MADN4024LC056286	OK	CK5953
2085	2020	MAC	DUMP	5MADN4028LC056288	OK	CK9815
2086	2020	MAC	DUMP	5MADN402XLC056289	OK	CK2970
2087	2020	MAC	DUMP	5MADN4026LC056290	OK	CK2766
2088	2020	MAC	DUMP	5MADN4028LC056291	OK	CK5705
2089	2020	MAC	DUMP	5MADN402XLC056292	OK	CK4569

2090	2020	MAC	DUMP	5MADN4021LC056293	OK	CF7785
2091	2020	MAC	DUMP	5MADN4023LC056294	OK	CK8058
2092	2020	MAC	DUMP	5MADN4025LC056295	OK	CK6892
2093	2020	MAC	DUMP	5MADN4027LC056296	OK	CE7333
2094	2020	MAC	DUMP	5MADN4029LC056297	OK	CK5175
2095	2020	MAC	DUMP	5MADN4020LC056298	OK	CK4572
2096	2020	MAC	DUMP	5MADN4022LC056299	OK	CK9571
2097	2020	MAC	DUMP	5MADN4025LC056300	OK	CK4446
2098	2020	MAC	DUMP	5MADN4027LC056301	OK	CK4438
2099	2020	MAC	DUMP	5MADN4029LC056302	OK	CK4439
2100	2020	MAC	DUMP	5MADN4020LC056303	OK	CK4568
2101	2020	MAC	DUMP	5MADN4022LC056304	OK	CJ4886
2102	2020	MAC	DUMP	5MADN4024LC056305	OK	CK9443
2103	2020	MAC	DUMP	5MADN4026LC056306	OK	CK9573
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2105	2020	MAC	DUMP	5MADN402XLC056308	OK	CK4751
2106	2020	MAC	DUMP	5MADN4021LC056309	OK	CK9441
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2108	2020	MAC	DUMP	5MADN402XLC056311	OK	CJ5745
2109	2020	MAC	DUMP	5MADN4021LC056312	OK	CK5069
2110	2020	MAC	DUMP	5MADN4023LC056313	OK	CK4975
2111	2020	MAC	DUMP	5MADN4025LC056314	OK	CK7786
2112	2020	MAC	DUMP	5MADN4027LC056315	OK	CK6164
2113	2020	MAC	DUMP	5MADN4029LC056316	OK	CK5954
2114	2020	MAC	DUMP	5MADN4020LC056317	OK	CK4270
2115	2020	MAC	DUMP	5MADN4022LC056318	OK	CK9309
2116	2020	MAC	DUMP	5MADN4024LC056319	OK	CK9576
2117	2020	MAC	DUMP	5MADN4020LC056320	OK	CF8557
2118	2020	MAC	DUMP	5MADN4022LC056321	OK	CK5176
2119	2020	MAC	DUMP	5MADN4024LC056322	OK	CK4969
2120	2020	MAC	DUMP	5MADN4026LC056323	OK	CK5950
2121	2020	MAC	DUMP	5MADN4028LC056324	OK	CK4209
2122	2020	MAC	DUMP	5MADN4023LC056876	OK	CK5633
2123	2020	MAC	DUMP	5MADN4025LC056877	OK	CK4213
2214	2022	MAC	STEEL	5MADN4024NC060485	OK	CF1976
2215	2022	MAC	STEEL	5MADN4026NC060486	OK	CK4364
2216	2022	MAC	STEEL	5MADN4028NC060487	OK	CK9785
2217	2022	MAC	STEEL	5MADN402XNC060488	OK	CE5651
2218	2022	MAC	STEEL	5MADN4021NC060489	OK	CK4447
2219	2022	MAC	STEEL	5MADN4021NC061867	OK	CE6888
2220	2022	MAC	STEEL	5MADN4023NC061868	OK	CE6889
2222	2022	MAC	STEEL	5MADN4021NC061870	OK	CK6392
2223	2022	MAC	STEEL	5MADN4023NC061871	OK	CK4212
2224	2024	MAC	DUMP	5MADN4023RR075336	OK	CF4699

