

	US DOT # 3668237	Legal: LION MOVERS LLC Operating (DBA):			
MC/MX #:		State #: THG-070121		Federal Tax ID:	
Review Type: Compliance Review (CR)					
Scope: Principal Office		Location of Review/Audit: Company facility in the U. S.			Territory:
Operation Types		Interstate	Intrastate		
Carrier: N/A			Non-HM	Business: Corporation	
Shipper: N/A			N/A	Gross Revenue: \$58,565.00	
Cargo Tank: N/A				for year ending: 12/31/2024	
Company Physical Address:					
131 GLENNWOOD PL NE RENTON, WA 98056					
Contact Name: Almaz Nurmanbetov					
Phone numbers: (1) 312-778-1350		(2) 206-697-5721		Fax	
E-Mail Address: lionmoversllc@gmail.com					
Company Mailing Address:					
733 7TH AVE B 202 KIRKLAND, WA 98033					
Carrier Classification					
Authorized for Hire					
Cargo Classification					
Household Goods					
Equipment					
	Owned	Term Leased	Trip Leased		Owned Term Leased Trip Leased
Truck	1	0	0		
Power units used in the U.S.: 1					
Percentage of time used in the U.S.: 100					
Does carrier transport placardable quantities of HM? No					
Is an HM Permit required? N/A					
Driver Information					
	Inter	Intra	Average trip leased drivers/month: 0		
< 100 Miles:			Total Drivers: 2		
>= 100 Miles:		2	CDL Drivers: 0		





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Part A

QUESTIONS regarding this report or the Federal Motor Carrier Safety or Hazardous Materials rules may be addressed to the Office of Motor Carriers at:

Tracy Cobile
P.O. Box 47250 Olympia, WA 98504-7250
[Phone: \(360\) 790-0653](tel:(360)790-0653) [Email: tracy.cobile@utc.wa.gov](mailto:tracy.cobile@utc.wa.gov)

This report will be used to assess your safety compliance.

Person(s) Interviewed

Name: Almaz Nurmanbetov

Title: Owner

Name:

Title:





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Part B Requirements and/or Recommendations

1. DESCRIPTION OF PROCESS BREAKDOWN: Owner, Almaz Nurmanbetov provided/submitted false, misleading, inaccurate information as part of this investigation.

§ 390.35 Certificates, reports, and records: Falsification, reproduction, or alteration.

No motor carrier, its agents, officers, representatives, or employees shall make or cause to make—

(a) A fraudulent or intentionally false statement on any application, certificate, report, or record required by part 325 of subchapter A or this subchapter;

(b) A fraudulent or intentionally false entry on any application, certificate, report, or record required to be used, completed, or retained, to comply with any requirement of this subchapter or part 325 of subchapter A; or

(c) A reproduction, for fraudulent purposes, of any application, certificate, report, or record required by this subchapter or part 325 of subchapter A

2. HOS COMPLIANCE BASIC PROCESS BREAKDOWN: Policies and Procedures

DESCRIPTION OF PROCESS BREAKDOWN: Owner, Almaz Nurmanbetov failed to require drivers to complete the HOS requirements using the proper method.

BASIC SPECIFIC RECOMMENDED REMEDIES

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

- Develop a policy and procedure describing how management will monitor and track logs for falsification.
- Establish a policy that prohibits dispatchers from assigning a load to drivers without hours available to complete the load on time.
- Develop a policy stating that drivers should not violate their Hours-of-Service (HOS) Out-of-Service (OOS) order under any circumstances, and immediately contact the carrier when a driver is placed OOS.
- Develop a policy requiring drivers to report their available hours to dispatch during "check-in" calls.
- Develop policies and procedures for ensuring proper retention of Record of Duty Status (RODS) according to regulations.
- Establish a policy requiring drivers to submit copies of all roadside inspections to carrier management within 24 hours.
- Develop a policy stating that drivers are required to submit all Records of Duty Status (RODS) and supporting documentation, such as expense receipts, within 13 days of the end of the trip.
- Establish a policy stating that drivers are required to check with their supervisor, manager, or dispatcher to review their "fit-for-duty" status before starting a job, and that drivers who are ill to the extent that their ability and/or alertness is impaired are prohibited from working on safety-sensitive assignments.
- Develop a written and progressive disciplinary policy focused on taking corrective action to ensure drivers comply with regulations and policies. A progressive disciplinary policy could include, among other things, written warnings, suspensions, or work restrictions, monetary penalties, and termination. This policy should also specify consequences for any carrier official who knowingly and willfully allows Hours-of-Service (HOS) violations.

