	<b>US DOT #</b> 3131167	<b>Legal:</b> JOY MOVING COMPANY INC <b>Operating (DBA):</b>			
<b>MC/MX #:</b>		<b>State #:</b> THG-068307		<b>Federal Tax ID:</b>	
<b>Review Type:</b> Compliance Review (CR)					
<b>Scope:</b> Principal Office		<b>Location of Review/Audit:</b> Company facility in the U. S.			<b>Territory:</b>
<b>Operation Types</b>		<b>Interstate</b>	<b>Intrastate</b>		
<b>Carrier:</b>	N/A		Non-HM	<b>Business:</b> Individual	
<b>Shipper:</b>	N/A		N/A	<b>Gross Revenue:</b> \$120,000.00	
<b>Cargo Tank:</b>	N/A			<b>for year ending:</b> 12/31/2019	
<b>Company Physical Address:</b>					
1100 EAGLE RIDGE DR S UNIT D RENTON, WA 98055					
<b>Contact Name:</b> Yanling Zhou					
<b>Phone numbers:</b> (1) 425- 623-2222		(2)		<b>Fax</b>	
<b>E-Mail Address:</b> joymoving456@gmail.com					
<b>Company Mailing Address:</b>					
1100 EAGLE RIDGE DR S UNIT D RENTON, WA 98055					
<b>Carrier Classification</b>					
Authorized for Hire			Private Property		
<b>Cargo Classification</b>					
Household Goods					
<b>Equipment</b>					
	<b>Owned</b>	<b>Term Leased</b>	<b>Trip Leased</b>		<b>Owned</b> <b>Term Leased</b> <b>Trip Leased</b>
Truck	2	0	0	:	
Power units used in the U.S.:2					
Percentage of time used in the U.S.:100					
<b>Does carrier transport placardable quantities of HM?</b>				No	
<b>Is an HM Permit required?</b>				N/A	
<b>Driver Information</b>					
	<b>Inter</b>	<b>Intra</b>	<b>Average trip leased drivers/month:</b> 0		
<b>&lt; 100 Miles:</b>		2	<b>Total Drivers:</b> 2		
<b>&gt;= 100 Miles:</b>		0	<b>CDL Drivers:</b> 0		



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State #: THG-068307

**Part A**

QUESTIONS regarding this report or the Federal Motor Carrier Safety or Hazardous Materials rules may be addressed to the UTC attn: Edward Steiner

PO Box 47250  
Olympia, WA 98504-7250  
[Phone: 360-701-1608](tel:360-701-1608) [email: edward.steiner@utc.wa.gov](mailto:edward.steiner@utc.wa.gov)

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

**Person(s) Interviewed**

**Name:** Yanling Zhou

**Title:** President

**Name:**

**Title:**



	<b>JOY MOVING COMPANY INC</b> U.S. DOT #: 3131167	State #: THG-068307	Review Date: 04/01/2020
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**Part B Violations**

