



**US DOT #**  
3235606

**Legal:** THAT'S A WRAP MOVING COMPANY LLC  
**Operating (DBA):**

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Pocket 100688  
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**MC/MX #:** 1034512 **State #:** THG-068607 **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:** Non-HM N/A  
**Shipper:** N/A N/A  
**Cargo Tank:** N/A

**Business:** Individual  
**Gross Revenue:** \$74,215.00 **for year ending:** 12/31/2019

**Company Physical Address:**

2719 20TH STREET PL SW  
PUYALLUP, WA 98373-1363

**Contact Name:** Brian Davis  
**Phone numbers:** (1) 206- 697-1059 (2) **Fax**  
**E-Mail Address:** thatsawrapmoving@gmail.com

**Company Mailing Address:**

2719 20TH STREET PL SW  
PUYALLUP, WA 98373-1363

**Carrier Classification**

Authorized for Hire Private Property

**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:	0	0	Total Drivers: 1
>= 100 Miles:	1	0	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 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:** Brian Davis

**Title:** Owner

**Name:**

**Title:**





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Part B Violations

1 STATE <b>CRITICAL</b>	Primary: 395.8(a)(1)	<b>Discovered</b> 7	<b>Checked</b> 30	<b>Drivers/Vehicles</b> <b>In Violation</b> 1	<b>Checked</b> 1
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**Description**

Failing to require a driver to prepare a record of duty status using the appropriate method

**Example**

Driver name: Brian Davis

Trip date: 04/02/2020

Description of violation: Carrier failed to require driver to prepare record of duty status.

2 STATE	Primary: 395.8(f)	<b>Discovered</b> 2	<b>Checked</b> 30	<b>Drivers/Vehicles</b> <b>In Violation</b> 1	<b>Checked</b> 1
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**Description**

Failing to require driver to prepare record of duty status in form and manner prescribed.

**Example**

Driver name: Brian Davis

Trip date: 04/02/2020

Description of violation: Carrier failed to require driver to accurately record total hours of service.

3 STATE	Primary: 396.3(b)	<b>Discovered</b> 1	<b>Checked</b> 1	<b>Drivers/Vehicles</b> <b>In Violation</b> 1	<b>Checked</b> 1
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**Description**

Failing to keep minimum records of inspection and vehicle maintenance.

**Example**

Vehicle identification number: JNAU4R0J5NAH04219

Trip date: 05/03/2020

<b>Safety Fitness Rating Information:</b>		<b>OOS Vehicle (CR):</b> 0
<b>Total Miles Operated</b> 10,497		<b>Number of Vehicle Inspected (CR):</b> 1
<b>Recordable Accidents</b> 0		<b>OOS Vehicle (MCMIS):</b> 0
<b>Recordable Accidents/Million Miles</b> 0.00		<b>Number of Vehicles Inspected (MCMIS):</b> 0

<b>Your proposed safety rating is :</b>  <b>CONDITIONAL</b>	<b>Rating Factors</b>	<b>Acute</b>	<b>Critical</b>
	<b>Factor 1:</b> S	0	0
	<b>Factor 2:</b> S	0	0
	<b>Factor 3:</b> U	0	2
	<b>Factor 4:</b> S	0	0
	<b>Factor 5:</b> N	0	0
	<b>Factor 6:</b> S	-	-

This rating will become the final rating 60 days from the date indicated on a forthcoming official notice from the Federal Motor Carrier Safety Administration headquarters in Washington, D.C.

However, if this rating improves a previous Unsatisfactory rating, it will become effective on the date of the official notice from the FMCSA headquarters.

Corrective actions must be taken for the violations (deficiencies) listed on Part B of this review. Title 49 CFR Sections 385.15 and 385.17 provide for administrative review and a change to a safety rating based on corrective actions, respectively. A request for a change to a safety rating under section 385.17 may be made at any time. A motor carrier may request, in writing, a change in the rating by providing evidence of corrective actions to the Field Administrator for the FMCSA Service Center in which the carrier





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### Part B Violations

maintains its principal place of business. (See 49 CFR 385.17 for additional details). A request for administrative review under section 385.15 must be made within 90 days of the date of the proposed safety rating issued under section 385.11(c) or a final safety rating issued under section 385.11(b), or within 90 days after denial of a request for a change in rating under section 385.17.