3. "Have you reviewed your data?"

The SMS results are based on your State-reported crash or inspection data. Be sure to review your data in SMS for accuracy. If you think there is an error, request a data review (RDR) by registering for DataQs through the FMCSA Portal at <https://portal.fmcsa.dot.gov> or through the DataQs system directly at <http://dataqs.fmcsa.dot.gov/>.





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4. Understand Why Compliance Saves Time and Money: Compliance with FMCSRs will not only save lives, but also saves your business time and money. Tracking how much your business spends on non-compliance activities can help you understand the many benefits of compliance to your business and why safety is good business.

Document and Follow Through on Action Plans: Document and follow through on action plans to ensure the actions you are taking are creating improvement in safety management and compliance.

NOTICE: A pattern and/or repeated violations of the same or related acute or critical regulations (violations of the same Part in Title 49, Code of Federal Regulations) will cause the maximum penalties allowed by law to be assessed under Section 222 of the Motor Carrier Safety Improvement Act of 1999 (MCSIA). A pattern of violations means two or more violations of acute and/or critical regulations in three or more Parts of Title 49, Code of Federal and during any eligible investigation. Repeated violations mean violation(s) of an acute regulation of the same Part of Title 49, Code of Federal Regulations discovered in an investigation after one or more closed enforcement actions within a six-year period and/or violation(s) of a critical regulation in the same Part of Title 49, Code of Federal Regulations discovered in an investigation after two or more closed enforcement actions within a six-year period.

The Pre-Employment Screening Program (PSP) is a screening tool that assists motor carriers in investigating crash history and roadside safety performance of prospective drivers. The PSP allows motor carriers to purchase 5 years of crash data and 3 years of roadside inspection data from the Federal Motor Carrier Safety Administration's (FMCSA) Motor Carrier Management Information System (MCMIS). Records are available 24 hours a day via Web request. Motor carriers should visit the following website or more information:
<http://www.psp.fmcsa.dot.gov/Pages/default.aspx>

All motor carriers and truck drivers are needed to fight against terrorism and hijacking. You could be a target. Protect yourself, your trucks, your cargo, and your facilities. Discuss with your employees/drivers the "Security Measures for Truck Drivers and Companies" which were provided and reviewed with motor carrier official. Motor carriers should visit the following website for more information:
<http://www.fmcsa.dot.gov/documents/Hijacking-Brochure.pdf>

5. Safety Management Plan (SMP) Requirement

You have been assessed a proposed safety rating of **CONDITIONAL**, within 60 days, send and have approved, a safety management plan to the UTC describing what actions you have taken in response to this review to ensure that you are complying with the Motor Carrier Safety Regulations.

The Washington Utilities and Transportation Commission (UTC) allows motor carriers to request an upgrade of its safety rating based on corrective action as defined in 49 CFR, section 385.17. The request for an upgrade must include a written description of correction actions taken, documentation of these corrective actions, and an explanation of how its operations meet the safety standards and factors specified in 49 CFR sections 385.5 and 385.7.

Within 60 days from the receipt of your proposed rating, you may request, in writing, a change to your safety rating based on corrective actions. You should do so as soon as possible so the UTC has the opportunity to review and evaluate your safety management plan before the effective date of the final safety rating. If you fail to obtain an improved rating within 60 days from the receipt of your proposed rating, the unsatisfactory rating will become final and you must cease operations.

You must develop a safety management plan:

1. The plan must address all violations on the most recent Compliance Review. Corrective actions to address other violations noted on your review must also be included.





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2. Identify why the violations were permitted to occur.
3. Discuss the actions taken to correct the deficiency or deficiencies that allowed the violations to occur. Include actual documentation of this corrective action. (For example: documentation may include items such as new policies and procedures, training programs and sign-in lists, or copies of new forms.
4. Outline actions taken to ensure that similar violations do not reoccur in the future. **YOU MUST DEMONSTRATE THAT YOUR OPERATIONS CURRENTLY MEET THE SAFETY STANDARD AND FACTORS SPECIFIED IN 49 CFR 385.5 and 385.7.** To do so, you must demonstrate that you now have adequate safety management controls in place which function effectively to ensure acceptable compliance with applicable safety requirements.
5. If your request includes actions that will be conducted in the near future, such as training, reorganization of departments, purchasing of computer programs, etc, include a detailed description of the activity or training and a schedule of when that activity will commence and when it will be completed.
6. Include any additional documentation relating to motor carrier safety and the prevention of crashes that you believe supports your request.
7. Include a written statement certifying the carrier will operate within federal and state regulations and the carrier's operation currently meets the safety standard and factors specific in 49 CFR 385.5 and 385.7. A corporate officer; partner, or the owner of the company must sign the statement.