1 STATE CRITICAL	Primary: 391.51(a)	Discovered 2	Checked 2	Drivers/Vehicles In Violation Checked 2 2
<p><b>Description</b>  Failing to maintain driver qualification file on each driver employed.</p> <p><b>Example</b>  Driver name: Yongming Liu  Trip date: 02/17/2020  Description of violation: Carrier failed to maintain driver qualification files on drivers.</p> <p>Also in violation:  Driver name: Kai Gao  Trip date: 02/16/2020</p>				
2 STATE CRITICAL	Primary: 395.8(a)(1)	Discovered 60	Checked 60	Drivers/Vehicles In Violation Checked 2 2
<p><b>Description</b>  Failing to require a driver to prepare a record of duty status using the appropriate method</p> <p><b>Example</b>  Driver name: Yongming Liu  Trip date: 01/24/2020  Description of violation: Carrier failed to maintain records of duty status on drivers.</p> <p>Also in violation:  Driver name: Kai Gao  Trip date: 01/25/2020</p>				
3 STATE CRITICAL	Primary: 396.3(b)	Discovered 2	Checked 2	Drivers/Vehicles In Violation Checked 2 2
<p><b>Description</b>  Failing to keep minimum records of inspection and vehicle maintenance.</p> <p><b>Example</b>  Vehicle identification number: JL6CRK1A4HK002718  Trip date: 02/01/2020</p> <p>Vehicle identification number: JL6AMH1A6HK002695  Trip date: 02/02/2020</p>				
4 STATE CRITICAL	Primary: 396.17(a)	Discovered 2	Checked 2	Drivers/Vehicles In Violation Checked 2 2
<p><b>Description</b>  Using a commercial motor vehicle not periodically inspected.</p> <p><b>Example</b>  Vehicle identification number: JL6CRK1A4HK002718  Trip date: 02/01/2020</p> <p>Vehicle identification number: JL6AMH1A6HK002695  Trip date: 02/02/2020</p>				



	<b>JOY MOVING COMPANY INC</b> U.S. DOT #: 3131167	State #: THG-068307	Review Date: 04/01/2020
	<b>Part B Violations</b>		

5 STATE	Primary: WAC 480-15-555 Secondary: RCW 81.80.130 CFR Equivalent: 392.2	<b>Discovered</b> 1	<b>Checked</b> 3	<b>Drivers/Vehicles</b> <b>In Violation</b>	<b>Checked</b> 3
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**Description**  
Operating a motor vehicle not in accordance with the laws, ordinances, and regulations of the jurisdiction in which it is being operated.


**Example**  
Driver name: Yongming Liu  
Trip date: 02/17/2020  
Description of violation: Carrier failed to investigate employee's criminal background prior to hiring and using on household goods jobs.

In violation:  
Huawei Chen

<b>Safety Fitness Rating Information:</b> <b>Total Miles Operated</b> 48,000 <b>Recordable Accidents</b> 0 <b>Recordable Accidents/Million Miles</b> 0.00	<b>OOS Vehicle (CR):</b> 0 <b>Number of Vehicle Inspected (CR):</b> 2 <b>OOS Vehicle (MCMIS):</b> 0 <b>Number of Vehicles Inspected (MCMIS):</b> 0
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Your proposed safety rating is :  <p style="text-align: center;"><b>UNSATISFACTORY</b></p>	<table border="1"> <thead> <tr> <th>Rating Factors</th> <th></th> <th>Acute</th> <th>Critical</th> </tr> </thead> <tbody> <tr> <td>Factor 1:</td> <td>S</td> <td>0</td> <td>0</td> </tr> <tr> <td>Factor 2:</td> <td>C</td> <td>0</td> <td>1</td> </tr> <tr> <td>Factor 3:</td> <td>U</td> <td>0</td> <td>2</td> </tr> <tr> <td>Factor 4:</td> <td>U</td> <td>0</td> <td>2</td> </tr> <tr> <td>Factor 5:</td> <td>N</td> <td>0</td> <td>0</td> </tr> <tr> <td>Factor 6:</td> <td>S</td> <td>-</td> <td>-</td> </tr> </tbody> </table>	Rating Factors		Acute	Critical	Factor 1:	S	0	0	Factor 2:	C	0	1	Factor 3:	U	0	2	Factor 4:	U	0	2	Factor 5:	N	0	0	Factor 6:	S	-	-
Rating Factors		Acute	Critical																										
Factor 1:	S	0	0																										
Factor 2:	C	0	1																										
Factor 3:	U	0	2																										
Factor 4:	U	0	2																										
Factor 5:	N	0	0																										
Factor 6:	S	-	-																										



	<b>JOY MOVING COMPANY INC</b> U.S. DOT #: 3131167	Review Date: 04/01/2020
<b>Part B Requirements and/or Recommendations</b>		

1. The Washington Utilities and Transportation Commission (UTC) adopted the Federal Motor Carrier Safety Administration (FMCSA) rules of 49 CFR and regulations pertaining to the Commercial Motor Vehicle's Safety along with the Revised Code of Washington and Washington Administrative Codes pertaining to Commercial Motor Vehicle Safety and Regulations.