If this was a focused investigation, which will be noted in the Review Type on the first page of this report (Part A), some factors shown above may be marked "SATISFACTORY" even if they were not reviewed. A focused investigation will not result in a SATISFACTORY safety rating because all standards and factors specified in 40 CFR 383.5 and 385.7 were not examined in full, even though it may appear that they were under the rating factors in Part B of this document. It may, however, result in a less than SATISFACTORY rating if sufficient violations are discovered in the parts and factors examined to result in a CONDITIONAL or UNSATISFACTORY rating, or a non-ratable review.

If you receive a conditional or unsatisfactory rating, you may request an administrative review under 49 CFR 385.15 or a safety rating upgrade based on corrective action under 49 CFR 385.17. However, a successful request may only result in a non-ratable status, upgrade to a conditional safety rating, or reinstatement of your most recent safety rating. You will not receive a new satisfactory safety rating as a result of your request(s) under 49 CFR 385.15 and/or 49 CFR 385.17.





**Part B Requirements and/or Recommendations**

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





**Part B Requirements and/or Recommendations**

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





### Part B Requirements and/or Recommendations

DESCRIPTION OF PROCESS BREAKDOWN - .Carrier representative Brian Davis failed to maintain minimum vehicle maintenance records.

#### 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.
- 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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**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									

**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:**

60-Day - no Interstate Passengers or Placardable HM

**Corporate Contact:** Brian Davis  
**Corporate Contact Title:** Owner

**Special Study Information:**

**Remarks:**

INVESTIGATIVE REPORT RECEIVED BY:

Name: Mr. Brian Davis

Title: Owner

Carrier/Shipper Name: That's a Wrap Moving Company, LLC

Date: July 29, 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 being conducted as a comprehensive intrastate investigation and was assigned to Special Investigator Edward Steiner on May 8, 2020. The carrier was contacted on May 8, 2020 and a full off-site investigation was scheduled with Mr. Brian Davis, via electronic transfer of requested documentation and telephonic communication. SMS was checked on May 8, 2020 and it was noted that no BASICs were in alert status.

**CARRIER OPERATION DESCRIPTION:**

That's a Wrap Moving Company, LLC is a provisional household goods carrier that operates in Puyallup, WA. The carrier began operations in the area in February 2019. Mr. Davis attended household goods training on February 20, 2019. The carrier currently owns one vehicle and employs one driver for commercial operations. The carrier's gross revenue as reported for fiscal year ending December 31, 2019 was \$74,215.70. The carrier is not and has not been involved in any emergency relief efforts in the last 365 days. Mr. Davis reported 10,497 miles were driven within the past twelve months of this investigation.

**PRE-INVESTIGATION:**

On May 8, 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 May 11, 2020. On May 14, 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, driver qualification files for all drivers used within the past 12 months, insurance documentation, all records of duty status (log







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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 May 8, 2020.

### CDLIS (DRIVER LICENSE) CHECK:

In accordance with the eFOTM, all CDL drivers were required to be checked. That's a Wrap Moving Company, LLC employed one non-commercial driver in the past 365 days. Driver license for Brian Davis was checked through CDLIS revealing the license to be current.

### AUTHORITY:

The carrier is an authorized household goods carrier operating in intrastate and interstate (MC-1034512), commerce. The carrier's USDOT Number is 3235606. That's a Wrap Moving Company, LLC has intrastate authority through the commission under provisional permit number THG-068607.

### INSURANCE:

That's a Wrap Moving Company, LLC is required to maintain a minimum level of public liability of \$750,000. A check with the carrier's insurance agent shows a \$1,000,000 Auto Liability effective April 25, 2020 with Progressive Commercial Policy. See Part 387 below for details.

### RED FLAG DRIVERS:

A&I (SMS) was checked through Portal on May 8, 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:

That's a Wrap Moving Company, LLC 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:

That's a Wrap Moving Company, LLC currently does not lease any vehicles.