You must submit your request to:

Washington Utilities and Transportation Commission
Attention: Jason Sharp, Motor Carrier Safety Supervisor
jason.sharp@utc.wa.gov





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Reason for Review: Compliance Review
Planned Action: Compliance Monitoring

Parts Reviewed Certification:

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

Prior Reviews

7/9/2024

Prior Prosecutions

Unsat/Unfit Information

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

Does carrier transport placardable quantities of hazardous materials?

Unsat/Unfit rule:

Not Applicable

Corporate Contact: Almaz Nurmanbetov

Corporate Contact Title: Owner

Special Study Information:

Remarks:

INVESTIGATIVE REPORT RECEIVED BY:

Name: Almaz Nurmanbetov
Title: Owner
Carrier Name: Lion Movers LLC
USDOT: 3668237
UTC Assignment: 125005
Date: March 3, 2025

REASON FOR THE INVESTIGATION:

Per order 01 in Docket TV-240549, this follow-up safety investigation was assigned to Tracy Cobile, Special Investigator (SI) of the Washington Utilities and Transportation Commission (commission). The carrier operates in intrastate commerce.

SCOPE OF THE INVESTIGATION:

This investigation is a comprehensive follow-up intrastate investigation and was assigned to SI Tracy Cobile on January 23, 2025. The carrier was contacted on January 23, via email and telephone, and a full investigation was set to begin February 5, as an on-site investigation. SI Cobile corresponded with Almaz Nurmanbetov (Owner) via email (lionmoversllc@gmail.com) and telephone 312-778-1350 during this investigation. Present at the start of the review was SI Cobile along with Nurmanbetov.

SMS was checked on January 23, and it was noted that no BASICs were in alert status.

CARRIER OPERATION DESCRIPTION:

Lion Movers LLC (carrier) is a household goods carrier operating out of Renton and Kirkland, Washington. The carrier is a provisional household goods company that began operations in March 2021 and received temporary operating authority on January 25, 2022. The carrier currently operates one owned straight truck classified as a commercial motor vehicle (CMV) operating under the UTC permit. The carrier currently employs two drivers operating within the state of Washington





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within the past 365 days. Lion Movers LLC recorded a gross revenue of \$58,565 for the calendar year ending December 31, 2024. The carrier is not and has not been involved in any emergency relief efforts in the last 365 days. The carrier currently operates in intrastate operations. The carrier updated the Vehicle Miles Traveled (VMT) for 2023. Almaz Nurmanbetov is responsible for the carrier's safety program.

PRE-INVESTIGATION:

On January 23, a carrier information packet was emailed to the carrier requesting investigation information, the records that would need to be reviewed, and the information the carrier would need to make available. The carrier was requested to fill out and return the carrier information packet with a list of all commercial motor vehicle drivers utilized in the past 12 months, a list of all commercial motor vehicles utilized in the last 12 months and an all-employee list prior to the start of this investigation. The carrier packet was returned complete via email on February 3. The documents requested at the time of review were a list of all accidents for the past 365 days from the date of review, driver qualification files for all drivers used within the past 12 months, insurance documentation, all records of duty status (logbooks/timecards) for the previous six months with supporting documents, all maintenance files and records for each commission regulated unit. A copy of the carrier's profile and MCS-150 were originally obtained through MCMIS on January 23.

Commission records show that Almaz Nurmanbetov attended the initial Household Goods Training provided by commission staff or through Easy LMS on August 11, 2023 and June 26, 2024, representing Lion Movers LLC. The HHG training is an in-depth, detailed training that covers compliance the responsibilities and requirements of household goods carriers for consumer protection and safety.

Affiliations with other motor carrier operations were discovered at the time of this investigation as follows:

Moving Band LLC d/b/a Seattle Moving Services USDOT 3109972 - Nurmanbetov states he used to own this company in 2017 and has since sold the business.