2225	2024	MAC	DUMP	5MADN4025RR075337	OK	CK9790
2226	2024	MAC	DUMP	5MADN4027RR075338	OK	CF5728
2227	2024	MAC	DUMP	5MADN4029RR075339	OK	CF5135
2228	2024	MAC	DUMP	5MADN4025RR075340	OK	CF5887
2229	2024	MAC	DUMP	5MADN4027RR075341	OK	CF5788
2230	2024	MAC	DUMP	5MADN4029RR075342	OK	CF5132
2231	2024	MAC	DUMP	5MADN4020RR075343	OK	CF5625
2232	2024	MAC	DUMP	5MADN4022RR075344	OK	CF5136
2233	2024	MAC	DUMP	5MADN4024RR075345	OK	CF5108
2234	2024	MAC	DUMP	5MADN4026RR075346	OK	CK1580
2235	2024	MAC	DUMP	5MADN4028RR075347	OK	CF5133
2236	2024	MAC	DUMP	5MADN402XRR075348	OK	CF5104
2237	2024	MAC	DUMP	5MADN4021RR075349	OK	CF5786
2238	2024	MAC	DUMP	5MADN4028RR075350	OK	CK6165
2239	2024	MAC	DUMP	5MADN402XRR075351	OK	CJ3792
2240	2024	MAC	DUMP	5MADN4021RR075352	OK	CF5536
2241	2024	MAC	DUMP	5MADN4023RR075353	OK	CF5729
2242	2024	MAC	DUMP	5MADN4025RR075354	OK	CF5730
2243	2024	MAC	DUMP	5MADN4027RR075355	OK	CF5787
2244	2024	MAC	HALF ROUND	5MADN4025RW076036	OK	CF4974
2245	2024	MAC	HALF ROUND	5MADN4027RW076037	OK	CF4912
2246	2024	MAC	HALF ROUND	5MADN4029RW076038	OK	CF4913
2247	2024	MAC	HALF ROUND	5MADN4020RW076039	OK	CF5106
2248	2024	MAC	HALF ROUND	5MADN4027RW076040	OK	CF4972
2249	2024	MAC	HALF ROUND	5MADN4029RW076041	OK	CF4973
2250	2024	MAC	HALF ROUND	5MADN4020RW076042	OK	CF4914
2251	2024	MAC	HALF ROUND	5MADN4022RW076043	OK	CK8676
2252	2024	MAC	HALF ROUND	5MADN4024RW076044	OK	CF5109
2253	2024	MAC	HALF ROUND	5MADN4026RW076045	OK	CF5107
2254	2024	MAC	HALF ROUND	5MADN4028RW076046	OK	CF5110
2255	2024	MAC	HALF ROUND	5MADN402XRW076047	OK	CF5237
2256	2024	MAC	HALF ROUND	5MADN4021RW076048	OK	CF5229
2257	2024	MAC	HALF ROUND	5MADN4023RW076049	OK	CF5138
2258	2024	MAC	HALF ROUND	5MADN402XRW076050	OK	CF5125
2259	2024	MAC	HALF ROUND	5MADN4021RW076051	OK	CF5139
2260	2024	MAC	HALF ROUND	5MADN4023RW076052	OK	CF8694
2261	2024	MAC	HALF ROUND	5MADN4025RW076053	OK	CK8461
2262	2014	MAC	HALF RD	5MADN4027RW076054	OK	CF5789
2263	2024	MAC	HALF ROUND	5MADN4029RW076055	OK	CF5731
2286	2024	MAC	DUMP	5MADN4020RR079229	OK	CF7103
2287	2024	MAC	DUMP	5MADN4027RR079230	OK	CJ4180
2288	2024	MAC	DUMP	5MADN4029RR079231	OK	CF7013
2289	2024	MAC	DUMP	5MADN4020RR079232	OK	CF7101
2290	2024	MAC	DUMP	5MADN4022RR079233	OK	CF8959