How to request an upgrade to your INTRASTATE safety rating based on corrective actions:

Within sixty (60) days from receipt of your proposed safety rating, you may request in writing, a change in the rating based on corrective actions. You should do so as soon as possible so the UTC has the opportunity to review your corrective actions and make a final decision. Your Safety Management Plan should be submitted within the first 30 days after receiving this report.

Your submission should be as detailed as possible:

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.
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:

Investigator Edward Steiner  
Email: Edward.Steiner@UTC.WA.GOV

2. **Understand Why Compliance Saves Time and Money:** Compliance with FMCSRs will not only save lives, but also saves your business time and money. Tracking how much your business spends on non-compliance activities can help you understand the many benefits of compliance to your business and why safety is good business.  
**Document and Follow Through on Action Plans:** Document and follow through on action plans to ensure the actions you are taking are creating improvement in safety management and compliance.  
**NOTICE:** A pattern and/or repeated violations of the same or related acute or critical regulations (violations of the same Part in Title 49, Code of Federal Regulations) will cause the maximum penalties allowed by law to be assessed under Section 222 of the Motor Carrier Safety Improvement Act of 1999 (MCSIA). A pattern of violations means two or more violations of acute and/or critical regulations in three or more Parts of Title 49, Code of Federal Regulations discovered during any eligible investigation. Repeated violations means violation(s) of an acute regulation of the same Part of Title 49, Code of Federal Regulations discovered in an investigation after one or more closed



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<b>Part B Requirements and/or Recommendations</b>		

enforcement actions within a six year period and/or violation(s) of a critical regulation in the same Part of Title 49, Code of Federal Regulations discovered in an investigation after two or more closed enforcement actions within a six year period.

NOTICE: 49 CFR Part 391.23 requires prospective employers to, at a minimum, investigate a driver's employment information, crash record, and alcohol and controlled substances history from all employers the driver worked for within the previous 3 years.

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

<http://www.psp.fmcsa.dot.gov/Pages/default.aspx>

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

<http://www.fmcsa.dot.gov/documents/Hijacking-Brochure.pdf>

### 3. HOS COMPLIANCE BASIC PROCESS BREAKDOWN: Policies and Procedures

DESCRIPTION OF PROCESS BREAKDOWN - Carrier failed to accurately record Record of Duty Status.

#### 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.

### 4. Require all drivers to prepare complete and accurate records of duty status for each day, and to submit them within 13 days. Maintain all duty status records on file, with all supporting documents, for at least 6 months.

### 5. If you want some drivers to use the 100 air-mile radius exemption, make sure that the drivers meet all terms of the exemption, including being released from duty no more than 12 hours from when they report for duty. Logs must be



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<b>Part B Requirements and/or Recommendations</b>		

prepared if a driver does not meet the 12 hour requirement.

6. Ensure that all documents supporting records of duty status (such as toll, fuel repair and other on-the-road expense receipts, as well as invoices, bills of lading, dispatch records, etc.) are kept on file for at least 6 months.

7. DRIVER FITNESS BASIC PROCESS BREAKDOWN: Policies and Procedures

DESCRIPTION OF PROCESS BREAKDOWN - Carrier failed to maintain complete driver qualification files.