Nural Logistics LLC USDOT 3601607 - During the previous review Nurmanbetov stated this was his business but that the business is no longer in operation. SI Coble recommended Nurmanbetov to go out of business on the USDOT number as part of the last investigation and the instruction was not completed by Nurmanbetov at the time of the current investigation.

Nurmanbetov states he is keeping the Nural Logistics LLC USDOT number (3601607) active because he is using the business name to lease out commercial motor vehicles that he owns to other local motor carriers that use their own USDOT numbers. Nural Logistics LLC is registered with FMCSA as an interstate household goods carrier (MC #1223574) and last updated its MCS-150 in February of 2022. Nural Logistics LLC currently has no federal operating authority, an undeliverable address, the USDOT number is inactive and the UCR was last paid in 2022. SI Coble again recommended Nurmanbetov go out of business on the USDOT number if no longer in use.

Two Men and a Moving Van LLC d/b/a Move For Less USDOT 3073774, UTC Permit HG067981 - Nurmanbetov states that he owns 25% of the company. The MCS-150 dated November 13, 2023, for Two Men and a Moving Van LLC d/b/a Move for Less has Almaz Nurmanbetov listed as the President and Vice-President.

As part of the pre-investigation, SI Coble discovered online Google and Yelp reviews for Lion Movers LLC where the customers listed multiple names in their comments that were not identified by Nurmanbetov as employees of the company. The names provided in the online customer review comments were Javier, Elisarto, Stephen, Jeremy, Mario, Marcel, Fernando, Angel, King and Paul, but only Nurmanbetov and De Wijs are listed as employees/drivers/helpers for the carrier. When asked, Numanbetov states that sometimes they use different names because it is easier for the clients to remember and to contact them. Nurmanbetov states that he and De Wijs have asked family and friends to create fake positive reviews to support the business and may have used those different names listed in the comments. Nurmanbetov asked his driver Rick De Wijs to create a fake positive review to support the company and De Wijs used the name Marcel in his review. Numanbetov admits to being the carrier contact that replied to each of the fake reviews on behalf of Lion Movers LLC.

On February 24, 2025, SI Coble sent an email to Nurmanbetov asking him to identify what nicknames belonged to whom. Numanbetov responded that the names used and provided to Lion Movers LLC's customers were Angel and King to represent Almaz Nurmanbetov and the name Paul to represent Rick De Wijs.

The carrier is systemically creating fake online reviews that are false, misrepresenting and misleading of the actual





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customer experience.

While reviewing the BOLs as part of this investigation, it was discovered the carrier recorded and charged customers for more than the two movers currently employed. SI Coble asked Nurmanbetov multiple times if there were any more employees or movers that he has employed in the last 365 days and each time Nurmanbetov responded that the only two drivers/helpers for the carrier are Nurmanbetov and De Wijis.

SI Coble discovered five BOLs in the previous six months that recorded more than two movers as follows:

August 7, 2024, BOL #4991, customer Choonki Jang, four movers recorded.
August 17, 2024, BOL #4992, customer Bryon Pike, three movers recorded.
September 1, 2024, BOL #5064, customer Monil Shah, three movers recorded.
September 4, 2024, BOL #5074, customer John Shani, three movers recorded.
Jan 2, 2025, BOL #5246, Customer Samantha Simoes, three movers recorded.

When reviewing the BOLs as part of this investigation, it was discovered the carrier recorded and charged customers for more than the two movers currently employed. SI Coble asked Nurmanbetov multiple times if there were any more employees or movers that he has employed in the last 365 days and each time Nurmanbetov responded that the only two drivers/helpers for the carrier are Nurmanbetov and De Wijis.

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September 4, 2024, BOL #5074, customer John Shani, three movers recorded.
Jan 2, 2025, BOL #5246, Customer Samantha Simoes, three movers recorded.

SI Coble was unable to determine who these employees were due to Nurmanbetov not being forthcoming with information.

CDLIS (DRIVER LICENSE) CHECK:

In accordance with the eFOTM, all driver license statuses were required to be checked based on the current number of drivers. The driver's checked were Almaz Nurmanbetov and Rick De Wijis. The license statuses were checked through CDLIS and Secure Access Washington (SAW). All driver license statuses are current and valid. See part 383 for details.

AUTHORITY:

Lion Movers LLC is an authorized for-hire carrier of household goods operating in intrastate commerce and is required to have operating authority. The carrier operates under the USDOT number 3668237. The carrier has intrastate authority through the commission under provisional permit number THG-070121.