2291	2024	MAC	DUMP	5MADN4024RR079234	OK	CF7102
2292	2024	MAC	DUMP	5MADN4026RR079235	OK	CF7175
2293	2024	MAC	DUMP	5MADN4028RR079236	OK	CF7174
2294	2024	MAC	DUMP	5MADN402XRR079237	OK	CF7190
2295	2024	MAC	DUMP	5MADN4021RR079238	OK	CF7189
2296	2024	MAC	DUMP	5MADN4023RR079239	OK	CF7549
2297	2024	MAC	DUMP	5MADN402XRR079240	OK	CF7441
2298	2024	MAC	DUMP	5MADN4021RR079241	OK	CF7442
2299	2024	MAC	DUMP	5MADN4023RR079242	OK	CF7455
2300	2024	MAC	DUMP	5MADN4025RR079243	OK	CF7546
2301	2024	MAC	DUMP	5MADN4027RR079244	OK	CF7547
2302	2024	MAC	DUMP	1MADN4029RR079245	OK	CF7456
2303	2024	MAC	DUMP	5MADN4020RR079246	OK	CF7637
2304	2024	MAC	DUMP	5MADN4022RR079247	OK	CF7973
2305	2024	MAC	DUMP	5MADN4024RR079248	OK	CF7976
2306	2024	MAC	DUMP	5MADN4026RR079249	OK	CF8011
2307	2024	MAC	DUMP	5MADN4022RR079250	OK	CF7975
2308	2024	MAC	DUMP	5MADN4024RR079251	OK	CF7974
2309	2024	MAC	DUMP	5MADN4026RR079252	OK	CF8101
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2363	2025	MAC	DUMP	5MADN4024SR081720	OK	CF8728
2364	2025	MAC	DUMP	5MADN4026SR081721	OK	CF8962
2365	2025	MAC	DUMP	5MADN4028SR081722	OK	CF8686
2366	2025	MAC	DUMP	5MADN402XSR081723	OK	CF8687
2367	2025	MAC	DUMP	5MADN4021SR081724	OK	CF8729
2368	2025	MAC	DUMP	5MADN4023SR081725	OK	CF9186
2369	2025	MAC	DUMP	5MADN4025SR081726	OK	CJ2557
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2375	2025	MAC	DUMP	5MADN4020SR081732	OK	CJ2740
2376	2025	MAC	DUMP	5MADN4022SR081733	OK	CJ2743
2377	2025	MAC	DUMP	5MADN4024SR081734	OK	CJ3261
2378	2025	MAC	DUMP	5MADN4021SR083618	OK	CJ3371
2379	2025	MAC	DUMP	5MADN4023SR083619	OK	CJ3370
2380	2025	MAC	DUMP	5MADN402XSR083620	OK	CJ3492
2381	2025	MAC	DUMP	5MADN4021SR083621	OK	CJ3653
2382	2025	MAC	DUMP	5MADN4023SR083622	OK	CJ3543
2383	2025	MAC	DUMP	5MADN4025SR083623	OK	CJ3693
2384	2025	MAC	DUMP	5MADN4027SR083624	OK	CK7782
2385	2025	MAC	DUMP	5MADN4029SR083625	OK	CJ4021
2386	2025	MAC	DUMP	5MADN4020SR083626	OK	CK7980