BASIC SPECIFIC RECOMMENDED REMEDIES

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

- Develop a policy for the periodic review (at least twice per year) of driver qualification files. The motor carrier should not rely on third-party sources, such as insurance agencies. The procedure should include controls to ensure that documents requiring renewals are in place, to remind drivers of expiration dates on medical certificates, so they can schedule another physical examination in advance, and to prevent falsification of documents related to driver qualification.
- Establish a policy requiring drivers to submit copies of all vehicle and roadside inspections and moving violations to carrier management within 24 hours, and to notify management of suspended or revoked Commercial Driver's Licenses (CDLs) immediately following notification of suspension/revocation.
- Establish a policy requiring all new (since 2003) Commercial Driver's License (CDL) drivers to submit documentation of entry-level driver training in - for example, driver qualification requirements, Hours of Service (HOS), driver wellness, and whistleblower protection - or to take entry-level training provided by the carrier.
- Develop a policy for document retention and recordkeeping, including documents that are to be in the possession of the driver as proof of credentials.
- Develop a process to ensure that operations will always have the proper amount of fit drivers. This process would address how to deal with issues such as sick leave, vacation, training, suspension, and termination.
- 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 Driver Fitness Violations.

Seek Out Resources:

- You are encouraged to review your company's record at the following website: <http://ai.fmcsa.dot.gov/SMS>. You will need to use your PIN Number that has been provided by the FMCSA.
- Contact industry associations to get resources and ideas on safety improvement practices from other carriers in the industry

8. VEHICLE MAINTENANCE BASIC - INSPECTION-REPAIR-MAINTENANCE PROCESS BREAKDOWN: Policies and Procedures


DESCRIPTION OF PROCESS BREAKDOWN - .Carrier failed to maintain minimum vehicle maintenance records and ensure periodic inspections were properly completed.

BASIC SPECIFIC RECOMMENDED REMEDIES

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

- Develop a system of preventive maintenance for compliant, safe, and efficient fleet operations, including a schedule for periodic maintenance, inspection, and recordkeeping. This system should be attuned to manufacturer recommendations, the carrier's own experience, and regulatory requirements.
- Develop a procedure ensuring that vehicle defects that impact safety and/or safety compliance are reported, repaired, and certified before the vehicle is operated.
- Develop procedures to ensure that management is notified of vehicle defects through the use of Driver Vehicle Inspection Records (DVIRs) and other communication channels, such as driver call-in and e-mail from mechanics.



	<b>JOY MOVING COMPANY INC</b> U.S. DOT #: 3131167	Review Date: 04/01/2020
<b>Part B Requirements and/or Recommendations</b>		

- Develop a policy ensuring that drivers are qualified to complete thorough and timely Driver Vehicle Inspection Records (DVIRs) by the end of the day of the trip and prior to a subsequent assignment.
- Establish a policy requiring drivers to submit copies of all roadside inspections to carrier management within 24 hours.
- Develop policies and procedures requiring drivers to immediately notify appropriate management of any roadside vehicle Out-of-Service (OOS) order.
- 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 vehicle maintenance violations.





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**Part C**

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

**Parts Reviewed Certification:**

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

**Prior Reviews**      **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:** Yanling Zhou  
**Corporate Contact Title:** President

**Special Study Information:**

**Remarks:**

INVESTIGATIVE REPORT RECEIVED BY:  
Name: Mr. Yanling Zhou  
Title: President  
Carrier/Shipper Name: Joy Moving Company, Inc.  
Date: April 1, 2020

**REASON FOR THE INVESTIGATION:**

As part of the 2020 Motor Carrier Safety work plan, this investigation was assigned to Special Investigator Edward Steiner. This carrier operates in intrastate commerce.

**SCOPE OF THE INVESTIGATION:**

This investigation is a comprehensive intrastate investigation and was assigned to Special Investigator Edward Steiner on February 13, 2020. The carrier was contacted on February 13, 2020 and a full investigation was set for March 3, 2020, with Mr. Yanling Zhou, at 1100 Eagle Ridge Drive South, Renton, WA, at the carrier's principal place of business. Present at the start of the investigation was Special Investigator Edward Steiner along with Joy Moving Company, Inc. representative Mr. Yanling Zhou (Owner). Due to Mr. Zhou not being fluent in English, translator Sharon Li was also present. SMS was checked on February 28, 2020 and it was noted that no BASICs were in alert status.