INSURANCE:

Lion Movers LLC is required to maintain a minimum level of public liability insurance coverage of \$750,000. Insurance agent, Ludmila Dotsenko, email idotsenko@basinpacific.com, phone 253-874-0170 was contacted via email on February 3 to verify insurance, provide loss run reports if any and to confirm continued coverage in the last 365 days with no lapses in coverage, no response was received. The carrier provided a certificate of automobile liability insurance effective November 22, 2024, with a policy expiration date of November 22, 2025. The policy reflects a \$750,000 auto liability policy with Basin Pacific Insurance & Benefits (policy CA 04086133-3) and \$20,000 Cargo Insurance through Pennsylvania Manufacturers Association (policy 812301-9449810Y).

RED FLAG DRIVERS:

A&I (SMS) was checked through Portal on January 23, and the carrier has no drivers with red flag violations in the last 365 days.

DRUG AND ALCOHOL SUPPLEMENTAL REVIEW:





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This is a complete comprehensive investigation therefore a Drug and Alcohol Supplemental Review was not required.

HAZARDOUS MATERIALS SUPPLEMENTAL REVIEW:

Lion Movers LLC does not transport any hazardous materials that require placarding. A Hazardous Materials Supplemental Review is not required.

INVESTIGATION:

This is a full comprehensive investigation that checked Parts 376, 380, 382, 383, 390, 391, 392, 393, 395 and 396.

Part 376 Lease and Interchange of Vehicles:

The carrier has leased two CMVs in the previous 365 days.

Part 380 Special Training:

Lion Movers LLC does not operate long combination vehicles (LCVs). The carrier has not employed drivers that meet the definition of entry level drivers.

Part 40 and Part 382

Lion Movers LLC does not operate vehicles with a GVWR of 26,001 lbs. or more and is not required to have a controlled substance and alcohol testing program.

Part 383 Commercial Drivers' License:

The carrier employed two drivers that operated in the state of Washington over the past 365 days. Per eFOTM guidelines, a sample size of two drivers was required to be checked. The carrier does not use commercial vehicles with a GVWR of 26,001 lbs. or more and the drivers are not required to have a CDL.

Part 390 General FMCSR:

The carrier has not been involved in a Department of Transportation recordable accident in the last 365 days.

Lion Movers LLC last updated the MCS-150 on July 29, 2024, and the form shows 8,000 vehicle miles travelled (VMT) for calendar year 2023. Almaz Nurmanbetov recorded the VMT for 2024 as 9,000 on the pre-investigation questionnaire.

Part 391 Qualification of Drivers:

The carrier employed a total of two drivers that operated in intrastate commerce during the previous 365 days with one current driver. Per eFOTM guidelines, a sample size of two Driver Qualification Files were to be inspected. The driver files requested to be reviewed were for drivers Almaz Nurmanbetov and Rick De Wijs.

In accordance with FMCSA Memorandum MC-ECS-2012-0004 medical certificates for 25 percent of the driver qualification file sample size (one) were to be selected for verification.

Driver Name: Almaz Nurmanbetov
Date of Birth: December 17, 1985
ME's License/Certificate Number: NT61159062
Date of Issuance of the MEC: January 3, 2025
MEC Expiration: January 3, 2027
National Registry Identification Number: 3618669954
Phone Number: 425-272-7244
Date and Time Contacted: February 18, 2025 @11:39 a.m.
Person Contacted: Left Message
Results: MEC Check Not Confirmed





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Part 392 - Driving of Commercial Motor Vehicles:

Lion Movers LLC is an intrastate carrier and at the time of this investigation the carrier is current on its annual regulatory fees.

Almaz Nurmanbetov was informed that using radar detectors and handheld devices while driving is prohibited. The carrier operates in intrastate commerce and the UCR fee was not applicable to this carrier at the time of this investigation.

Part 395 - Hours of Service:

Lion Movers LLC employed two drivers during the last 365 days, two drivers have driven during the last six months. In accordance with eFOTM procedures, a sample size of two Record of Duty Status (RODS) were required to be checked for a 30-day period. Lion Movers LLC operated all services under the short-haul exemption in Part 395.1(e) within the last 365 days and does not require an ELD.

For this investigation, a 30-day period was requested to be reviewed for September 1 - 30, 2024, for drivers Almaz Nurmanbetov and Rick De Wijs. This required that 60 RODS be checked. As part of the investigation, supporting documents were requested and reviewed.