2387	2025	MAC	DUMP	5MADN4022SR083627	OK	CJ4020
2388	2025	MAC	DUMP	5MADN4024SR083628	OK	CJ4095
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2390	2025	MAC	DUMP	5MADN4022SR083630	OK	CJ4262
2391	2025	MAC	DUMP	5MADN4024SR083631	OK	CJ4264
2392	2025	MAC	DUMP	5MADN4026SR083632	OK	CJ4355
2393	2025	MAC	DUMP	5MADN4028SR083633	OK	CJ4356
2394	2025	MAC	DUMP	5MADN402XSR083634	OK	CJ4358
2395	2025	MAC	DUMP	5MADN4021SR083635	OK	CJ4265
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2400	2025	MAC	DUMP	5MADN4025SR083640	OK	CJ4592
2401	2025	MAC	DUMP	5MADN4027SR083641	OK	CJ5112
2402	2025	MAC	DUMP	5MADN4029SR083642	OK	CJ5115
2423	2025	MAC	HALF RD	5MADN4025SW084160	OK	CJ4354
2424	2025	MAC	HALF RD	5MADN4027SW084161	OK	CJ4266
2425	2025	MAC	HALF RD	5MADN4029SW084162	OK	CJ4508
2426	2025	MAC	HALF RD	5MADN4020SW084163	OK	CJ4509
2427	2025	MAC	HALF RD	5MADN4022SW084164	OK	CJ4357
2428	2025	MAC	HALF RD	5MADN4024SW084165	OK	CJ4594
2429	2025	MAC	HALF RD	5MADN4026SW084166	OK	CJ4512
2430	2025	MAC	HALF RD	5MADN4028SW084167	OK	CJ4510
2431	2025	MAC	HALF RD	5MADN402XSW084168	OK	CJ4593
2432	2025	MAC	HALF RD	5MADN4021SW084169	OK	CJ5010
2433	2025	MAC	HALF RD	5MADN4028SW084170	OK	CJ5116
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2435	2025	MAC	HALF RD	5MADN4021SW084172	OK	CJ5011
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2441	2025	MAC	HALF RD	5MADN4022SW084178	OK	CK1601
2442	2025	MAC	HALF RD	5MADN4024SW084179	OK	CK1602
2443	2025	MAC	HALF RD	5MADN4020SW084180	OK	CK1603
2444	2025	MAC	HALF RD	5MADN4022SW084181	OK	CK1596
2445	2025	MAC	HALF RD	5MADN4024SW084182	OK	CK1597
2446	2025	MAC	HALF RD	5MADN4026SW084183	OK	CK1604
2447	2025	MAC	HALF RD	5MADN4028SW084184	OK	CK1605
2448	2025	MAC	DUMP	5MADN4020SR083643	OK	CJ5114
2449	2025	MAC	DUMP	5MADN4022SR083644	OK	CJ5269
2450	2025	MAC	DUMP	5MADN4024SR083645	OK	CJ5270

2451	2025	MAC	DUMP	5MADN4026SR083646	OK	CJ5271
2452	2025	MAC	DUMP	5MADN4028SR083647	OK	CJ5272
2453	2025	MAC	DUMP	5MADN402XSR083648	OK	CJ5273
2454	2025	MAC	DUMP	5MADN4021SR083649	OK	CK1598
2455	2025	MAC	DUMP	5MADN4028SR083650	OK	CK1862
2456	2025	MAC	DUMP	5MADN402XSR083651	OK	CK1599
2457	2025	MAC	DUMP	5MADN4021SR083652	OK	CK1861
2458	2026	MAC	DUMP	5MADN4021TR085175	OK	CK1868
2459	2026	MAC	DUMP	5MADN4023TR085176	OK	CK2070
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2463	2026	MAC	DUMP	5MADN4025TR085180	OK	CK2074
2464	2026	MAC	DUMP	5MADN4027TR085181	OK	CK2075
2465	2026	MAC	DUMP	5MADN4029TR085182	OK	CK2076
2466	2026	MAC	DUMP	5MADN4020TR085183	OK	CK2077
2467	2026	MAC	DUMP	5MADN4022TR085184	OK	CK2963
2468	2026	MAC	DUMP	5MADN4024TR085185	OK	CK2964
2469	2026	MAC	DUMP	5MADN4026TR085186	OK	CK2193
2470	2026	MAC	DUMP	5MADN4028TR085187	OK	CK2197
2471	2026	MAC	DUMP	5MADN402XTR085188	OK	CK4359
2472	2026	MAC	DUMP	5MADN4021TR085189	OK	CK2199
2473	2026	MAC	DUMP	5MADN4028TR085190	OK	CK2200
2474	2026	MAC	DUMP	5MADN402XTR085191	OK	CK2201
2475	2026	MAC	DUMP	5MADN4021TR085192	OK	CK2202
2476	2026	MAC	DUMP	5MADN4023TR085193	OK	CK2203
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2478	2026	MAC	DUMP	5MADN4027TR085195	OK	CK2469
2479	2026	MAC	DUMP	5MADN4029TR085196	OK	CK2396
2480	2026	MAC	DUMP	5MADN4020TR085197	OK	CK4970
2481	2026	MAC	DUMP	5MADN4022TR085198	OK	CK2633
2482	2026	MAC	DUMP	5MADN4024TR085199	OK	CK2473
2483	2026	MAC	DUMP	5MADN4027TR085200	OK	CK2634
2484	2026	MAC	DUMP	5MADN4029TR085201	OK	CK2471
2485	2026	MAC	DUMP	5MADN4020TR085202	OK	CK2635
2486	2026	MAC	DUMP	5MADN4022TR085203	OK	CK2636
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2488	2026	MAC	DUMP	5MADN4026TR085205	OK	CK3343
2489	2026	MAC	DUMP	5MADN4028TR085206	OK	CK2894
2490	2026	MAC	DUMP	5MADN402XTR085207	OK	CK2895
2491	2026	MAC	DUMP	5MADN4021TR085208	OK	CK2896
2492	2026	MAC	DUMP	5MADN4023TR085209	OK	CK2833
2518	2026	MAC	DUMP	5MADN4036TR086539	OK	CK3060
2519	2026	MAC	DUMP	5MADN4032TR086540	OK	CK2834