**CARRIER OPERATION DESCRIPTION:**

Joy Moving Company, Inc. is a provisional household goods carrier that operates in Renton, WA. The carrier began operations in the area in May 2016. Mr. Zhou attended household goods training on November 7, 2018. The carrier currently owns two vehicles and employs two drivers. The carrier's gross revenue for 2019 was reported as \$120,000. The carrier is not and has not been involved in any emergency relief efforts in the last 365 days. The carrier reported 48,000 miles were driven in the past 12 months.

**PRE-INVESTIGATION:**

On February 13, 2020, a carrier information packet was emailed to the carrier listing 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 a carrier information packet with a list of all commercial motor vehicle drivers utilized in the past 12 months and a list of all commercial motor vehicles utilized in the last 12 months prior to the start of this investigation. The carrier packet was returned on February 18, 2020. On Tuesday, March 3, 2020, documents requested that were available were provided to the investigator for review. The document request included a list of all accidents for the past 365 days from the date of review,



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**Part C**

driver qualification files for all drivers used within the past 12 months, insurance documentation, all records of duty status (log books/time cards) for the previous six months, all maintenance files and records for each unit. A copy of the carrier's profile was obtained through MCMIS on February 28, 2020.

**CDLIS (DRIVER LICENSE) CHECK:**

In accordance with the eFOTM, all CDL drivers were required to be checked. Joy Moving Company, Inc. employed two non-commercial drivers in the past 365 days. Driver licenses for Yongming Liu and Kai Gao, were checked through CDLIS on March 23, 2020 revealing the license's to be current.

**AUTHORITY:**

The carrier is an authorized household goods carrier operating in intrastate commerce. The carrier operates under the USDOT Number 3131167. Joy Moving Company, Inc. has intrastate authority through the commission under provisional permit number THG-068307.

**INSURANCE:**

Joy Moving Company, Inc. is required to maintain a minimum level of public liability of \$750,000. A check with the carrier's insurance agent shows a \$750,000 Auto Liability effective November 29, 2019 through May 29, 2020 with Progressive Commercial Insurance. See Part 387 below for details.

**RED FLAG DRIVERS:**

A&I (SMS) was checked through Portal on February 28, 2020 and the carrier has no drivers with red flag violations in the last 365 days.

**DRUG AND ALCOHOL SUPPLEMENTAL REVIEW:**

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

**HAZARDOUS MATERIALS SUPPLEMENTAL REVIEW:**

Joy Moving Company, Inc. does not transport any hazardous materials. A Hazardous Materials Supplemental Review was not required.

**INVESTIGATION:**

The following investigation is a comprehensive investigation that checked Parts 376, 380, 382, 383, 387, 390, 391, 392, 393, 395 and 396.

**Part 376 Lease and Interchange of Vehicles:**

Joy Moving Company, Inc. currently does not lease any vehicles.

**Part 380 Special Training:**

Joy Moving Company, Inc. does not operate long combination vehicles (LCVs). The carrier has not employed drivers that meet the definition of entry level driver.

**Part 382 Controlled Substance and Alcohol Testing:**

Joy Moving Company, Inc. does not operate vehicles with a GVWR above 26,001 lbs. and is not required to have a controlled substance and alcohol program.

**Part 383 Commercial Driver's License:**

The carrier does not currently employ CDL drivers.

**Part 387 Financial Responsibility:**


The carrier's automobile liability is insured through Progressive Commercial Insurance. The local insurance agent is Bill Lan at Orca Insurance, who was contacted at telephone number (206) 818-4133. Mr. Lan verified the carrier maintained \$750,000 in Auto Liability coverage (policy # 07676621-3). Mr. Lan further verified the carrier maintained \$100,000 in cargo insurance effective June 1, 2019, with Century Surety Company (policy # USA4224007). Mr. Lan verified the carrier had no history of claims on file. The company's Form E on file with the commission was effective July 13, 2018.