During the in person onsite meeting on February 5, 2025, SI Coble inquired as to why the timecards for Nurmanbetov did not include any on duty/administrative time conducting scheduling, estimates or customer service responses.

Nurmanbetov stated a contractor from Ukraine had been hired to manage the sales, scheduling and customer service for Lion Movers LLC and was paid monthly. SI Coble asked for the business name of the contractor in Ukraine (carrier was unable to provide), the name of the person hired (Hussien Abbas), a phone number (9233332873778) and email address (lionmoverslc@gmail.com).

On February 12, SI Coble sent a detailed email to Nurmanbetov stating the phone number provided for the "contractor" was invalid and requested the specific information about the company and services provided by the company in Ukraine. In response, Nurmanbetov sent an email to SI Coble stating the following:

"Hello Tracy! Probably it's a misunderstanding, cause I'm still thinking of hiring that company to cover our sales and customer service routine once or twice a week and give you his number because you asked during the inspection. All sales and customer service I'm covering right now by myself."

Nurmanbetov gave two different responses to the reasons why administrative time was not recorded on the timecards. Nurmanbetov initially provided the reason for not logging on duty/administrative time was because the carrier had hired someone from Ukraine to manage the administrative and customer service duties. Nurmanbetov later changed the narrative to state that he was handling all sales and customer service and "was thinking of hiring" the company in Ukraine.

On February 18, 2025, at 11:42 a.m., SI Coble sent an email to Nurmanbetov with two options as to why administrative time was not logged on the timecards and asked Nurmanbetov to respond with 1 or 2.

1. You hired a contractor who has been managing the scheduling and customer service responses.
2. You never hired a contractor from Ukraine and you yourself managed all the scheduling and customer responses but did not log the administrative time on your timesheets.

On February 19, 2025, at 6:45 a.m., Nurmanbetov responded as follows:

"Hello Tracy! Yes I never hired contractor option 2"

The carrier provided false, misleading, inaccurate information. To avoid receiving a violation of WAC 480-15-555 for hiring someone in Ukraine to manage the sales and customer service responses and not conducting a national background check as required, Nurmanbetov changed his initial response to why administrative time was not being recorded as part of the hours-of-service requirements.

Nine critical violations of 395.8(a)(1) occurred when the carrier failed to require drivers to make a record of duty status using the appropriate method.





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One acute violation of 390.35 occurred when the carrier provided false, misleading, inaccurate information relating to the requirements in 395.8(a)(1) to avoid receiving a violation of WAC 480-15-555.

Part 393 & 396 - Maintenance and Inspection:

The carrier owns one and has trip leased two straight trucks that are classified as commercial motor vehicles (CMV) in intrastate commerce during the last 365 days. The carrier currently operates one CMV. The carrier states the major vehicle maintenance and annual inspections are conducted primarily with Attaman LLC Truck Repair, 3012 S Fife Street, Tacoma, WA 98049.

Vehicle Maintenance Records:

In accordance with the eFOTM, a sample size of three vehicle maintenance files were to be reviewed.

SI Coble requested the maintenance files for vehicles:

VIN: 1FVACWDC87DZ14118 - Owned vehicle, but not available for inspection due to engine repairs being scheduled/conducted and per Nurmanbetov, as of December 31, 2024, the truck is no longer a part of its fleet. This is the second time the truck was unavailable for inspection due to the same explanation provided during this review and the initial review.

VIN: 1FVACWDC46HW75285 - Owned

VIN: 3ALACWFC7JDJK7356 - Term leased in the last 365 days, lease ended June 28, 2024.

Driver Vehicle Inspection Reports (DVIRs):

The carrier only operates one vehicle. DVIRs are not required to be kept.

Vehicle Inspections:

In accordance with eFOTM, a sample size of one vehicle was to be inspected. The vehicle inspected was conducted at 131 Glennwood Place, Renton, WA 98056. The truck is parked daily at 733 7th Avenue B 202, Kirkland, Washington 98033.

The vehicle inspected is as follows:

VIN: 1FVACWDC46HW75285 - No OOS conditions discovered.

See attached SafeSpect vehicle inspection report.

CLOSING INTERVIEW:

The closing interview was conducted on March 3, 2025, via telephone. Present at the closing interview was Coble and Nurmanbetov. This investigation resulted in a conditional safety rating.