2520	2026	MAC	DUMP	5MADN4034TR086541	OK	CK2835
2521	2026	MAC	DUMP	5MADN4036TR086542	OK	CK3037
2522	2026	MAC	DUMP	5MADN4038TR086543	OK	CK3038
2523	2026	MAC	DUMP	5MADN403XTR086544	OK	CK3039
2524	2026	MAC	DUMP	5MADN4031TR086545	OK	CK3262
2525	2026	MAC	STEEL	5MADN4026TC087667	OK	CK4366
2526	2026	MAC	STEEL	5MADN4028TC087668	OK	CK4367
2527	2026	MAC	STEEL	5MADN402XTC087669	OK	CK4368
2528	2026	MAC	STEEL	5MADN4026TC087670	OK	CK4369
2529	2026	MAC	STEEL	5MADN4028TC087671	OK	CK4370
2540	2027	MAC	DUMP	5MADN4026VT091427	OK	CK6231
2541	2027	MAC	DUMP	5MADN4028VR091428	OK	CK6338
2542	2027	MAC	DUMP	5MADN402XVR091429	OK	CK6340
2543	2027	MAC	DUMP	5MADN4026VR091430	OK	CK6341
2544	2027	MAC	DUMP	5MADN4028VR091431	OK	CK6342
2545	2027	MAC	DUMP	5MADN402XVR091432	OK	CK6339
2546	2027	MAC	DUMP	5MADN4021VR091433	OK	CK6343
2547	2027	MAC	DUMP	5MADN4023VR091434	OK	CK6470
2548	2027	MAC	DUMP	5MADN4025VR091435	OK	CK6471
2549	2027	MAC	DUMP	5MADN4027VR091436	OK	CK6626
2550	2027	MAC	DUMP	5MADN4029VR091437	OK	CK6472
2551	2027	MAC	DUMP	5MADN4020VR091438	OK	CK7684
2552	2027	MAC	DUMP	5MADN4022VR091439	OK	CK7685
2553	2027	MAC	DUMP	5MADN4029VR091440	OK	CK6883
2554	2027	MAC	DUMP	5MADN4020VR091441	OK	CK6884
2555	2027	MAC	DUMP	5MADN4022VR091442	OK	CK6885
2556	2027	MAC	DUMP	5MADN4024VR091443	OK	CK6886
2577	2027	MAC	DUMP	5MADN4026VC093391	OK	CK9565
2578	2027	MAC	DUMP	5MADN4028VC093392	OK	CK9566
2579	2027	MAC	DUMP	5MADN402XVC093393	OK	CK9569
2580	2027	MAC	DUMP	5MADN4021VC093394	OK	CK9567
2581	2027	MAC	DUMP	5MADN4023VC093395	OK	CK9568

18. Environmental Record:

List all criminal citations, arrests or convictions, civil or administrative violations, and civil or administrative enforcement actions, and the disposition(s) thereof for the violation or alleged violation of any environmental statute, regulation, permit, license, approval, or order, regardless of the state in which it occurred. Indicate whether it was a local, state, or federal violation or alleged violation. List all such items for the applicant, and if the applicant is other than an individual, for any employee while employed by the applicant or any partner, officer, or director of the applicant as an individual or for any other former business of such partner, officer, or director. For civil or administrative violations or alleged violations, list all such items for the last five (5) years from the date of application.