**Part 390 General FMSCR:**

The carrier has not been involved in any DOT-recordable accidents within the last 365 days.

MCS-150 form was last updated on May 27, 2018.



	<b>JOY MOVING COMPANY INC</b> U.S. DOT #: 3131167	Review Date: 04/01/2020
<b>Part C</b>		

**Part 391 Qualification of Drivers:**

The carrier employed a total of two drivers that operated in the state of Washington during the last 365 days. Per eFOTM guidelines, a sample size of two Driver's Qualification Files were to be inspected based on the number of current drivers. The drivers checked were Yongming Liu and Kai Gao. The following violations were discovered:

Two critical violations of 391.51(a) occurred when the carrier failed to maintain driver qualification files on each driver employed.

In accordance with FMCSA Memorandum MC-ECS-2012-004 medical certificates for 25 percent of the driver qualification file sample size. One driver was selected for verification.

Driver Name: Yongming Liu  
Date of Birth: October 4, 1978  
ME's License/Certificate Number: NT60189031  
Date of Issuance of the MEC: March 12, 2019  
National Registry Identification Number: 4057566161  
Phone Number: (425) 679-5997  
Date and Time Contacted: March 23, 2020 @ 2:56 pm  
Person Contacted: Jennifer  
Results: MEC Check Confirmed

**Part 392 - Driving of Commercial Motor Vehicles:**

Joy Moving Company, Inc. is operates in intrastate commerce. The carrier filed an annual report with the commission on April 29, 2019. Carrier advised on no handheld cellphones and texting.

One critical type violation of WAC 480-15-555 for failing to acquire a criminal background check for prospective employees.

**Part 395 - Hours of Service:**

The carrier employed two drivers during the last 365 days. In accordance with eFOTM procedures, a sample size of two Record of Duty Status (RODS) based on the number of current drivers is required to be checked for a 30-day period. Joy Moving Company, Inc. operated most service under the short-haul exemption of Part 395.1(e) within the last 365 days.

For this investigation a 30-day period was chosen from January 1 - January 30, 2020. This required that 60 RODS be checked. The drivers checked were Yongming Liu and Kai Gao.

Sixty critical violations of 395.8(a)(1) occurred when the carrier failed to require driver to make a record of duty status.

**Part 393 & 396 - Maintenance and Inspection:**

The carrier owns two vehicles that are classified as a commercial motor vehicle in intrastate commerce for the last 365 days.

Two critical type violations of 396.17(a) occurred when the carrier utilized a commercial motor vehicle not periodically inspected.

**Vehicle Maintenance Records:**

In accordance with eFOTM, a sample size of two vehicle maintenance files was requested for review, however, Joy Moving Company, Inc. failed to retain vehicle maintenance files.

Two critical violations of 396.3(b) occurred when the carrier failed to keep minimum records of inspection and vehicle maintenance.


**Driver Vehicle Inspection Reports (DVIRs):**

The carrier owns two vehicles requiring DVIR's to be completed. No violations discovered.

**Vehicle Inspections:**

No out of service violations noted on Aspen reports.



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**Part C**

**CLOSING INTERVIEW:**

The closing interview was conducted via phone on April 1, 2020 with Mrs. Helen Chen who is the translator and spouse of Mr. Yanling Zhou. This investigation resulted in a proposed "Unsatisfactory" rating. The carrier was cooperative throughout the entire scope of this investigation and were provided with instructions for completing a safety management plan and requesting a safety rating upgrade. Technical assistance was also provided to the carrier during the process of this review.

**DOCUMENTS PROVIDED TO THE CARRIER:**

The carrier was informed on how to access an electronic copy of "Achieving a Satisfactory Motor Carrier Safety Record" and "Fitness Rating Explanation."