During the on-site interview Almaz Nurmanbetov provided false statements to the direct questions by SI Coble. Nurmanbetov would change his answers or ask to fix paperwork found to be in violation to then appear compliant. SI Coble spent additional time trying to navigate through false, misleading, inaccurate information and redirection by Nurmanbetov, which is an identified pattern from the last investigation to the current one. Technical assistance was provided in detail to the carrier during the process of the entire investigation.

DOCUMENTS PROVIDED TO THE CARRIER:

The carrier was provided with one copy of the review, Parts A and B, with requirements and recommendations and the Safety Management Plan (SMP) guidance. The carrier was previously provided with a hard copy and an electronic copy of the 2023 guide "Achieving a Satisfactory Motor Carrier Safety Record."

FOLLOW-ON ACTION:

Recommend continued compliance monitoring and imposing administrative penalties consistent with the enforcement





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policy. Recommend the carrier complete and have approved a safety management plan (SMP). Work with the AAG to issue Notice of Intent to Cancel (NOIC) in accordance with CFR 390.35

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





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Safety Fitness Rating Explanation

This report lists the facts which were used to determine the Safety Fitness Rating for the above motor carrier. Federal and State violations are combined for rating purposes. However, only the federal or federal equivalent section number is shown below. A check mark identifies the range within which the data fell when determining the Safety Fitness Rating. All information within a FACTOR block relates only to that FACTOR.

FACTOR 1	General (CFR Parts 387, 390)	0 Point = Satisfactory 1 Point = Conditional >1 Point = Unsatisfactory
VIOLATIONS AFFECTING RATING	POINTS	
S 390.35	1 (A)	

TOTAL POINTS: 1 = CONDITIONAL		

FACTOR 2	Driver Qualification (CFR Parts 382, 383, 391)	0 Point = Satisfactory 1 Point = Conditional >1 Point = Unsatisfactory
VIOLATIONS AFFECTING RATING	POINTS	
NONE	-----	
TOTAL POINTS: 0 = SATISFACTORY		

FACTOR 3	Operational/Driving (CFR Parts 392, 395)	0 Point = Satisfactory 1 Point = Conditional >1 Point = Unsatisfactory
VIOLATIONS AFFECTING RATING	POINTS	
S 395.8(a)(1)	2 (C)	

TOTAL POINTS: 2 = UNSATISFACTORY		

FACTOR 4	Vehicle/Maintenance (CFR Parts 393, 396, Performance Data (OOS%))	
VIOLATIONS AFFECTING RATING	POINTS	Fewer than 3 inspections
NONE	-----	
TOTAL POINTS: 0 = SATISFACTORY		

Fewer than 3 Inspections	3 or more Inspections	
Rate same as other Regulatory Factors 1, 2, and 3 0 Point = Satisfactory 1 Point = Conditional >1 Point = Unsatisfactory	OOS Less than 34%	OOS 34% or Higher
	Satisfactory	Conditional
	Conditional	Unsatisfactory
	If a pattern of Non-Compliance with a Critical or an Acute Violation	If a pattern of Non-Compliance with a Critical or an Acute Violation

FACTOR 5	Hazardous Material (CFR Parts 397, 171, 172, 173, 177, 180)
Not Applicable - Not a carrier of Hazardous Material	
NONE	

FACTOR 6	Accident (Recordable Accident Rate)
$((\text{Recordable Accidents}) \times (1 \text{ million})) \div (\text{Total Miles}) = \text{Rate}$	
$(0 \times 1,000,000) \div 9,000 = 0 = \text{SATISFACTORY}$	
ACCIDENT RATE	FACTOR RATING
0.000 - 1.500	= Satisfactory
>1.500	= Unsatisfactory





LION MOVERS LLC
U.S. DOT #: 3668237

State #: THG-070121

Review Date:
03/03/2025

Safety Fitness Rating Explanation

OVERALL SAFETY FITNESS RATING

Number of Factors (1-6) shown above as less than satisfactory

Unsatisfactory

Conditional

1

1

= CONDITIONAL

FORMULA TO CALCULATE THE OVERALL SAFETY FITNESS RATING

Number of Factors

	Unsatisfactory	Conditional	OVERALL RATING
	0	2 or fewer	Satisfactory
	0	3 or more	Conditional
0	1	2 or fewer	Conditional
	1	3 or more	Unsatisfactory
	2	0 or more	Unsatisfactory