☐ Environmental Record: Attachment _____
☒ Not Applicable – No violations within the specified time period

19. Signature:

I certify under penalty of law that I have personally examined and am familiar with the information submitted in this application and all attachments, and that upon personal knowledge and information, the information is true, accurate and complete. I am aware that there are significant penalties for submitting false information.

Tommy Mitchell
Signature of legal owner or corporate officer

Tommy Mitchell
Printed Name

10-16-2026
Date

Controller
Title

Davis, DaQuan (DNREC)

From: Justine Formella <jformella@cottinghambutler.com>
Sent: Wednesday, October 21, 2026 12:53 PM
To: Jeremy Paul; WHStransporters
Cc: Dustin Barnett
Subject: [External] RE: Delaware Hazardous Waste Transporter Permit Application
Attachments: FOR INFORMATION ONLY_Oakley Trucking, Inc._2627 Regular - ALGL $5M_10-21-2026_845525189.pdf; Oakley Trucking Inc. MSC-90 7-30-26.pdf

External Email - DO NOT CLICK links or open attachments unless you recognize the sender.

Good afternoon,

Attached is the certificate of insurance, as well as a copy of the MCS 90. The policy numbers reflected on each, match.

Can you please confirm that the attached is acceptable?

If there is anything else needed, or any issues with the attached documents, please let me know and I will be sure work to provide the appropriate information as soon as possible.

Thank you!

Justine Formella *CRM, CIC, AAI*
Account Manager Supervisor, Transportation

O 563.587.5211 F 563.587.5974
jformella@cottinghambutler.com

From: Jeremy Paul <JPaul@bruceoakley.com>
Sent: Wednesday, October 21, 2026 10:36 AM
To: WHStransporters <WHStransporters@delaware.gov>
Cc: Justine Formella <jformella@cottinghambutler.com>; Dustin Barnett <DBarnett@bruceoakley.com>
Subject: Re: Delaware Hazardous Waste Transporter Permit Application

Good morning Justine,

Could you please help me with below? Looks like same thing we ran into in California that you fixed for me. I'm on vacation and we only have 5 days to submit the information so hoping you can help.

Get Outlook for iOS

From: WHStransporters <WHStransporters@delaware.gov>
Sent: Wednesday, 21 October 2026 10:32:42
To: Jeremy Paul <JPaul@bruceoakley.com>
Subject: Delaware Hazardous Waste Transporter Permit Application

You don't often get email from whstransporters@delaware.gov. Learn why this is important

Hello,

Thank you for submitting your application to obtain your Delaware hazardous waste transporter permit. Upon review, I have found that some information is missing or needs to be updated. Please address the items listed below:

- **Section 12**- The MCS-90 endorsement form policy doesn't match your automotive liability insurance on your certificate of insurance. Please provide an MCS-90 endorsement form that does.

Please provide the information requested above via e-mail within five (5) days.

Thank you,

DaQuan Davis

DaQuan L. Davis
Environmental Scientist
Division of Waste and Hazardous Substances
302-739-9403
WHStransporters@delaware.gov
89 Kings Hwy SW, Dover, DE 19901
dnrec.delaware.gov

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Davis, DaQuan (DNREC)

From: Jeremy Paul <JPaul@bruceoakley.com>
Sent: Wednesday, October 21, 2026 11:36 AM
To: WHStransporters
Cc: Justine Formella; Dustin Barnett
Subject: [External] Re: Delaware Hazardous Waste Transporter Permit Application

External Email - DO NOT CLICK links or open attachments unless you recognize the sender.

Good morning Justine,

Could you please help me with below? Looks like same thing we ran into in California that you fixed for me. I'm on vacation and we only have 5 days to submit the information so hoping you can help.