**FOLLOW-ON ACTION:**

Recommend administrative penalties for critical violations and requiring company to submit a Safety Management Plan.

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



	<b>JOY MOVING COMPANY INC</b> U.S. DOT #: 3131167	State #: THG-068307	Review Date: 04/01/2020
	<b>Safety Fitness Rating Explanation</b>		

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.

<b>FACTOR 1</b> <b>VIOLATIONS AFFECTING RATING</b> NONE	<b>General (CFR Parts 387, 390)</b> <b>POINTS</b> ----- <b>TOTAL POINTS: 0 = SATISFACTORY</b>	0 Point = Satisfactory 1 Point = Conditional >1 Point = Unsatisfactory													
<b>FACTOR 2</b> <b>VIOLATIONS AFFECTING RATING</b> S	<b>Driver Qualification (CFR Parts 382, 383, 391)</b> <b>POINTS</b> 1 ( C ) ----- <b>TOTAL POINTS: 1 = CONDITIONAL</b>	0 Point = Satisfactory 1 Point = Conditional >1 Point = Unsatisfactory													
<b>FACTOR 3</b> <b>VIOLATIONS AFFECTING RATING</b> S	<b>Operational/Driving (CFR Parts 392, 395)</b> <b>POINTS</b> 1 ( C ) ----- <b>TOTAL POINTS: 2 = UNSATISFACTORY</b>	0 Point = Satisfactory 1 Point = Conditional >1 Point = Unsatisfactory													
<b>FACTOR 4</b> <b>VIOLATIONS AFFECTING RATING</b> S S	<b>Vehicle/Maintenance (CFR Parts 393, 396, Performance Data (OOS%))</b> <b>POINTS</b> Fewer than 3 inspections 1 ( C ) 1 ( C ) ----- <b>TOTAL POINTS: 2 = UNSATISFACTORY</b>														
<table border="1" style="width: 100%;"> <tr> <th style="width: 25%;">Fewer than 3 Inspections</th> <th colspan="2">3 or more Inspections</th> </tr> <tr> <td rowspan="3"> Rate same as other Regulatory Factors 1, 2, and 3   0 Point = Satisfactory  1 Point = Conditional  &gt;1 Point = Unsatisfactory </td> <th style="width: 50%;">OOS Less than 34%</th> <th style="width: 25%;">OOS 34% or Higher</th> </tr> <tr> <td>Satisfactory</td> <td>Conditional</td> </tr> <tr> <td>Conditional</td> <td>Unsatisfactory</td> </tr> <tr> <td></td> <td>If a pattern of Non-Compliance with a Critical or an Acute Violation</td> <td>If a pattern of Non-Compliance with a Critical or an Acute Violation</td> </tr> </table>	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		
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	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													
<b>FACTOR 5</b> <b>Not Applicable - Not a carrier of Hazardous Material</b> NONE	<b>Hazardous Material (CFR Parts 397, 171, 172, 173, 177, 180)</b>														
<b>FACTOR 6</b>	<b>Accident (Recordable Accident Rate)</b> (( Recordable Accidents ) X ( 1 million ) ) ÷ ( Total Miles ) = Rate ( 0 X 1,000,000 ) ÷ 48,000 = 0 = SATISFACTORY <b>URBAN CARRIER - All Driver operate within &lt;100 air miles</b>  <b>ACCIDENT RATE      FACTOR RATING</b> 0.000 - 1.700      =      Satisfactory >1.700                =      Unsatisfactory														



	<b>JOY MOVING COMPANY INC</b>	State #: THG-068307	Review Date:
	U.S. DOT #: 3131167		04/01/2020

**Safety Fitness Rating Explanation**

**OVERALL SAFETY FITNESS RATING**

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

Unsatisfactory	Conditional	
2	1	= UNSATISFACTORY

**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
1	2 or fewer	Conditional
1	3 or more	Unsatisfactory
2	0 or more	Unsatisfactory