#### Part 380 Special Training:

That's a Wrap Moving Company, LLC 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:

That's a Wrap Moving Company, LLC 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 vehicle is insured through Progressive Commercial Policy. The local agent company is Duncan & Associates with the contact telephone number (360) 352-7588. Investigator contacted the carrier's insurance agent Denise and verified the carrier maintained \$1,000,000 in Auto Liability coverage and \$25,000 in cargo insurance. The cargo insurance is through Atlantic Specialty Insurance. The carrier has a current Form E on file with the commission dated April 25, 2019.

#### 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 8, 2020.

#### Part 391 Qualification of Drivers:

The carrier employed a total of one driver that operated in the state of Washington during the last 365 days. Per eFOTM





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guidelines, a sample size of one Driver's Qualification File was to be inspected based on the number of current drivers. The driver checked was Brian Davis.

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

Driver Name: Brian Davis  
Date of Birth: April 16, 1983  
ME's License/Certificate Number: AP60429656  
Date of Issuance of the MEC: June 22, 2019  
National Registry Identification Number: 8625369470  
Phone Number: (253)840-1840  
Date and Time Contacted: June 12, 2020 @ 3:55 pm  
Person Contacted: Dani  
Results: Confirmed

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

That's a Wrap Moving Company, LLC is operating in intrastate and interstate commerce. Carrier advised on no handheld cellphones and texting.

#### Part 395 - Hours of Service:

The carrier employed one driver during the last 365 days. In accordance with eFOTM procedures, a sample size of one Record of Duty Status (RODS) based on the number of current drivers is required to be checked for a 30-day period. That's a Wrap Moving Company, LLC 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 March 10 - April 8, 2020. This required that 30 RODS be checked. The driver checked was Brian Davis.

Out of the 30 RODS checked; seven days contained no RODS for an interstate trip to the state of Arizona:

Brian Davis (7 times): March 27, 28, 29, 30, 31. April 1,2.

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

Two days were discovered to contain inaccurate total daily hours. The inaccurate RODS were:

Brian Davis (2 times): March 27. April 2.

Two violations of 395.8(f) occurred when the carrier failed to require driver to prepare records of duty status in form and manner prescribed.

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

The carrier owns one vehicle classified as a commercial motor vehicle in intrastate commerce for the last 365 days.

#### Vehicle Maintenance Records:

In accordance with eFOTM, a sample size of one vehicle maintenance file was requested for review.

One critical violation 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 has one vehicle and is not required to have DVIR's.

#### Vehicle Inspections:

No out of service violations noted on Aspen report.





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**CLOSING INTERVIEW:**

The closing interview was conducted on July 29, 2020, with Mr. Brian Davis. This investigation resulted in a proposed "Conditional" rating. Mr. Davis was cooperative throughout the entire scope of this investigation. 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, Revised July 2020" and "Fitness Rating Explanation."

**FOLLOW-ON ACTION:**

Recommend continued compliance monitoring.

<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>





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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.

<b>FACTOR 1</b>	<b>General (CFR Parts 387, 390)</b>	0 Point = Satisfactory 1 Point = Conditional >1 Point = Unsatisfactory
<b>VIOLATIONS AFFECTING RATING</b>	<b>POINTS</b>	
NONE	-----	
<b>TOTAL POINTS: 0 = SATISFACTORY</b>		

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

<b>FACTOR 3</b>	<b>Operational/Driving (CFR Parts 392, 395)</b>	0 Point = Satisfactory 1 Point = Conditional >1 Point = Unsatisfactory
<b>VIOLATIONS AFFECTING RATING</b>	<b>POINTS</b>	
S	1 ( C )	
<b>TOTAL POINTS: 2 = UNSATISFACTORY</b>		

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

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 If a pattern of Non-Compliance with a Critical or an Acute Violation	Unsatisfactory If a pattern of Non-Compliance with a Critical or an Acute Violation

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

<b>FACTOR 6</b>	<b>Accident (Recordable Accident Rate)</b>
(( Recordable Accidents ) X ( 1 million ) ) ÷ ( Total Miles ) = Rate ( 0 X 1,000,000 ) ÷ 10,497 = 0 = SATISFACTORY	
<b>ACCIDENT RATE</b>	<b>FACTOR RATING</b>
0.000 - 1.500	= Satisfactory
>1.500	= Unsatisfactory





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### Safety Fitness Rating Explanation

#### OVERALL SAFETY FITNESS RATING

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

Unsatisfactory

Conditional

1

0

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