Get Outlook for iOS

From: WHStransporters <WHStransporters@delaware.gov>
Sent: Wednesday, 21 October 2026 10:32:42
To: Jeremy Paul <JPaul@bruceoakley.com>
Subject: Delaware Hazardous Waste Transporter Permit Application

You don't often get email from whstransporters@delaware.gov. Learn why this is important

Hello,

Thank you for submitting your application to obtain your Delaware hazardous waste transporter permit. Upon review, I have found that some information is missing or needs to be updated. Please address the items listed below:

- **Section 12-** The MCS-90 endorsement form policy doesn't match your automotive liability insurance on your certificate of insurance. Please provide an MCS-90 endorsement form that does.

Please provide the information requested above via e-mail within five (5) days.

Thank you,

DaQuan Davis

DaQuan L. Davis
Environmental Scientist
Division of Waste and Hazardous Substances
302-739-9403
WHStransporters@delaware.gov
89 Kings Hwy SW, Dover, DE 19901
dnrec.delaware.gov

For FMCSA Use **Date Received:** 07/30/2026

Please note, the expiration date as stated on this form relates to the process for renewing the Information Collection Request for this form with the Office of Management and Budget. This requirement to collect information as requested on this form does not expire. For questions, please contact the Office of Registration, Financial Responsibility Filings Division.

A Federal Agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid OMB Control Number. The OMB Control Number for this information collection is 2126-0008. Public reporting for this collection of information is estimated to be approximately 2 minutes per response, including the time for reviewing instructions, gathering the data needed, and completing and reviewing the collection of information. All responses to this collection of information are mandatory. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to: Information Collection Clearance Officer, Federal Motor Carrier Safety Administration, MC-RRA, Washington, D.C. 20590.

United States Department of Transportation
Federal Motor Carrier Safety Administration

Endorsement for Motor Carrier Policies of Insurance for Public Liability under Sections 29 and 30 of the Motor Carrier Act of 1980

FORM MCS-90

Issued to OAKLEY TRUCKING INC *(Motor Carrier name)* **of** Arkansas *(Motor Carrier state or province)* 3259 *(USDOT Number)*

Dated at 12:00 noon **on this** 30th **day of** July, 2026

Amending Policy Number: 595-106733-6 **Effective Date:** 07/31/2026

Name of Insurance Company: UNITED STATES FIRE INSURANCE COMPANY

Countersigned by: Jeremy Lattanzi
(authorized company representative)

The policy to which this endorsement is attached provides primary or excess insurance, as indicated for the limits shown *(check only one)*:

- (●) *This insurance is primary and the company shall not be liable for amounts in excess of* $ 5,000,000 *for each accident.*
- ( ) *This insurance is excess and the company shall not be liable for amounts in excess of* $ _____ *for each accident in excess of the underlying limit of* $ _____ *for each accident.*

Whenever required by the Federal Motor Carrier Safety Administration (FMCSA), the company agrees to furnish the FMCSA a duplicate of said policy and all its endorsements. The company also agrees, upon telephone request by an authorized representative of the FMCSA, to verify that the policy is in force as of a particular date. The telephone number to call is: 317-436-4900.

Cancellation of this endorsement may be effected by the company or the insured by giving (1) thirty-five (35) days notice in writing to the other party (said 35 days notice to commence from the date the notice is mailed, proof of mailing shall be sufficient proof of notice), and (2) if the insured is subject to the FMCSA's registration requirements under 49 U.S.C. 13901, by providing thirty (30) days notice to the FMCSA (said 30 days notice to commence from the date the notice is received by the FMCSA at its office in Washington, DC).

Filings must be transmitted online via the Internet at https://www.fmcsa.dot.gov/registration.

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DEFINITIONS AS USED IN THIS ENDORSEMENT

Accident includes continuous or repeated exposure to conditions or which results in bodily injury, property damage, or environmental damage which the insured neither expected nor intended.

Motor Vehicle means a land vehicle, machine, truck, tractor, trailer, or semitrailer propelled or drawn by mechanical power and used on a highway for transporting property, or any combination thereof.

Bodily Injury means injury to the body, sickness, or disease to any person, including death resulting from any of these.

Property Damage means damage to or loss of use of tangible property.

Environmental Restoration means restitution for the loss, damage, or destruction of natural resources arising out of the accidental discharge, dispersal, release or escape into or upon the land, atmosphere, watercourse, or body of water, of any commodity transported by a motor carrier. This shall include the cost of removal and the cost of necessary measures taken to minimize or mitigate damage to human health, the natural environment, fish, shellfish, and wildlife.

Public Liability means liability for bodily injury, property damage, and environmental restoration.

The insurance policy to which this endorsement is attached provides automobile liability insurance and is amended to assure compliance by the insured, within the limits stated herein, as a motor carrier of property, with Sections 29 and 30 of the Motor Carrier Act of 1980 and the rules and regulations of the Federal Motor Carrier Safety Administration (FMCSA).

In consideration of the premium stated in the policy to which this endorsement is attached, the insurer (the company) agrees to pay, within the limits of liability described herein, any final judgment recovered against the insured for public liability resulting from negligence in the operation, maintenance or use of motor vehicles subject to the financial responsibility requirements of Sections 29 and 30 of the Motor Carrier Act of 1980 regardless of whether or not each motor vehicle is specifically described in the policy and whether or not such negligence occurs on any route or in any territory authorized to be served by the insured or elsewhere. Such insurance as is afforded, for public liability, does not apply to injury to or death of the insured's employees while engaged in the course of their employment, or property transported by the insured, designated as cargo. It is understood and agreed that no condition, provision, stipulation, or limitation contained in the policy, this endorsement, or any other endorsement thereon, or violation thereof, shall relieve the company from liability or from the payment of any final judgment, within the limits of liability herein described, irrespective of the financial condition, insolvency or bankruptcy of the insured. However, all terms, conditions, and limitations in the policy to which the endorsement is attached shall remain in full force and effect as binding between the insured and the company. The insured agrees to reimburse the company for any payment made by the company on account of any accident, claim, or suit involving a breach of the terms of the policy, and for any payment that the company would not have been obligated to make under the provisions of the policy except for the agreement contained in this endorsement.

It is further understood and agreed that, upon failure of the company to pay any final judgment recovered against the insured as provided herein, the judgment creditor may maintain an action in any court of competent jurisdiction against the company to compel such payment.

The limits of the company's liability for the amounts prescribed in this endorsement apply separately to each accident and any payment under the policy because of anyone accident shall not operate to reduce the liability of the company for the payment of final judgments resulting from any other accident.

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SCHEDULE OF LIMITS — PUBLIC LIABILITY

Type of carriage	Commodity transported	January 1, 1985
(1) For-hire (in interstate or foreign commerce, with a gross vehicle weight rating of 10,001 or more pounds).	Property (nonhazardous)	$750,000
(2) For-hire and Private (in interstate, foreign, or intrastate commerce, with a gross vehicle weight rating of 10,001 or more pounds).	Hazardous substances, as defined in 49 CFR 171.8, transported in cargo tanks, portable tanks, or hopper-type vehicles with capacities in excess of 3,500 water gallons; or in bulk Division 1.1, 1.2, and 1.3 materials, Division 2.3, Hazard Zone A, or Division 6.1, Packing Group I, Hazard Zone A material; in bulk Division 2.1 or 2.2; or highway route controlled quantities of a Class 7 material, as defined in 49 CFR 173.403.	$5,000,000
(3) For-hire and Private (in interstate or foreign commerce, in any quantity; or in intrastate commerce, in bulk only; with a gross vehicle weight rating of 10,001 or more pounds).	Oil listed in 49 CFR 172.101; hazardous waste, hazardous materials, and hazardous substances defined in 49 CFR 171.8 and listed in 49 CFR 172.101, but not mentioned in (2) above or (4) below.	$1,000,000
(4) For-hire and Private (In interstate or foreign commerce, with a gross vehicle weight rating of less than 10,001 pounds).	Any quantity of Division 1.1, 1.2, or 1.3 material; any quantity of a Division 2.3, Hazard Zone A, or Division 6.1, Packing Group I, Hazard Zone A material; or highway route controlled quantities of a Class 7 material as defined in 49 CFR 173.403.	$5,000,000

*The schedule of limits shown does not provide coverage. The limits shown in the schedule are for information purposes only.